



2024–2028 Update

# CITY OF GREENSBORO COMPREHENSIVE PLAN

◦ As Adopted February 20, 2024 ◦



Prepared by the Planning & Government Services Division  
of the Northeast Georgia Regional Commission

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## ACKNOWLEDGMENTS

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- ◆ Morris Miller..... City Council
- ◆ Chris Moore ..... City Council
- ◆ David S. Neal..... City Council
- ◆ L. Noreene Parker..... Historic Preservation Commission
- ◆ Cynthia Rivers ..... City Council
- ◆ Chuck Rowland .....Chairman, Pete Nance Boys & Girls Club
- ◆ Jontavius Smith ..... City Council
- ◆ Jarvis Sims ..... City Manager
- ◆ Terri Thornton ..... Planning and Zoning Chairman
- ◆ Gary Usry .....Chairman, Greene County Board of Commissioners
- ◆ Kendrick Ward..... Main Street Director
- ◆ Corey Williams ..... Mayor

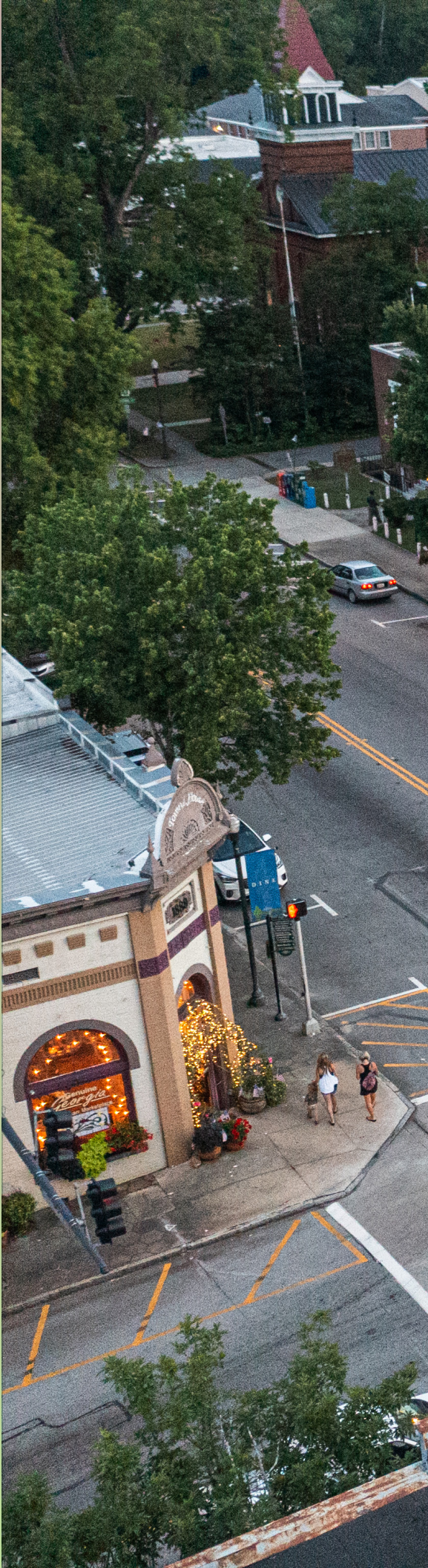
### MAYOR AND COUNCIL

- ◆ Corey Williams ..... Mayor
- ◆ David Neal ..... Mayor Pro-Tem/City Council
- ◆ Morris Miller..... City Council
- ◆ Chris Moore ..... City Council
- ◆ Cynthia Rivers ..... City Council
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### NEGRC STAFF

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## Chapter 1

# INTRODUCTION

A Comprehensive Plan is a community's guide for growth and improvement to public services, community resources, local policies, and the built environment. The plan represents the preferred vision for the community's future and provides a tangible list of actions that the community is committed to undertaking to achieve that vision. It is intended to provide guidance to local elected officials on land use patterns, the existing needs of facilities and services, and the protection and enhancement of quality of life within the community.

The plan seeks to establish the ground rules for how the community will develop and invest by asking four questions:

Where are we now?

Where are we going?

Where do we want to be?

How do we get there?

By considering current needs and existing opportunities, the plan provides a foundation for decision-making in support of achieving short- and long-term goals.

## BACKGROUND

Greensboro, established in 1786, is the county seat of Greene County and is part of the Northeast Georgia Region (Figure 1). It is located about halfway between Atlanta and Augusta, just north of Interstate 20. During the cotton boom of the 1800s, it grew as the county’s commercial center. Today, it is known as the hometown of Lake Oconee, and the restaurants, shops, and historic buildings downtown draw many visitors. It was designated by the Department of Community Affairs as a Georgia Exceptional Main Street (GEMS) community in 2014 and recertified in 2021. This designation recognizes some of the state’s most vibrant downtown districts.

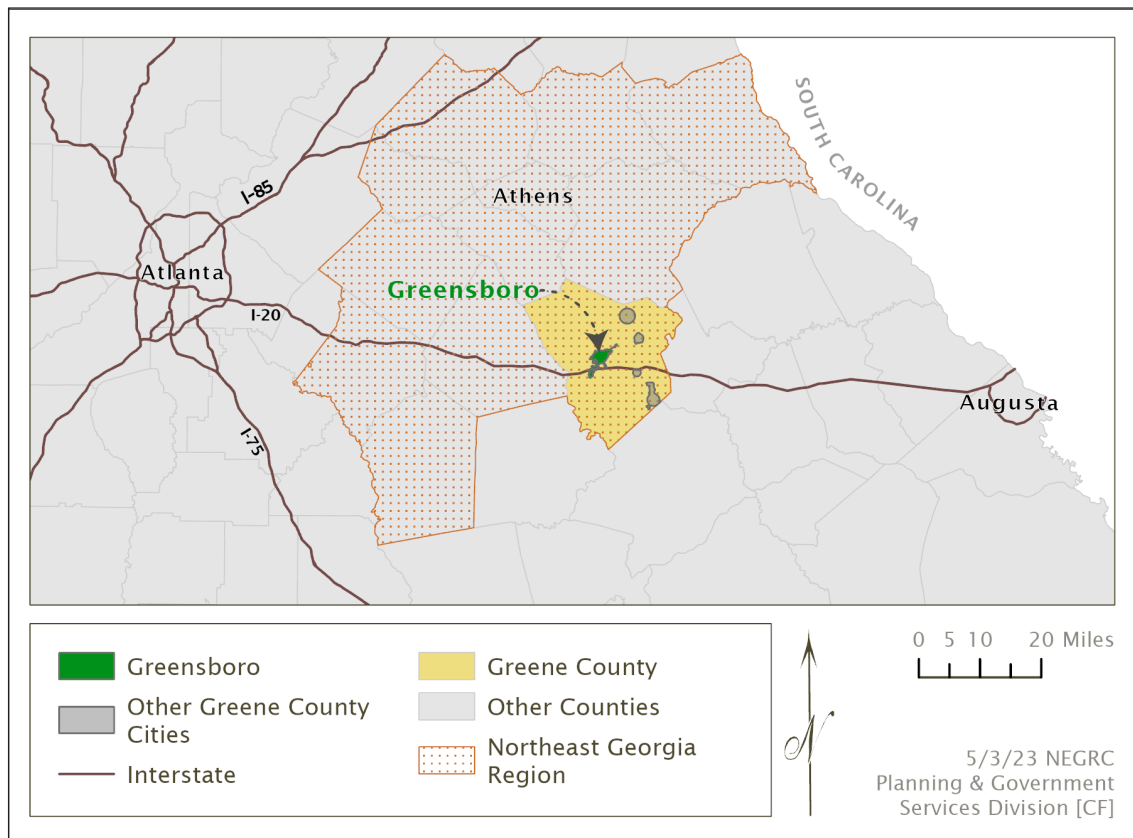


Figure 1. The City of Greensboro is located in Greene County, Georgia, along Interstate 20. It is about halfway between Atlanta and Augusta and is part of the Northeast Georgia Region.

## PROCESS OVERVIEW

The Comprehensive Plan process follows the Rules of the Georgia Department of Community Affairs (DCA), O.C.G.A. Chapter 110-12-1, Minimum Standards and Procedures for Local Comprehensive Planning, effective October 1, 2018.

The DCA rules require that the Comprehensive Plan of the City of Greensboro include the following elements:

### ***Community Vision and Goals***

Through public and steering committee engagement, the City's vision, goals, and policies are developed to determine the community's future direction. As a part of this component, policies are identified to assist in making decisions that are consistent with community goals.

### ***Needs and Opportunities***

An analysis of the community's needs and opportunities helps to determine local conditions. Public engagement was used to identify existing issues, and opportunities on which the City can capitalize to address those issues.

### ***Broadband Services***

All communities require a broadband element to analyze available services and identify potential improvements. This element is an action plan with steps for promoting reasonable and cost-effective access to broadband.

### ***Future Land Use***

This section is required for any community that has a local zoning ordinance and assigns future land use categories by parcel. The map and narrative in this section will guide local elected officials on zoning and land use policy decisions. The intention is to influence growth and development throughout the community in consideration of existing development patterns, access to utilities and services, and community needs and goals.

### ***Community Work Program***

The final element of the comprehensive plan, the Work Program, outlines steps and strategies for achieving the community's goals and implementing its plans. It identifies priority projects, timelines for implementation, responsible parties, and funding strategies for the next five years. The Community Work Program is accompanied by a Report of Accomplishments from the previous plan's project list.



## PUBLIC INVOLVEMENT

### Public Input & Steering Committee

The Comprehensive Plan update incorporated public involvement throughout. The planning process began with a public hearing on May 15, 2023. Following the initial hearing, 3 publicly available input sessions were held with a Steering Committee, a group of citizens representing various communities and interests throughout the city (page 4). This Committee completed a SWOT analysis (page A-5); provided valuable feedback, guidance, and recommendations (Figure 2); and served an integral role in developing a plan representative of the community's vision.

NEGRC hosted a website that served as an information hub for the Comprehensive Plan update process (Figure 3). In addition, three public surveys allowed the local government to receive a wider range of input than

otherwise would have been possible, as summarized below. Survey responses are summarized in the Appendix, beginning on page A-9.

- ◆ Online Community Survey  
May 15th–June 17th, 2023  
64 responses  
Link shared on City's social media and on Comprehensive Plan Update website
- ◆ Printed Community Survey  
May 31st–June 17th, 2023  
4 responses  
Paper copies at City Hall and public library; also available for download from Comprehensive Plan Update website
- ◆ Online High School Survey  
May 22nd–June 21st, 2023  
100 responses  
Link emailed by school system to high school students

A final public hearing was held on January 16, 2024, before submittal of the plan to the DCA for review.



Figure 2. Steering Committee members consider housing needs and opportunities during an input meeting.



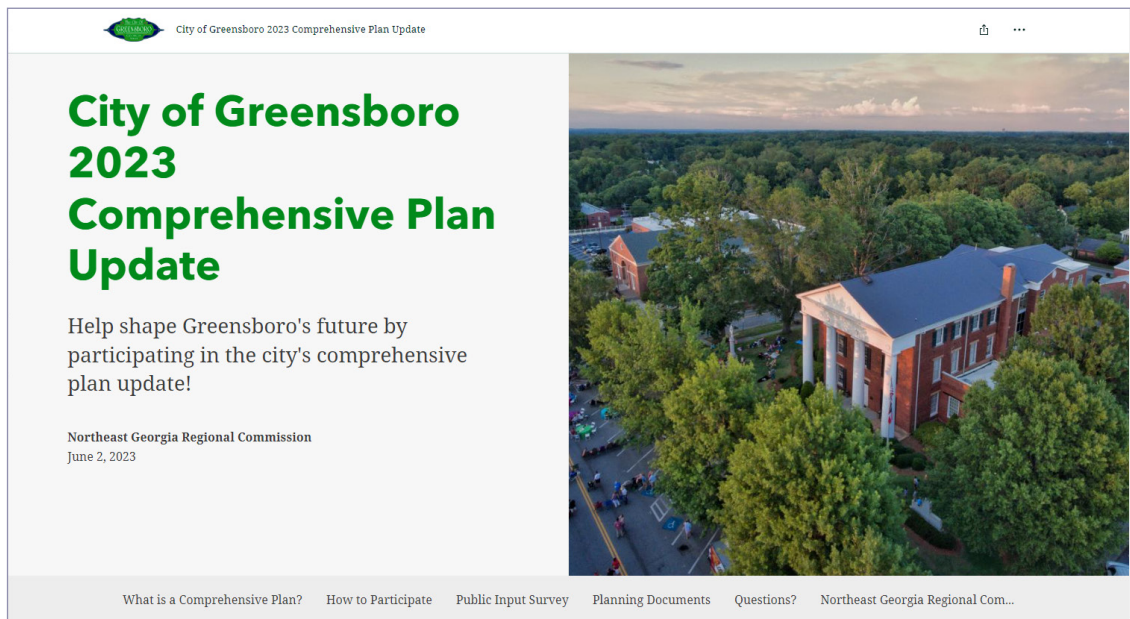


Figure 3. A story map served as the online hub for information about the Comprehensive Plan update process.

## NEGRC's Role

The Planning and Government Services Division of the Northeast Georgia Regional Commission (NEGRC) oversaw the development of this plan, including facilitating public involvement and input meetings.

Once the plan has been found by the DCA to comply with Minimum Standards and Procedures, the approved Plan must be adopted to maintain Qualified Local Government status.

## REVIEW PROCESS

According to the DCA's rules for comprehensive planning, effective October 1, 2018, the City must transmit the plan to NEGRC when all required components are complete. The transmittal must also include the community's certification that it has considered both the Regional Water Plan and the Rules for Environmental Planning Criteria. Once it completes its review, the NEGRC will forward the plan to the DCA for review.

## DATA & STATISTICS

The facts, figures, and statistics used to develop the Plan were generated from data compiled throughout the planning process. The data and analyses were used to identify general trends and provide a reliable quantitative context to describe existing conditions and assist in informing the recommendations and policies. Unless otherwise noted, all data are sourced from Esri's Business Analyst Software, which is based on 2010 and 2020 U.S. Census Data and the Census's 2017–2021 American Community Survey.

## CURRENT PLANNING DOCUMENTS

Incorporating other pertinent planning documents into the Comprehensive Plan builds momentum, establishes consistency, and reduces redundancy. The following list outlines current plans, studies, and analyses referenced within or during development of this plan. These documents should be used in conjunction with this plan to assist the City with accomplishing its vision and goals.

### City

- ◆ *Greensboro Corridor Design Guidelines* (2009)
- ◆ *Greensboro: Downtown Design Considerations* (2019)
- ◆ *Greensboro Urban Redevelopment Plan* (2011, 2020)
- ◆ *Historic Resource Survey Report: Greensboro, Georgia* (2018)
- ◆ *Greensboro, Georgia Historic Resources* (Map, Northeast Georgia Regional Development Center, 2001)

### County

- ◆ *Community Assessment Results & Strategic Focus* (Greene County Family Connection, 2019)
- ◆ *GCSS 5 Year Strategic Plan: (2024–2028)* (Greene County School System, 2023)
- ◆ *Greene County Comprehensive Plan* (Greene County, 2023)

### Region

- ◆ *A Complete Streets Guide* (Northeast Georgia Regional Commission, 2020)
- ◆ *Housing & Transportation* (Northeast Georgia Regional Commission, 2020)
- ◆ *Housing Guidelines* (Northeast Georgia Regional Commission, 2022)
- ◆ *Northeast Georgia Comprehensive Economic Development Strategy: 2022–2026* (Northeast Georgia Regional Commission, 2022)

- ◆ *Northeast Georgia Multimodal Corridor Protection Study* (Northeast Georgia Regional Commission, 2023)
- ◆ *Northeast Georgia Regional Plan* (Northeast Georgia Regional Commission, 2023)
- ◆ *Northeast Georgia Resource Management Plan for Regionally Important Resources* (Northeast Georgia Regional Commission, 2018)
- ◆ *Regional Solid Waste Management Plan: 2021–2031* (Northeast Georgia Regional Solid Waste Management Authority, 2022)
- ◆ *Southeast Crescent Regional Commission Strategic Plan: 2023–2027* (Southeast Crescent Regional Commission, 2022)
- ◆ *Upper Oconee Regional Water Plan* (Upper Oconee Regional Water Planning Council, 2023)

### State

- ◆ *Georgia Statewide Transit Plan: Improving Access and Mobility through 2050* (Georgia Department of Transportation, 2020)
- ◆ *Georgia Statewide Aviation System Plan* (Georgia Department of Transportation, 2018)
- ◆ *Georgia's Plan for Outdoor Recreation: 2022–2026* (Georgia Department of Natural Resources, 2021)
- ◆ *Georgia's State Wildlife Action Plan* (Georgia Department of Natural Resources, 2015)



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## Chapter 2

# VISION, GOALS, & POLICIES

The plan's vision, goals, and policies look to the future, as described below.

### VISION

Paints a picture of what the community wants to be in 20 years

### GOALS

Articulate ideals toward which the community is working

### POLICIES

Provide guidance and direction for achieving the ideals articulated by the goals





## VISION

Greensboro will be anchored by a thriving downtown that is a destination for residents and visitors from throughout the region.

As the seat of Greene County, Greensboro will be a regional center for business, entertainment, and community, while maintaining its distinctive small-town charm and sense of place.

Residents will experience a high quality of life, as people of all ages and incomes will have access to quality housing and education, safe transportation options, employment opportunities, technology, recreation, and entertainment.



## GOALS & POLICIES

The goals and policies listed below provide a broad framework for working towards the City’s vision. Specific steps the City plans to take in the next five years to advance each policy are listed in the Community Work Program, which begins on page 80.

### **GOAL 1: Continue developing as a center for business, entertainment, and community with a high quality of life and strong sense of place**

**POLICY 1.1:** Build social capital within the community by providing opportunities for enrichment, education, and entertainment for area residents, especially youth

**POLICY 1.2:** Leverage natural and cultural resources to attract more people to live, play, and do business in Greensboro

**POLICY 1.3:** Continue support of the Main Street Program’s downtown development efforts

### **GOAL 2: Strengthen downtown and other commercial centers through development strategies that focus on land use efficiency**

**POLICY 2.1:** Concentrate new growth near commercial centers in a traditional small-grid format, and reserve annexation for continuity of the city’s boundary and service delivery efficiency

### **GOAL 3: Maintain and expand access to high-quality utility infrastructure and to housing that meets the community’s needs**

**POLICY 3.1:** Improve the quality and affordability of the housing stock through code enforcement, repair, and zoning adjustments

**POLICY 3.2:** Identify and address needs for utility infrastructure upgrades or expansion, prioritizing areas where people already live or work and areas where new infrastructure is necessary to achieve the City’s development objectives

(GOALS & POLICIES CONTINUE ON NEXT PAGE)

**GOAL 4: Develop the local workforce, create more employment opportunities, and attract more businesses that align with the City's character and vision**

**POLICY 4.1:** Support small business development, especially in downtown, by consistently implementing clear regulations and practices that adhere to public policy

**POLICY 4.2:** Collaborate with community partners on mutual workforce development goals

**POLICY 4.3:** Grow the City's economic base and create new jobs by targeting additional commercial development in designated new centers outside of downtown

**GOAL 5: Improve multimodal access throughout the city and make transportation networks safer for all users**

**POLICY 5.1:** Expand transportation options and improve the safety of transportation networks, especially by building complete streets

**POLICY 5.2:** Where feasible, retrofit state highways into complete streets by partnering with GDOT and community organizations

**GOAL 6: Enhance the City's planning, development, and governance capabilities**

**POLICY 6.1:** Take advantage of trainings, programs, and services offered by state, regional, academic, or nonprofit entities to aide staff and officials with efforts to achieve the City's goals

**POLICY 6.2:** Identify and establish additional sources of revenue to support City operations, services, and capital improvements

**POLICY 6.3:** Build, acquire, expand, repair, or upgrade facilities as needed for City operations and services, partnering with the County or other entities on facilities for shared priorities when appropriate



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## Chapter 3

# NEEDS & OPPORTUNITIES

The following list of needs and opportunities were identified by the Steering Committee and the public during a series of input meetings and an online survey, as well as through professional analysis of relevant data. The list is intended to capture the most prescient needs that the community will have over the next five to ten years, to establish a set of goals the community can work toward achieving. Items are categorized into the following topics:

- Population & Community
- Planning & Land Use
- Natural & Cultural Resources
- Community Facilities & Services
- Interjurisdictional Coordination

Consideration of needs and opportunities continues in the following chapters, which are included as separate elements to allow for more in-depth analyses:

- Broadband Services (Chapter 4)
- Transportation (Chapter 5)
- Housing (Chapter 6)
- Economic Development (Chapter 7)

Additional community statistics used in the local analysis to determine needs and opportunities and guide discussions during public input meetings can be found in the Appendix.

**Green, bolded entries indicate high priority needs and opportunities.**

## POPULATION & COMMUNITY

### Demographics

Greensboro, population 3,747 in 2022, is a city in Greene County, Georgia. During the day, the population grows to 4,725, providing an opportunity to boost local businesses. From 2010 to 2020, the population increased by 3.52%, and it is expected to increase at an annual rate of 0.56% from 2022–2027 (Figure 4). Based on this projection, Greensboro is expected to grow at a similar rate as the state of Georgia as a whole and at a much slower rate than Greene County

and the 12-county Northeast Georgia Region (Figure 5).

Greensboro’s 2022 median age of 38.5 is similar to the median ages of the Northeast Georgia Region and the State of Georgia. Greensboro’s median age is projected to increase to 40.1 by 2027, which is a faster rate of increase than is projected for the region and state. Greene County’s median age of 54.1 is much higher than Greensboro’s, and this difference is likely driven by the high inflow of retirees to communities around Lake Oconee, south of Greensboro (Figure 6). On a percentage basis, the city has more children, youth, and young adults than the county, while the county has many more adults over the age of 55 (Figure 7).

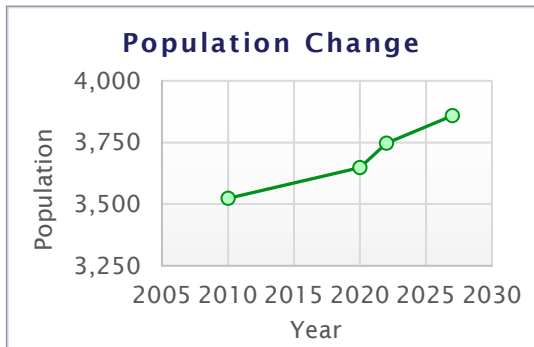


Figure 4. Greensboro population change over time (2010 and 2020, U.S. Census; 2022 and 2027, projected).

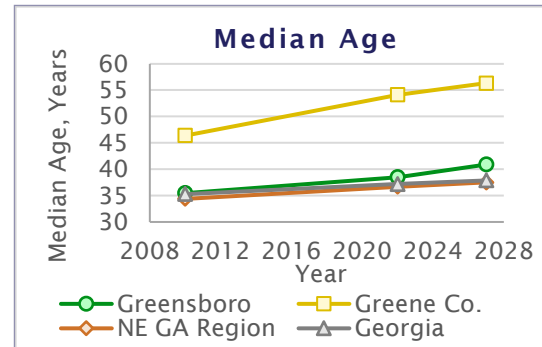


Figure 6. Greensboro median ages in 2010 (U.S. Census), 2022 (projected) and 2027 (projected), compared with the county, region, and state.

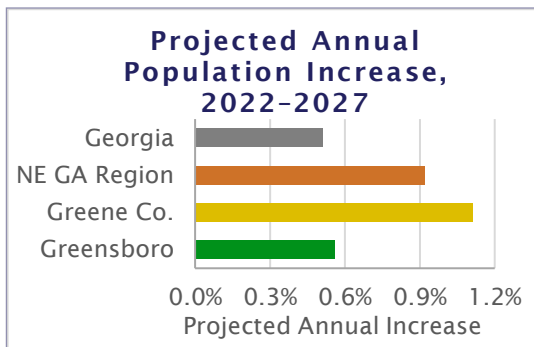


Figure 5. Greensboro’s projected population increase for 2022–2027, by percentage, compared with the county, region, and state.

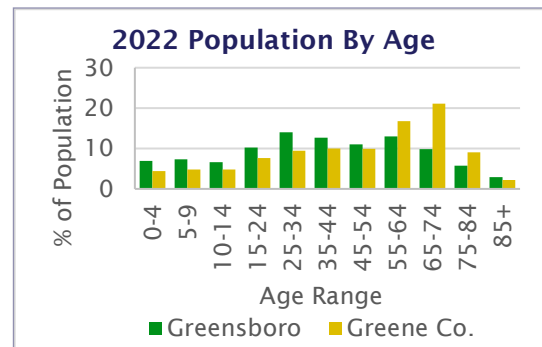


Figure 7. Age distributions of the projected 2022 populations of Greensboro and Greene County.



The majority of Greensboro’s residents are black (55.9%), and most other residents are white (28.8%). The remaining residents identify as multiracial (6.8%), Asian (0.8%), or another race not listed on Census surveys (7.5%, Figure 8). About 13% of Greensboro residents and 7% of Greene County residents identify as being of Hispanic origin. The 2017–2021 American Consumer Survey estimated that approximately 5% of Greensboro’s adult population ages 18–64 speaks Spanish, and all the Spanish-speaking individuals surveyed indicated that they also speak English “well” or “very well.” **It is important for the City to ensure that the voices of all demographics are heard and that resources are accessible for everyone.**

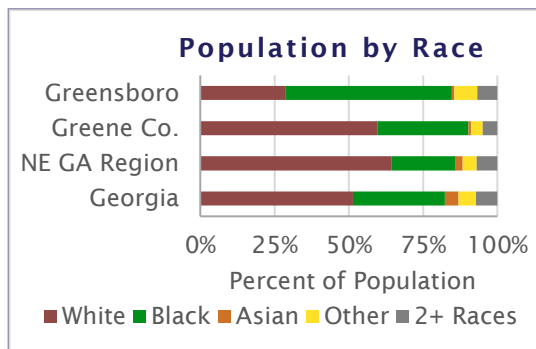


Figure 8. 2022 population of Greensboro by race (projected), compared with the county, region, and state.

## Household Income

The range and distribution of Greensboro residents’ household incomes are summarized in the “Housing” chapter (page 40). As noted there, the median household income for Greensboro residents is lower than the median household income of residents of Greene County, the Northeast Georgia Region, and the state of Georgia (Figure 24). Approximately 22% of households in Greensboro were living below the poverty level in 2017–2021.

County-wide as of 2021, 12% of households were living below the poverty level and another 27% of households were ALICE (“Asset Limited, Income Constrained, Employed”), meaning that they earned above the Federal poverty level and less than the county’s cost of living (United for ALICE). ALICE data are not available at the city level. Although employed, ALICE households are still in financially precarious positions. **Some general strategies for addressing the challenges of poverty and financial instability include developing housing and transportation options that lower the cost of living, decreasing barriers to establishing small-scale enterprises, and implementing workforce development programs that raise earning potential.**

## PLANNING & LAND USE

**A priority for the City is to review and revise its land development ordinances to ensure that they meet the City’s current needs and align with the City’s vision, goals, and priorities.**

Due to growth projections and recent development interest, it is important to carry out this task soon, to ensure that new development fits with the City’s character and value and contributes to a high quality of life for residents. Some potential topics to consider during this review that were discussed during plan development are listed below.

- ◆ Do current ordinances allow amenities that would make downtown more inviting and user friendly, such as outdoor seating?
- ◆ Should pocket parks or other greenspace be included in new developments over a certain size?
- ◆ What changes are needed to ensure that new developments include well-connected transportation infrastructure for all users?
- ◆ Are there potential changes that could enhance the City’s ability to address blight?
- ◆ How might the zoning code better address the City’s needs related to housing quality, affordability, and variety?
- ◆ Are changes needed to manage and guide the growth of the emerging auto-oriented commercial centers near I-20?

The “Land Use” chapter of this Comprehensive Plan provides guidance for decisions about future land development in Greensboro (page 53). This chapter includes a map of Character Area locations and narratives describing suitable future development within each Character Area. These resources are

part of the City’s vision for the future. **To keep the City moving toward the ideals articulated in its vision statement, future land development decisions should be consistent with the Character Areas map and narratives.**

## NATURAL & CULTURAL RESOURCES

Greensboro’s main draw for tourists is its historic downtown, which includes a locally designated historic district. The Greensboro Commercial Historic District is on the National Register of Historic Places and is within a portion of the local historic district, and both are within the larger area managed by the Downtown Development Authority. The City includes four additional National Register Historic Districts that circle the historic downtown (Figure 9):

- ◆ The Mary Leila Cotton Mill & Village District,
- ◆ The North-Street-East Street Historic District,
- ◆ The South Street-Broad Street-Main Street-Laurel Street Historic District, and
- ◆ The South Walnut Street Historic District.

The Downtown Development Authority has developed a walking tour, informational kiosks, and a solar box history tour to help tourists and residents to learn about and navigate the historic downtown. Some highlights along these tours include the historic cemetery, which dates back to the time of the Revolutionary War; the Dr. Baber House, which was the home of one of Greensboro’s first Black physicians and now houses the Greene County African American History Museum; the Old

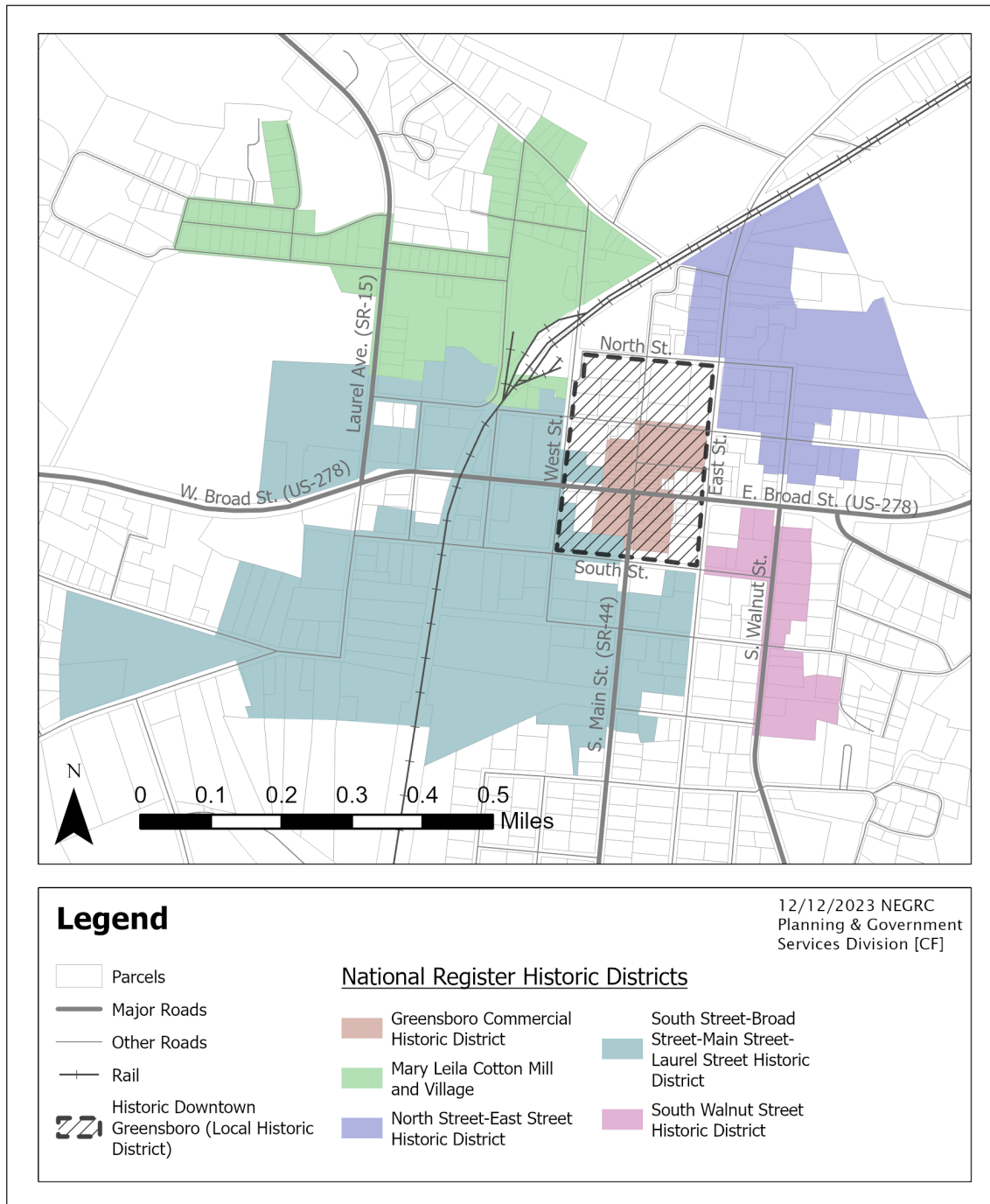


Figure 9. Approximate locations of Greensboro's locally-designated historic district (Historic Downtown Greensboro) and five National Register Historic Districts.

Gaol, believed to be the oldest standing masonry jail in Georgia (Figure 10); and the Greensboro Depot. Downtown Greensboro is also home to Festival Hall, Greene County’s cultural arts center and event venue. The Greensboro Historic Resources Survey (2018) details many of these and other historical and cultural sites within a portion of Greensboro’s downtown.

Greensboro is positioned to take advantage of nearby natural resources, including Lake Oconee, Oconee National Forest, and local agriculture, through increased recreational and tourism spending. However, care should be taken to protect resources and to encourage a diverse mix of businesses that cater to both residents and visitors. Greensboro could identify marketing and public-private partnership opportunities to connect local businesses with visitors to the Lake and the National Forest.



Figure 10. Greensboro’s Old Gaol, one of many historic buildings downtown.

## COMMUNITY FACILITIES & SERVICES

### Governance

A Mayor and five-member City Council lead Greensboro’s government. Council meetings occur twice per month and are open to the public. The City is starting a program for youth to learn about city governance. **Throughout the school year, Youth Council participants will partner with elected officials to complete an annual project while they gain understanding of how leaders work to shape the future of the City.**

### Services

The City provides services through Police and Fire, Community Development, Planning, Municipal Court, Public Works, and Utilities Departments. Emergency medical services, 9-1-1 emergency dispatch, solid waste collection, rural transit, and animal control services are provided through an agreement between the City and Greene County. Other services provided by the City include animal control, Utilities serviced by the City include water, sewer, and natural gas. As noted in the “Economic Development” chapter, under “Planning Needs,” mapping sewer and water infrastructure is needed for economic development purposes (page 49).

### Facilities

Greensboro’s current City Hall building no longer meets the needs of the community. **The City is working towards building a new City Hall facility and is considering potential adaptive uses for the current City Hall location.** Some potential uses for the current City Hall parcel and the surrounding area were explored



as part of a 2019 downtown visioning process through the Georgia Downtown Renaissance Partnership, and they are summarized in *Greensboro: Downtown Design Considerations* (2019).

Robinson Park is operated by the City and offers a splash pad, playground, and dog park. As noted by many respondents to the three public surveys (page 8) and Steering Committee members, **adding more greenspace and parks for residents to access is a priority. The City owns a tract in the Mill Village area that it plans to develop into another park.** In addition, it was suggested that the recently cleared site of a former elementary school might be a suitable location for another park or a swimming pool.

In addition to building parks owned by the City, another way a city can increase the amount of greenspace available to residents is for zoning codes to require new developments over a certain size to include pocket parks or other greenspace. Such requirements could be added as part of Greensboro's upcoming project to review and revise land development ordinances (page 18).

Many survey respondents and some Steering Committee members also mentioned that they would like a public swimming pool in Greensboro, as there is not one anywhere in the vicinity. While building and operating a swimming pool is an expensive investment that might not be financially feasible at this time, it is evident that there is strong interest from the community. This is a potential long-term project that might require collaboration with the County, private entities, or non-profit organizations.

**Finally, as the Historic Downtown is a tourist destination, Greensboro has identified building public restrooms in or near downtown or the Mill Village to be a priority need. Restrooms could**

**be built as standalone facilities, or as part of a new park. The City will work to identify potential locations and funding opportunities, and it will evaluate the feasibility of building restrooms at those sites.**

## INTERJURISDICTIONAL COORDINATION

The Office of Downtown Development maintains a close working relationship with multiple organizations within the Greene County community. These organizations include the Greensboro Business Association (GBA), the Greensboro Tree Board, Visit Lake Oconee Convention and Visitors Bureau, Traditions Highway 15, Classic South, Greene County Family Connections, and the Greene County Chamber of Commerce. Regular communication and strategic partnerships with these organizations keep downtown Greensboro thriving.

The Greene County Development Authority carries out economic development activities throughout the county, including in Greensboro, and it owns several parcels within a developing light industrial park in Greensboro. Greene County's Chamber of Commerce and GIS services also operate county-wide.

The county is apportioned into designated Special Services Districts for fire protection services. The Cities of Greensboro, Woodville, Union Point, and the Town of Siloam each provide fire protection services inside their respective municipal limits and to an assigned area of unincorporated Greene County. According to the current Greene County Service Delivery Strategy for Greene County (2018), funding to pay for Greene County's portion of fire

protection services is derived only from unincorporated areas of the county.

**Like the other municipalities, Greene County's portion of the cost of fire protection services currently comes from their General Fund. Greensboro will evaluate whether it would be feasible and beneficial to establish a fire tax to assist with paying for fire protection.**

Enabling legislation has been passed to allow the creation Community Improvement Districts (CIDs) in Greene County and Greensboro. A CID is a mechanism for funding certain government services within the district, through taxes levied on commercial properties located there. **Greensboro and Greene County will continue their ongoing discussions about whether to implement a CID and what the boundaries should be.**

The 2023 Update of the Greene County Comprehensive Plan envisions all of the land surrounding Greensboro as the "Greater Greensboro" Character Area. The plan also describes the County's policies for road corridors, many of which connect with Greensboro. It would be beneficial for Greensboro to coordinate with the County on development along these corridors, to ensure continuity and connectivity for travelers. The plan also identifies some possible areas of collaboration with Greensboro, including:

- ◆ Planning for and building water and sewer infrastructure to support future growth, and
- ◆ Coordinating with the City and GDOT on pedestrian, bicycle, and traffic calming safety improvements.

The recently-adopted *Greene County School System Strategic Plan: 2024–2028* identifies several potential opportunities for collaboration with the county's

municipalities. Some opportunities for Greensboro to consider that are identified in the strategic plan, under Strategic Goal Area 4, include:

- ◆ Quarterly intergovernmental meetings,
- ◆ School tours for City Council and Downtown Development Authority members,
- ◆ **Determining a beneficial use for the former Greensboro Elementary School site,**
- ◆ Sewer and water upgrades to accommodate new homes near the new elementary school, and
- ◆ Creation of a faculty and workforce village.

Some other potential projects described in this plan that might require or benefit from collaboration with jurisdictions are listed below, with potential collaborators listed in parentheses:

- ◆ Identifying opportunities to meet downtown space and planning needs for government facilities (Greene County),
- ◆ Mapping sewer and water infrastructure throughout the County (Greene County, Union Point),
- ◆ Building a park and/or swimming pool (Greene County),
- ◆ Planning for a multi-use spur connecting Greensboro with the Firefly Trail (Greene County, Union Point), and
- ◆ Expansion of and support for workforce development programs (Greene County, Greene County School System).



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## Chapter 4

# BROADBAND SERVICES

Expansion of broadband is a top priority region wide. The Northeast Georgia Comprehensive Economic Development Strategy (CEDS) 2022–2026 prioritizes broadband expansion through specific tasks in its Action Plan (Action Items 3.1–3.4). This CEDS update was crafted through key stakeholder input from the entire Northeast Georgia Region, including economic development professionals, educators, business leaders, and elected officials.

Additionally, in 2018 the Georgia Department of Community Affairs launched the Georgia Broadband Deployment Initiative (GDBI) to coordinate and establish broadband programs to increase economic, educational, and social opportunities for Georgia citizens and businesses. The initiative provides for the expansion of broadband infrastructure and services through new state and local broadband planning policies.

**Green, bolded entries indicate high priority needs and opportunities.**

## BROADBAND STATUS

The Georgia Department of Community Affairs (DCA) considers most Census blocks in Greensboro to be “served” by broadband (Figure 11). The DCA defines “served” as a download speed of 25 Mbps and an upload speed of 3 Mbps. While this speed may be sufficient for certain kinds of digital needs, it may not meet the speeds necessary for higher

demand needs like streaming content or virtual learning.

Online Community Survey respondents were asked how they would rate internet services in Greensboro. The majority of respondents rated internet services as either “Average” or “Poor,” with approximately one-third of Greensboro residents who responded selecting “Poor.” Members of the

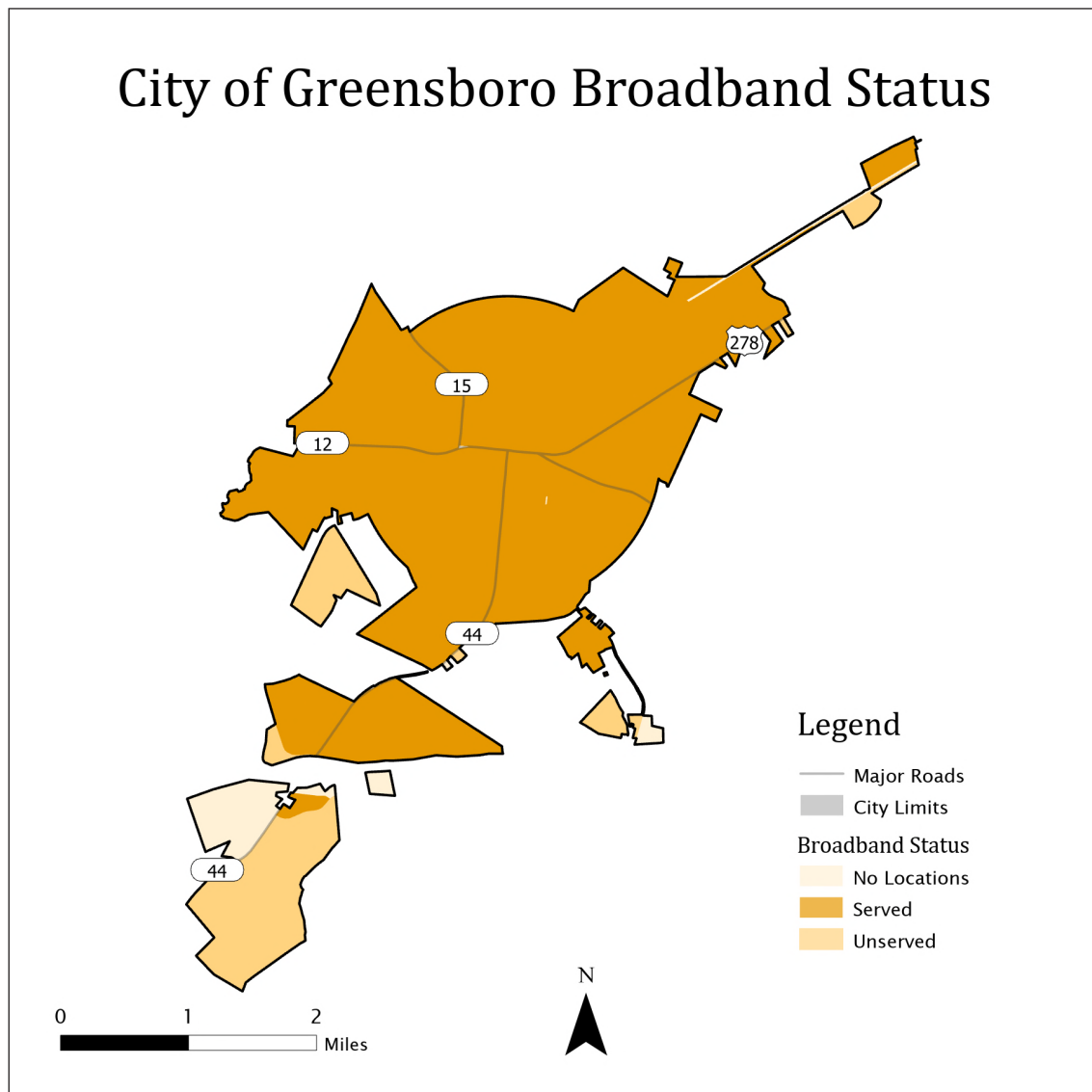


Figure 11. Broadband availability in Greensboro as of June 2023, by Census block, according to the Georgia Department of Community Affairs. Blocks labeled as “no locations” are places with no buildings, like open spaces and cemeteries.



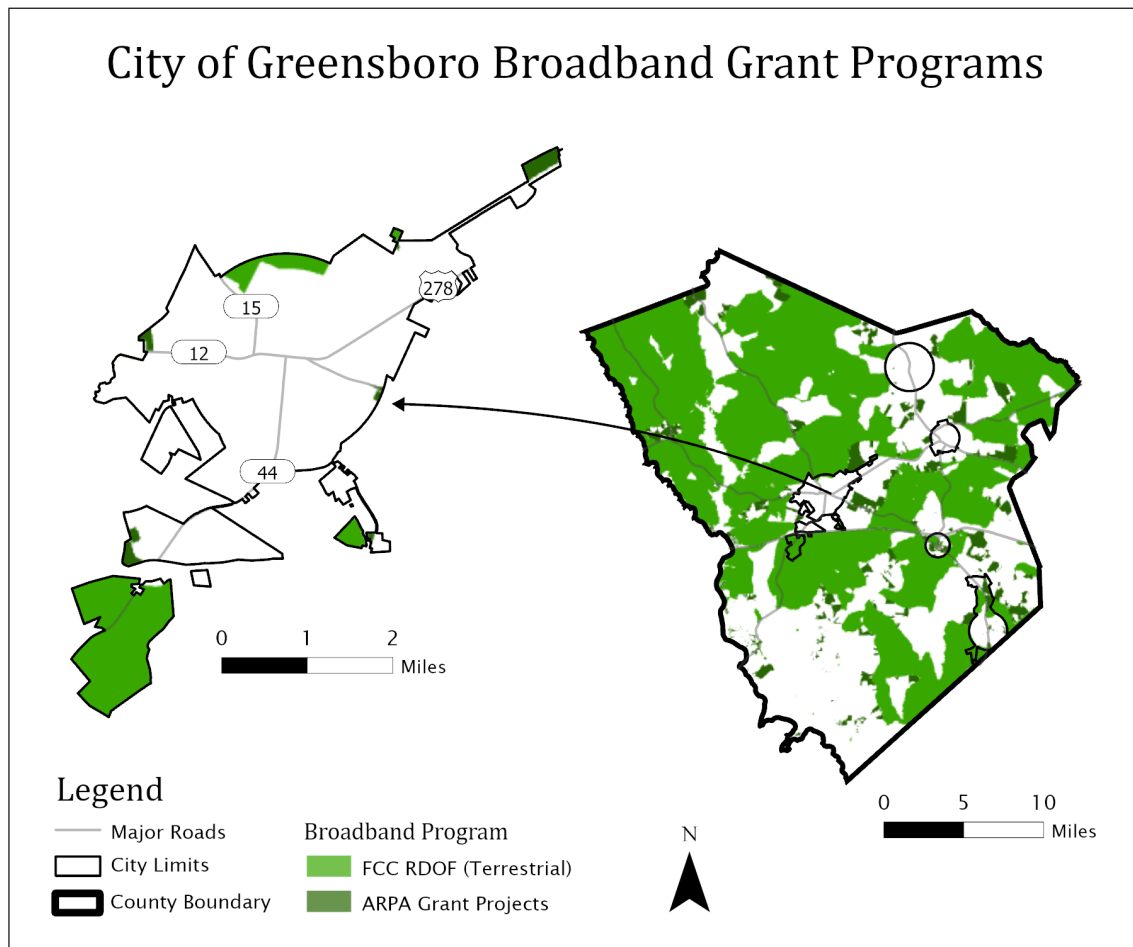


Figure 12. Areas with current grant funding to improve broadband infrastructure in Greensboro (left) and Greene County (right), according to the Georgia Department of Community Affairs. Despite the need for broadband service improvements throughout the city, very little of Greensboro is within areas where grant funding is currently allotted for broadband improvements.

Steering Committee discussed that while broadband services are available in Greensboro, connectivity is often poor and unreliable, with upload and download speeds that are inadequate for users' needs.

**Expanding and improving broadband services in Greensboro to meet the needs of residents and businesses is a high priority.** Despite the need for broadband service improvements throughout the city, very little of Greensboro is within areas where grant funding is currently allocated for broadband improvements (Figure 12).

**To increase competitiveness for grants for broadband improvements, and to signify to broadband providers that the local government has taken steps to reduce obstacles to broadband infrastructure investment, Greensboro should consider becoming certified as a Broadband Ready Community.** Prior to applying for this certification, Greensboro will need to adopt DCA's Broadband Model Ordinance or an equivalent ordinance that meets the requirements of O.C.G.A. §50-40-41.

Free public Wi-Fi is available within Greensboro, at the Greene County Library, as identified on DCA’s map of free public Wi-Fi locations (<https://broadband.georgia.gov/free-public-wifi>). If Greensboro constructs a public greenspace downtown as planned, it would be beneficial to also offer public Wi-Fi at that location.

## CELLULAR SERVICES

**In many parts of downtown, cellular signals are weak and spotty. Some steering Committee members and survey respondents identified improving cellular service, especially downtown, as a high-priority need for the community.**

Unfortunately, expansion of cellular networks to fill coverage gaps is primarily handled by large, private-sector wireless carriers that do not offer a clear mechanism for communities to request coverage improvements. Also, traditional cellular towers are

very tall and so might not be suitable near downtown, residential areas or the airport. Therefore, the City’s capabilities for taking action to improve wireless coverage in the downtown area are limited.

One option for improving the strength and coverage of cellular services within a downtown is to install an outdoor distributed antenna system (DAS) network. An outdoor DAS is a network of small cellular antennas mounted 20–30 feet above the ground in public rights-of-way, often on existing utility poles, traffic lights, or streetlights. Unfortunately, depending on the size of the area covered and the type of technology used, a DAS network can be expensive to install. Furthermore, the antennas might not be compatible with historic district design standards. Before entering into an agreement to set up an outdoor DAS network, it is important for a city to establish zoning requirements regulating details such as appearance, pole height, allowable antenna density, and whether units must be installed on existing poles.



## Chapter 5

# TRANSPORTATION

Greensboro has chosen to include a transportation element, which provides an analysis of local transportation infrastructure. Transportation needs and opportunities are considered in relation to local and regional transportation goals.

**Green, bolded entries indicate high priority needs and opportunities.**

## AUTOMOBILES

### Road Network

Most of Greensboro is located just north of Interstate 20 (I-20), with the southernmost portions of the city extending south of I-20 along State Route 44 (SR-44). Greensboro's downtown is located at the intersection of U.S. Highway 278/State Route 12 (US-278/SR-12) and SR-44. Within Greensboro, US-278/SR-12 is Broad Street and SR-44 is S. Main Street. Other arterial and collector routes into town include State Route 15 (SR-15) and Martin Luther King Jr. Drive, (Figure 13).

The Georgia Department of Transportation (GDOT) plans to widen SR-44 from Harmony Road in Putnam County to Athens Tech Drive in Greensboro. This is a multi-phase project, and the portion of this project within Greensboro is part of Phase I (P.I. 0019696). Plans include widening the road from two lanes to four, adding medians, adding bike lanes and sidewalks in the urban section, and adding a bikeable shoulder in the rural section. According to GDOT, Construction work for this section is scheduled for Program Year 2025.

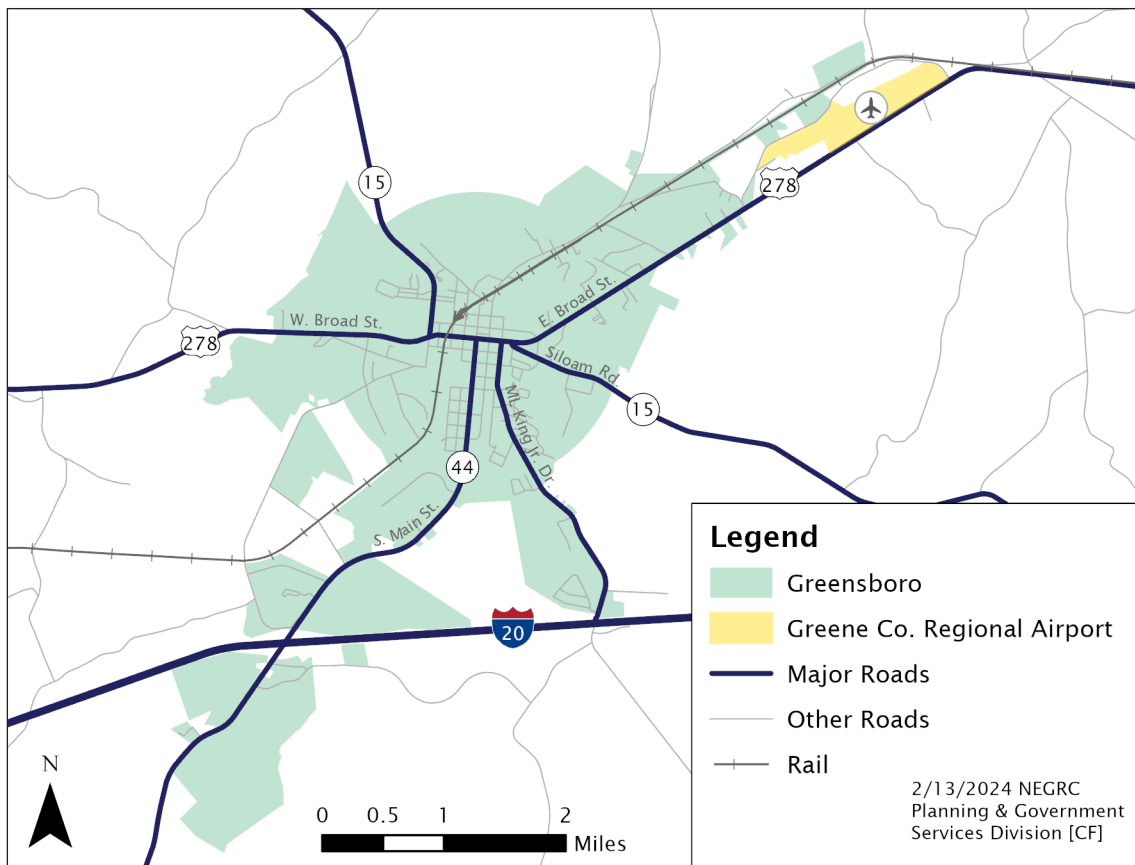


Figure 13. Greensboro's transportation network, including roads, rail, and the Greene County Regional Airport. Major roads include arterial and collector streets.



## Traffic & Safety

According to 2022 data from GDOT's Traffic Analysis & Data Application site (TADA), the highest traffic counts in Greensboro are on SR-44 south of I-20 (13,100 Average Annual Daily Traffic (AADT) and north of I-20 (11,600 AADT). East of the railroad tracks, US-278/Broad Street is also one of the busiest streets, with counts ranging from 8,630 to 11,800 AADT depending on location.

In the five-year period from 2018 to 2022, GDOT recorded 638 crashes, most of which occurred on state and federal highways, other arterials, or collector streets. The location with the highest number of crashes is downtown. Most of the accidents involving injuries in the downtown area occurred at or near intersections on US-278/Broad Street. After downtown, the area with the next highest number of accidents was the stretch of SR-44 from I-20 to just north of Willow Run Road (GDOT AASHTOWare, Figure 14). This is the same stretch identified as having a high need for sidewalks for safety reasons (page 32). Both roads are state highways, and US-278 is also a federal highway, so transportation safety improvements on these roads require the involvement of the corresponding state and federal Departments of Transportation.

## Parking

Respondents to the Online Community Survey were provided with a list of traffic issues and asked which ones Greensboro has. Of the eight options offered, more people (34%) selected "there aren't enough parking options" than selected any other option. Some open-ended responses mentioned difficulty finding parking near the Courthouse and other government buildings and in front of businesses. Informal observations by City staff have

noted that while sometimes there is not parking available directly in front of popular destinations, there are usually open parking spots available within a comfortable walking distance of those destinations. **The City will continue to monitor parking availability and will explore opportunities to increase parking options as needed, based on parking demand and the availability of funding.**

## AIR, RAIL, & FREIGHT

### Airport

The Greene County Regional Airport is northeast of Greensboro, just outside of city limits (Figure 13). According to the Summary Report for this airport that was prepared as part of the 2018 update of the Georgia State Aviation Plan, the Greene County Regional Airport is classified as a Level II airport: a Business Airport of Local Impact. This is a general aviation airport used for private and business purposes, not for commercial flights. Primary highway access to the airport is via US-278/SR-12, which passes through the center of Greensboro.

This airport is owned and operated by Greene County. Greene County's 2023 Comprehensive Plan's Community Work Program includes planned airport upgrades, including additional T-hangers, ramp space, and fueling capacity. The County's plan specifies that these improvements are needed due to a recent significant increase in airport activity and demand.



Figure 14. Approximate locations of vehicular crashes (2018–2022) in the two areas of Greensboro with the highest concentration of crashes: Downtown (top) and SR-44 north of I-20 (bottom). Each circle represents a cluster of crashes in proximity to the location indicated, and the color of each circle represents the severity of the most severe crash that occurred within that cluster (images from GDOT AASHTOWare).

## Railroad

An active CSX freight rail line passes through Greensboro (Figure 13). It passes near the Greene County Regional Airport and through light industrial areas in the northeastern and southwestern portions of the city. There has been some interest in the possibility of extending a new spur to the south of Greensboro, within areas with the potential for annexation, which would expand opportunities for additional industrial development.

The railroad also passes through the residential and retail core of the city. The crossings at W. Broad Street, N. West Street, and N. West Street are grade-separated, allowing safe, unimpeded connectivity via these streets between downtown and areas to the north and west of it. There are several at-grade crossings within Greensboro, where vehicular, pedestrian, and bicycle traffic are disrupted only when trains are present. Additionally, these three roads are segmented by the presence of the railroad, as they exist on both sides of the tracks but do not cross them: W. Greene Street, N. Spring Street, and Richland Avenue.

**The intersection of W. South Street with the railroad has railroad crossing signage and lights, but it lacks a gate. Due to South Street's traffic volume, density, and connectivity with SR-44 and the downtown area, it is recommended that the City work with CSX to add a railroad crossing gate to improve safety at this location.**

## Trucking

Many survey respondents expressed concerns about truck traffic in Greensboro, including congestion, noise, and safety concerns, especially in residential and downtown areas. Multiple state highways and a federal highway

pass through downtown, including SR-44, which connects trucks directly from I-20 to its busy intersection with US-278 downtown.

**Several survey respondents suggested the need for a truck bypass around Greensboro. Greene County's Multi-Modal Transportation Plan (2007) proposes the "East Greensboro Bypass," from SR-44 to US-278. Through a prioritization process, the multi-modal plan identified the East Greensboro Bypass as the highest-ranking proposed roadway improvement within the plan.** GDOT references the proposed East Greensboro Bypass in the description and title of its SR-44 widening project (P.I. 0019696); however, the bypass itself is not currently listed on GDOT's website or Transportation Improvement Plan as a planned project. **If GDOT does move forward with the East Greensboro Bypass, it will be important for the City to work with and encourage GDOT to give design consideration to the economic health of downtown.**

## ALTERNATIVE TRANSPORTATION

### Trails

The Firefly Trail is a paved multi-use trail that, when complete, will connect Union Point to Athens, passing through Woodville, Maxeys, Stephens, Crawford, Arnoldsville, and Winterville along what was the Athens Branch of the Georgia Railroad (Figure 15). Greensboro is interested in creating a spur from Greensboro to Union Point to create recreation, transportation, and economic development opportunities.

**Planning for a trail connection between Union Point and Greensboro is included in the Community Work**

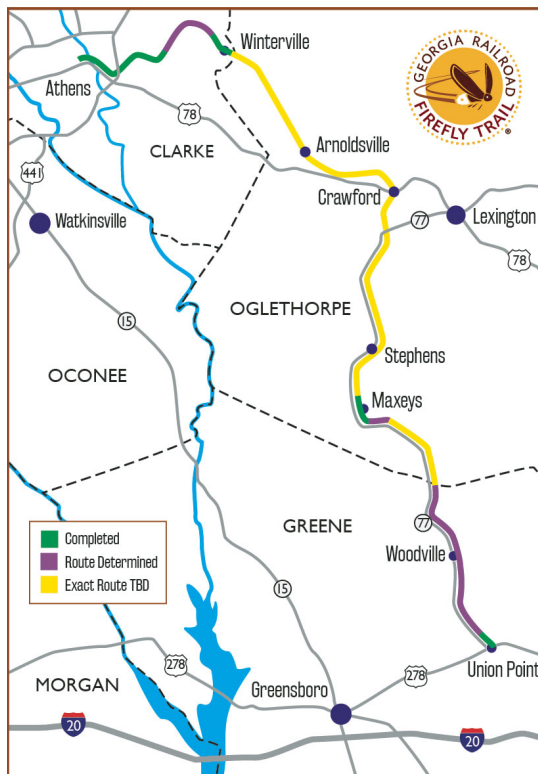


Figure 15. Map of the Firefly Trail, showing its proximity to Greensboro (from [www.fireflytrail.com](http://www.fireflytrail.com), August 2023). Greensboro is interested in adding a multi-use trail connection between Greensboro and the end of the Firefly Trail in Union Point.

**Program.** As part of planning for this connection, Greensboro will also evaluate whether to participate in the Hi-Lo Trail, a recent initiative to construct a 200-mile paved multi-purpose trail from the Firefly Trail to Savannah.

## Sidewalks

Many survey respondents expressed concerns about the condition of existing sidewalks. Some specific locations of concern were mentioned in the survey, and those comments and all other survey responses were shared with the City. Concerns shared included sidewalks in need of repair or replacement, dirty sidewalks, debris on sidewalks, places

where roots are pushing through existing sidewalks, and uneven sidewalks creating trip hazards and hazards for those with disabilities.

Some survey respondents noted that more sidewalks are needed, including to fill connectivity gaps between existing sidewalks. **During Steering Committee discussions, S. Main Street/SR-44 was identified as a priority location for building sidewalks for pedestrian safety. People often walk along this road, between the businesses near I-20 and the residential neighborhoods in the town center. As noted on page 29, this is one of the busiest roads in Greensboro.** SR-44 is within the Corridor Overlay District (page 34), so new developments there are required to include sidewalks; however, currently many parcels along this corridor lack sidewalks. GDOT's proposed project to widen SR-44 includes plans for sidewalks, but only in urban areas, and only as far north as Athens Tech Drive (page 28).

## Transit

Greene County Transit offers on-demand rural public transportation service for residents throughout the county, including Greensboro. In addition, GDOT is currently working with NEGRC to develop a Transit Development Plan for the 12-county Northeast Georgia Region, which includes Greene County.

## STREETSCAPES & CORRIDOR DESIGN

**Greensboro has undertaken several streetscape improvement projects to increase pedestrian safety, improve parking, and make the downtown area more esthetically pleasing for residents and visitors (Figure 16).**



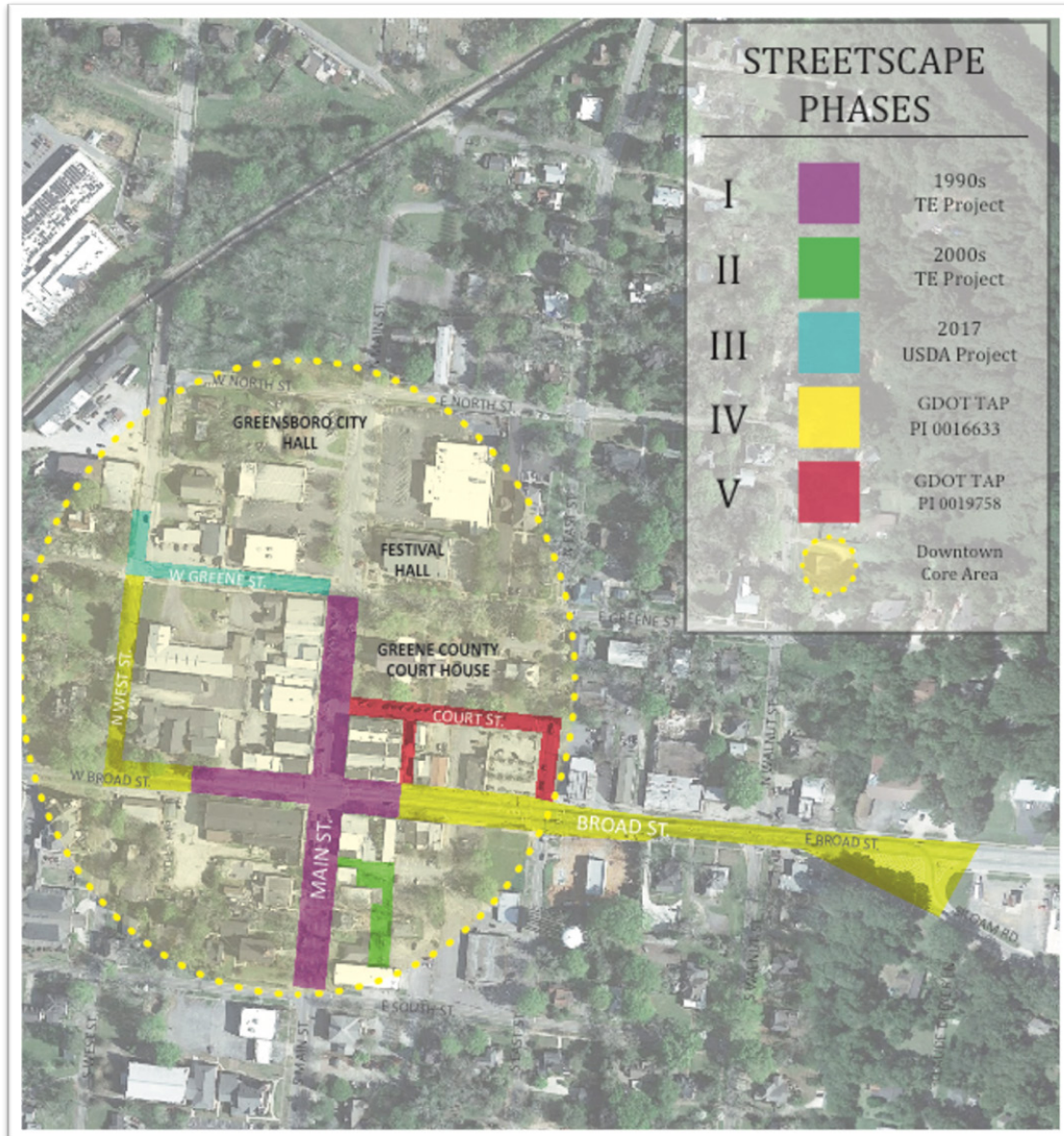


Figure 16. Streetscape improvement project phases. Phases IV and V are included in this plan's Short-Term Work Program (image from City of Greensboro).

**Examples of streetscape projects include lighting, landscaping, and sidewalk improvements.** Phase III was recently completed as part of the 2019–2023 work program. Streetscape phases IV and V are included in the 2024–2028 work program. Both current projects are funded through GDOT’s Transportation Alternatives Program (TAP).

Greensboro’s Corridor Overlay District provides enhanced development standards along SR-44, US-278, and SR-15 to enhance the scenic, natural, and visual assets of community gateways and corridors. According to the Code of Ordinances, the primary goal of this district is “to protect and improve the character of these gateways and corridors while directing future development in harmony with the unique status of Greensboro.” Within this overlay district, there are requirements related to sidewalks, architecture, shared driveways, and landscaping. In addition to the requirements in the ordinance, Greensboro also has Corridor Design Guidelines that provide more detailed guidance for developers.

During a Steering Committee meeting, the question was raised of whether the portion of SR-44 that is south of I-20 should have different design guidelines and requirements than the rest of the Corridor Overlay District, since the area south of I-20 has been developing into a new economic center with a different character from the rest of the city. This question should be considered as part of the City’s upcoming project to review and revise its zoning ordinances.

## TRANSPORTATION & LAND USE CONNECTION

Transportation policies, programs, projects, and investments should be

planned in alignment with local land use development policies. Examples of land development policies, regulations, and guidance that should be considered during transportation projects include the Character Areas map and narratives within this Comprehensive Plan’s “Land Use” chapter (page 53), Greensboro’s zoning and land development ordinances, Greensboro’s Corridor Design Guidelines, and the Downtown Development Authority’s plans, programs, and policies.

Greensboro’s core includes a traditional street grid. Expanding this well-connected transportation infrastructure outward into areas of new development and redevelopment would have many long-term benefits in terms of safety, navigability, and walkability, and it would be consistent with Greensboro’s historical character. An interconnected street network, especially within walkable distances of downtown and other economic centers, also creates opportunities and potential for economic development. **Greensboro can take steps toward expanding its existing core of well-connected transportation infrastructure by rewriting its subdivision ordinance and development code to include requirements related to:**

- ◆ **Block sizes,**
- ◆ **Sidewalk and bike lane infrastructure,**
- ◆ **Street stubs to adjacent parcels above a certain size, and**
- ◆ **Multiple access points for developments above a certain threshold of units.**

This would be included as part of the City’s upcoming project to review and revise its land development ordinances (page 18).





## Chapter 6

# HOUSING

Greensboro incorporated a housing element to plan for current and future housing needs. In the Online Community Survey (page 8), the majority (58%) of survey-takers responded “no” to the question of whether there are adequate housing options to meet the future needs of the community, and only 16% responded “yes.”

The purpose of the housing chapter is to evaluate the adequacy and suitability of the existing housing stock to serve current and future community needs. It provides an overview of current housing types, occupancy, and costs and explores housing needs and opportunities for the community.

**Green, bolded entries indicate high priority needs and opportunities.**



## HOUSING AGE, CONDITION, & QUANTITY

At least 40% of housing units in Greensboro are more than 50 years old, with over 13% built before 1940 (Figure 17). Many of these older homes add to Greensboro’s historical character and charm. However, older homes often require more maintenance and repairs than newer homes, so they can sometimes fall into a state of disrepair or blight if homeowners cannot keep up with the necessary upkeep. Greensboro’s Urban Redevelopment Plan (URP), adopted in 2011 and updated in 2020 to add an additional focus area, identifies strategies for alleviating blight and other conditions within 12 areas of focus, most of which are residential neighborhoods (Figure 18). **Continued efforts and strategies to identify and address blight are needed to help Greensboro keep moving toward its vision.**

Greensboro underwent rapid housing development between 2000 and 2009, as over a quarter of homes were constructed during that time frame, but very few homes were built in the subsequent decade (Figure 17). According to the U.S. Census, the number of households in Greensboro increased by only 14 from 2010 to 2020, which was a 1.3% increase. This rate of household growth was much lower than that of Greene County, the Northeast Georgia Region, or the State (Figure 19).

Between 2020 and 2027, the number of households in Greensboro is projected to increase more rapidly, at a growth rate that is more similar to that of the surrounding areas. By 2027, it is projected that Greensboro will be home to 1,453 households, which would be a 5.4% increase from 1,379 households in 2020 (Figure 20). This projection of higher residential growth this decade is supported observationally by recent residential construction, approved permits, and inquiries from developers.

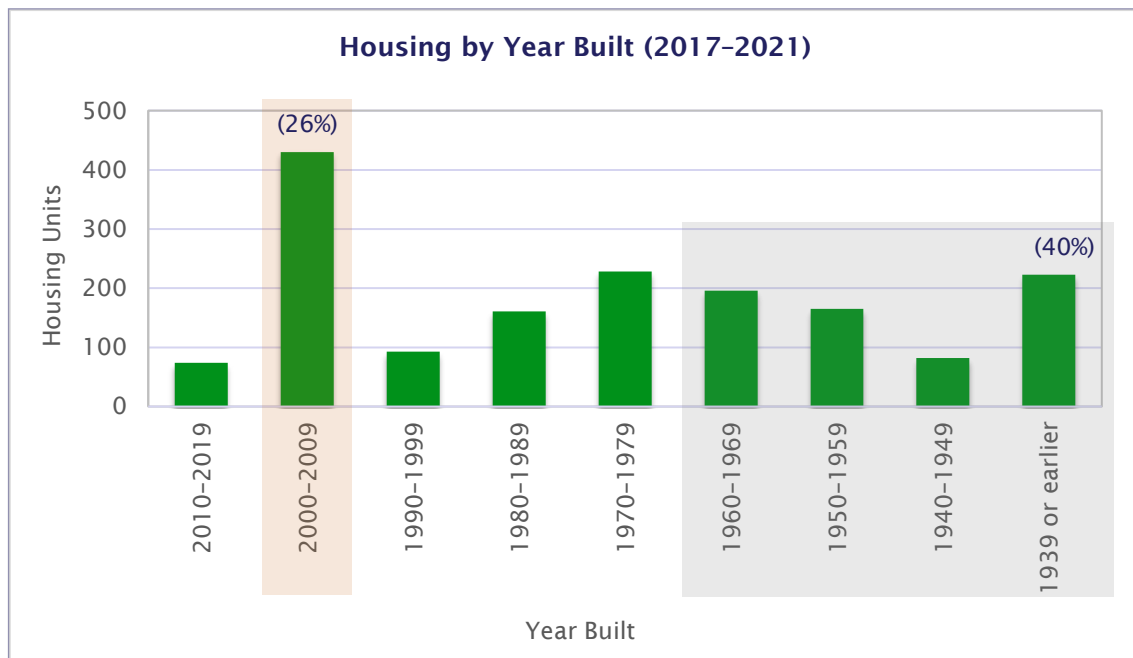


Figure 17. When existing housing units in Greensboro were built, as of 2017–2021.

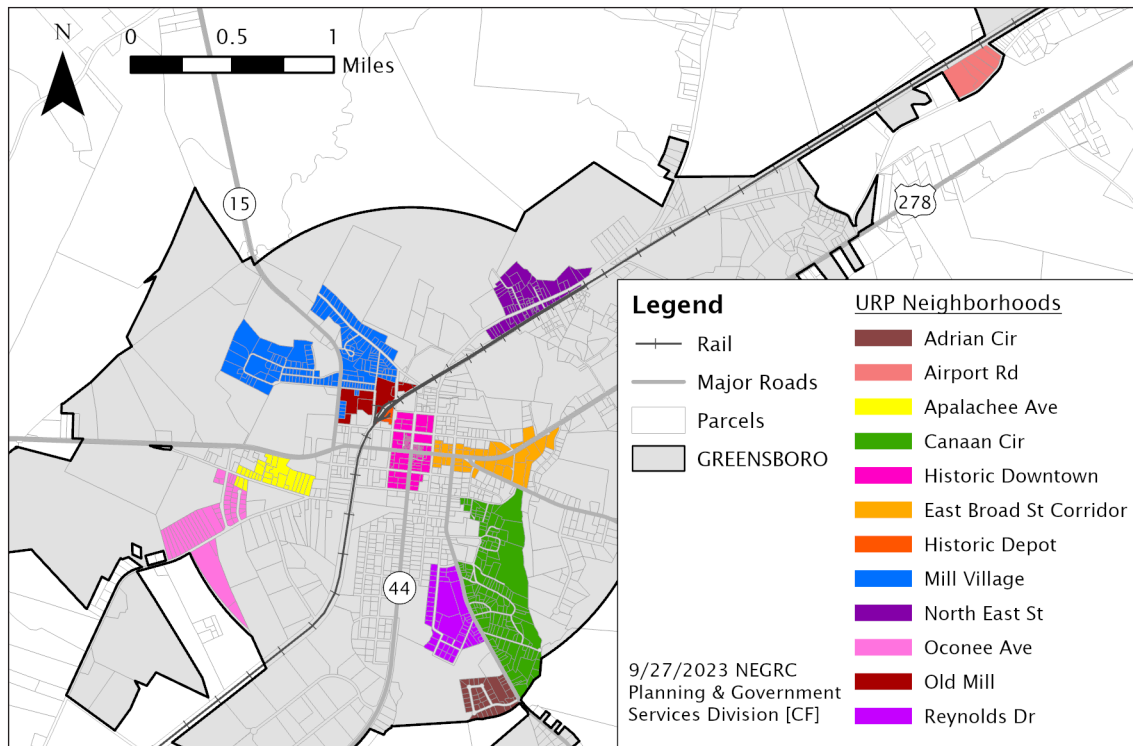


Figure 18. Neighborhoods identified in Greensboro's Urban Redevelopment Plan. The boundaries of these neighborhoods were taken into account when developing the Character Areas in the "Land Use" chapter, which begins on page 53.

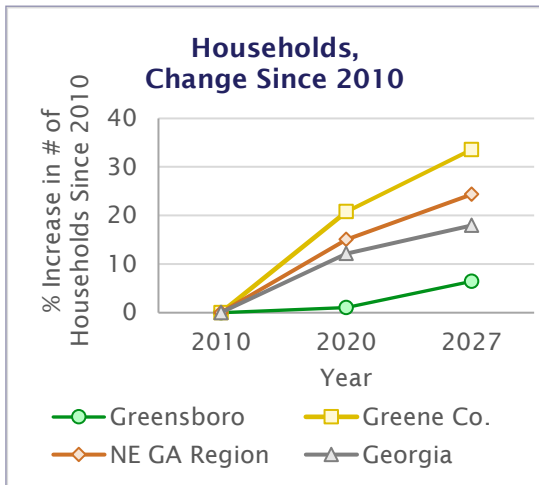


Figure 19. Percent increase in the number of households since 2010 in Greensboro, compared with the county, region, and state (2027 values are projected).

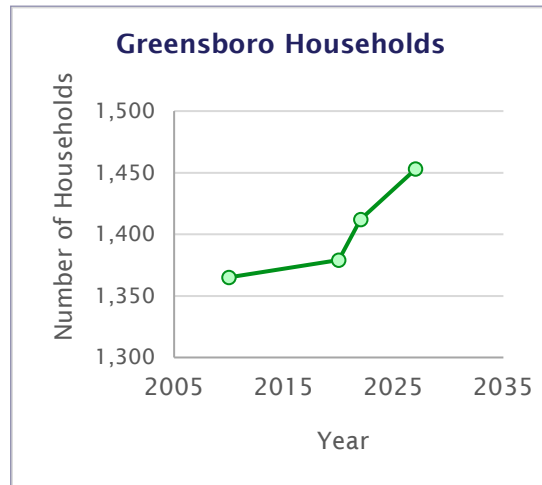


Figure 20. Number of households in Greensboro, actual (2010 and 2020) and projected (2022 and 2027).

## HOUSING MIX & OCCUPANCY

As of 2017–2021, 60% of homes in Greensboro are classified as single-family residences. Almost all single-family residences in Greensboro are detached houses, as there are very few townhouses. “Missing Middle” housing (i.e., homes in buildings containing 2–19 housing units) makes up 17% of the housing stock. In addition, 18% of housing units are mobile homes. The remaining 5% of homes are in apartment buildings containing 20 or more housing units. When compared with Greene County as a whole, Greensboro’s housing options are more diverse, with higher percentages of mobile homes and multifamily buildings of all size categories in Greensboro than in the county (Figure 21). Based on 2022 estimates, approximately 48% of housing units in Greensboro are owner-occupied, 43% are renter-occupied, and 9% are vacant (Figure 22).

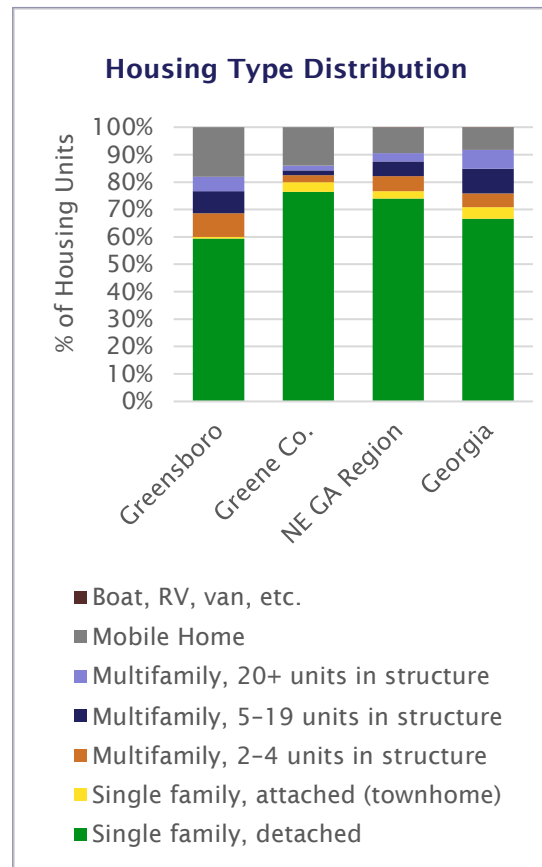


Figure 21. Mix of housing types in Greensboro compared with the county, region, and state, 2017–2021.

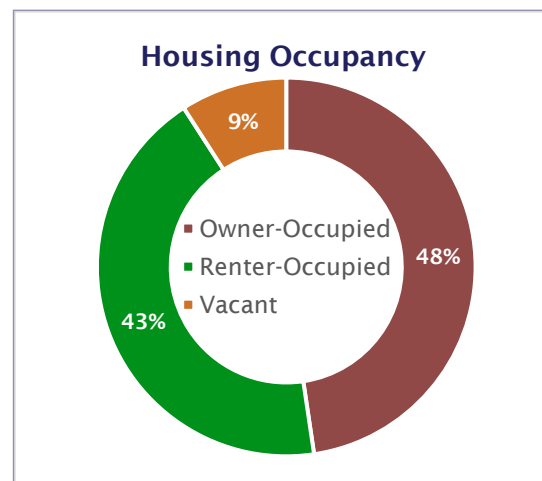


Figure 22. Occupancy of housing units in Greensboro, 2022.



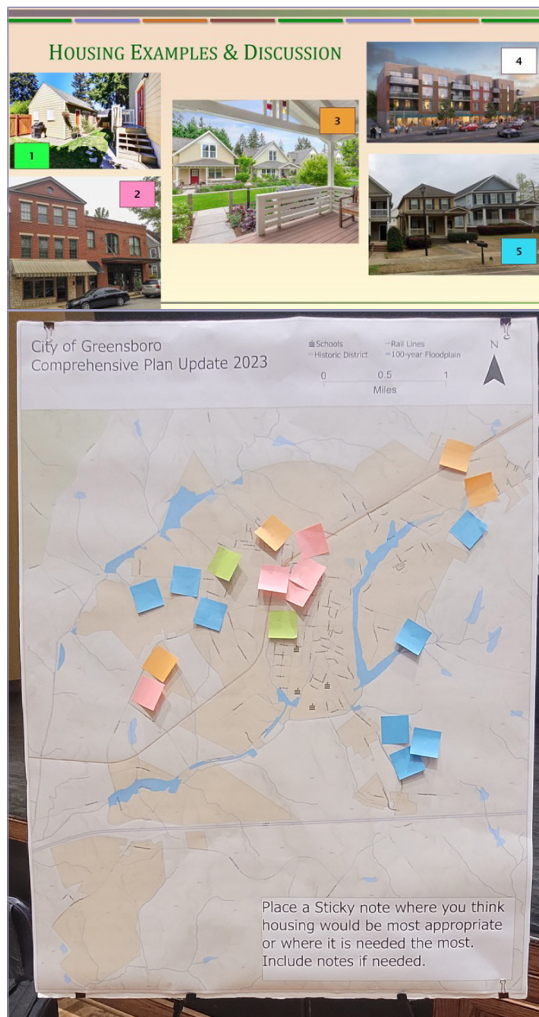


Figure 23. Individuals on the Steering Committee were asked to consider where five housing types might be most suitable in Greensboro. The colors of the numbered images for each housing type (above) correspond with the sticky notes on the map (left). Green: accessory dwelling unit; pink: apartments above retail; orange: cottage-style clustered housing development; white: mid-size apartment building (approx. 50 units); blue: single-family detached homes.

During a Steering Committee meeting, committee members were asked to consider where it would be most appropriate to add five housing types: accessory dwelling units, apartments above retail, cottage housing developments, mid-size (e.g., 50-unit) apartment buildings, and conventional single-family detached homes.

While there is already one mid-sized apartment building in Greensboro—the Mary Leila Lofts, which include 71 apartments within a renovated historic cotton mill—no one on the Steering Committee recommended a location for additional apartment buildings of this size. The locations recommended for the other four housing types are shown in Figure 23. These recommendations were considered when developing the Character Areas in the "Land Use" chapter.

During the exercise described in the previous paragraph, some Steering Committee members identified accessory dwelling units as appropriate in some locations. These units are small homes located on the same lot as a traditional single-family house, usually behind the main houses. Accessory dwelling units within residential areas can add to a city's supply of affordable housing; however, Greensboro's current zoning regulations do not allow them. In the past, when accessory dwelling units were allowed, many were used as rental units, resulting in difficulties with sharing utilities between the homeowner and renter. During its upcoming zoning code review and revisions (page 18), the City should consider whether to allow accessory dwelling units within certain zones to increase affordable housing options, and if so, what regulations are needed to address past issues encountered with this housing type.

## HOUSING COSTS

In 2022, the estimated median household income for Greensboro residents was \$36,505, which is much lower than the median incomes of households within the county, region, and state (Figure 24 and Figure 25).

The estimated 2022 median value of a home in Greensboro was approximately \$141,000, which is much lower than the median home values in the county, region, and state (Figure 26). Most owner-occupied homes in Greensboro were valued at less than \$250,000, with over 40% of homes valued at less than \$100,000 (Figure 27).

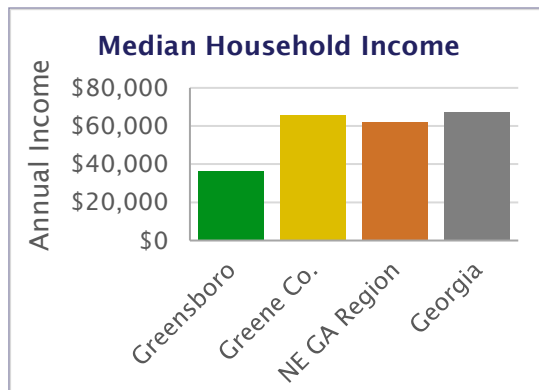


Figure 24. Median 2022 household income of Greensboro residents, compared with the county, region, and state (projected).

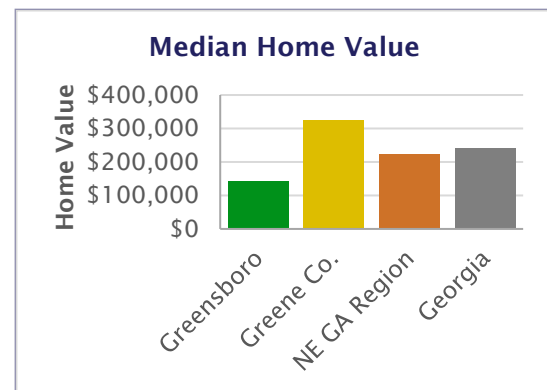


Figure 26. Median 2022 home values for Greensboro (projected), compared with the county, region, and state.

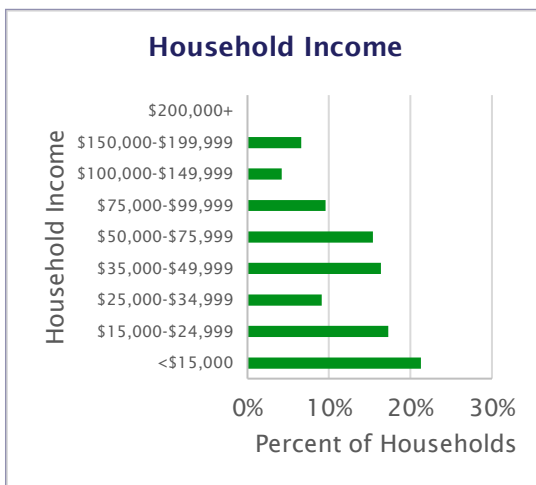


Figure 25. Annual income of Greensboro households, 2022 (projected).

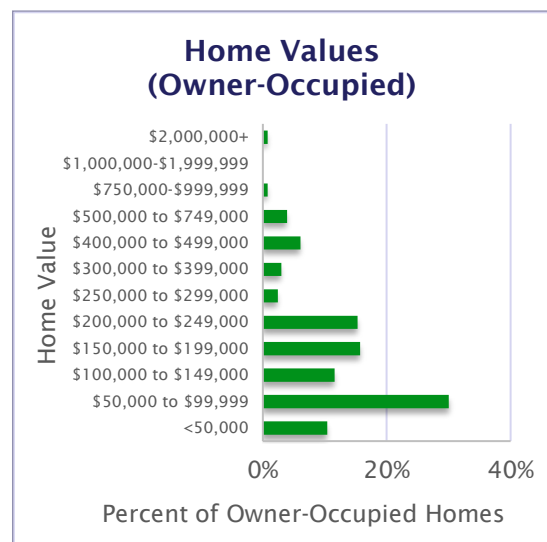


Figure 27. Values of owner-occupied homes in Greensboro, 2022 (projected).

Median monthly rent in 2017–2021 was \$468, or \$671 per month for gross rent including utilities (Figure 28). Almost all monthly rents during this period were under \$500 (Figure 29). Note that while home values and rents listed here likely underestimate actual current housing costs due to nationwide housing market changes since these data were collected, the distribution patterns and relative costs of housing shown still provide useful information for this analysis.

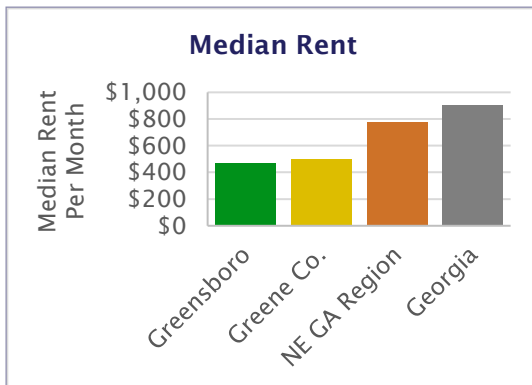


Figure 28. Monthly contract rent for rental homes in Greensboro, 2017–2021.

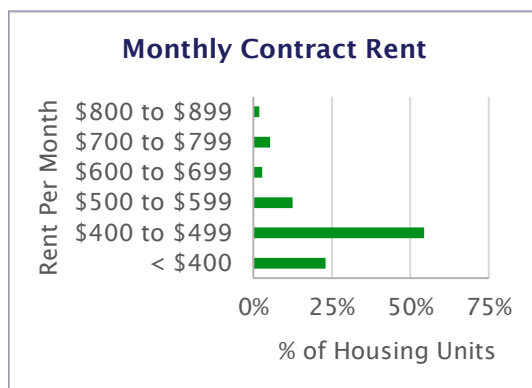


Figure 29. Median 2017–2021 contract rent for rental homes in Greensboro, compared with the county, region, and state.

As established in the preceding paragraphs, average housing costs in Greensboro are already low relative to other areas; however, many survey respondents mentioned a need for more affordable housing in Greensboro. **Households are typically considered cost-burdened if housing costs exceed 30% of household income. Under this definition, over half of renters were cost-burdened in 2017–2021, along with nearly a quarter of homeowners with a mortgage and over a tenth of homeowners without a mortgage. More than one-third of renters were severely cost-burdened, meaning that they spent more than 50% of their income on housing** (Figure 30). Based on Greensboro’s median household income, monthly gross rent (rent + utilities) would need to be \$900 or less to be considered affordable for an average household, and much lower for the city’s lower-income families. **Making housing more affordable for low-income residents may require a combination of some or all of the following approaches: workforce training programs that raise residents’ wage-earning potential, subsidized housing programs, and increases in the overall housing supply.**

Another way of looking at housing costs is to consider the costs of housing and transportation together, as doing so provides a more comprehensive understanding of the affordability of living somewhere. Housing and transportation together are considered affordable if they cost no more than 45% of a household’s income. Greensboro has an H+T Index of 48%, meaning that a regionally-typical household (i.e., a household earning \$52,129 annually with 2.40 people and 0.81 commuters) spends 48% of its income on the costs of housing and transportation together (Center for Neighborhood Technology, <https://htaindex.cnt.org/>). Note that the “regionally-typical”



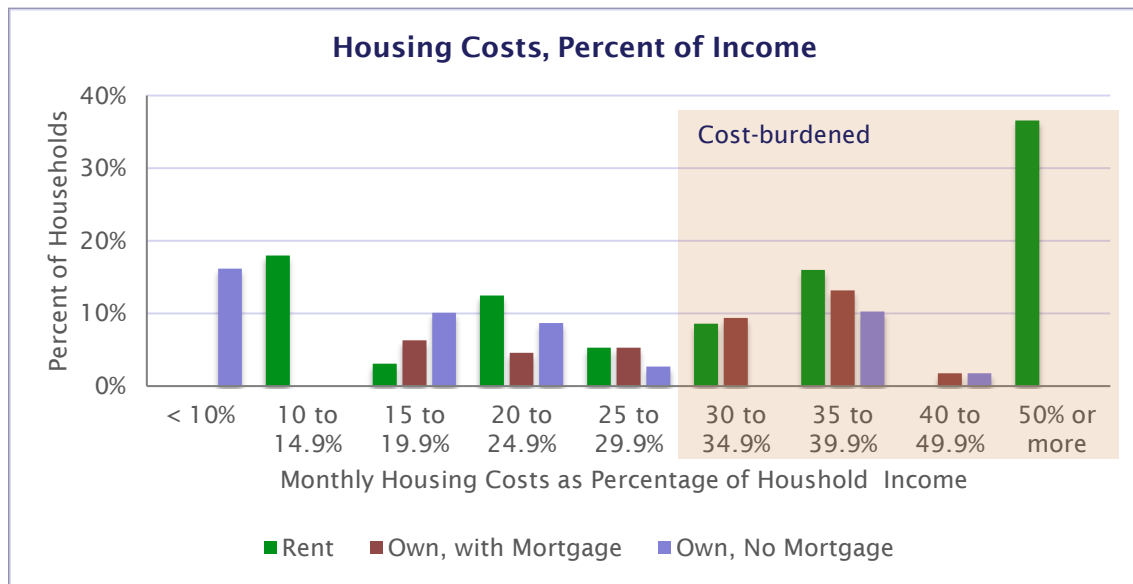


Figure 30. Monthly housing costs as a percentage of household income in 2017–2021, shown as the percentage of households that rent their homes, own their homes and have a mortgage, and own their homes without a mortgage that fall within each percentage range. Households are considered cost-burdened if housing costs exceed 30% of their income, and severely cost-burdened if housing costs exceed 50% of their income.

income of \$52,129 used to calculate the H+T index for Greensboro is based on a larger area, and it is much higher than Greensboro’s median household income of \$36,505. Because of this, the percentage of income spent on housing plus transportation by an average household in Greensboro is likely actually significantly higher than the 48% estimate provided by the H+T index.

A local Realtor noted that many recent prospective home buyers have expressed interest in homes in the \$250,000 to \$400,000 range; however, as noted previously, there are very few existing homes in Greensboro within the middle and high ranges of home prices (Figure 27). A survey respondent pointed out that mid-range or “move up” housing gets snapped up very quickly and doesn’t stay on the market for very long. Several other survey respondents also mentioned that Greensboro needs more middle-income housing. **Attracting more middle-income housing to the city**

### **would have multiple benefits beyond filling this identified housing gap.**

It would enable more middle-income earners to move into the city instead of instead of living in other parts of Greene County, raising the city’s median income and tax base. Additionally, it would enable existing middle-income homeowners to move into higher-priced homes when they are financially able to do so, making more lower-priced homes available for low-income earners.

## **JOBS-HOUSING BALANCE**

Of the over 1,500 Greensboro residents ages 16 and older who worked in 2017–2021, an estimated 65% worked in Greene County, 32% worked in Georgia but outside of Greene County, and the remaining 3% worked outside of Georgia. The U.S. Census’s OnTheMap application indicates that in 2019, more people

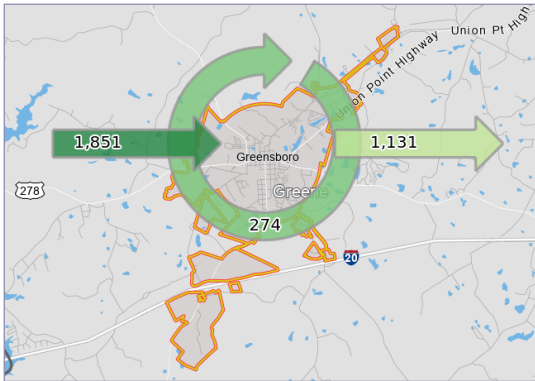


Figure 31. According to the U.S. Census's OnTheMap application, more people commuted into Greensboro to work in 2019 than commuted from Greensboro to work in other locations, and only 13% of people who worked in Greensboro also lived there (image from <https://onthemap.ces.census.gov/>).

commuted into Greensboro to work from outside than commuted from Greensboro to work in other locations (Figure 31). Only approximately 13% of people who work in Greensboro also live there, which may indicate a need for more housing that is matched to the needs of Greensboro workers.

Among workers who did not work from home in 2017–2021, over half of workers (53%) traveled less than 15 minutes to work. Greensboro residents overall had shorter commutes than Greene County residents (Figure 32). Of Greensboro residents who commuted to work in 2019, many of those with short commutes remained in or near Greensboro, traveled northeast (toward Union Point), or traveled south/southeast (toward Lake Oconee). Most residents with longer commutes traveled west (toward Morgan and Newton Counties) or northwest (toward Athens) (Figure 33), U.S. Census on the Map).

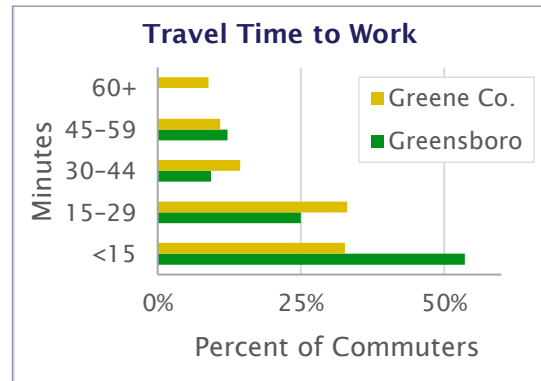


Figure 32. Travel time to work for Greensboro and Greene County residents who did not work from home, 2017–2021.

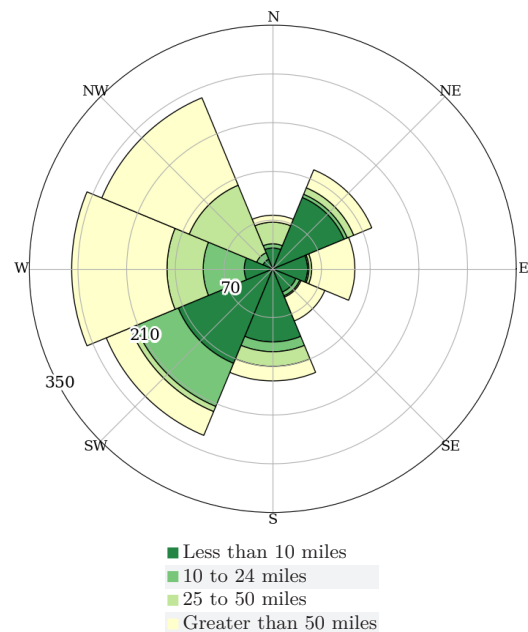


Figure 33. Distance and direction traveled by Greensboro residents who commuted to their jobs in 2019, according to the U.S. Census OnTheMap Application. Ring size indicates the number of people, color indicates the distance traveled, and the direction of each wedge corresponds with the direction traveled from home to work (image from <https://onthemap.ces.census.gov/>).

## LIFE CYCLE AVAILABILITY & HOUSING NEEDS OF SPECIAL POPULATIONS

It is important for a community to have a diverse mix of housing home and lot sizes, configurations, and types if it wants to meet the needs of individuals and families throughout the human life cycle. In Greensboro, the most common housing type is single-family residential, with many neighborhoods zoned for house and lot sizes that are well-suited for families with children living at home, even though only 35% of households in Greensboro had children living at home as of the 2010 Census. When diversified housing stock is available, people typically move among houses of different sizes and price points throughout their lifetimes. For example, apartments, townhouses, and small houses are often sought by young adults, couples without children, and seniors, because these smaller homes are typically both less expensive and easier to maintain than large single-family homes.

Another life cycle consideration of housing is location. Families with children often prefer homes near amenities like schools or parks and in neighborhoods where other children live. Where mobility is a concern, such as for some seniors and disabled people, single-story housing in walkable or easy driving distance from stores and services is often desirable. Other seniors prefer or need to live in housing made specifically for seniors, such as in retirement communities, assisted living facilities, or nursing homes.

Adults aged 65 and older were 18.4% of Greensboro's population in 2022 and are projected to increase to 21.4% of the population by 2027, as the community's median age increases from 38.5 to 40.9 (Figure 6). **As the city's population ages, there will be an increased need for senior living facilities and small homes, such as single-story houses, townhouses, or apartments.**

In 2017–2021, 30.9% of households in Greensboro included at least one person with a disability. Some people with disabilities that limit mobility require either single-story homes or ADA-compliant apartments, located in neighborhoods with curb ramps and well-maintained sidewalks.



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## Chapter 7

# ECONOMIC DEVELOPMENT

Greensboro has chosen to include an economic development element to identify community goals, needs, and opportunities related to economic development and community vitality. The analysis within this chapter should also be considered within the broader context of the 2022-2026 update of *The Northeast Georgia Comprehensive Economic Development Strategy* (CEDS), which is the economic development plan for the twelve counties in the Northeast Georgia Region.

**Green, bolded entries indicate high priority needs and opportunities.**



## LOCAL LABOR FORCE

An area's Labor Force includes people who are either employed or actively looking for work. The Georgia Department of Labor estimates Greene County's total July 2023 Labor Force as 7,546 people. Esri's projection of data from the U.S. Census estimates Greensboro's 2022 civilian Labor Force as 1,485 people.

Unemployment rates are based on the percentage of the civilian Labor Force who are not employed and actively looking for work. Greensboro's estimated overall 2022 unemployment rate of 4.1% is higher than the unemployment rates of the county, region, and state (Figure 34). The Georgia Department of Labor estimates Greene County's July 2023 unemployment rate as 3.1%. The county's annual unemployment rate has decreased throughout the past decade, except during the COVID-19 pandemic (Figure 35).

When considering the highest level of education completed by adults aged 25 and above, 17% of Greensboro residents did not finish high school or the equivalent and 41% earned a high school diploma or equivalent as their highest education attainment. Only 12% of Greensboro residents have earned at least a bachelor's degree, which is less than half of the percentage of residents of the county, region, and state who have earned at least a bachelor's degree (Figure 36). **Since over half of the workforce does not have a college degree, the City should focus workforce training and economic development efforts on jobs that do not require a college degree.**

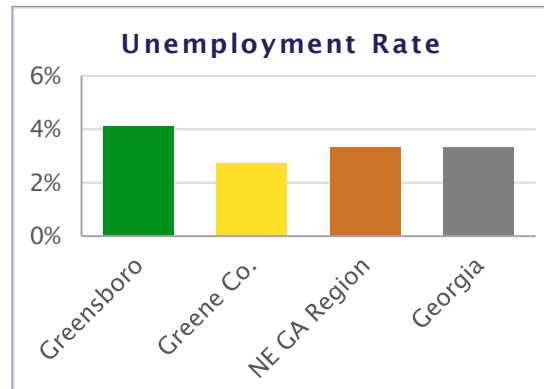


Figure 34. Greensboro's 2022 unemployment rate (civilian Labor Force, ages 16+), compared with the county, region, and state.

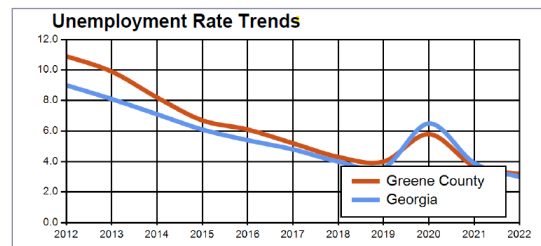


Figure 35. Trends in annual unemployment, Greene County and Georgia (from Georgia Department of Labor's July 2023 Greene County Area Labor Profile).

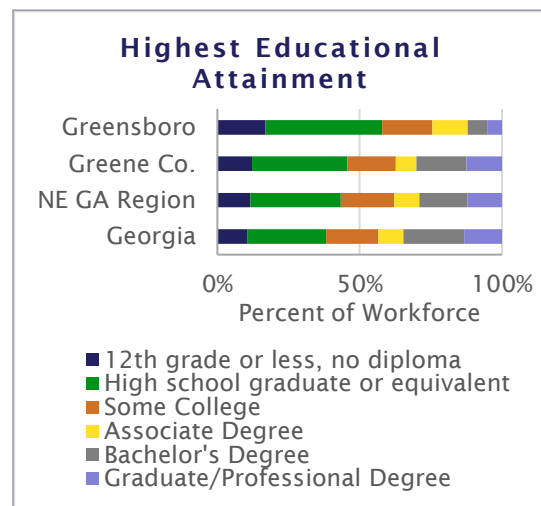


Figure 36. Workforce, ages 25+, by highest level of education attained, for Greensboro compared with the county, region, and state (2022)

## DIVERSITY OF THE ECONOMIC BASE

Among the twenty industries identified by the North American Industry Classification System (NAICS, 2022), the top industries in Greene County for the first quarter of 2023 are listed in Figure 37, as ranked by the Georgia Department of Labor. The ten largest employers in Greene County in 2022 are listed in Figure 38.

Top Industries	
By Number of Firms	
1.	Retail Trade
2.	Construction
3.	Health Care and Social Assistance
4.	Professional, Scientific, and Technical Services
5.	Accommodation and Food Services
By Number of Employees	
1.	Retail Trade
2.	Accommodation and Food Services
3.	Manufacturing
4.	Health Care and Social Assistance
5.	Construction
By Wages	
1.	Utilities
2.	Management of Companies and Enterprises
3.	Wholesale Trade
4.	Finance and Insurance
5.	Professional, Scientific, and Technical Services

Figure 37. Top industries in Greene County for the first quarter of 2023, according to the Georgia Department of Labor, based on the twenty NAICS sectors.

Ten Largest Employers	
Listed Alphabetically	
•	A2bf, Inc.
•	Bughouse Pest Control of Lake Oconee
•	Daniel RP Management, LLC
•	Nibco, Inc.
•	Novelis Corporation
•	Publix Supermarkets, Inc.
•	Ritz-Carlton Hotel
•	St. Joseph's at East Georgia
•	Tendercare Clinic, Inc.
•	The Home Depot

Figure 38. The ten largest employers in Greene County during the first quarter of 2022, according to the Georgia Department of Labor. Excludes all government agencies except correctional institutions, state and local hospitals, and state colleges and universities.

Among the ten sectors identified in U.S. Census data, over half of Greensboro’s employed population works in the service industry. The next largest sectors are construction, transportation/utilities, retail trade, and manufacturing (Figure 39). Almost a quarter of Greensboro residents are employed in service occupations, and the next most common occupations are transportation/material moving, professional, and construction/extraction (Figure 40).

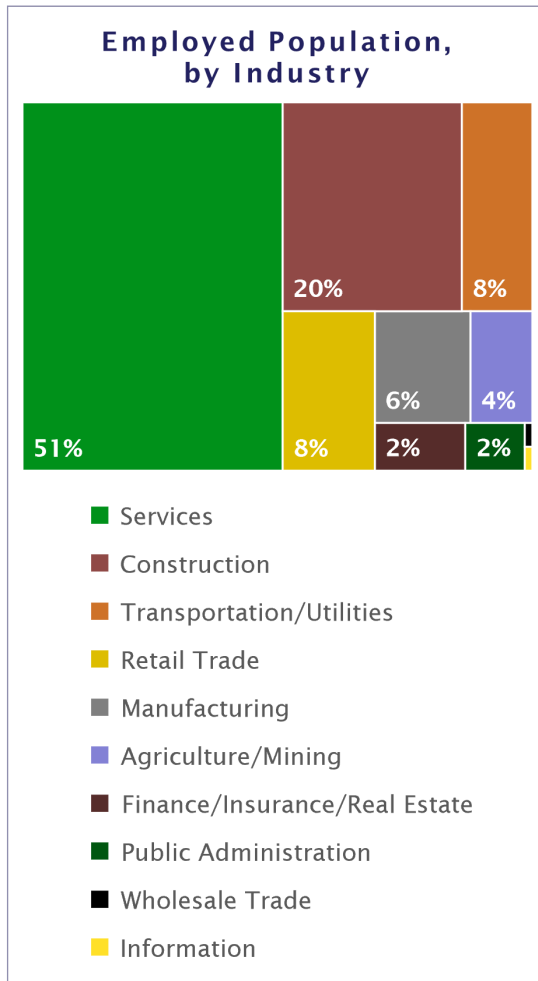


Figure 39. Greensboro’s 2022 employed population, ages 16+, by industry.

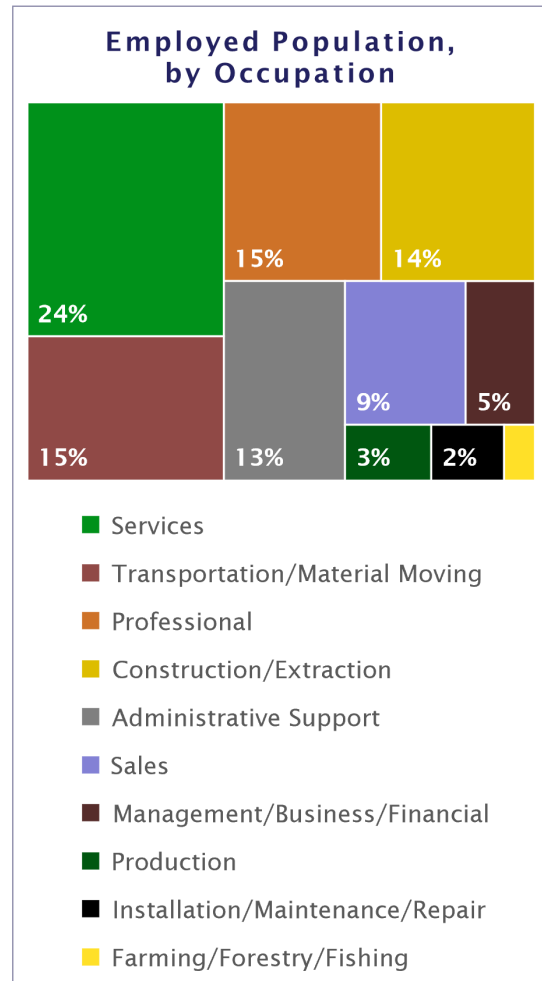


Figure 40. Greensboro’s 2022 employed population, ages 16+, by occupation.

## LOCAL AGENCIES, PROGRAMS, & TOOLS

Greensboro's Downtown Development Authority (DDA) operates the City's Main Street Program. Greensboro's downtown has been recognized by the Georgia Main Street Program as one of Georgia's Exceptional Main Streets (GEMS). The effectiveness of the Main Street program is reported and assessed through the Georgia Main Street Program's Monthly Reporting and Annual Assessment Process, and through an annual report. Refer to the City's most recent *Community and Downtown Development Annual Report* for current information about the activities and effectiveness of this economic development program.

The Greene County Development Authority promotes economic development activities within Greene County, including the City of Greensboro. The Authority includes six members, two of which are appointed by the City of Greensboro. The Authority's monthly meetings are open to the public.

The following workforce development programs and resources are available for workers in the Greensboro area:

- ◆ Athens Technical College satellite location,
- ◆ CONNECT GREENE Teacher Externship program,
- ◆ Greene College and Career Academy (Greene County Public Schools),
- ◆ Northeast Georgia Region's Workforce Innovation and Opportunity Act (WIOA) programs, and
- ◆ Thillen Education Foundation, Career Plans and Coaching.

One way the City could provide support for local workforce development programs would be for the City to use its existing communication and outreach channels, such as its website, to help distribute information about the programs' needs and opportunities. One specific request identified by the Career Coaching program is assistance with recruiting more career coaches with similar racial and ethnic backgrounds as the students. Another way the City can support workforce development programs is to provide more opportunities within city government, such as job shadowing or internships, for career program participants.

## DOWNTOWN DEVELOPMENT

### Transformation Strategies

The DDA operates Greensboro's Main Street Program. According to the City of Greensboro Community and Downtown Development Report (2022), the DDA's Main Street Approach focuses on three Transformation Strategies that each articulate a focused, deliberate path to revitalizing or strengthening the downtown economy:

- ◆ Extend Historic Downtown toward Mill Village to incorporate new development, both residential and commercial, and preserve the history of Greensboro,
- ◆ Improve the East/West Broad Street Corridor while maintaining the Historic Downtown, and
- ◆ Maintain Historic Downtown while extending the downtown footprint.



## Small Business Support

The DDA supports new and existing businesses through a variety of initiatives. Some of those initiatives are listed below:

- ◆ “Starting a New Business” guide, a brochure with information about establishing a business downtown;
- ◆ Partnership with the Greensboro Business Association, an independent non-profit advocacy group that allows business owners the opportunity to collaborate and partner on advertising, promotions, and other matters important to small businesses;
- ◆ Marketing and tourism promotion;
- ◆ Downtown events produced throughout the year;
- ◆ Referrals to the Georgia Small Business Development Center for consulting and training;
- ◆ Public grants for investments in downtown; and
- ◆ Rural Zone Tax Credits (expires in 2023).

In addition, in response to feedback from prospective business owners, the City plans to develop consistent procedures for permitting new downtown businesses.

The Community Development Department tracks annual vacancy rates, event attendance, and employment data for downtown Greensboro. Vacancy rates have trended downward over the past several years as interest in downtown properties has increased (Figure 41). According to the City of Greensboro Community and Downtown Development Report (2022), downtown businesses employ 469 individuals. Event attendance has rebounded and surpassed pre-pandemic levels as of 2022.

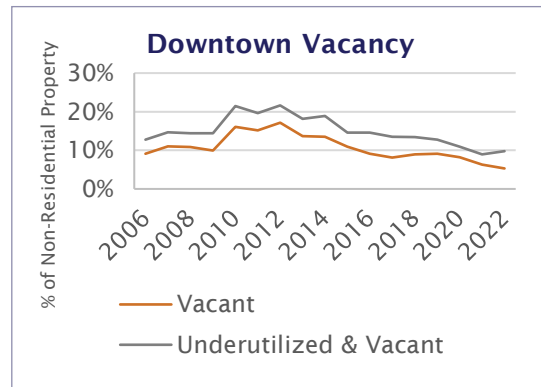


Figure 41. Downtown vacancy rates for non-residential property (data from DDA).

## Downtown Character & Atmosphere

A downtown’s appearance, comfort, and navigability create a positive atmosphere for investment, tourism, and small businesses. Some recent, current, and potential future projects and priorities related to enhancing the atmosphere and experience of visiting downtown are listed below:

- ◆ Audio tour stations,
- ◆ Walking tour and map,
- ◆ Ongoing downtown tree maintenance,
- ◆ Streetscape improvements,
- ◆ Holiday lighting,
- ◆ Façade grant and design assistance for exterior building changes,
- ◆ Signage guidelines,
- ◆ Wayfinding and informational brochures, signs, and kiosks,
- ◆ Murals,
- ◆ Public restrooms, and
- ◆ Outdoor seating and public greenspace.



Figure 42. Moonlight on Main (formerly Pickin' on the Greene) is a summer concert event produced by the Main Street Program. It is one of many events visitors and residents can enjoy downtown each year.

## Community Events & Anchors

Bringing residents and visitors to downtown to access goods and services is an important facet of maintaining a thriving downtown and supporting local businesses. Two destinations that draw people downtown are community events and institutional anchors.

The Main Street Program regularly hosts and promotes community events to bring people downtown. In 2023, they produced four quarterly events: the Southland Jubilee festival, Moonlight on Main summer concert (Figure 42), Rock 'n Roll Cruise In classic car show, and the Lighting of the Tree holiday celebration. The Main Street Office also produced and assisted with the Motown on Main benefit concert and partnered with downtown merchants, the Greensboro Police Department, and Greene County School System to assist with local Halloween celebrations. In total, 152 events open to the public occurred in 2022, with nearly 29,000

people attending. In addition, the Greensboro City Council established a downtown Entertainment District. This district allows for the consumption of open-container alcohol within district boundaries during city-sponsored events.

**Institutional anchors are also important tools for bringing residents and visitors to downtown and maintaining downtown as the heart of the community.** Examples of anchors include City and County government facilities such as offices and courthouses, religious institutions, and event spaces. Festival Hall is Greensboro's cultural center and hosts many events and meetings throughout the year.

Having City and County government facilities, including court functions, located downtown contributes to Greensboro's authenticity as the county seat. Additionally, like other institutional anchors, these destinations have a positive impact on downtown's economic viability by drawing people downtown and introducing them to

neighboring businesses. **As the city and county populations continue to grow, so will their space needs for government functions. There are many potential infill and redevelopment sites downtown that may provide opportunities for the DDA and Greene County to work together to address space issues as they arise.** For example, together they might identify potential new downtown sites for larger facilities or opportunities for expanding existing facilities.

## PLANNING NEEDS

Like many communities, Greensboro does not have an up-to-date, comprehensive map of its existing sewer and water infrastructure. Identifying and digitally mapping the locations of existing sewer and water lines is a critical need for economic development, including recruitment of new businesses. Mapping this infrastructure would also help with multiple goals, management practices, and implementation measures identified in the 2023 *Upper Oconee Regional Water Plan*, especially if the mapping is done as part of a larger effort to develop or update water or wastewater master plans.

The “Transportation and Land Use Connection” section of the “Transportation” chapter describes development code revisions needed to expand Greensboro’s grid of well-connected street and sidewalk infrastructure outward from its downtown core (page 34). Creating interconnected, efficient neighborhoods near downtown and other commercial centers can also have economic development benefits, by providing residents with options for accessing goods and services and providing businesses with a consistent, local base of support.





## Chapter 8

# LAND USE

The Land Use chapter includes a description of future development categories with synchronized zoning designations and a Future Development Map. The “character areas” methodology was used for the format of land use planning in this document in lieu of the “future land use” methodology. The character areas method involves assigning groupings of parcels a descriptive narrative and an array of applicable zoning categories. This provides the community with flexibility in land use decisions within each character area.

The Georgia Department of Community Affairs defines a character area as a specific district or section of the community that:

- Has unique or special characteristics to be preserved or enhanced,
- Has potential to evolve into a unique area with more intentional guidance of future development through adequate planning and implementation, or
- Requires special attention due to unique development issues.

The character areas selected by Greensboro are summarized in the map on page 54 and the table on page 55. Narrative descriptions and implementation measures for each character area follow, on the pages indicated in the table.



## FUTURE DEVELOPMENT MAP

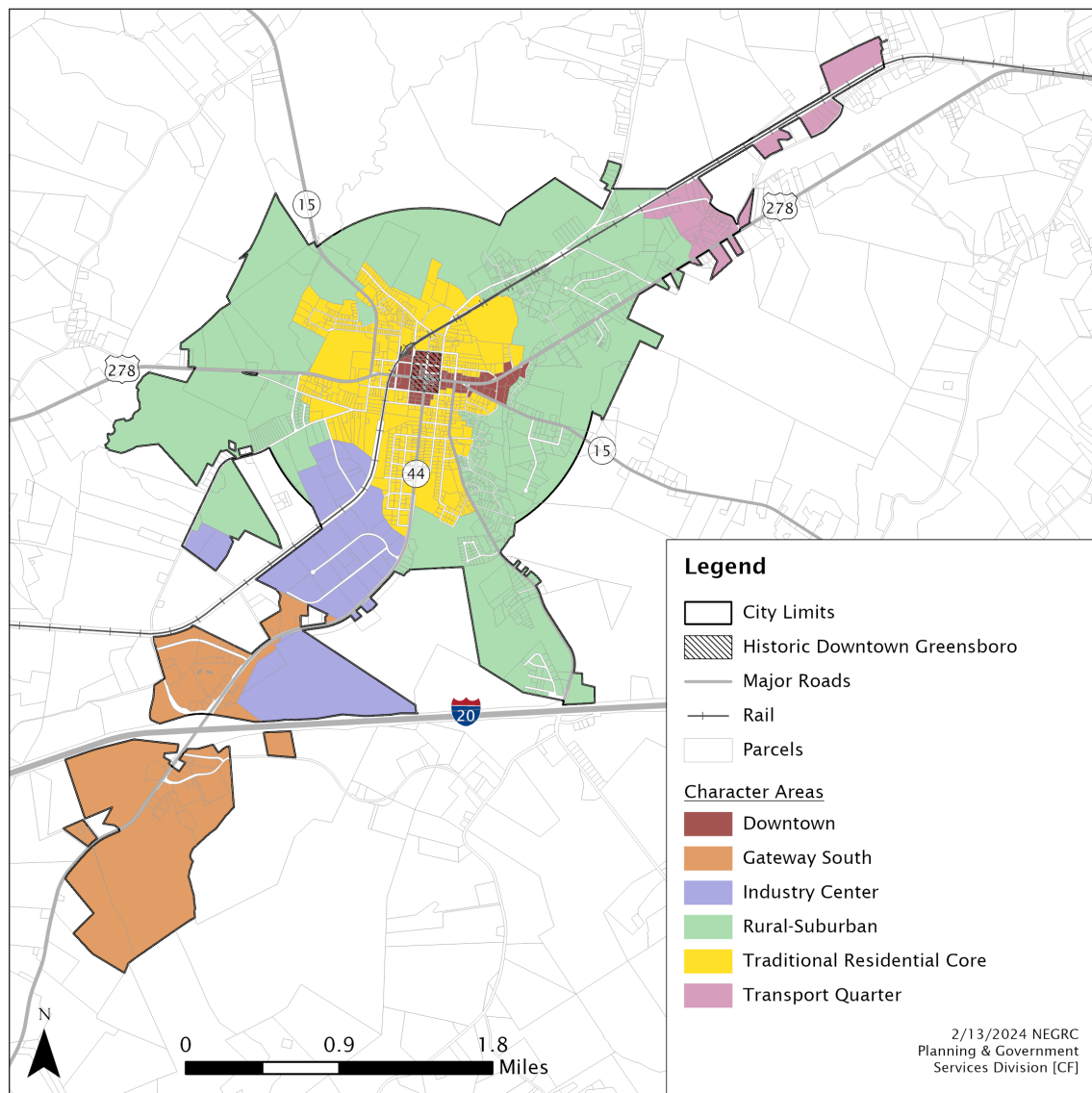


Figure 43. This Future Development Map shows the locations of Greensboro's Character Areas, which are described beginning on page 55.

## CHARACTER AREAS

Each character area is described briefly in the table below. See the pages indicated in the table for a detailed narrative providing guidance and implementation measures for future development within each character area.

Zoning compatibility and appropriate land uses for each character area are summarized in the compatibility indices on page 57.

CHARACTER AREA	DESCRIPTION	PAGE
DOWNTOWN	The heart of Greensboro, focused on retail, tourism, entertainment, and government functions	58
GATEWAY SOUTH	The southern gateway into Greensboro; includes a mix of highway-oriented commercial development and housing	61
INDUSTRY CENTER	An employment hub that is primarily characterized by light industry and a commercial corridor	64
RURAL-SUBURBAN	Includes a mix of residential neighborhoods, commercial corridors, and limited agricultural activities	66
TRADITIONAL RESIDENTIAL CORE	Features a traditional neighborhood grid and emphasizes walkability, housing, connectivity, and compactness	69
TRANSPORT QUARTER	This developing commercial node near the airport primarily features light industrial and retail uses	72

## DEFINING NARRATIVES

### What is a Defining Narrative?

When reviewing development proposals, decision-makers should reference both the Future Development Map on page 54 and the corresponding character area narrative for guidance.

According to DCA's Minimum Standards and Procedures for Comprehensive Planning (O.C.G.A. Chapter 110-12-1), defining narratives for each character area:

- ◆ Describe and illustrate a specific vision for what types, forms, styles, and patterns of development are to be encouraged;
- ◆ List compatible land uses and zoning categories; and
- ◆ Identify implementation measures to help achieve the desired development pattern.

Compatible land uses and zoning categories are listed within the Compatibility Indices on page 57. Descriptions, illustrations, and implementation measures for each individual character area begin on page 58.

### Compatibility with Overlay Districts

Greensboro's development code currently includes three overlay districts that specify additional development requirements for land within them, beyond what is specified for the underlying zoning district:

- ◆ **Greensboro Commercial Historic District**, the City's locally designated historic district, which is located downtown;
- ◆ **Corridor Overlay District**, which applies to land along the US-278, SR-44, and SR-15 Corridors; and
- ◆ **Interstate Commercial Overlay District**, which applies to certain parcels near I-20.

Review of development proposals within these or any future overlay districts should consider compatibility with both the character area's defining narrative and the requirements of the overlay district.

Note that Greensboro's ordinances also delineate an Downtown Entertainment District. However, this district pertains only to behaviors that may take place within the district, not to land development specifications.

## Compatibility Indices

### Legend:

- Generally compatible within this Character Area
- CO Compatible only in planned commercial corridors (e.g., on parcels adjacent to US-278, SR-44, SR-15, or Martin Luther King, Jr. Dr) and nodes (e.g., downtown, historic depot)
- ✧ Conditionally compatible; see character area description for details

**\*Note: Suitable zoning and land use classifications may vary within a character area and should be evaluated on a case-by-case basis.**

CHARACTER AREA	ZONING COMPATIBILITY*												
	A2	B1	B2	C3	CPUD	HI	LI	OI	OR	PUD	R1	R2	RM
DOWNTOWN		●	CO						●		●	●	
GATEWAY SOUTH			●	●	●			●					●
INDUSTRY CENTER			CO				●	●					
RURAL-SUBURBAN	●	CO	CO		●			●	●	●	●	●	●
TRADITIONAL RESIDENTIAL CORE		CO	CO						●	●	●	●	●
TRANSPORT QUARTER			●			✧	●	●					

For a description of each zoning code, see Greensboro's zoning ordinance. The zoning classifications listed above are abbreviations for the following districts:

- |   |                               |                                |
|---|-------------------------------|--------------------------------|
| A2: Agricultural-Residential              | LI: Light Industrial          | R1: Low-Density Residential    |
| B1: Neighborhood Convenience Commercial   | HI: Heavy Industrial          | R2: Medium-Density Residential |
| B2: General Commercial Highway Oriented   | OI: Office-Institutional      | RM: Multifamily Residential    |
| C3: Heavy Commercial                      | PUD: Planned Unit Development | OR: Office Residential         |
| CPUD: Commercial Planned Unit Development |                               |                                |

CHARACTER AREA	APPROPRIATE LAND USES*							
	COMMERCIAL	CONSERVATION	INDUSTRIAL	INSTITUTIONAL	MIXED-USE	OFFICE	PARKS/ GREENSPACE	RESIDENTIAL
DOWNTOWN	●			●	●	●	●	●
GATEWAY SOUTH	●				●	●		●
INDUSTRY CENTER	CO		●			●		
RURAL-SUBURBAN	CO	●		●	●	●	●	●
TRADITIONAL RESIDENTIAL CORE	CO			●	●	●	●	●
TRANSPORT QUARTER	●		●	●		●		



## Downtown Character Area

### Overview

The Downtown Character Area is the heart of Greensboro. The historic commercial downtown is a charming destination for shopping, dining, and tourism, and core government functions are also housed here. Commercial corridors continue east of downtown, along East Broad Street and Siloam Road, and south of downtown, along South Main Street.

### Compatible Zoning & Land Uses

See compatibility tables, page 57.

### Location

This character area is largely based on the area served by Greensboro's Downtown Development Authority (DDA). It also extends a few blocks westward from the current downtown to the railroad tracks, in line with the DDA's Transformation Strategy to extend the Historic Downtown toward Mill Village. Urban Redevelopment Plan neighborhoods within this character area include Historic Downtown, East Broad Street Corridor, and Historic Depot. Greensboro's Downtown Entertainment District and locally designated historic district (Historic Downtown Greensboro) are also located here (Figure 44). Within this character area, the Corridor Overlay District applies to the US-278, SR-44, and SR-15 corridors, except within the local historic district.

National Register historic districts within this Character Area include the Greensboro Commercial Historic District and small portions of the North Street-East Street, South Street-Broad Street-Main Street-Laurel Street, and South Walnut Street Historic Districts and the Mary Leila Cotton Mill and Village (Figure 9).

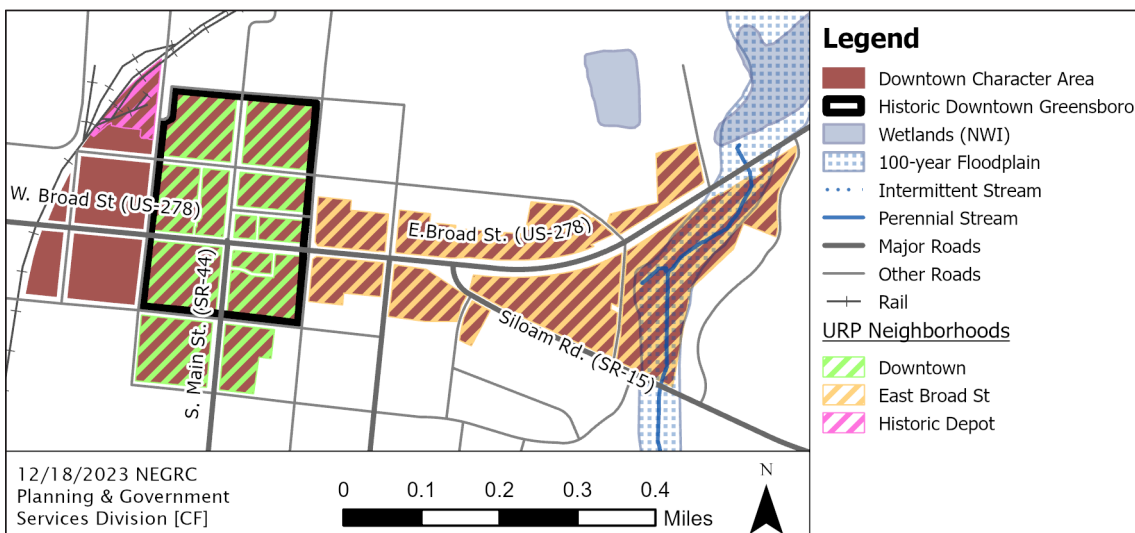


Figure 44. Locations of the local historic district and three Urban Redevelopment Plan (URP) neighborhoods within the Downtown Character Area. See Greensboro ordinances for descriptions of the locations of the Entertainment District and Corridor Overlay District.

(DOWNTOWN CHARACTER AREA NARRATIVE CONTINUES ON NEXT PAGE)

(DOWNTOWN CHARACTER AREA NARRATIVE, CONTINUED)

## **Description**

### *DDA Priorities*

The DDA's Transformation Strategies are identified in the City's annual plan of work for the Main Street Program. The primary Transformation Strategies for this area can be summarized as extending the Historic Downtown toward Mill Village, improving the East and West Broad Street Corridor, and maintaining the Historic Downtown while extending the downtown footprint. Preserving the history of Greensboro is crucial for maintaining the character of this area. Some other priorities of the Main Street Program include adding downtown-appropriate infill development that fits within the context of existing historic buildings and maintaining Greensboro's authenticity as a town where residents can access the variety of goods and services they need on a daily basis.

### *Historic Commercial Downtown*

The historic downtown anchors the city, serving as a commercial center, a government hub, and a tourism destination. Many small businesses and government functions are housed here, and the City is exploring opportunities to add outdoor seating and gathering spaces within the downtown area. There is a mutually beneficial relationship between commercial and residential growth in the downtown area, as new businesses add to the goods and services available for residents, and residential growth expands the potential customer base for local businesses.

The downtown commercial area features historic buildings, walkable streets, a traditional street grid, and effective landscaping. This area is characterized by two-story buildings constructed primarily of brick and wood, including

Greek Revival, Queen Anne, Georgian, and Italianate style commercial row buildings. Within the locally designated Greensboro Commercial Historic District, exterior changes to buildings are overseen by a Historic Preservation Commission and must be consistent with the historic character of the area.

Development in the downtown core is compact, as most of the commercial buildings there are built up to the zero lot-line and are two stories tall, with the potential for residential units or office space on the second floor. Surrounding the core are additional offices, retail locations, and community institutions such as churches.

### *Historic Depot*

The northwest corner of the Downtown Character Area—the area in and around the Historic Depot neighborhood—is emerging as a new commercial node. It functions as an extension of downtown, but its historical-industrial character distinguishes it from the traditional downtown core. Adaptive, creative reuse of existing industrial structures is encouraged, and development and design decisions should be made with sensitivity to this area's historic context and sense-of place.

### *Corridors*

Greensboro's Corridor Design Guidelines (2009) provide additional guidance for appropriate development along all the city's major entrance corridors: US-278, SR-44, and SR-15. Within this character area, these include E. and W. Broad Street., S. Main Street, and Siloam Road.

The East Broad Street Corridor neighborhood extends the city's commercial center eastward along East Broad Street. and Siloam Road (i.e., US-

(DOWNTOWN CHARACTER AREA NARRATIVE CONTINUES ON NEXT PAGE)

(DOWNTOWN CHARACTER AREA NARRATIVE, CONTINUED)

278 and SR-15). Commercial activities along these highways are a mix of neighborhood- and highway-oriented businesses, but all should be built with a size and architectural style that relates to and reflects this neighborhood's traditional built environment and fits well within the surrounding context. Like the Historic Depot neighborhood, the East Broad Street Corridor neighborhood includes some historical industrial structures that may be well-suited for adaptive reuse.



Figure 45. Historic commercial district in the core of downtown.



Figure 46. Example of adaptive reuse of a former industrial building in the Historic Depot neighborhood.

### *Implementation Measures*

- ◆ Continue to support new and existing small businesses through the efforts of the DDA.
- ◆ Encourage pedestrian activity throughout this character area by maintaining safe, well-connected, attractive sidewalks and small block sizes.
- ◆ Continue streetscape improvement projects, including upgrades related to pedestrian safety, parking access, and esthetics.
- ◆ Ensure that the scale, setbacks, massing, materials, and appearance of infill and redevelopment projects complement existing development.
- ◆ Within the Commercial Historic Downtown and Corridor Overlay districts, ensure that development is consistent with each district's design guidelines.
- ◆ In the Historic Depot and East Broad Street Corridor neighborhoods, encourage creativity in the adaptive reuse of industrial structures.
- ◆ When possible, retain core government and entertainment functions within the downtown area.
- ◆ Encourage retail growth that broadens the availability of goods and services and residential growth that strengthens the local customer base.
- ◆ Implement the DDA's Transformation Strategies.

## Gateway South Character Area

### Overview

The Gateway South Character Area is the southern entrance into Greensboro, and it is developing as one of the city's economic centers. It includes a mix of highway-oriented commercial development and housing.

### Compatible Zoning & Land Uses

See compatibility tables, page 57.

### Location

This character area is north and south of I-20 near SR-44 (Figure 47). Within this character area, the Corridor Overlay District applies to the SR-44 corridor, and most of the land south of I-20 is within the Interstate Commercial Overlay District.

### Description

The Gateway South Character Area greets people entering Greensboro from I-20 or areas near Lake Oconee. It is developing as one of Greensboro's economic centers, centered on I-20 and SR-44. Existing commercial uses in this area include highway-oriented commercial establishments such as fast-food restaurants, gas stations, hotels, and big-box stores. There are currently also some residences set further back from the main highway corridor, and more residential and mixed-use developments are expected.

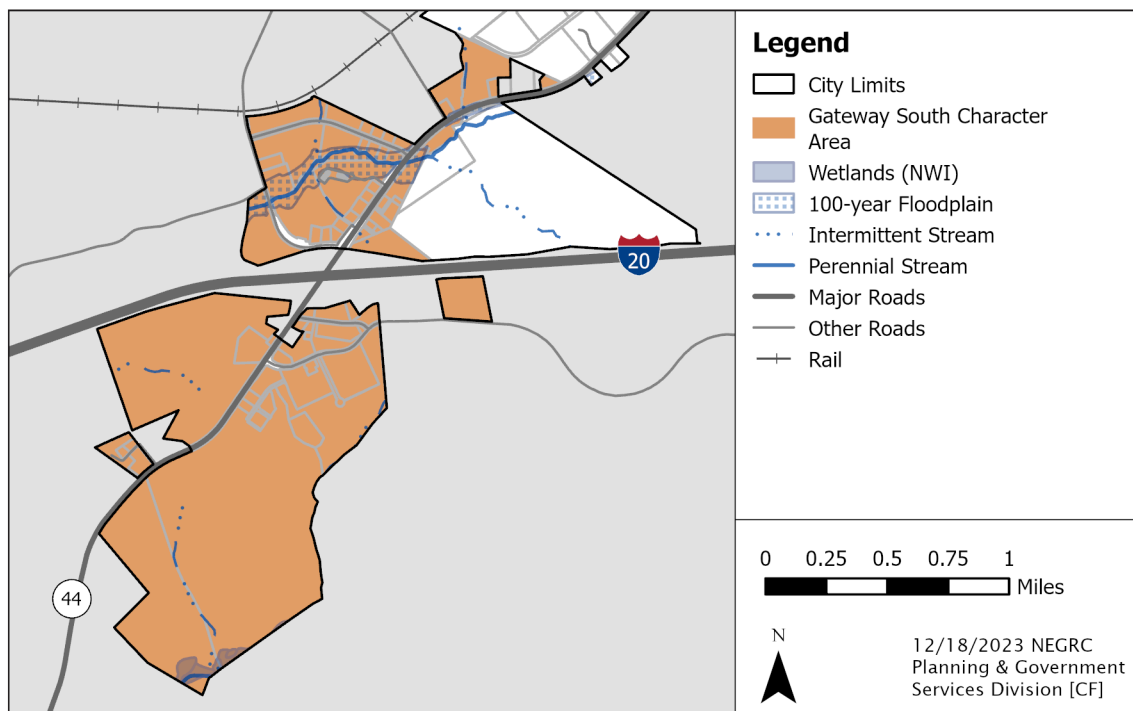


Figure 47. There are no Urban Redevelopment Plan (URP) neighborhoods within the Gateway South Character Area. See Greensboro ordinances for descriptions of the locations of the Corridor Overlay District and Interstate Commercial Overlay District.

(GATEWAY SOUTH CHARACTER AREA NARRATIVE CONTINUES ON NEXT PAGE)



(GATEWAY SOUTH CHARACTER AREA NARRATIVE, CONTINUED)

The land facing both sides of SR-44 is included within Greensboro’s Corridor Overlay District. In addition to the requirements for this overlay district specified in the zoning ordinance, Greensboro’s Corridor Design Guidelines (2009) provide additional guidance for appropriate development within the corridor. As Gateway South is the southern gateway into Greensboro, it is important that all facilities within this character area are attractive and incorporate quality design principles, especially where visible from SR-44.

A mix of commercial and residential uses is encouraged within this character area, with commercial sites easily accessible from SR-44 and residential areas typically located behind commercial sites, away from the highway. There is a mutually beneficial relationship between commercial and residential growth in this character area, as new businesses add to the goods and services available for residents, and residential growth expands the potential customer base for local businesses.

Multifamily housing and single-family housing are both encouraged within residential portions of this character area, provided that residential areas are walkable, compact, and well-connected with each other and with commercial areas. Dead-end streets and cul-de-sacs should be avoided when possible, and new developments should include street stubs to enable connectivity with adjacent future development. Within commercial areas, developments should have internal, interconnected transportation networks to facilitate vehicular movement within and around the area, and inter-parcel access should be promoted.

Because residents within this character area are likely to make up a significant portion of both the customer base and employee base of businesses located here, having a high degree of multi-modal connectivity between residential and commercial areas is important. In other words, residents should be able to easily reach nearby commercial areas on foot, by bicycle, and by car. As such, planning staff should work with prospective developers to identify where transitional features (e.g., vegetative buffers or other screening) and connective features (e.g., street stubs, sidewalks, bike amenities) are needed between adjacent existing or likely future commercial and residential developments.

(GATEWAY SOUTH CHARACTER AREA NARRATIVE CONTINUES ON NEXT PAGE)

(GATEWAY SOUTH CHARACTER AREA NARRATIVE, CONTINUED)

### *Implementation Measures*

- ◆ Pursue a mix of uses within this character area, with commercial uses easily accessible from SR-44 and residential uses further from the highway
- ◆ Encourage retail growth that broadens the availability of goods and services and residential growth that strengthens the local customer base.
- ◆ Within the Corridor Overlay District, ensure that development is consistent with the district's design guidelines.
- ◆ Ensure that developments within this character area are attractive and incorporate quality design principles, especially where visible from SR-44, consistent with their role as part of the gateway to Greensboro.
- ◆ Develop internal, interconnected transportation networks to facilitate vehicular movement within and around the area.
- ◆ Provide transportation options by requiring sidewalks in new developments and developing bike facilities that connect residential areas with commercial areas and other common destinations.
- ◆ Require that new developments minimize the use of cul-de-sacs, include multiple access points, and anticipate future development by building build street stubs to adjacent parcels.



Figure 48. The Gateway South Character Area includes a mix of residential and highway-oriented commercial development.

## Industry Center Character Area

### Overview

The Industry Center Character Area is part of the gateway to Greensboro and is primarily characterized by light industry and a highway-oriented commercial corridor along SR-44.

### Compatible Zoning & Land Uses

See compatibility tables, page 57.

### Location

This character area is located on the south side of Greensboro, north of I-20 (Figure 49). Within this character area, the Corridor Overlay District applies to the SR-44 corridor.

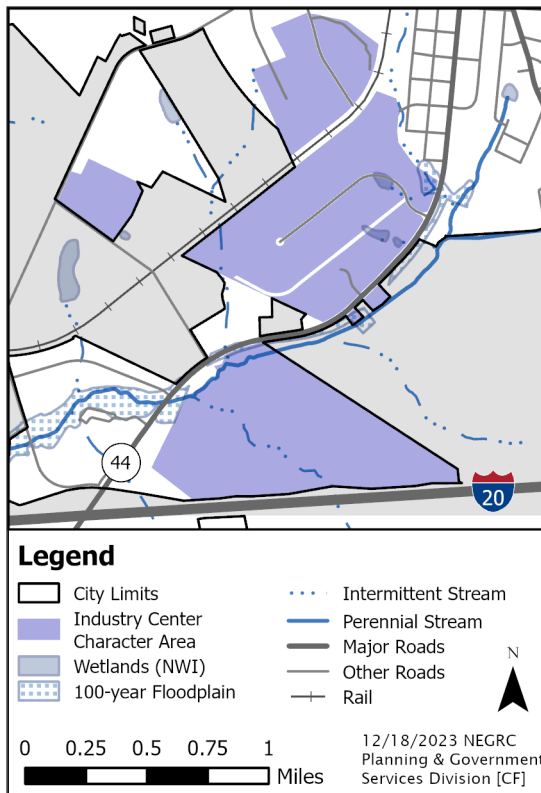


Figure 49. There are no Urban Redevelopment Plan (URP) neighborhoods within the Industry Center Character Area. See Greensboro ordinances for a description of the location of the Corridor Overlay District.

### Description

Industry Center is a developing employment hub within Greensboro. It includes light industrial facilities, such as those used for manufacturing, processing, storage, and utilities, provided that they do not cause obnoxious noises, odors, hazards, or other objectionable environmental conditions. The CSX rail line and SR-44 pass through this character area, and it is located near I-20, providing industries with convenient access to transportation arteries. Landscaped buffers, berms, and other aesthetic screening techniques should be used along all public rights-of-way and in areas where the Industry Center character area abuts residential or other less-intense land uses.

Developments in this area should have internal, interconnected transportation networks to facilitate vehicular movement within and around the area, and inter-parcel access should be promoted. This area is primarily automobile- and freight-focused, but sidewalks and bicycle facilities should be included where needed to provide transportation options for workers. In addition, the City has identified increasing pedestrian safety along the SR-44 corridor as a high priority, as people often walk along SR-44 from facilities near I-20 to residential areas in the city's center.

The land on both sides of SR-44 is included in the city's Corridor Overlay District, and retail establishments are generally more suitable along this

(INDUSTRY CENTER CHARACTER AREA NARRATIVE CONTINUES ON NEXT PAGE)

(INDUSTRY CENTER CHARACTER AREA NARRATIVE, CONTINUED)

highway than industrial facilities. There are currently few commercial uses located here, but one might expect some highway-oriented development to expand northward along SR-44 over time, especially after GDOT finishes widening SR-44 up to Athens-Tech Drive. In addition to the requirements for this overlay district specified in the zoning ordinance, Greensboro’s Corridor Design Guidelines (2009) provide additional guidance for appropriate development within the corridor. As Industry Center is part of the gateway to Greensboro, it is important that facilities within this character area be attractive and incorporate quality design principles, especially where visible from SR-44.



Figure 50. Examples of light industrial land uses in the Industry Center Character Area.

### *Implementation Measures*

- ◆ Require landscaping or other screening along rights-of-way and where industry abuts residential areas or other less-intense land uses.
- ◆ Recruit new industries with job opportunities that align with residents’ skills, training, and education.
- ◆ Collaborate with workforce development programs to ensure that available training aligns with industries’ personnel needs.
- ◆ Within the Corridor Overlay District, ensure that development is consistent with the district’s design guidelines.
- ◆ Ensure that developments within this character area are attractive and incorporate quality design principles, especially where visible from SR-44, consistent with their role as part of the gateway to Greensboro.
- ◆ Develop internal, interconnected transportation networks to facilitate vehicular movement within and around the area.
- ◆ Provide transportation options through the inclusion of sidewalks and bicycle facilities, especially along SR-44 and where needed to connect residents with job sites.



## Rural-Suburban Character Area

### Overview

The Rural-Suburban Character Area includes a mix of residential neighborhoods, commercial corridors, and limited agricultural activities, and much of the land is forested. Compared with the Traditional Neighborhood Core character Area, neighborhoods here are generally less dense, and while connectivity is still a priority here, there is more flexibility in the street network's form.

### Compatible Zoning & Land Uses

See compatibility tables, page 57.

### Location

The Rural-Residential Character Area mostly surrounds Greensboro's core of historic neighborhoods, and it extends to the city limits in most directions. Urban Redevelopment Plan neighborhoods within this character area include Oconee Avenue, Canaan Circle, Adrian Circle, and North East Street (Figure 51). Within this character area, the Corridor Overlay District applies to parts of the US-278, SR-44, and SR-15 corridors.

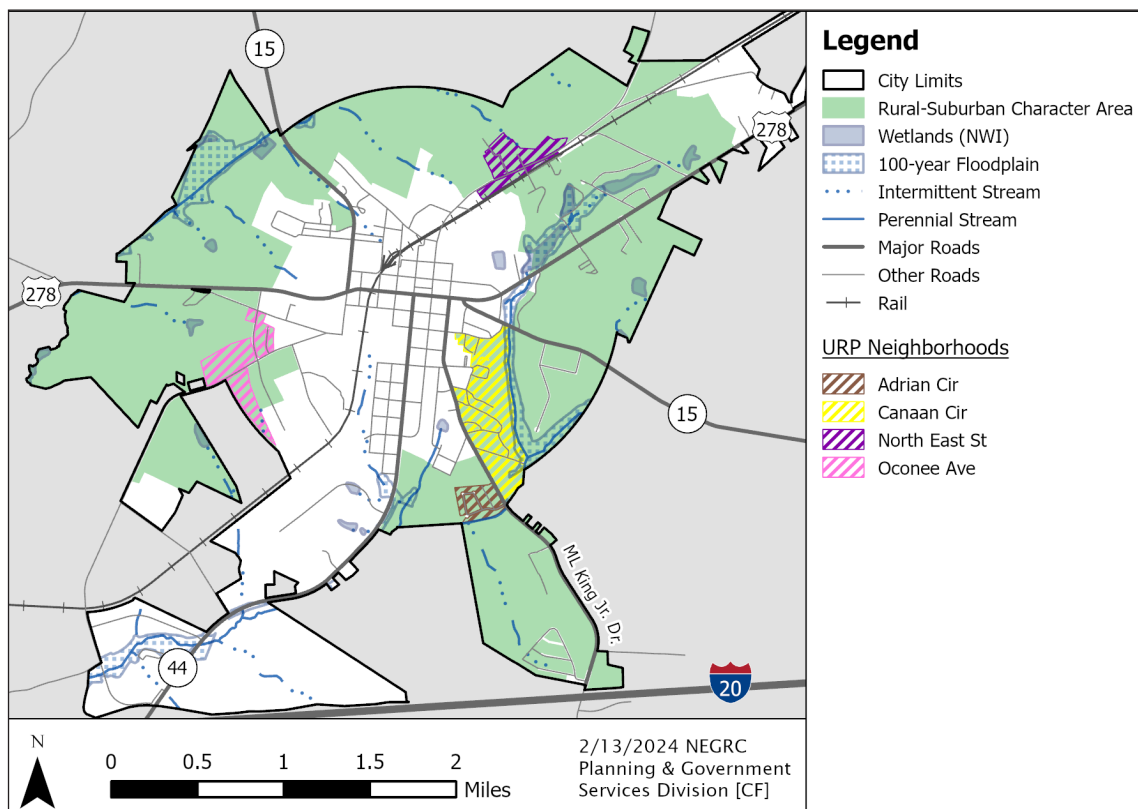


Figure 51. There are four Urban Redevelopment Plan (URP) neighborhoods within the Rural-Suburban Character Area. See Greensboro ordinances for a description of the location of the Corridor Overlay District.

(RURAL-SUBURBAN CHARACTER AREA NARRATIVE CONTINUES ON NEXT PAGE)

(RURAL-SUBURBAN CHARACTER AREA NARRATIVE, CONTINUED)

### **Description**

Compared with the city’s Traditional Residential Core and Downtown Character Areas, residential development within the Rural-Residential Character Area is more suburban in character, with larger average lot sizes and a less-rigid street grid. Commercial corridors are developing along US 278, SR-44, and SR 15, but most of the rest of the character area is characterized by a mix of suburban and rural residential development. This area is also home to some community facilities, including public schools and a public park.

This character area is not targeted for as much growth or density as the character areas representing the city’s economic, residential, and industrial centers. To maximize land-use efficiency and protect some of the area’s existing rural character, the density and type of development suitable within this character area (outside of identified commercial corridors) varies by location. In non-commercial areas with existing utility and road infrastructure, it is recommended that medium-density single-family and multifamily residential developments be built, at a variety of price points, to help address the housing shortfalls identified in the “Housing” chapter. However, many parts of this character area are not currently served by sewer or water, and so are not suitable for dense development. These areas are most suitable for agricultural-residential, low-density residential, parks, conservation, or other low-density land uses that do not require significant infrastructure extensions.

As mentioned above, developers have some flexibility in the shape and size of the street grid within this character area, consistent with the area’s rural

and suburban character. However, high connectivity and transportation options are still high priorities here. As such, new subdivisions within this character area should be accessible via multiple access points, minimize the use of cul-de-sacs, include sidewalks, and include street stubs to adjacent parcels. Because residents here live beyond what is considered walking distance of many jobs and amenities, bike routes—such as bike paths, bike lanes, or sharrows—are needed to connect residential areas with destinations such as schools and downtown.

This character area has many large parcels that are currently undeveloped or lightly developed. Much of this land is forested, and there are several lakes, ponds, and intermittent streams. For these reasons, there are many potential sites within this character area that might be suitable for a new community park. This character area also includes quite a bit of land within the 100-year floodplain; it is often beneficial to build parks within and adjacent to floodplains, where they can serve dual purposes of recreation and flood management.

(RURAL-SUBURBAN CHARACTER AREA NARRATIVE CONTINUES ON NEXT PAGE)

(RURAL-SUBURBAN CHARACTER AREA NARRATIVE, CONTINUED)



Figure 52. The Rural-Suburban Character Area includes a variety of housing types, lot sizes, and neighborhood configurations, as well as some commercial sites along designated commercial corridors.

### *Implementation Measures*

- ◆ Within the Corridor Overlay District, ensure that development is consistent with the district's design guidelines.
- ◆ Require that new developments minimize the use of cul-de-sacs, include multiple access points, and anticipate future development by building build street stubs to adjacent parcels.
- ◆ Provide transportation options by requiring sidewalks in new developments and developing bike facilities that connect residential areas with downtown, schools, and other common destinations.
- ◆ Increase access to parks and greenspace through a combination of new City or County-owned parks and requirements for new residential and mixed-use developments to include pocket parks or other open space.
- ◆ Target new development in this character area to locations with existing sewer, water, and road infrastructure, rather than extending infrastructure into unserved areas.
- ◆ Encourage development of a variety of housing types, densities, and price points.

## Traditional Residential Core Character Area

### Overview

The Traditional Residential Core Character Area features a traditional neighborhood grid and emphasizes walkability, housing, connectivity, and compactness. Small retail and institutional establishments are located within designated commercial corridors and nodes.

### Compatible Zoning & Land Uses

See compatibility tables, page 57.

### Location

The Traditional Residential Core Character Area surrounds downtown, and most residences here are within a walkable or bikeable distance of the historic downtown commercial area. Urban Redevelopment Plan neighborhoods within this character area include Apalachee Avenue, Mill Village, Old Mill, and Reynolds Drive (Figure 53). Within this character area, the Corridor Overlay District applies to the US-278, SR-44, and SR-15 corridors.

Four National Register Historic Districts are located mostly within this character area. They are the North Street-East Street, South Street-Broad Street-Main Street-Laurel Street, and South Walnut Street Historic Districts and the Mary Leila Cotton Mill and Village (Figure 9).

### Description

The Traditional Residential Core Character Area is characterized by a traditional neighborhood street grid, with small block and lot sizes and well-connected street and sidewalk infrastructure. Most residents here live within a walkable (approximately 0.5-mile) distance of downtown amenities

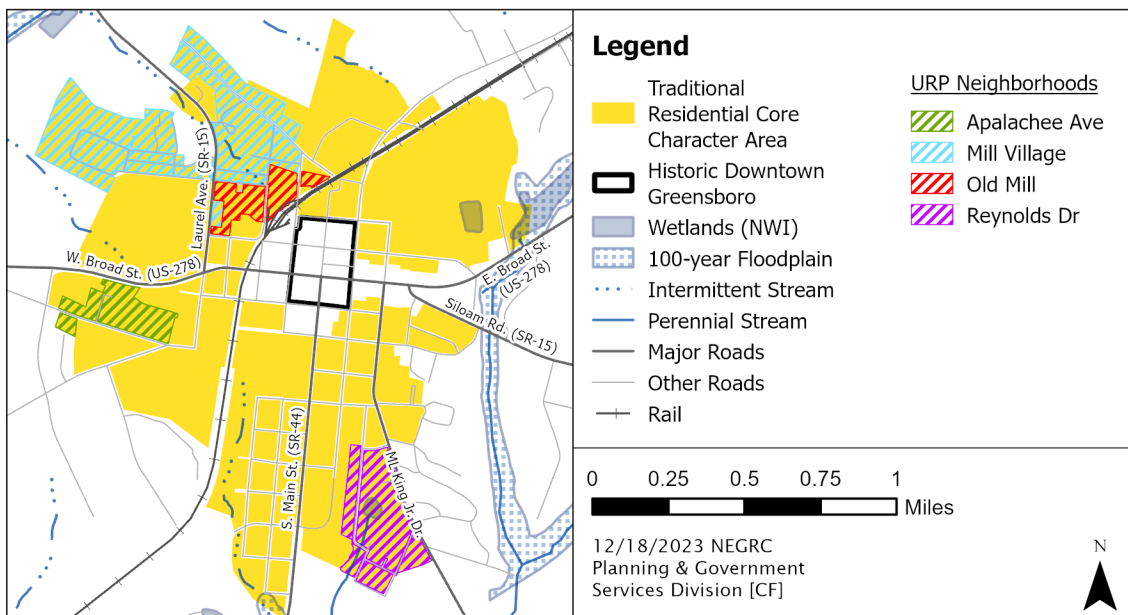


Figure 53. There are four Urban Redevelopment Plan (URP) neighborhoods within the Traditional Neighborhood Core Character Area. See Greensboro ordinances for descriptions of the locations of the Entertainment District and Corridor Overlay District.

(TRADITIONAL RESIDENTIAL CORE CHARACTER AREA NARRATIVE CONTINUES ON NEXT PAGE)



(TRADITIONAL RESIDENTIAL CORE CHARACTER AREA NARRATIVE, CONTINUED)

and services. Maintaining and improving connectivity, extending the traditional street grid and sidewalk network, and providing transportation options are high priorities for future development within this character area.

Appropriate infill development is also a high priority for future development here. Many of the existing neighborhoods within this character area have blocks that are approximately 400–600 feet long on each side. To the extent possible, infill and redevelopment projects within this character area should be built on a street grid with approximately the same block size. Dead-end streets and cul-de-sacs are strongly discouraged within this character area, except where necessary due to the rail line or other existing barriers. In addition, developments within this character area should be connected to collector streets and adjacent neighborhoods via multiple access points. In anticipation of future neighboring development, new projects should also include street stubs to adjacent parcels.

To maintain the traditional character of the city's residential core, it is important that infill and redevelopment projects fit within the context of surrounding properties regarding details such as style, setbacks, scale, and massing. This is especially important within and adjacent to this character area's National Register historic districts, to not detract from the historic character for which these districts are recognized.

Single-family and multi-family residential land uses are appropriate throughout this character area. Residential growth near downtown is a priority for Greensboro. Increasing residential density in and near the city's core is preferable to adding housing through new greenfield development further out for several reasons. For example, it would bring more residents within a convenient distance of downtown goods and services, use existing infrastructure instead of requiring costly utility and road extensions, and reduce development pressure on rural and agricultural areas on the city's periphery.

There are several large blocks within the within the Traditional Residential Core Character Area that may provide opportunities for adding housing through residential infill or redevelopment projects. Accessory dwelling units are another tool for increasing housing options and density that would be compatible with the character of this area.

In addition, neighborhood-scale retail, office, and institutional uses are appropriate within targeted corridors and nodes, such as the Corridor Overlay District, along Martin Luther King Jr. Drive, and in the Mill Village area.

Finally, this character area would be an ideal location for adding parks and green space for residents to enjoy. The City owns approximately nine acres of land northwest of downtown, within this character area, that it plans to develop into a park. In addition to building its own parks, the City could also increase greenspace available to residents by requiring new residential or mixed-use developments to include pocket parks or other open space.

(TRADITIONAL RESIDENTIAL CORE CHARACTER AREA NARRATIVE CONTINUES ON NEXT PAGE)

(TRADITIONAL RESIDENTIAL CORE CHARACTER AREA NARRATIVE, CONTINUED)



Figure 54. The Traditional Neighborhood Core Character Area is characterized by walkable residential neighborhoods, small block sizes, and traditional street and sidewalk grids. Some community institutions, like the library, are also found here.

### *Implementation Measures*

- ◆ Encourage pedestrian activity throughout this Character Area by maintaining and building safe, well-connected, attractive sidewalks and small block sizes.
- ◆ Ensure that the scale, setbacks, massing, materials, and appearance of infill and redevelopment projects complement existing development.
- ◆ Within the Corridor Overlay Districts, ensure that development is consistent with the district's design guidelines.
- ◆ Require that new developments build on traditional street grid, avoid cul-de-sacs unless necessary due to existing barriers, include multiple access points, and anticipate future development by building build street stubs to adjacent parcels.
- ◆ Increase access to parks and greenspace through a combination of new City or County-owned parks and requirements for new residential and mixed-use developments to include pocket parks or other open space.
- ◆ To enable additional residential and commercial growth, extend sewer and water infrastructure into portions of this character area that are not currently served.
- ◆ Establish a traditional residential overlay district that includes design standards for residential development

## Transport Quarter Character Area

### Overview

The Transport Quarter Character Area is a developing commercial node that primarily features light industrial and retail uses and has convenient access to the airport, the CSX rail line, and US-278.

### Compatible Zoning & Land Uses

See compatibility tables, page 57.

### Location

Transport Quarter is in northeast Greensboro, near the Greene County Regional Airport. The Airport Rd. neighborhood identified in the Urban Redevelopment Plan is included within this character area (Figure 55). Most of the land within this character area lies between the railroad and US-278.

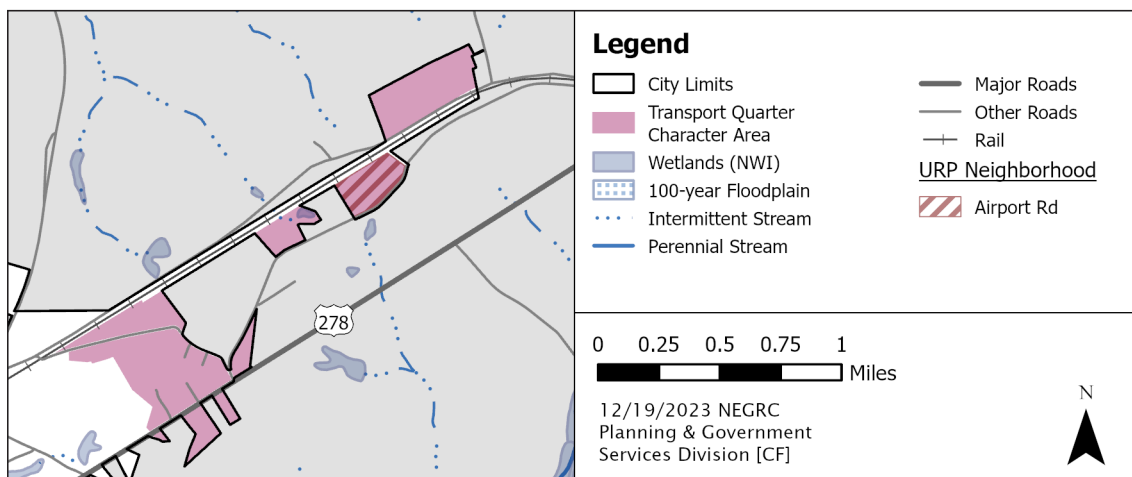


Figure 55. There is one Urban Redevelopment Plan (URP) neighborhood within the Transport Quarter Character Area. No overlay districts are located here.

(TRANSPORT QUARTER CHARACTER AREA NARRATIVE CONTINUES ON NEXT PAGE)

(TRANSPORT QUARTER CHARACTER AREA NARRATIVE, CONTINUED)

### **Description**

Retail, office, and church buildings along US-278 greet motorists as they enter Greensboro from the northeast. The rest of this character area appears to have developed opportunistically over time, with homes and light industry developing side-by-side. While it is important for the City to recognize and remain sensitive to the existence of existing residences, in the future this area is expected to develop as a commercial node, primarily featuring a mix of light industrial and retail uses. These future uses are supported by the area's convenient access to freight transport via the airport, rail line, and US-278; existing light industrial sites throughout the character area; existing sewer and water infrastructure; and existing retail, office, and institutional facilities along the US-278 corridor.

Furthermore, Greene County's 2023 Comprehensive Plan identifies the US-278 Corridor from the eastern city limits of Greensboro to the County line as an "Employment Corridor." Within the County's Greater Greensboro Character Area, the zoning categories identified as appropriate for this corridor are those related to commercial, office-institutional, and light industrial uses. By focusing on these same categories of use, Greensboro's Transport Quarter Character Area will function as a continuation of the County's Employment Corridor.

Within this character area, the land fronting US-278 should remain focused on retail, office, and institutional uses. Note that while US-278 does pass through the Transport Quarter, the Corridor Overlay District does not currently extend into this character area. That said, US-278 is the northeastern

gateway into Greensboro, so it would be beneficial to the City for developments along this highway to incorporate attractive façades and architectural details when possible. The City could consider extending the Corridor Overlay District along US-278 to the eastern city limits.

There is currently one parcel within this character area zoned as Heavy Industrial, and it is located next to the Greene County Regional Airport. The overall intention for this character area is for industrial uses to be limited to those that would be allowable under Light Industrial zoning (i.e., those that do not emit obnoxious noises, odors, hazards, or other objectionable environmental conditions). However, the City may determine that some heavy industrial uses would be beneficial within this character area on a very limited basis. Any such decision to allow additional heavy industrial sites within this character area should be approached with caution, avoiding any locations that are near the Rural-Suburban Character Area or near any existing or planned lower-intensity uses (e.g., residential, office, retail, or institutional sites).

Because this area's proximity to the airport, rail line, and US-278 extends into unincorporated Greene County, it is also likely that part of this area's growing commercial-light industrial node will develop outside of city limits, and that developers there might request annexation for access to City services. Any annexation of land between the airport and Greensboro city limits should be limited to development proposals that are consistent with the Transport Quarter Character Area.

(TRANSPORT QUARTER CHARACTER AREA NARRATIVE CONTINUES ON NEXT PAGE)



(TRANSPORT QUARTER CHARACTER AREA NARRATIVE, CONTINUED)



Figure 56. The Transport Quarter Character Area is mainly a mix of light industrial, commercial, office, and institutional uses. Note that additional heavy industrial uses (bottom image) may be allowable on a very limited basis, as described in the narrative.

### *Implementation Measures*

- ◆ Pursue a mix of light industrial, retail, office, and institutional uses within this character area.
- ◆ Along US-278, prioritize retail, office, and institutional uses, developing this corridor as the northeastern gateway into the city.
- ◆ Recruit new industries with job opportunities that align with residents' skills, training, and education.
- ◆ Remain mindful of existing residences when considering development proposals and require buffering as needed to screen residences from new higher-intensity uses.
- ◆ Allow heavy industrial uses only on a very limited basis, if at all, and ensure that they are far from any existing or planned non-industrial uses.
- ◆ Develop internal, interconnected transportation networks to facilitate vehicular movement within and around the area.
- ◆ Provide transportation options through the inclusion of sidewalks and bicycle facilities, especially along US-278 and where needed to connect residents with job sites.



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## Chapter 9

# WORK PROGRAM

The Work Program chapter consists of two parts: a Report of Accomplishments and a Community Work Program. The Report of Accomplishments (page 76) provides a status report of the 2019–2023 Community Work Program. Subsequently, the Community Work Program (page 80) is updated to reflect a new, tangible list of projects to complete over the following five years (2024–2028). The list identifies priority projects, timelines for implementation, responsible parties, and funding strategies.

## REPORT OF ACCOMPLISHMENTS 2019–2023

This section summarizes progress on the activities listed in the Community Work Program (CWP) from the previous Comprehensive Plan Update.

*\*An asterisk denotes items carried forward to next CWP.*

#	ACTIVITY	STATUS	NOTES
1	Audit and, where necessary, adjust zoning and development regulations to promote compact/walkable development with more diverse housing options, and to control highway development	Canceled	In progress as a recurring responsibility; removed from CWP
2	*Develop objective standard for identifying blight, inventory of blighted properties, and strategy for enforcement and repair	Postponed	Other priorities took precedence during 2019–2023; revised and carried forward as CWP #11
3	*Adopt complete streets ordinance and plan for bicycling and walking infrastructure (on-road facilities and trails); implement initial projects where possible	Postponed	Other priorities took precedence during 2019–2023; revised and carried forward as CWP #s 27, 28, and 29
4	Establish program to calm traffic through residential and downtown streets	Completed	Speed bumps are installed, as needed, when issues are identified by the community
5	Where feasible, retrofit state highways into complete streets by partnering with GDOT and community organizations such as Greene County Schools	Canceled	Working with GDOT on streetscapes on state highways; pursuing grant from Safe Streets and Roads for All program; removed from CWP; revised and carried forward as Policy #5.2
6	Create community economic development task force with membership from City, stakeholder groups, merchants, and others	Canceled	New group is not needed (the Greensboro Business Association already fulfills this role)
7	Define and implement “economic gardening” initiative to promote local businesses and connect them to potential customers	Canceled	Not aligned with current focus of Main Street Program; replaced with CWP #9
8	*Create plan to expand and improve broadband service in Greensboro; become Broadband Ready Community	Postponed	Other priorities took precedence during 2019–2023; City plans to adopt Broadband Ready Ordinance within the next year; revised and carried forward as CWP #13

(REPORT OF ACCOMPLISHMENTS CONTINUES ON NEXT PAGE)

GREENSBORO COMPREHENSIVE PLAN | 2024–2028  
WORK PROGRAM

(REPORT OF ACCOMPLISHMENTS, CONTINUED)

#	ACTIVITY	STATUS	NOTES
9	Develop community-driven plan for education, recreation, and entertainment facilities and programming	Canceled	Entertainment District Ordinance adopted; a separate plan is not necessary, as these needs can be addressed as part of Comprehensive Planning
10	Identify local stakeholders and form committee to coordinate workforce development resources	Canceled	Committee not needed, as Chamber of Commerce already fulfills this role
11	Audit and strengthen regulatory and procedural practices related to small business development, especially in downtown	Completed	Streamlined permitting and business licensing processes
12	Generate plan to invigorate downtown Greensboro based on community feedback, focusing on immediate, small improvements to the area followed by larger-scale investment where appropriate	Canceled	This would be duplicative of efforts already handled by the Greensboro Main Street program
13	*Renovate and adaptively use current city hall, including greenspace provision	In progress	Preliminary planning for reuse of this property accomplished during participation in GMA's Downtown Renaissance Fellows Program; roofing project underway; revised and carried forward as CWP #6
14	Delineate and establish neighborhood districts; where/if appropriate, adopt tailored design guidelines	Completed	Additional neighborhood added to Urban Redevelopment Plan in 2018; determined there wasn't sufficient community support to adopt design standards in URP neighborhoods
15	Outline basic housing plan that includes affordability, age/condition, diversity, quantity, etc.	Completed	Addressed through 2023 Comprehensive Plan Update's Housing Element
16	*Develop historic/wayfinding/tourism signage and brochures	In progress	Brochures complete; development of signage continues; revised and carried forward as CWP #8
17	Formulate partnership and, if desired, agreement on affordable housing provision	Completed	Implemented low-income development tax credit for senior housing; formed partnership with Habitat for Humanity
18	*Plan for and implement upgrades to water and sewerage systems in residential areas	In progress	Some sewer upgrades completed but more are needed; revised and carried forward as CWP #14
19	Establish commercial corridor guidelines (SR44 and US278)	Completed	
20	Determine appropriateness of special tax districts such as CIDs	Completed	Enabling legislation has been passed for City and County Capital Improvement Districts (CIDs)

(REPORT OF ACCOMPLISHMENTS CONTINUES ON NEXT PAGE)



GREENSBORO COMPREHENSIVE PLAN | 2024–2028  
WORK PROGRAM

(REPORT OF ACCOMPLISHMENTS, CONTINUED)

#	ACTIVITY	STATUS	NOTES
21	Coordinate request to GDOT to improve maintenance/mowing along state rights-of-way	Completed	
22	Enact ordinance prohibiting motorized vehicle usage (including scooters) on sidewalks	Canceled	Georgia law already prohibits motorized vehicle and electric scooter usage on sidewalks
23	Install tourism and history information center/station/kiosk downtown	Completed	
24	*Work with Greene County and Union Point to devise a plan to connect Greensboro to the Firefly Trail corridor	In progress	Have had discussions with the other local governments; revised and carried forward as CWP #31
25	*Evaluate potential for and, if feasible, design and implement passive park in Mill Village	In progress	City owns a parcel that it intends to develop as a park; carried forward as CWP #4
26	*Determine appropriateness of impact fees for emergency services	In progress	Carried forward as CWP #37
27	*Perform stormwater infiltration survey of sewerage system	In progress	Carried forward as CWP #18
28	Complete landscape improvements at I-20	Completed	
29	Develop passive park	Canceled	This is a duplicate of item #25
30	Identify and apply for funding opportunities for water, sewerage, and other infrastructure	Completed	Have applied for grants; received funding for emergency generators to power water and sewer facilities
31	Complete survey of historic resources and designate additional districts as appropriate	Completed	Historic Resources Survey completed in 2018
32	Seek National Register listing for appropriate properties	Completed	Submitted information to SHPO about potentially listing Festival Hall, but did not receive a favorable evaluation from them about listing this property
33	*Establish special fire tax	Postponed	Other priorities took precedence during 2019–2023; revised and carried forward as CWP #36
34	*Construct public restrooms	Postponed	Other priorities took precedence during 2019–2023; carried forward as CWP #5
35	Realign intersection of Apalachee Ave. and Oconee Ave.	Canceled	Not a current priority; based 2013–2021 GDOT crash data, this intersection has experienced low crash frequency and severity relative to other intersections
36	Complete Phase III of streetscape program	Completed	Phase III (Greene Street) completed; phases IV and V are new CWP #s 32 and 33

(REPORT OF ACCOMPLISHMENTS CONTINUES ON NEXT PAGE)

GREENSBORO COMPREHENSIVE PLAN | 2024–2028  
WORK PROGRAM

(REPORT OF ACCOMPLISHMENTS, CONTINUED)

#	ACTIVITY	STATUS	NOTES
37	*Expand city parking lot by acquiring adjacent vacant parcel	Postponed	Dependent on progress of new City Hall; carried forward as CWP #39
38	*Complete City Hall construction	In progress	Worked with architect in 2019; 2020 bid was much higher than 2019 estimate; revised and carried forward as CWP #38
LR1	Complete East Greensboro Highway Bypass	Canceled	This is a GDOT project
LR2	Widen SR 44	Canceled	This is a GDOT project
LR3	*Install railroad crossing gate at South St. and CSX railroad	In progress	Have spoken with CSX but not made a formal request; revised and carried forward as CWP #26
LR4	Install improvements at Love Springs	Canceled	Previously scheduled for long-term implementation; not a current priority
LR5	*Upgrade water treatment plant to increase capacity	In progress	Revised and carried forward as CWP #16
LR6	Upgrade sewage treatment plant to increase capacity	Completed	Holding pond dewatering project completed in 2023
LR7	Acquire satellite (decentralized) police annex near I-20 and SR 44	Canceled	This is not anticipated to be needed until well after 2028
LR8	*Establish intergovernmental agreement with Greene County for firearms training center	In progress	Carried forward as CWP #40
LR9	Purchase ladder truck for fire/rescue	Canceled	This is handled by Greene County, not the City
LR10	Determine appropriateness of and, if desired, utilize governmental programs including Georgia Rural Zones and state and federal Opportunity Zones	Completed	Rural Zone designation 2019–2023; State Opportunity Zone designation 2011–2021; Promoted use of Federal Opportunity Zone

## COMMUNITY WORK PROGRAM 2024–2028

This section summarizes priority projects for the next five years, listed under the corresponding goal and policy to which each project relates. A list of goals and policies is available in Chapter 2.

*\*An asterisk denotes items that have been carried forward from the 2019–2023 CWP.*

*A green bar identifies actions that can be addressed individually or as components of a comprehensive review and update of Greensboro’s land development ordinances.*

**GOAL 1: Continue developing as a center for business, entertainment, and community with a high quality of life and strong sense of place**

**POLICY 1.1:** Build social capital within the community by providing opportunities for enrichment, education, and entertainment for area residents, especially youth

#	ACTIVITY	TIME FRAME	RESPONSIBLE PARTIES	COST ESTIMATE	FUNDING SOURCE
1	Evaluate whether ordinance revisions are needed to allow amenities that would make downtown more inviting and user-friendly, such as outdoor seating, then revise ordinances to address needs identified in evaluation	2024	Planning, Community Development, DDA, Mayor & Council	Staff time	City
2	Youth Council participants engage annually with elected officials to complete a project while learning about City governance	2024–2028	City Manager, Mayor & Council	Staff time	City

(COMMUNITY WORK PROGRAM CONTINUES ON NEXT PAGE)

(COMMUNITY WORK PROGRAM, CONTINUED)

**POLICY 1.2:** Leverage natural and cultural resources to attract more people to live, play, and do business in Greensboro

#	ACTIVITY	TIME FRAME	RESPONSIBLE PARTIES	COST ESTIMATE	FUNDING SOURCE
3	Develop map to accompany existing walking tour of historic sites and churches	2024	DDA, Community Development	Staff time	City
4	*Evaluate potential for and, if feasible, design and implement passive park in the Mill Village	2024–2028	Community Development, Mayor & Council	TBD, based on design	City, SPLOST, Grants, Loans
5	*Construct public restrooms	2026–2028	DDA, Community Development	\$100,000–\$300,000, depending on design	City, SPLOST
6	*Plan for adaptive use of current city hall parcel, including greenspace provision	2024–2025	DDA, Community Development, Planning	Staff time	City
7	Evaluate potential for City acquisition of additional land for public greenspace; also, revise ordinances to require pocket parks or other greenspace for new developments over a certain size	2024	Planning, Community Development, Mayor & Council	Staff time	City

**POLICY 1.3:** Continue support of the Main Street Program’s downtown development efforts

#	ACTIVITY	TIME FRAME	RESPONSIBLE PARTIES	COST ESTIMATE	FUNDING SOURCE
8	*Continue to improve wayfinding and other information for tourists downtown by creating at least one new informational resource (e.g., signage, kiosks, or brochures)	2024–2028	DDA, Community Development	TBD, based on project(s)	City, SPLOST, Grants
9	Identify and carry out specific objectives for recruiting and retaining small businesses, following the path laid out by Main Street Program’s three Transformation Strategies	2024–2028	DDA, Community Development	TBD, based on project(s)	City

(COMMUNITY WORK PROGRAM CONTINUES ON NEXT PAGE)



(COMMUNITY WORK PROGRAM, CONTINUED)

**GOAL 2: Strengthen downtown and other commercial centers through development strategies that focus on land use efficiency**

**POLICY 2.1:** Concentrate new growth near commercial centers in a traditional small-grid format, and reserve annexation for continuity of the city's boundary and service delivery efficiency

#	ACTIVITY	TIME FRAME	RESPONSIBLE PARTIES	COST ESTIMATE	FUNDING SOURCE
10	Revise the Development Code to include requirements for well-connected transportation infrastructure (e.g., requirements related to block sizes, sidewalks, bike lanes, street stubs, and multiple access points)	2024	Planning, City Manager, Mayor & Council	Staff time	City

**GOAL 3: Maintain and expand access to high-quality utility infrastructure and to housing that meets the community's needs**

**POLICY 3.1:** Improve the quality and affordability of the housing stock through code enforcement, repair, and zoning adjustments

#	ACTIVITY	TIME FRAME	RESPONSIBLE PARTIES	COST ESTIMATE	FUNDING SOURCE
11	*Develop objective standard for identifying blight, inventory of blighted properties, and strategy for enforcement and repair; also, consider whether to adopt a blight tax	2025	Planning, Police/Code Enforcement, Mayor & Council	Staff time	City
12	When reviewing and revising zoning ordinances, consider the community's needs related to housing quality, affordability, and variety	2024	Planning, Community Development, City Manager, Mayor & Council	Staff time	City

(COMMUNITY WORK PROGRAM CONTINUES ON NEXT PAGE)

(COMMUNITY WORK PROGRAM, CONTINUED)

**POLICY 3.2:** Identify and address needs for utility infrastructure upgrades or expansion, prioritizing areas where people already live or work and areas where new infrastructure is necessary to achieve the City’s development objectives

#	ACTIVITY	TIME FRAME	RESPONSIBLE PARTIES	COST ESTIMATE	FUNDING SOURCE
13	*Work towards expanding and improving broadband service in Greensboro by adopting a Broadband Ready Ordinance and becoming a Broadband Ready Community	2024–2028	Mayor & Council, City Manager	Staff time	Grants
14	*Plan for and implement upgrades to and expansions of water and sewerage systems to meet identified needs and priorities (for example, for new developments and annexations)	2024–2028	Public Works & Utilities, City Manager, Mayor & Council	TBD, based on projects	City, SPLOST, Grants, Loans
15	Map existing water and sewerage infrastructure and incorporate this information into water and sewerage plans	2025–2026	Public Works & Utilities, City Manager, Community Development	\$60,000	City, Grants
16	*Upgrade water treatment plant to increase capacity; upgrades needed include, but are not limited to, reworking filters to improve efficiency and adding sedimentation ponds for sludge removal	2024–2028	Public Works & Utilities	\$20 million	Water Fund, Bonds, Grants, Loans
17	Construct a biosolids dewatering facility within the existing wastewater treatment plant	2024–2028	Public Works & Utilities	\$1 Million	City, Grants, Loans
18	*Perform stormwater infiltration survey of sewerage system	2025	Public Works & Utilities	\$50,000	SPLOST
19	Work with Georgia Power to install at least one public-facing electric vehicle charging station hosted by the municipality and to incentivize and encourage businesses to host additional public-facing electric vehicle charging stations	2024–2028	City Manager	Staff time (plus up to \$20,000/station if not provided through Georgia Power program)	City, Grants, Georgia Power

(COMMUNITY WORK PROGRAM CONTINUES ON NEXT PAGE)

(COMMUNITY WORK PROGRAM, CONTINUED)

**GOAL 4: Develop the local workforce, create more employment opportunities, and attract more businesses that align with the City's character and vision**

**POLICY 4.1:** Support small business development, especially in downtown, by consistently implementing clear regulations and practices that adhere to public policy

#	ACTIVITY	TIME FRAME	RESPONSIBLE PARTIES	COST ESTIMATE	FUNDING SOURCE
20	Develop clear, consistent information and guidance outlining expectations and procedures for potential new businesses	2024	DDA, Community Development	Staff time	City

**POLICY 4.2:** Collaborate with community partners on mutual workforce development goals

#	ACTIVITY	TIME FRAME	RESPONSIBLE PARTIES	COST ESTIMATE	FUNDING SOURCE
21	Increase government participation in job shadowing and internship opportunities for workforce development participants	2024–2028	City Manager	Staff time	City
22	Leverage the City's communication resources to help promote existing workforce development program opportunities for both trainees and coaches	2024–2028	City Manager	Staff time	City

(COMMUNITY WORK PROGRAM CONTINUES ON NEXT PAGE)

(COMMUNITY WORK PROGRAM, CONTINUED)

**POLICY 4.3:** Grow the City’s economic base and create new jobs by targeting additional commercial development in designated new centers outside of downtown

#	ACTIVITY	TIME FRAME	RESPONSIBLE PARTIES	COST ESTIMATE	FUNDING SOURCE
23	Decide whether to adopt a CID within Greensboro; as part of this evaluation, identify potential boundaries and continue negotiations with Greene County	2024	Community Development, Mayor & Council	Staff time	City
24	Invest in the emerging commercial node centered around the brewing company and in efforts to improve housing around the Mill Village and Mill Park	2024–2028	DDA, Community Development	TBD, based on project(s)	City
25	Support controlled development within emerging commercial centers near the interstate	2024–2028	DDA, Community Development	TBD, based on project(s)	City

(COMMUNITY WORK PROGRAM CONTINUES ON NEXT PAGE)



(COMMUNITY WORK PROGRAM, CONTINUED)

**GOAL 5: Improve multimodal access throughout the city and make transportation networks safer for all users**

**POLICY 5.1:** Expand transportation options and improve the safety of transportation networks, especially by building complete streets

#	ACTIVITY	TIME FRAME	RESPONSIBLE PARTIES	COST ESTIMATE	FUNDING SOURCE
26	*Work with CSX to install railroad crossing gate at South St. and CSX railroad	2024–2028	CSX, City Manager, Public Works	\$100,000	CSX, City
27	*Adopt complete streets ordinance	2024	Planning, Mayor & Council	Staff time	City
28	*Develop and adopt a complete streets and trails (CST) plan OR a Comprehensive Transportation Access and Safety Plan, focusing on bicycle and pedestrian infrastructure	2025	Planning, Mayor & Council, Public Works	\$5,000	City, GDOT, Grants
29	*After adoption of CST plan, implement initial projects according to the timeline and prioritization identified in the plan	2026–2028	Planning, Mayor & Council, Public Works	TBD, based on project(s) in CST plan	City, GDOT, SPLOST, Grants
30	Identify sidewalk connectivity gaps on developed parcels along SR-44, from I-20 to S. East St., and if feasible, work with GDOT and property owners to install sidewalks in those locations	2024–2028	Planning, Public Works	TBD, based on project(s)	City, GDOT, SPLOST, Grants
31	*Work with Greene County and Union Point to devise a plan to connect Greensboro to the Firefly Trail corridor; as part of planning, evaluate whether to participate in the Hi-Lo Trail development effort	2026	Planning, Mayor & Council	\$5,000	City, GDOT

(COMMUNITY WORK PROGRAM CONTINUES ON NEXT PAGE)

(COMMUNITY WORK PROGRAM, CONTINUED)

**POLICY 5.2:** Where feasible, retrofit state highways into complete streets by partnering with GDOT and community organizations

#	ACTIVITY	TIME FRAME	RESPONSIBLE PARTIES	COST ESTIMATE	FUNDING SOURCE
32	Phase IV of Streetscape Program (GDOT P.I. 001663)	2024–2025	Planning, Community Development, DDA	\$2 million	City, GDOT TAP
33	Phase V of Streetscape Program (GDOT P.I. 0019758)	2024–2028	Planning, Community Development, DDA	TBD based on preliminary engineering phase	City, GDOT TAP

**GOAL 6:** Enhance the City’s planning, development, and governance capabilities

**POLICY 6.1:** Take advantage of trainings, programs, and services offered by state, regional, academic, or nonprofit entities to aide staff and officials with efforts to achieve the City’s goals

#	ACTIVITY	TIME FRAME	RESPONSIBLE PARTIES	COST ESTIMATE	FUNDING SOURCE
34	Hold at least one facilitated workshop or retreat jointly with County for staff and/or officials to discuss shared priorities and collaborative opportunities; topics may include, but are not limited to, CIDs, workforce and economic development, infrastructure, or space and planning needs for government facilities	2024–2028	City Manager	\$0–\$8,000 depending on facilitator and program length	City, County
35	Host educational planning series for elected officials and/or staff, led by NEGRC	2024–2028	City Manager, NEGRC	Staff time	City

(COMMUNITY WORK PROGRAM CONTINUES ON NEXT PAGE)

(COMMUNITY WORK PROGRAM, CONTINUED)

**POLICY 6.2:** Identify and establish additional sources of revenue to support City operations, services, and capital improvements

#	ACTIVITY	TIME FRAME	RESPONSIBLE PARTIES	COST ESTIMATE	FUNDING SOURCE
36	*Evaluate whether to establish a special fire tax	2024–2028	City Manager, Mayor & Council, Fire	Staff time	City
37	*Determine appropriateness of impact fees for emergency services	2024–2028	City Manager, Mayor & Council, Fire, Police	Staff time	City

**POLICY 6.3:** Build, acquire, expand, repair, or upgrade facilities as needed for City operations and services, partnering with the County or other entities on facilities for shared priorities when appropriate

#	ACTIVITY	TIME FRAME	RESPONSIBLE PARTIES	COST ESTIMATE	FUNDING SOURCE
38	*Complete renovation of the new City Hall building	2024	City Manager	\$2 million	City, SPLOST
39	*Expand city parking lot by acquiring adjacent vacant parcel	2024	Planning, Streets, DDA	\$125,000	SPLOST
40	*Establish intergovernmental agreement with Greene County for firearms training center	2024–2025	Police, City Manager	Staff time	City



# APPENDIX

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# PUBLIC INPUT SUMMARY

## Public Hearing #1 Documentation

**The Herald-Journal**  
Greensboro, Georgia  
PUBLISHER'S AFFIDAVIT

STATE OF GEORGIA  
COUNTY OF GREENE

Before me a notary public in and for Greene County appeared, Carey Williams, who on oath says that he is publisher of The Herald-Journal and he affirms the attached legal notice appeared in The Herald-Journal, an official newspaper in which the sheriff's notices appear, and legal organ of Greene County.

April 27, 2023

*Carey Williams*  
The Herald Journal Editor, Carey Williams

Sworn to and subscribed before me this 30 day of December, 2023.

*Patricia S. Curry*  
Notary Public  
My Comm. Expires Sept. 5, 2025

**NOTICE OF PUBLIC HEARING**

The City of Greensboro will conduct a Public Hearing on May 15, 2023, at 5:00 p.m. at Festival Hall, 201 N Main St, Greensboro, GA 30642.

**Comprehensive Plan Update for the City of Greensboro**

The purpose of the public hearing is to brief the community on the process for developing the city's comprehensive plan and to obtain input on the proposed planning process. Citizens, business owners, and all stakeholders are invited to attend the Public Hearing to provide comments, ideas, and suggestions. If you are unable to attend and wish to receive information regarding the hearing, please contact Carol Flaute, NEGRC Community Planner, at (706) 369-5650.

THE HERALD JOURNAL, Greensboro, GA, Thursday, April 27, 2023

**NOTICE OF PUBLIC HEARING**

The City of Greensboro will conduct a Public Hearing on May 15, 2023, at 5:00 p.m. at Festival Hall, 201 N Main St, Greensboro, GA 30642.

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<div>  <div> City of Greensboro: Comprehensive Plan Update Public Hearing #1: May 15, 2023 - 5:00 p.m. Festival Hall, 201 N Main St., Greensboro, GA 30642 </div> </div>		
NAME	TITLE / REPRESENTING	EMAIL
<i>Mac Seary</i>	<i>NEGRC</i>	Email addresses redacted
<i>Carl Flaute</i>	<i>NEGRC</i>	
<i>Noraene Parker</i>	<i>Business</i>	
<i>Tania Butler</i>	<i>City Clerk</i>	
<i>Javis Sims</i>	<i>City Manager</i>	
<i>Lonny Jackson Sparrow</i>	<i>Greene Co. Lia</i>	
<i>David Neal</i>	<i>Mayor Pro Tem</i>	
<i>Morris Miller</i>	<i>City Council</i>	
<i>Cynthia Rivers</i>	<i>City Council</i>	
<i>Chantelle Hudson</i>	<i>DAV</i>	
<i>Elaine Mathews</i>	<i>Greene County Habitat</i>	
<i>Steve Kilgore</i>	<i>ECBCE</i>	
<i>Terri Thornton</i>	<i>DBA, Zoning Board</i>	
<i>Kendrick Word</i>	<i>DDA 1 Main Street</i>	
<i>Chris Moore</i>	<i>City Councilman</i>	
<i>Carl Hammond</i>		

## Public Hearing #2 Documentation

**The Herald-Journal**  
Greensboro, Georgia  
PUBLISHER'S AFFIDAVIT

STATE OF GEORGIA  
COUNTY OF GREENE

Before me a notary public in and for  
Greene County appeared, Carey Williams, who on  
oath says that he is publisher of *The Herald-Journal*  
and he affirms the attached legal notice  
appeared in *The Herald-Journal*, an official  
newspaper in which the sheriff's notices appear,  
and legal organ of Greene County.

December 28, 2023

*Carey Williams*  
The Herald-Journal Editor, Carey Williams

Sworn to and subscribed before me this  
27 day of December  
2023.

*Pamela S. Corry*  
Notary Public  
PAMELA S. CORRY  
NOTARY PUBLIC  
GREENE COUNTY  
My Comm. Expires April 2, 2025

**NOTICE OF  
PUBLIC HEARING**

The City of Greensboro will conduct a Public Hearing on January 16, 2024, at 5:00 p.m. at Festival Hall, 201 N Main St, Greensboro, GA 30642.

**Comprehensive Plan Update for the  
City of Greensboro**

The purpose of the public hearing is to brief the community on the contents of the City's comprehensive plan update, provide an opportunity for final suggestions, and notify the public of the transmittal and adoption schedule. All interested parties are invited to attend. If you are unable to attend and wish to receive information regarding the hearing, please contact the Northeast Georgia Regional Commission (NEGRC) at (706) 369-5650 or [claute@negrc.org](mailto:claute@negrc.org).

As a result of a quorum of council members serving on the Greensboro Comprehensive Plan Steering Committee, pursuant to O.C.G.A. 50-14-1(d)(2), notice is hereby given that a called meeting of the Greensboro City Council will also be held at this time.

The Comprehensive Plan Draft is available here:  
<https://arc.is/14dGn1>

THE HERALD JOURNAL, Greensboro, GA, Thursday, December 28, 2023

**NOTICE OF  
PUBLIC HEARING**


The City of Greensboro will conduct a Public Hearing on January 16, 2024, at 5:00 p.m. at Festival Hall, 201 N Main St, Greensboro, GA 30642.


**Comprehensive Plan Update for the  
City of Greensboro**


The purpose of the public hearing is to brief the community on the contents of the City's comprehensive plan update, provide an opportunity for final suggestions, and notify the public of the transmittal and adoption schedule. All interested parties are invited to attend. If you are unable to attend and wish to receive information regarding the hearing, please contact the Northeast Georgia Regional Commission (NEGRC) at (706) 369-5650 or [claute@negrc.org](mailto:claute@negrc.org).

As a result of a quorum of council members serving on the Greensboro Comprehensive Plan Steering Committee, pursuant to O.C.G.A. 50-14-1(d)(2), notice is hereby given that a called meeting of the Greensboro City Council will also be held at this time.


The Comprehensive Plan Draft is available here:  
<https://arc.is/14dGn1>





<div>  <div> City of Greensboro: Comprehensive Plan Update Public Hearing #2: January 16, 2024 - 5:00 p.m. Festival Hall, 201 N Main St., Greensboro, GA 30642 </div> </div>		
NAME	TITLE / REPRESENTING	EMAIL
Carol Flaute	Senior Community Planner, NEGRC	Email addresses redacted
Mark Beatty	PGS Director, NEGRC	
Chuck Rowland	Chair, Peterman Baptist Girls Club	
Carol Hammond	City of Greensboro	
Mark Schultz	Greene Co. Resident	
Noreen Anderson	Pinch of Heat & Resident	
Kim Smith	WFO	
Mark G. Giel	WFO	
Aletha Hui	WFO	
Cynthia Smith	Business - Greene Georgia	
Brett Henderson	Capstone Land Dev	
Dustin Evans	Citizen	
Chris Moore	City Councilman	
Nicole Chinn		
Beronica Martinez	Bonnie's Coffee Shop	
Barbara Johnson	Grand Landscape	
Nancy Beckeney/Oz	LANDSCAPE ARCHITECT / GREENSBORO	
Mark Berry	NEGRC	
Nelanie Miller	Community leader	
Sambauch Law	co-owner / Cottons Coynex	

<div>  <div> City of Greensboro: Comprehensive Plan Update Public Hearing #2: January 16, 2024 - 5:00 p.m. Festival Hall, 201 N Main St., Greensboro, GA 30642 </div> </div>		
NAME	TITLE / REPRESENTING	EMAIL
Vamsi Lingamneni	co-owner / Cottons Coynex	

## Input Meeting #1-3 Documentation

<div>  <div> City of Greensboro: Comprehensive Plan Update  Input Meeting #1: June 1, 2023 - 10:00 a.m.  Festival Hall, 201 N Main St., Greensboro, GA 3064 </div> </div>		
NAME	TITLE / REPRESENTING	EMAIL
Chris Moore	Greensboro City Council	Email addresses redacted
Terri Thornton	Greensboro P&Z - DDA	
Chris Hammons	City of Greensboro	
Wendrick Ward	City of Greensboro	
Montelle Hudson	Burienventas	
Greene P&Z	Lawrence Post	
Tarajie Folds	Exec. Director C&FC	
Jarvis R Sims	City Manager	
David DuBois	Economic Development Director	
Steve Kilgore	GCBOE	
Barry Uszy	GCBOC	
MIKA MILLS	Chamber of Commerce	
Flaine Mathews	GC Habitat for Humanity	
Chuck Rowland	Chairman Boys & Girls Club	
M. Stilton	CON	
Maria Wayne	Resident + Herald	
Carol Flute	Community Planner, NEGR	
Mark Beatty	P&Z Director, NEGR	

<div>  <div> City of Greensboro: Comprehensive Plan Update  Input Meeting #2: June 7, 2023 - 10:00 a.m.  Festival Hall, 201 N Main St., Greensboro, GA 30642 </div> </div>		
NAME	TITLE / REPRESENTING	EMAIL
DAVID DUBOIS	Econ Dev Dir. Greene County	Email addresses redacted
Kendrick Ward	Main St. Manager	
Chris Hammons	City of Greensboro	
Horace Folds	Branch 2 District	
Tarajie Folds	C&FC	
Jarvis R Sims	City Manager	
Steve Kilgore	GCBOE	
Perry Lee	GCBOE	
Flaine Mathews	Greene County Habitat for Humanity	
Montelle Hudson	BV	
Chris Moore	City of Greensboro City Council	
Mark Beatty	NEGR	
Carol Flute	NEGR	
Morris Miller	City Council Greensboro	
Chuck Rowland	Chairman Boys & Girls Club	
MIKA MILLS	Pres Chamber of Commerce	
Terri Thornton	City P&Z, DDA	
Larry Postell	City of Greensboro	

<div>  <div> City of Greensboro: Comprehensive Plan Update  Input Meeting #3: June 29, 2023 - 10:00 a.m.  Festival Hall, 201 N Main St., Greensboro, GA 30642 </div> </div>		
NAME	TITLE / REPRESENTING	EMAIL
Chris Hammons	City of Greensboro	Email addresses redacted
Philip Jones	Community Planner, NEGR	
Carol Flute	Community Planner, NEGR	
Perry Lee	GCBOC chair	
Barry Uszy	Chairman BOC	
David DuBois	Greene County Econ Dev	
M. Stilton	CON	
Flaine Mathews	Greene Co. Habitat for Humanity	
MIKA MILLS	Chamber of Commerce	
Chuck Rowland	Boys & Girls Club	
Tarajie Folds	C&FC	
Chris Moore	Greensboro City Council	
Wendrick Ward	Main Street Manager	
Jarvis R Sims	City Manager	
Corey Williams	Mayor	

## SWOT Analysis

Before the first input meeting, the Steering Committee completed a SWOT Analysis questionnaire. The results were used to help guide discussion of needs and opportunities during the input meetings. Each bulleted item in the lists below represents the opinion of one individual, except where it is indicated parenthetically that multiple people submitted the same response. Responses to each question were grouped into categories by NEGRC for organizational purposes.

### ***STRENGTHS—My Community Has These Advantages:***

#### *Amenities/Services*

- ◆ Children's Support Services--Boys & Girls Club, Atlas, Victory Train
- ◆ Airport
- ◆ College & Career Academy (x2)

#### *Economic Development*

- ◆ New business and housing opportunities coming in around Town Center That will bring in tax dollars to fix existing infrastructure issues as well as future projects.
- ◆ Tax base--This is both a strength and a potential weakness, given that most of the tax base is located south of I-20 and could someday be of more benefit to a new town by the lake.
- ◆ Higher income individuals to open businesses and/or shop at businesses;
- ◆ Residents want more businesses to be/ remain open
- ◆ Strong out of town visitor base, local flair and personality, A destination spot for vacationers.
- ◆ Manufacturing and Distribution employers that offer good jobs.

#### *Governance*

- ◆ County seat of government (courthouse)
- ◆ We are a small community where things can be done relatively quickly with out a lot of red tape and expense.

#### *Location—Proximity to Lake Oconee*

- ◆ The recreational and real estate development draw of Lake Oconee, Reynolds and the Ritz Carlton.
- ◆ Lake Oconee (x2)

#### *Location—Transportation Network Access, Central Location*

- ◆ Access to I-20
- ◆ Interstate 20
- ◆ Location near I-20 and 44
- ◆ 44 is going to be widened
- ◆ Easy access from interstate
- ◆ Central location to Athens, Macon, Atlanta, Augusta
- ◆ Residents
- ◆ Most Citizens are friendly, helpful, supportive and involved in the community.
- ◆ Most people want to better the community.
- ◆ Healthy community, Full of capability, Passionate about moving community forward
- ◆ Highly accomplished number of retirees to serve
- ◆ Great Volunteer Base

#### *Setting/Character*

- ◆ It is a pleasant and aesthetically pleasing environment.
- ◆ Old Town charm.
- ◆ Historical and rural history and flavor
- ◆ Agriculture
- ◆ Rural Setting

#### *Growth*

- ◆ Room for Growth.
- ◆ Growing population;
- ◆ Growing Community

(SWOT ANALYSIS CONTINUES ON NEXT PAGE)



(SWOT ANALYSIS CONTINUED)

### ***WEAKNESSES-My Community Struggles with:***

#### ***Community Relations***

- ◆ Division
- ◆ Distrust between people groups (old or new to the area, north or south of I-20, racial differences.
- ◆ Citizens do not step up and help and participate as they should. They tend to sit back, then complain that they were not consulted.

#### ***Economic Development***

- ◆ Lack of childcare facilities
- ◆ Minimal restaurant options
- ◆ Minimal recreational areas
- ◆ Lack of convenient parking
- ◆ Lack of sufficient, popular shopping options
- ◆ Bringing people to the downtown area from other parts of the County; People do not get out and explore their community; Many people are part-time residents; Some people from south of I-20 believe that driving to downtown is too far;
- ◆ Small Main Street area; no town square.
- ◆ Work Force

#### ***Education***

- ◆ Poor education (Greensboro, not LOA)
- ◆ School reputation
- ◆ School System

#### ***Governance***

- ◆ We don't have a strong relationship with County Government, we are behind when it comes to Infrastructure, Equipment, Staffing, Technology, Leadership and Innovation.
- ◆ It seems that the municipality is still running as a "mom and pop" size business when it has actually grown into a "mid-sized business."
- ◆ Unenforced Rules and Regulations
- ◆ Siloed leadership style
- ◆ We are small and do not have resources or benefactors to accomplish many of our needs

#### ***Poverty***

- ◆ Poverty (and the related mindsets)
- ◆ High numbers of poverty

#### ***Housing***

- ◆ Available Housing
- ◆ Lack of Affordable Housing
- ◆ Housing for teachers, police officers, firefighters, factory workers, and young professionals.

#### ***Planning/Infrastructure***

- ◆ Infrastructure services are not good or current, with little planning at all for the future. Being a very small community of close nit family groups, most people will not speak up or speak out about things that are wrong or could be better. They just have a "take it as it comes" attitude. I believe, that we will get left behind and will be prime for Developer/Investor take over if we are not proactive in planning.
- ◆ Planned growth. A mix of Old South Charm and opportunities for new business development.
- ◆ Disjointed planning
- ◆ The community struggles with growing pain
- ◆ Infrastructure (x2)

(SWOT ANALYSIS CONTINUES ON NEXT PAGE)

(SWOT ANALYSIS CONTINUED)

***OPPORTUNITIES—My Community Has the Potential to:***

***Economic Development***

- ◆ Develop its Natural Physical potential and History, to compensate for it's lack in size. Emphasis on activities that don't require large buildings but that do provide employment and opportunities.
- ◆ Promote Greensboro to the Film and Media Industries.
- ◆ Some space in downtown area to add additional businesses/attractions.
- ◆ Large area by interstate to add businesses.
- ◆ Become technology sufficient and therefore attract good clean small businesses.
- ◆ Creating New Jobs

***Entertainment/Tourism***

- ◆ To me a true visitable community.
- ◆ More Downtown Events
- ◆ We could also offer recreational oppotunities, such as a water park near I-20 that could be a major draw.
- ◆ Find opportunities for more food and entertainment that is of a better variety for a cross-section of age and diversity.

***Education/Training/Workforce***

- ◆ Align our educational and training goals with the state for high tech jobs. We have a strong location on I-20 and Greene College & Career Academy that could be so much stronger in the types of pathways offered. The GCCA could partner with a major company to sponsor and strengthen GCCA effectiveness.
- ◆ Better schools with qualified leadership & more qualified staff (not just because you know someone)
- ◆ We could be the bedroom community of workers for all the development occurring south of I-20 if we had affordable housing and a stronger training program for students and adults. Most jobs now are south of I-20, but workers cannot afford to live there.
- ◆ We could also make it more attractive for our home grown college/tech graduates to return to Greensboro.

***Growth***

- ◆ Room for Growth.
- ◆ Grow with land available for industrial, commercial, and residential development. Take advantage of proximity to Interstate 20.
- ◆ Control our growth and plan and zone sufficiently to head off developer exploitation.

***Other***

- ◆ Unique.
- ◆ Being stagnant
- ◆ Stop the division by working together
- ◆ More transportation efforts for citizens
- ◆ Grants
- ◆ County & City Government working together
- ◆ To be an oasis. Low crime, low poverty, drug free, steady controlled growth that allows amenities while preserving our rural heritage. Best public schools in the state. All leaders work together to produce the strategic plan agreed on by everyone.

(SWOT ANALYSIS CONTINUES ON NEXT PAGE)

(SWOT ANALYSIS CONTINUED)

***THREATS—My Community Is Vulnerable to:***

***Education***

- ◆ Poor public education system and poor quality of workers.
- ◆ Moving the Greene County School.
- ◆ School system continuing not to thrive

***Governance***

- ◆ Our zoning and ordinances seem to be totally lacking in protection and guidance.
- ◆ Finances, Management.
- ◆ Enforcement on most things from housing, housing density, pets, loud activities/parties etc. is lacking or nonexistent.
- ◆ Siloed leadership styles
- ◆ Personal agendas
- ◆ City government seems to be attacked regularly in media giving people an uneasy feeling or even distrust in their own community.
- ◆ Disjointed efforts amongst city, county, school, and other groups.
- ◆ More coordination needed to develop comprehensive plan for all of Greene County.
- ◆ Insufficient vision and planning
- ◆ Doing the same old thing and getting nowhere.

***Growth & Development—Greensboro***

- ◆ Developers and Investors are buying up so much of the Area. Only wanting a large and quick Profit without Involvement or thought of the community.
- ◆ Population growing faster than services/service providers
- ◆ Should Home Construction slow down, it could hurt the local economy.
- ◆ Developers and speculation driving up real estate, and prohibiting owner occupied homes and businesses.

***Growth & Development—south of I-20***

- ◆ Development south of I-20. As the lake area develops, it looks increasingly like its own town and reduces the influence and attraction of Greensboro.
- ◆ Lake area building more facilities to accommodate those that live there, possible division from Greensboro
- ◆ New Developments toward I-20 taking away from businesses, restaurants and recreation.

***People Leaving***

- ◆ Youth leaving because there are not enough Professional careers.
- ◆ There are not enough activities for adults and seniors to stay attracted to the community.
- ◆ People leaving to live and work in other places due to a shortage of affordable housing for middle income wage earners and young families, and a low rated education system.
- ◆ Loss of hope that it will stay relevant to the lives of more than fewer and fewer citizens

***Other***

- ◆ Lack of sufficient affordable housing.
- ◆ Continued division
- ◆ Exploitation of our differences
- ◆ The vacations are more seasonal giving a stress to businesses during the off season.

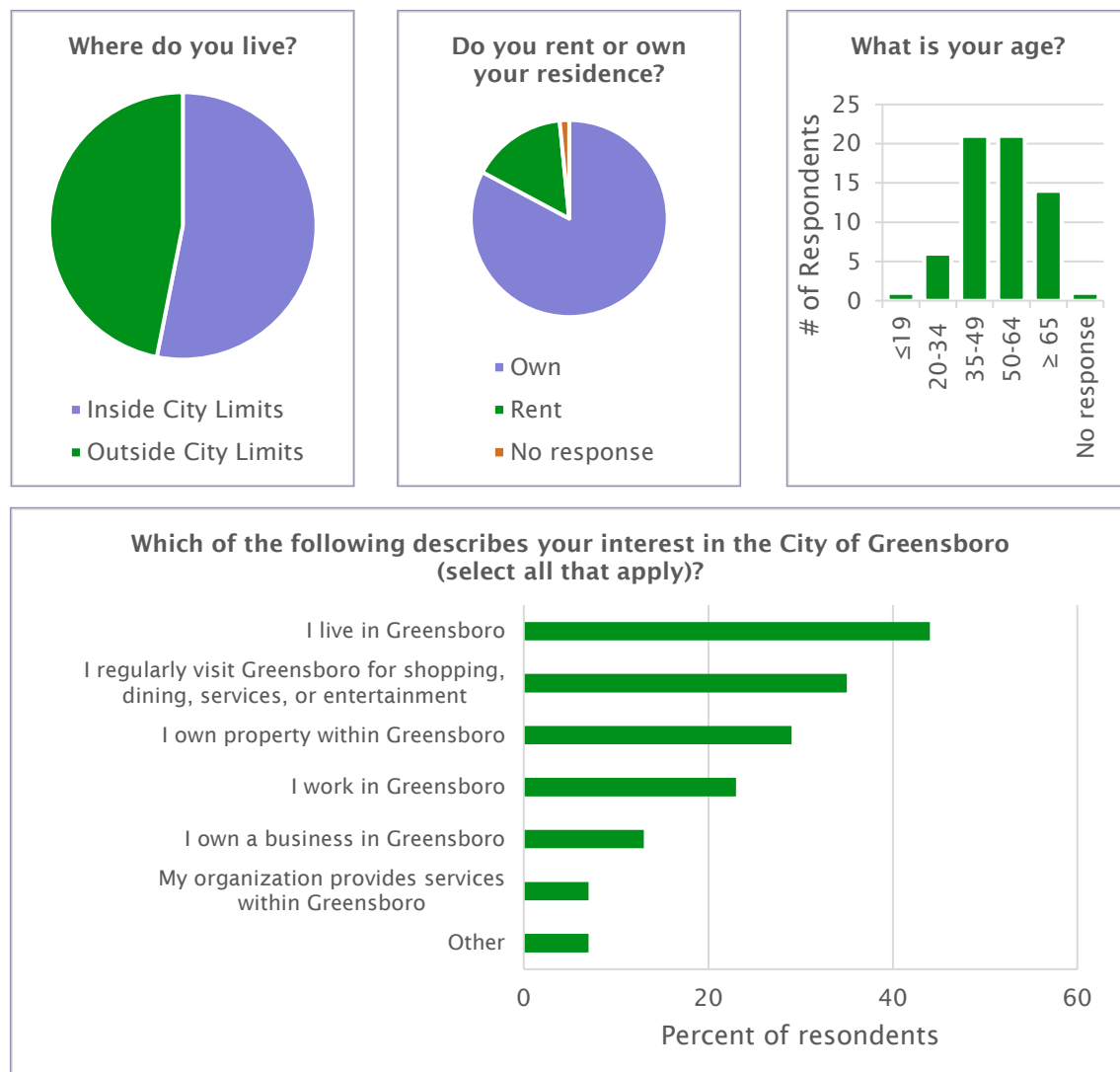
## Public Surveys and Story Map Website

As summarized on page 8, NEGRC hosted a website that served as an information hub for the Comprehensive Plan update process and conducted three public surveys to gather input from the community. Surveys include an online community survey, a printed community survey, and an online high school survey.

Self-reported information about participants in all three surveys is summarized below. Due to the large number of responses, a separate document containing detailed survey responses will be published in a supplemental document after adoption of the Comprehensive Plan.

### Online Community Survey Participant Summary

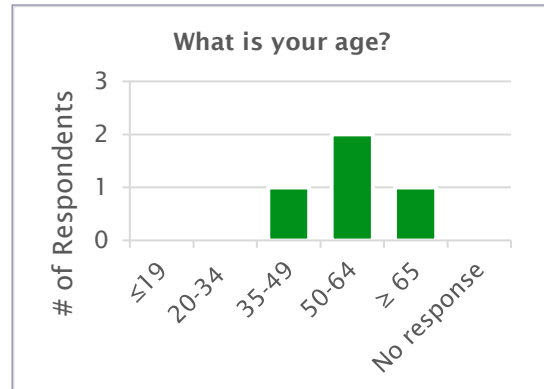
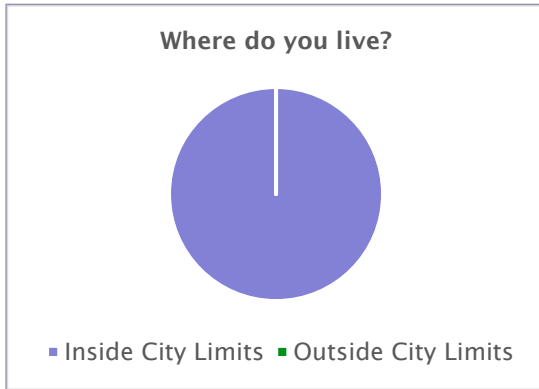
A total of 64 people participated in the online community survey, which was available to take from May 15th to June 17th, 2023.





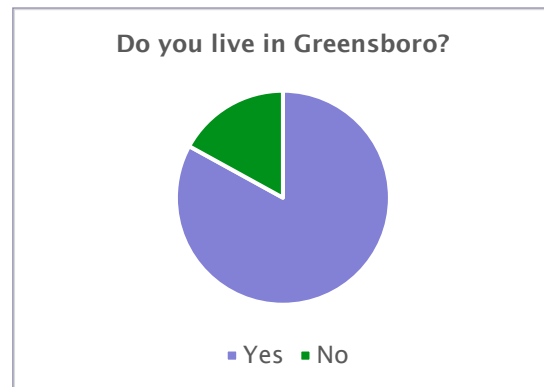
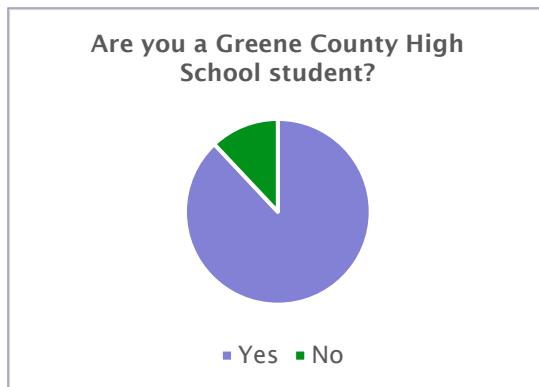
### ***Printed Community Survey Participant Summary***

A total of 4 people participated in the printed community survey, which was available at City Hall and the public library from May 31st to June 17th, 2023.



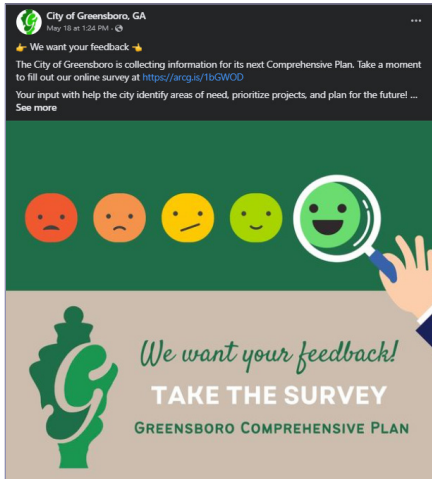
### ***Online High School Survey Participant Summary***

A total of 100 people participated in the online high school survey. The survey was emailed to the students by the school system and was available to take from May 22nd to June 21st, 2023.



## Social Media Outreach

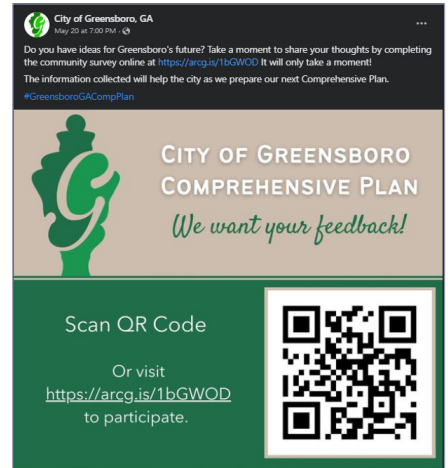
The City regularly promoted the online community survey, plan update website, and public hearing via two Facebook pages: its main page ("City of Greensboro, GA") and the Main Street Program's page ("Downtown Greensboro, GA").



May 18, 2023



May 19, 2023



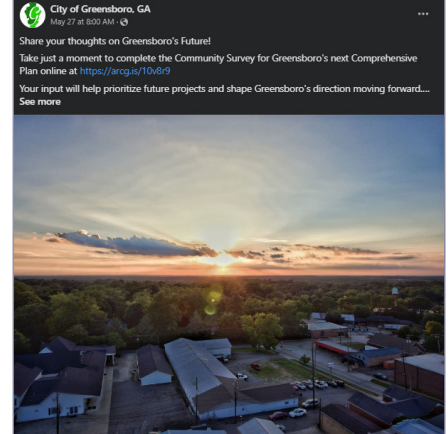
May 20, 2023



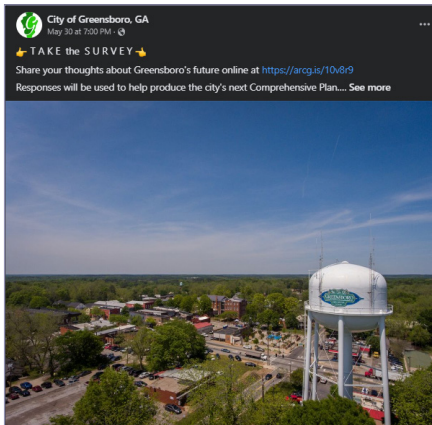
May 24, 2023



May 25, 2023



May 27, 2023



May 30, 2023



June 12, 2023

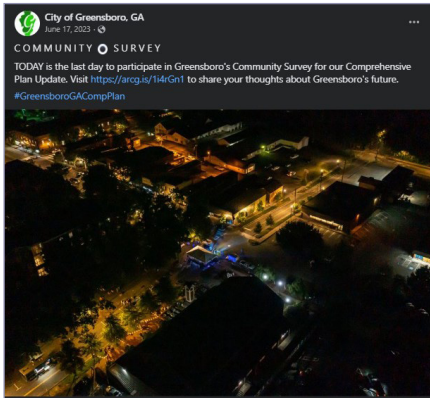


June 15, 2023

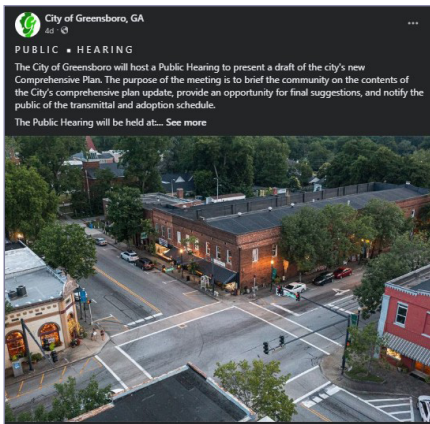


# GREENSBORO COMPREHENSIVE PLAN | 2024-2028

## APPENDIX



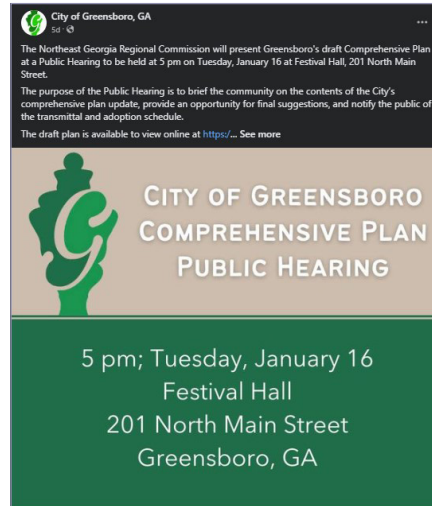
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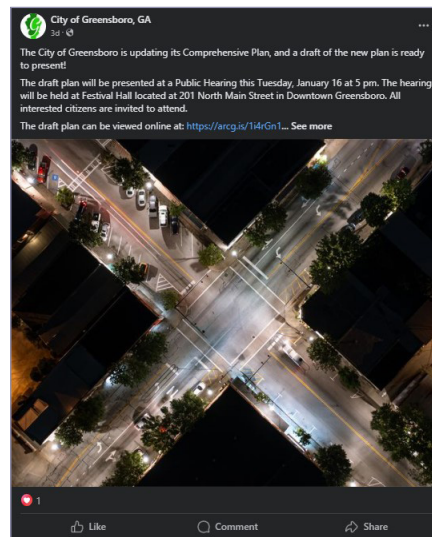
January 13, 2024



May 18, 2023



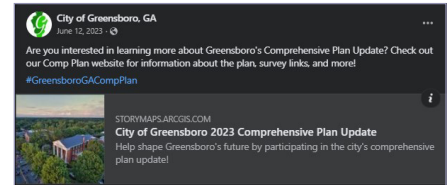
January 12, 2024



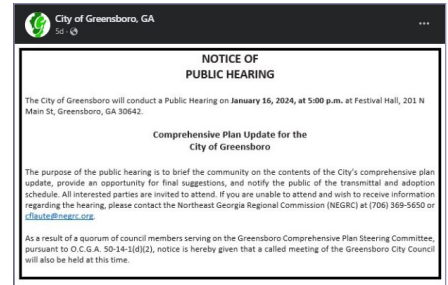
January 14, 2024



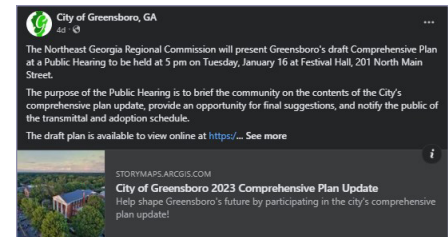
May 19, 2023



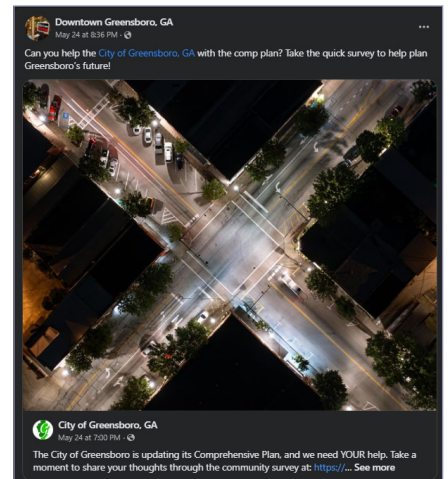
June 12, 2023



January 12, 2024




January 13, 2024



May 24 2023

## COMMUNITY DATA

### U.S. Census/American Consumer Survey (Esri)

	
<b>Community Profile</b>	
Greensboro City, GA Greensboro City, GA (1334876) Geography: Place	
Prepared by Esri	
<b>Greensboro ci...</b>	
<b>Population Summary</b>	
2010 Total Population	3,524
2020 Total Population	3,648
2020 Group Quarters	43
2022 Total Population	3,747
2022 Group Quarters	41
2027 Total Population	3,853
2022-2027 Annual Rate	0.56%
2022 Total Daytime Population	4,725
Workers	2,385
Residents	2,340
<b>Household Summary</b>	
2010 Households	1,365
2010 Average Household Size	2.53
2020 Total Households	1,379
2020 Average Household Size	2.61
2022 Households	1,412
2022 Average Household Size	2.62
2027 Households	1,453
2027 Average Household Size	2.62
2022-2027 Annual Rate	0.57%
2010 Families	867
2010 Average Family Size	3.14
2022 Families	833
2022 Average Family Size	3.40
2027 Families	847
2027 Average Family Size	3.42
2022-2027 Annual Rate	0.33%
<b>Housing Unit Summary</b>	
2000 Housing Units	1,329
Owner Occupied Housing Units	57.2%
Renter Occupied Housing Units	37.1%
Vacant Housing Units	5.7%
2010 Housing Units	1,515
Owner Occupied Housing Units	46.5%
Renter Occupied Housing Units	43.6%
Vacant Housing Units	9.9%
2020 Housing Units	1,516
Vacant Housing Units	9.0%
2022 Housing Units	1,554
Owner Occupied Housing Units	47.6%
Renter Occupied Housing Units	43.2%
Vacant Housing Units	9.1%
2027 Housing Units	1,603
Owner Occupied Housing Units	48.0%
Renter Occupied Housing Units	42.6%
Vacant Housing Units	9.4%
<b>Median Household Income</b>	
2022	\$36,505
2027	\$42,160
<b>Median Home Value</b>	
2022	\$141,279
2027	\$164,881
<b>Per Capita Income</b>	
2022	\$19,178
2027	\$22,404
<b>Median Age</b>	
2010	35.5
2022	38.5
2027	40.9
<b>Data Note:</b> Household population includes persons not residing in group quarters. Average Household Size is the household population divided by total households. Persons in families include the householder and persons related to the householder by birth, marriage, or adoption. Per Capita Income represents the income received by all persons aged 15 years and over divided by the total population.	
<b>Source:</b> Esri forecasts for 2022 and 2027. U.S. Census Bureau 2000 and 2010 decennial Census data converted by Esri into 2020 geography.	
May 19, 2023	
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## Community Profile

Greensboro City, GA  
Greensboro City, GA (1334876)  
Geography: Place

Prepared by Esri

	Greensboro ci...
<b>2022 Households by Income</b>	
Household Income Base	1,412
<\$15,000	21.3%
\$15,000 - \$24,999	17.3%
\$25,000 - \$34,999	9.1%
\$35,000 - \$49,999	16.4%
\$50,000 - \$74,999	15.4%
\$75,000 - \$99,999	9.6%
\$100,000 - \$149,999	4.2%
\$150,000 - \$199,999	6.6%
\$200,000+	0.0%
Average Household Income	\$51,267
<b>2027 Households by Income</b>	
Household Income Base	1,452
<\$15,000	17.8%
\$15,000 - \$24,999	15.4%
\$25,000 - \$34,999	7.3%
\$35,000 - \$49,999	16.9%
\$50,000 - \$74,999	17.6%
\$75,000 - \$99,999	11.5%
\$100,000 - \$149,999	5.1%
\$150,000 - \$199,999	8.4%
\$200,000+	0.0%
Average Household Income	\$59,861
<b>2022 Owner Occupied Housing Units by Value</b>	
Total	740
<\$50,000	10.4%
\$50,000 - \$99,999	30.0%
\$100,000 - \$149,999	11.6%
\$150,000 - \$199,999	15.7%
\$200,000 - \$249,999	15.3%
\$250,000 - \$299,999	2.4%
\$300,000 - \$399,999	3.0%
\$400,000 - \$499,999	6.1%
\$500,000 - \$749,999	3.9%
\$750,000 - \$999,999	0.8%
\$1,000,000 - \$1,499,999	0.0%
\$1,500,000 - \$1,999,999	0.0%
\$2,000,000 +	0.8%
Average Home Value	\$195,709
<b>2027 Owner Occupied Housing Units by Value</b>	
Total	771
<\$50,000	9.3%
\$50,000 - \$99,999	25.8%
\$100,000 - \$149,999	10.0%
\$150,000 - \$199,999	16.3%
\$200,000 - \$249,999	17.4%
\$250,000 - \$299,999	2.7%
\$300,000 - \$399,999	3.8%
\$400,000 - \$499,999	7.9%
\$500,000 - \$749,999	4.8%
\$750,000 - \$999,999	0.9%
\$1,000,000 - \$1,499,999	0.0%
\$1,500,000 - \$1,999,999	0.0%
\$2,000,000 +	1.0%
Average Home Value	\$219,423

**Data Note:** Income represents the preceding year, expressed in current dollars. Household income includes wage and salary earnings, interest dividends, net rents, pensions, SSI and welfare payments, child support, and alimony.  
**Source:** Esri forecasts for 2022 and 2027. U.S. Census Bureau 2000 and 2010 decennial Census data converted by Esri into 2020 geography.

May 19, 2023



## Community Profile

Greensboro City, GA  
Greensboro City, GA (1334876)  
Geography: Place

Prepared by Esri

	Greensboro ci...
<b>2010 Population by Age</b>	
Total	3,523
0 - 4	7.7%
5 - 9	7.6%
10 - 14	6.6%
15 - 24	12.7%
25 - 34	14.8%
35 - 44	11.2%
45 - 54	12.2%
55 - 64	11.8%
65 - 74	7.6%
75 - 84	4.5%
85 +	3.2%
18 +	74.3%
<b>2022 Population by Age</b>	
Total	3,747
0 - 4	6.9%
5 - 9	7.3%
10 - 14	6.6%
15 - 24	10.2%
25 - 34	14.0%
35 - 44	12.7%
45 - 54	11.0%
55 - 64	13.0%
65 - 74	9.8%
75 - 84	5.7%
85 +	2.9%
18 +	76.0%
<b>2027 Population by Age</b>	
Total	3,853
0 - 4	6.5%
5 - 9	6.8%
10 - 14	7.3%
15 - 24	10.8%
25 - 34	10.0%
35 - 44	14.2%
45 - 54	11.3%
55 - 64	11.7%
65 - 74	12.3%
75 - 84	6.6%
85 +	2.5%
18 +	75.5%
<b>2010 Population by Sex</b>	
Males	1,674
Females	1,850
<b>2022 Population by Sex</b>	
Males	1,807
Females	1,940
<b>2027 Population by Sex</b>	
Males	1,881
Females	1,972

Source: Esri forecasts for 2022 and 2027. U.S. Census Bureau 2000 and 2010 decennial Census data converted by Esri into 2020 geography.

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## Community Profile

Greensboro City, GA  
Greensboro City, GA (1334876)  
Geography: Place

Prepared by Esri

Greensboro ci...	
<b>2010 Population by Race/Ethnicity</b>	
Total	3,525
White Alone	34.6%
Black Alone	55.7%
American Indian Alone	0.2%
Asian Alone	0.1%
Pacific Islander Alone	0.3%
Some Other Race Alone	8.1%
Two or More Races	1.0%
Hispanic Origin	11.5%
Diversity Index	65.2
<b>2020 Population by Race/Ethnicity</b>	
Total	3,648
White Alone	23.7%
Black Alone	60.4%
American Indian Alone	0.2%
Asian Alone	1.2%
Pacific Islander Alone	0.0%
Some Other Race Alone	8.2%
Two or More Races	6.4%
Hispanic Origin	14.3%
Diversity Index	67.4
<b>2022 Population by Race/Ethnicity</b>	
Total	3,746
White Alone	28.8%
Black Alone	55.9%
American Indian Alone	0.2%
Asian Alone	0.8%
Pacific Islander Alone	0.0%
Some Other Race Alone	7.5%
Two or More Races	6.8%
Hispanic Origin	13.2%
Diversity Index	68.8
<b>2027 Population by Race/Ethnicity</b>	
Total	3,852
White Alone	28.3%
Black Alone	55.3%
American Indian Alone	0.2%
Asian Alone	0.8%
Pacific Islander Alone	0.0%
Some Other Race Alone	7.9%
Two or More Races	7.6%
Hispanic Origin	13.9%
Diversity Index	69.8
<b>2010 Population by Relationship and Household Type</b>	
Total	3,524
In Households	97.8%
In Family Households	80.5%
Householder	24.4%
Spouse	12.7%
Child	34.7%
Other relative	5.3%
Nonrelative	3.3%
In Nonfamily Households	17.3%
In Group Quarters	2.2%
Institutionalized Population	2.2%
Noninstitutionalized Population	0.0%

**Data Note:** Persons of Hispanic Origin may be of any race. The Diversity Index measures the probability that two people from the same area will be from different race/ethnic groups.  
**Source:** Esri forecasts for 2022 and 2027. U.S. Census Bureau 2000 and 2010 decennial Census data converted by Esri into 2020 geography.

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## Community Profile

Greensboro City, GA  
Greensboro City, GA (1334876)  
Geography: Place

Prepared by Esri

	Greensboro ci...
<b>2022 Population 25+ by Educational Attainment</b>	
Total	2,586
Less than 9th Grade	5.8%
9th - 12th Grade, No Diploma	11.1%
High School Graduate	37.3%
GED/Alternative Credential	3.7%
Some College, No Degree	17.7%
Associate Degree	12.4%
Bachelor's Degree	7.0%
Graduate/Professional Degree	5.0%
<b>2022 Population 15+ by Marital Status</b>	
Total	2,969
Never Married	45.6%
Married	36.6%
Widowed	6.6%
Divorced	11.2%
<b>2022 Civilian Population 16+ in Labor Force</b>	
Civilian Population 16+	1,485
Population 16+ Employed	95.9%
Population 16+ Unemployment rate	4.1%
Population 16-24 Employed	13.1%
Population 16-24 Unemployment rate	16.5%
Population 25-54 Employed	65.2%
Population 25-54 Unemployment rate	1.8%
Population 55-64 Employed	16.8%
Population 55-64 Unemployment rate	0.0%
Population 65+ Employed	4.9%
Population 65+ Unemployment rate	9.1%
<b>2022 Employed Population 16+ by Industry</b>	
Total	1,424
Agriculture/Mining	3.7%
Construction	19.9%
Manufacturing	5.7%
Wholesale Trade	0.1%
Retail Trade	7.8%
Transportation/Utilities	7.9%
Information	0.1%
Finance/Insurance/Real Estate	2.3%
Services	51.1%
Public Administration	1.5%
<b>2022 Employed Population 16+ by Occupation</b>	
Total	1,424
White Collar	41.6%
Management/Business/Financial	5.2%
Professional	14.7%
Sales	9.0%
Administrative Support	12.6%
Services	23.9%
Blue Collar	34.6%
Farming/Forestry/Fishing	0.9%
Construction/Extraction	14.3%
Installation/Maintenance/Repair	2.1%
Production	2.5%
Transportation/Material Moving	14.7%

Source: Esri forecasts for 2022 and 2027. U.S. Census Bureau 2000 and 2010 decennial Census data converted by Esri into 2020 geography.

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## ACS Population Summary

Greensboro City, GA  
Greensboro City, GA (1334876)  
Geography: Place

Prepared by Esri

	2017-2021 ACS Estimate	Percent	MOE(±)	Reliability
<b>TOTALS</b>				
Total Population	3,538		42	High
Total Households	1,529		202	High
Total Housing Units	1,652		220	High
<b>POPULATION AGE 3+ YEARS BY SCHOOL ENROLLMENT</b>				
Total	3,419	100.0%	118	High
Enrolled in school	689	20.2%	224	Medium
Enrolled in nursery school, preschool	28	0.8%	44	Low
Public school	28	0.8%	44	Low
Private school	0	0.0%	14	
Enrolled in kindergarten	56	1.6%	78	Low
Public school	56	1.6%	78	Low
Private school	0	0.0%	14	
Enrolled in grade 1 to grade 4	152	4.4%	111	Low
Public school	152	4.4%	111	Low
Private school	0	0.0%	14	
Enrolled in grade 5 to grade 8	168	4.9%	110	Medium
Public school	168	4.9%	110	Medium
Private school	0	0.0%	14	
Enrolled in grade 9 to grade 12	151	4.4%	95	Medium
Public school	151	4.4%	95	Medium
Private school	0	0.0%	14	
Enrolled in college undergraduate years	134	3.9%	118	Low
Public school	122	3.6%	113	Low
Private school	12	0.4%	34	Low
Enrolled in graduate or professional school	0	0.0%	14	
Public school	0	0.0%	14	
Private school	0	0.0%	14	
Not enrolled in school	2,730	79.8%	327	High
<b>POPULATION AGE 65+ BY RELATIONSHIP AND HOUSEHOLD TYPE</b>				
Total	723	100.0%	210	Medium
Living in Households	694	96.0%	207	Medium
Living in Family Households	308	42.6%	186	Medium
Householder	188	26.0%	127	Low
Spouse	95	13.1%	89	Low
Parent	0	0.0%	14	
Parent-in-law	0	0.0%	14	
Other Relative	25	3.5%	46	Low
Nonrelative	0	0.0%	14	
Living in Nonfamily Households	386	53.4%	173	Medium
Householder	386	53.4%	173	Medium
Nonrelative	0	0.0%	14	
Living in Group Quarters	29	4.0%	14	Medium

Source: U.S. Census Bureau, 2017-2021 American Community Survey

Reliability: High Medium Low

May 19, 2023

GREENSBORO COMPREHENSIVE PLAN | 2024-2028  
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## ACS Population Summary

Greensboro City, GA  
Greensboro City, GA (1334876)  
Geography: Place

Prepared by Esri

	2017-2021 ACS Estimate	Percent	MOE(±)	Reliability
<b>WORKERS AGE 16+ YEARS BY PLACE OF WORK</b>				
Total	1,586	100.0%	260	High
Worked in state and in county of residence	1,031	65.0%	204	Medium
Worked in state and outside county of residence	504	31.8%	216	Medium
Worked outside state of residence	51	3.2%	92	Low
<b>SEX BY CLASS OF WORKER FOR THE CIVILIAN EMPLOYED POPULATION 16 YEARS AND OVER</b>				
Total:	1,586	100.0%	260	High
Male:	616	38.8%	186	Medium
Employee of private company	453	28.6%	197	Medium
Self-employed in own incorporated business	38	2.4%	62	Low
Private not-for-profit wage and salary workers	61	3.8%	78	Low
Local government workers	48	3.0%	67	Low
State government workers	0	0.0%	14	
Federal government workers	0	0.0%	14	
Self-employed in own not incorporated business workers	16	1.0%	31	Low
Unpaid family workers	0	0.0%	14	
Female:	970	61.2%	180	High
Employee of private company	638	40.2%	131	Medium
Self-employed in own incorporated business	0	0.0%	14	
Private not-for-profit wage and salary workers	19	1.2%	32	Low
Local government workers	172	10.8%	119	Low
State government workers	105	6.6%	108	Low
Federal government workers	36	2.3%	49	Low
Self-employed in own not incorporated business workers	0	0.0%	14	
Unpaid family workers	0	0.0%	14	
<b>POPULATION IN HOUSEHOLDS AND PRESENCE OF A COMPUTER</b>				
Total	3,445	100.0%	51	High
Population <18 in Households	632	18.3%	173	Medium
Have a Computer	443	12.9%	198	Medium
Have NO Computer	189	5.5%	149	Low
Population 18-64 in Households	2,119	61.5%	206	High
Have a Computer	1,798	52.2%	303	High
Have NO Computer	321	9.3%	238	Low
Population 65+ in Households	694	20.1%	207	Medium
Have a Computer	468	13.6%	199	Medium
Have NO Computer	226	6.6%	136	Medium
<b>HOUSEHOLDS AND INTERNET SUBSCRIPTIONS</b>				
Total	1,529	100.0%	202	High
With an Internet Subscription	1,003	65.6%	216	Medium
Dial-Up Alone	0	0.0%	14	
Broadband	904	59.1%	200	Medium
Satellite Service	78	5.1%	79	Low
Other Service	0	0.0%	14	
Internet Access with no Subscription	105	6.9%	100	Low
With No Internet Access	421	27.5%	148	Medium

Source: U.S. Census Bureau, 2017-2021 American Community Survey

Reliability: High Medium Low

May 19, 2023

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## ACS Population Summary

Greensboro City, GA  
Greensboro City, GA (1334876)  
Geography: Place

Prepared by Esri

	2017-2021 ACS Estimate	Percent	MOE(±)	Reliability
<b>WORKERS AGE 16+ YEARS BY MEANS OF TRANSPORTATION TO WORK</b>				
Total	1,586	100.0%	260	High
Drove alone	1,419	89.5%	260	High
Carpooled	140	8.8%	99	Low
Public transportation (excluding taxicab)	17	1.1%	35	Low
Bus or trolley bus	17	1.1%	35	Low
Light rail, streetcar or trolley	0	0.0%	14	
Subway or elevated	0	0.0%	14	
Long-distance/Commuter Train	0	0.0%	14	
Ferryboat	0	0.0%	14	
Taxicab	0	0.0%	14	
Motorcycle	0	0.0%	14	
Bicycle	0	0.0%	14	
Walked	10	0.6%	17	Low
Other means	0	0.0%	14	
Worked at home	0	0.0%	14	
<b>WORKERS AGE 16+ YEARS (WHO DID NOT WORK FROM HOME) BY TRAVEL TIME TO WORK</b>				
Total	1,586	100.0%	260	High
Less than 5 minutes	136	8.6%	120	Low
5 to 9 minutes	157	9.9%	136	Low
10 to 14 minutes	556	35.1%	162	Medium
15 to 19 minutes	85	5.4%	90	Low
20 to 24 minutes	242	15.3%	167	Low
25 to 29 minutes	68	4.3%	74	Low
30 to 34 minutes	103	6.5%	88	Low
35 to 39 minutes	0	0.0%	14	
40 to 44 minutes	45	2.8%	76	Low
45 to 59 minutes	194	12.2%	129	Low
60 to 89 minutes	0	0.0%	14	
90 or more minutes	0	0.0%	14	
Average Travel Time to Work (in minutes)	N/A		N/A	
<b>FEMALES AGE 20-64 YEARS BY AGE OF OWN CHILDREN AND EMPLOYMENT STATUS</b>				
Total	1,332	100.0%	154	High
Own children under 6 years only	19	1.4%	32	Low
In labor force	19	1.4%	32	Low
Not in labor force	0	0.0%	14	
Own children under 6 years and 6 to 17 years	162	12.2%	95	Medium
In labor force	162	12.2%	95	Medium
Not in labor force	0	0.0%	14	
Own children 6 to 17 years only	228	17.1%	142	Medium
In labor force	180	13.5%	150	Low
Not in labor force	48	3.6%	47	Low
No own children under 18 years	923	69.3%	185	Medium
In labor force	608	45.6%	173	Medium
Not in labor force	315	23.6%	160	Medium

Source: U.S. Census Bureau, 2017-2021 American Community Survey

Reliability: High Medium Low

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## ACS Population Summary

Greensboro City, GA  
Greensboro City, GA (1334876)  
Geography: Place

Prepared by Esri

	2017-2021 ACS Estimate	Percent	MOE(±)	Reliability
<b>HOUSEHOLDS BY OTHER INCOME</b>				
Social Security Income	502	32.8%	165	High
No Social Security Income	1,027	67.2%	183	High
Retirement Income	269	17.6%	128	High
No Retirement Income	1,260	82.4%	239	High
<b>GROSS RENT AS A PERCENTAGE OF HOUSEHOLD INCOME IN THE PAST 12 MONTHS</b>				
<10% of Income	0	0.0%	14	High
10-14.9% of Income	111	18.0%	65	High
15-19.9% of Income	19	3.1%	41	High
20-24.9% of Income	77	12.5%	103	High
25-29.9% of Income	33	5.3%	69	High
30-34.9% of Income	53	8.6%	69	High
35-39.9% of Income	99	16.0%	90	High
40-49.9% of Income	0	0.0%	14	High
50+% of Income	226	36.6%	149	High
Gross Rent % Inc Not Computed	0	0.0%	14	High
<b>HOUSEHOLDS BY PUBLIC ASSISTANCE INCOME IN THE PAST 12 MONTHS</b>				
Total	1,529	100.0%	202	High
With public assistance income	10	0.7%	21	High
No public assistance income	1,519	99.3%	210	High
<b>HOUSEHOLDS BY FOOD STAMPS/SNAP STATUS</b>				
Total	1,529	100.0%	202	High
With Food Stamps/SNAP	201	13.1%	110	High
With No Food Stamps/SNAP	1,328	86.9%	248	High
<b>HOUSEHOLDS BY DISABILITY STATUS</b>				
Total	1,529	100.0%	202	High
With 1+ Persons w/Disability	472	30.9%	177	High
With No Person w/Disability	1,057	69.1%	244	High

**Data Note:** N/A means not available. Population by Ratio of Income to Poverty Level represents persons for whom poverty status is determined. Household income represents income in 2021, adjusted for inflation.

**2017-2021 ACS Estimate:** The American Community Survey (ACS) replaces census sample data. Esri is releasing the 2017-2021 ACS estimates, five-year period data collected monthly from January 1, 2017 through December 31, 2021. Although the ACS includes many of the subjects previously covered by the decennial census sample, there are significant differences between the two surveys including fundamental differences in survey design and residency rules.

**Margin of error (MOE):** The MOE is a measure of the variability of the estimate due to sampling error. MOEs enable the data user to measure the range of uncertainty for each estimate with 90 percent confidence. The range of uncertainty is called the confidence interval, and it is calculated by taking the estimate +/- the MOE. For example, if the ACS reports an estimate of 100 with an MOE of +/- 20, then you can be 90 percent certain the value for the whole population falls between 80 and 120.

**Reliability:** These symbols represent threshold values that Esri has established from the Coefficients of Variation (CV) to designate the usability of the estimates. The CV measures the amount of sampling error relative to the size of the estimate, expressed as a percentage.

- High Reliability: Small CVs (less than or equal to 12 percent) are flagged green to indicate that the sampling error is small relative to the estimate and the estimate is reasonably reliable.
- Medium Reliability: Estimates with CVs between 12 and 40 are flagged yellow-use with caution.
- Low Reliability: Large CVs (over 40 percent) are flagged red to indicate that the sampling error is large relative to the estimate. The estimate is considered very unreliable.

Source: U.S. Census Bureau, 2017-2021 American Community Survey

Reliability: High medium low

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## ACS Housing Summary

Greensboro City, GA  
Greensboro City, GA (1334876)  
Geography: Place

Prepared by Esri

	2017-2021 ACS Estimate	Percent	MOE(±)	Reliability
<b>TOTALS</b>				
Total Population	3,538		42	High
Total Households	1,529		202	High
Total Housing Units	1,652		220	High
<b>OWNER-OCCUPIED HOUSING UNITS BY MORTGAGE STATUS</b>				
Total	911	100.0%	202	Medium
Housing units with a mortgage/contract to purchase/similar debt	369	40.5%	125	Medium
No Second Mortgage and No Home Equity Loan	359	39.4%	123	
Multiple Mortgages	10	1.1%	17	Low
Second mortgage and Home Equity Loan	0	0.0%	14	
Only Home Equity Loan	10	1.1%	17	Low
Only Second Mortgage	0	0.0%	14	
Home Equity Loan without Primary Mortgage	0	0.0%	14	
Housing units without a mortgage	542	59.5%	203	Medium
<b>AVERAGE VALUE BY MORTGAGE STATUS</b>				
Housing units with a mortgage	\$109,341		\$58,805	Medium
Housing units without a mortgage	\$97,164		\$58,862	Medium
<b>OWNER-OCCUPIED HOUSING UNITS BY MORTGAGE STATUS &amp; SELECTED MONTHLY OWNER COSTS</b>				
Total	911	100.0%	202	Medium
With a mortgage: Monthly owner costs as a percentage of household income in past 12 months				
Less than 10.0 percent	0	0.0%	14	
10.0 to 14.9 percent	0	0.0%	14	
15.0 to 19.9 percent	57	6.3%	59	Low
20.0 to 24.9 percent	42	4.6%	50	Low
25.0 to 29.9 percent	48	5.3%	59	Low
30.0 to 34.9 percent	86	9.4%	54	Medium
35.0 to 39.9 percent	120	13.2%	79	Low
40.0 to 49.9 percent	16	1.8%	27	Low
50.0 percent or more	0	0.0%	14	
Not computed	0	0.0%	14	
Without a mortgage: Monthly owner costs as a percentage of household income in past 12 months				
Less than 10.0 percent	148	16.2%	112	Low
10.0 to 14.9 percent	0	0.0%	14	
15.0 to 19.9 percent	92	10.1%	95	Low
20.0 to 24.9 percent	79	8.7%	100	Low
25.0 to 29.9 percent	25	2.7%	30	Low
30.0 to 34.9 percent	0	0.0%	14	
35.0 to 39.9 percent	94	10.3%	99	Low
40.0 to 49.9 percent	16	1.8%	33	Low
50.0 percent or more	0	0.0%	14	
Not computed	88	9.7%	84	Low

Source: U.S. Census Bureau, 2017-2021 American Community Survey

Reliability: High Medium Low

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## ACS Housing Summary

Greensboro City, GA  
Greensboro City, GA (1334876)  
Geography: Place

Prepared by Esri

	2017-2021 ACS Estimate	Percent	MOE(±)	Reliability
<b>RENTER-OCCUPIED HOUSING UNITS BY CONTRACT RENT</b>				
Total	618	100.0%	205	■ ■
With cash rent	618	100.0%	205	■ ■
Less than \$100	0	0.0%	14	
\$100 to \$149	0	0.0%	14	
\$150 to \$199	0	0.0%	14	
\$200 to \$249	0	0.0%	14	
\$250 to \$299	80	12.9%	42	■ ■
\$300 to \$349	38	6.1%	55	■
\$350 to \$399	25	4.0%	31	■
\$400 to \$449	72	11.7%	86	■
\$450 to \$499	264	42.7%	136	■ ■
\$500 to \$549	0	0.0%	14	
\$550 to \$599	77	12.5%	103	■
\$600 to \$649	17	2.8%	28	■
\$650 to \$699	0	0.0%	14	
\$700 to \$749	0	0.0%	14	
\$750 to \$799	33	5.3%	69	■
\$800 to \$899	12	1.9%	20	■
\$900 to \$999	0	0.0%	14	
\$1,000 to \$1,249	0	0.0%	14	
\$1,250 to \$1,499	0	0.0%	14	
\$1,500 to \$1,999	0	0.0%	14	
\$2,000 to \$2,499	0	0.0%	14	
\$2,500 to \$2,999	0	0.0%	14	
\$3,000 to \$3,499	0	0.0%	14	
\$3,500 or more	0	0.0%	14	
No cash rent	0	0.0%	14	
Median Contract Rent	\$468		\$20	■ ■ ■
Average Contract Rent	\$469		\$239	■ ■
<b>RENTER-OCCUPIED HOUSING UNITS BY INCLUSION OF UTILITIES IN RENT</b>				
Total	618	100.0%	205	■ ■
Pay extra for one or more utilities	618	100.0%	205	■ ■
No extra payment for any utilities	0	0.0%	14	

Source: U.S. Census Bureau, 2017-2021 American Community Survey

Reliability: ■ ■ high ■ medium ■ low

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## ACS Housing Summary

Greensboro City, GA  
Greensboro City, GA (1334876)  
Geography: Place

Prepared by Esri

	2017-2021 ACS Estimate	Percent	MOE(±)	Reliability
<b>RENTER-OCCUPIED HOUSING UNITS BY GROSS RENT</b>				
Total:	618	100.0%	205	High
With cash rent:	618	100.0%	205	High
Less than \$100	0	0.0%	14	
\$100 to \$149	0	0.0%	14	
\$150 to \$199	0	0.0%	14	
\$200 to \$249	0	0.0%	14	
\$250 to \$299	0	0.0%	14	
\$300 to \$349	0	0.0%	14	
\$350 to \$399	0	0.0%	14	
\$400 to \$449	0	0.0%	14	
\$450 to \$499	0	0.0%	14	
\$500 to \$549	93	15.0%	89	Low
\$550 to \$599	120	19.4%	106	Low
\$600 to \$649	67	10.8%	84	Low
\$650 to \$699	70	11.3%	75	Low
\$700 to \$749	13	2.1%	20	Low
\$750 to \$799	198	32.0%	127	High
\$800 to \$899	0	0.0%	14	
\$900 to \$999	12	1.9%	20	Low
\$1,000 to \$1,249	33	5.3%	69	Low
\$1,250 to \$1,499	12	1.9%	21	Low
\$1,500 to \$1,999	0	0.0%	14	
\$2,000 to \$2,499	0	0.0%	14	
\$2,500 to \$2,999	0	0.0%	14	
\$3,000 to \$3,499	0	0.0%	14	
\$3,500 or more	0	0.0%	14	
No cash rent	0	0.0%	14	
Median Gross Rent	\$671		\$114	High
Average Gross Rent	\$706		\$350	High

Source: U.S. Census Bureau, 2017-2021 American Community Survey

Reliability: High medium Low

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## ACS Housing Summary

Greensboro City, GA  
Greensboro City, GA (1334876)  
Geography: Place

Prepared by Esri

	2017-2021 ACS Estimate	Percent	MOE(±)	Reliability
<b>HOUSING UNITS BY UNITS IN STRUCTURE</b>				
Total	1,652	100.0%	220	High
1, detached	980	59.3%	260	Medium
1, attached	10	0.6%	17	Low
2	45	2.7%	74	Low
3 or 4	98	5.9%	106	Low
5 to 9	70	4.2%	98	Low
10 to 19	65	3.9%	75	Low
20 to 49	11	0.7%	35	Low
50 or more	74	4.5%	79	Low
Mobile home	299	18.1%	133	Medium
Boat, RV, van, etc.	0	0.0%	14	Low
<b>HOUSING UNITS BY YEAR STRUCTURE BUILT</b>				
Total	1,652	100.0%	220	High
Built 2020 or later	0	0.0%	14	Low
Built 2010 to 2019	74	4.5%	0	Low
Built 2000 to 2009	430	26.0%	161	Medium
Built 1990 to 1999	93	5.6%	98	Low
Built 1980 to 1989	161	9.7%	104	Medium
Built 1970 to 1979	228	13.8%	138	Medium
Built 1960 to 1969	196	11.9%	128	Medium
Built 1950 to 1959	165	10.0%	104	Medium
Built 1940 to 1949	82	5.0%	82	Low
Built 1939 or earlier	223	13.5%	134	Medium
Median Year Structure Built	1977		9	High
<b>OCCUPIED HOUSING UNITS BY YEAR HOUSEHOLDER MOVED INTO UNIT</b>				
Total	1,529	100.0%	202	High
Owner occupied				
Moved in 2019 or later	0	0.0%	14	Low
Moved in 2015 to 2018	62	4.1%	71	Low
Moved in 2010 to 2014	96	6.3%	99	Low
Moved in 2000 to 2009	357	23.3%	157	Medium
Moved in 1990 to 1999	81	5.3%	75	Low
Moved in 1989 or earlier	315	20.6%	170	Medium
Renter occupied				
Moved in 2019 or later	105	6.9%	98	Low
Moved in 2015 to 2018	299	19.6%	115	Medium
Moved in 2010 to 2014	163	10.7%	139	Low
Moved in 2000 to 2009	0	0.0%	14	Low
Moved in 1990 to 1999	19	1.2%	41	Low
Moved in 1989 or earlier	32	2.1%	39	Low
Median Year Householder Moved Into Unit	2009		4	High

Source: U.S. Census Bureau, 2017-2021 American Community Survey

Reliability: High Medium Low

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## ACS Housing Summary

Greensboro City, GA  
Greensboro City, GA (1334876)  
Geography: Place

Prepared by Esri

	2017-2021 ACS Estimate	Percent	MOE(±)	Reliability
<b>OCCUPIED HOUSING UNITS BY HOUSE HEATING FUEL</b>				
Total	1,529	100.0%	202	High
Utility gas	445	29.1%	195	Medium
Bottled, tank, or LP gas	97	6.3%	97	Low
Electricity	944	61.7%	220	Medium
Fuel oil, kerosene, etc.	10	0.7%	21	Low
Coal or coke	0	0.0%	14	
Wood	33	2.2%	45	Low
Solar energy	0	0.0%	14	
Other fuel	0	0.0%	14	
No fuel used	0	0.0%	14	
<b>OCCUPIED HOUSING UNITS BY VEHICLES AVAILABLE</b>				
Total	1,529	100.0%	202	High
Owner occupied				
No vehicle available	47	3.1%	47	Low
1 vehicle available	500	32.7%	190	Medium
2 vehicles available	184	12.0%	115	Medium
3 vehicles available	148	9.7%	104	Low
4 vehicles available	32	2.1%	42	Low
5 or more vehicles available	0	0.0%	14	
Renter occupied				
No vehicle available	13	0.9%	20	Low
1 vehicle available	494	32.3%	191	Medium
2 vehicles available	80	5.2%	42	Medium
3 vehicles available	31	2.0%	48	Low
4 vehicles available	0	0.0%	14	
5 or more vehicles available	0	0.0%	14	
Average Number of Vehicles Available	1.4		0.3	Medium
<b>VACANT HOUSING UNITS</b>				
Total vacant housing units	123	100.0%	86	Low
For rent	45	36.6%	74	Low
Rented, not occupied	0	0.0%	14	
For sale only	0	0.0%	14	
Sold, not occupied	0	0.0%	14	
Seasonal/occasional	14	11.4%	22	Low
For migrant workers	0	0.0%	14	
Other	64	52.0%	79	Low

Source: U.S. Census Bureau, 2017-2021 American Community Survey

Reliability: High Medium Low

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## ACS Housing Summary

Greensboro City, GA  
Greensboro City, GA (1334876)  
Geography: Place

Prepared by Esri

	2017-2021 ACS Estimate	Percent	MOE(±)	Reliability
<b>OWNER-OCCUPIED HOUSING UNITS BY VALUE</b>				
Total	911	100%	202	■
Less than \$10,000	0	0.0%	14	
\$10,000 to \$14,999	0	0.0%	14	
\$15,000 to \$19,999	66	7.2%	86	■
\$20,000 to \$24,999	0	0.0%	14	
\$25,000 to \$29,999	25	2.7%	30	■
\$30,000 to \$34,999	0	0.0%	14	
\$35,000 to \$39,999	0	0.0%	14	
\$40,000 to \$49,999	26	2.9%	42	■
\$50,000 to \$59,999	225	24.7%	131	■
\$60,000 to \$69,999	37	4.1%	75	■
\$70,000 to \$79,999	11	1.2%	19	■
\$80,000 to \$89,999	164	18.0%	145	■
\$90,000 to \$99,999	32	3.5%	54	■
\$100,000 to \$124,999	47	5.2%	49	■
\$125,000 to \$149,999	72	7.9%	53	■
\$150,000 to \$174,999	64	7.0%	73	■
\$175,000 to \$199,999	40	4.4%	47	■
\$200,000 to \$249,999	22	2.4%	29	■
\$250,000 to \$299,999	80	8.8%	77	■
\$300,000 to \$399,999	0	0.0%	14	
\$400,000 to \$499,999	0	0.0%	14	
\$500,000 to \$749,999	0	0.0%	14	
\$750,000 to \$999,999	0	0.0%	14	
\$1,000,000 to \$1,499,999	0	0.0%	14	
\$1,500,000 to \$1,999,999	0	0.0%	14	
\$2,000,000 or more	0	0.0%	14	
Median Home Value	\$84,000		\$10,979	■
Average Home Value	\$102,097		\$36,884	■

**Data Note:** N/A means not available.

**2017-2021 ACS Estimate:** The American Community Survey (ACS) replaces census sample data. Esri is releasing the 2017-2021 ACS estimates, five-year period data collected monthly from January 1, 2017 through December 31, 2021. Although the ACS includes many of the subjects previously covered by the decennial census sample, there are significant differences between the two surveys including fundamental differences in survey design and residency rules.

**Margin of error (MOE):** The MOE is a measure of the variability of the estimate due to sampling error. MOEs enable the data user to measure the range of uncertainty for each estimate with 90 percent confidence. The range of uncertainty is called the confidence interval, and it is calculated by taking the estimate +/- the MOE. For example, if the ACS reports an estimate of 100 with an MOE of +/- 20, then you can be 90 percent certain the value for the whole population falls between 80 and 120.

**Reliability:** These symbols represent threshold values that Esri has established from the Coefficients of Variation (CV) to designate the usability of the estimates. The CV measures the amount of sampling error relative to the size of the estimate, expressed as a percentage.

- High Reliability: Small CVs (less than or equal to 12 percent) are flagged green to indicate that the sampling error is small relative to the estimate and the estimate is reasonably reliable.
- Medium Reliability: Estimates with CVs between 12 and 40 are flagged yellow-use with caution.
- Low Reliability: Large CVs (over 40 percent) are flagged red to indicate that the sampling error is large relative to the estimate. The estimate is considered very unreliable.

Source: U.S. Census Bureau, 2017-2021 American Community Survey

Reliability: ■ high ■ medium ■ low

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## 2010 Census Profile

Greensboro City, GA  
Greensboro City, GA (1334876)  
Geography: Place

Prepared by Esri

	2010	2020	2010-2020 Annual Rate
Population	3,524	3,648	0.35%
Households	1,365	1,379	0.10%
Housing Units	1,515	1,516	0.01%

	2010 Number	Percent
<b>Population by Race</b>		
Total	3,525	100.0%
Population Reporting One Race	3,489	99.0%
White	1,221	34.6%
Black	1,962	55.7%
American Indian	7	0.2%
Asian	5	0.1%
Pacific Islander	10	0.3%
Some Other Race	284	8.1%
Population Reporting Two or More Races	36	1.0%
Total Hispanic Population	404	11.5%
<b>Population by Sex</b>		
Male	1,674	47.5%
Female	1,850	52.5%
<b>Population by Age</b>		
Total	3,523	100.0%
Age 0 - 4	273	7.7%
Age 5 - 9	267	7.6%
Age 10 - 14	234	6.6%
Age 15 - 19	225	6.4%
Age 20 - 24	224	6.4%
Age 25 - 29	282	8.0%
Age 30 - 34	239	6.8%
Age 35 - 39	182	5.2%
Age 40 - 44	213	6.0%
Age 45 - 49	210	6.0%
Age 50 - 54	221	6.3%
Age 55 - 59	247	7.0%
Age 60 - 64	169	4.8%
Age 65 - 69	141	4.0%
Age 70 - 74	125	3.5%
Age 75 - 79	82	2.3%
Age 80 - 84	75	2.1%
Age 85+	114	3.2%
Age 18+	2,616	74.2%
Age 65+	537	15.2%

**Data Note:** Hispanic population can be of any race. Census 2010 medians are computed from reported data distributions.  
**Source:** U.S. Census Bureau 2010 and 2020 decennial Census data converted by Esri into 2020 geography.

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## 2010 Census Profile

Greensboro City, GA  
Greensboro City, GA (1334876)  
Geography: Place

Prepared by Esri

		2010
<b>Households by Type</b>		
Total	1,365	100.0%
Households with 1 Person	442	32.4%
Households with 2+ People	923	67.6%
Family Households	867	63.5%
Husband-wife Families	451	33.0%
With Own Children	167	12.2%
Other Family (No Spouse Present)	416	30.5%
With Own Children	221	16.2%
Nonfamily Households	56	4.1%
All Households with Children	475	34.8%
Multigenerational Households	103	7.5%
Unmarried Partner Households	77	5.6%
Male-female	70	5.1%
Same-sex	7	0.5%
Average Household Size	2.53	
<b>Family Households by Size</b>		
Total	866	100.0%
2 People	334	38.6%
3 People	214	24.7%
4 People	160	18.5%
5 People	97	11.2%
6 People	35	4.0%
7+ People	26	3.0%
Average Family Size	3.14	
<b>Nonfamily Households by Size</b>		
Total	497	100.0%
1 Person	442	88.9%
2 People	33	6.6%
3 People	7	1.4%
4 People	5	1.0%
5 People	4	0.8%
6 People	3	0.6%
7+ People	3	0.6%
Average Nonfamily Size	1.23	
<b>Population by Relationship and Household Type</b>		
Total	3,524	100.0%
In Households	3,447	97.8%
In Family Households	2,836	80.5%
Householder	861	24.4%
Spouse	447	12.7%
Child	1,222	34.7%
Other relative	188	5.3%
Nonrelative	117	3.3%
In Nonfamily Households	611	17.3%
In Group Quarters	77	2.2%
Institutionalized Population	77	2.2%
Noninstitutionalized Population	0	0.0%

**Data Note:** Households with children include any households with people under age 18, related or not. Multigenerational households are families with 3 or more parent-child relationships. Unmarried partner households are usually classified as nonfamily households unless there is another member of the household related to the householder. Multigenerational and unmarried partner households are reported only to the tract level. Esri estimated block group data, which is used to estimate polygons or non-standard geography. Average family size excludes nonrelatives.

**Source:** U.S. Census Bureau 2010 and 2020 decennial Census data converted by Esri into 2020 geography.

May 23, 2023

GREENSBORO COMPREHENSIVE PLAN | 2024-2028  
APPENDIX



## 2010 Census Profile

Greensboro City, GA  
Greensboro City, GA (1334876)  
Geography: Place

Prepared by Esri

2010		
<b>Family Households by Age of Householder</b>		
Total	867	100.0%
Householder Age 15 - 44	399	46.0%
Householder Age 45 - 54	152	17.5%
Householder Age 55 - 64	153	17.6%
Householder Age 65 - 74	92	10.6%
Householder Age 75+	71	8.2%
<b>Nonfamily Households by Age of Householder</b>		
Total	497	100.0%
Householder Age 15 - 44	80	16.1%
Householder Age 45 - 54	86	17.3%
Householder Age 55 - 64	99	19.9%
Householder Age 65 - 74	90	18.1%
Householder Age 75+	142	28.6%
<b>Households by Race of Householder</b>		
Total	1,364	100.0%
Householder is White Alone	573	42.0%
Householder is Black Alone	707	51.8%
Householder is American Indian Alone	4	0.3%
Householder is Asian Alone	2	0.1%
Householder is Pacific Islander Alone	3	0.2%
Householder is Some Other Race Alone	69	5.1%
Householder is Two or More Races	6	0.4%
Households with Hispanic Householder	94	6.9%
<b>Husband-wife Families by Race of Householder</b>		
Total	451	100.0%
Householder is White Alone	243	53.9%
Householder is Black Alone	176	39.0%
Householder is American Indian Alone	1	0.2%
Householder is Asian Alone	1	0.2%
Householder is Pacific Islander Alone	0	0.0%
Householder is Some Other Race Alone	29	6.4%
Householder is Two or More Races	1	0.2%
Husband-wife Families with Hispanic Householder	43	9.5%
<b>Other Families (No Spouse) by Race of Householder</b>		
Total	415	100.0%
Householder is White Alone	75	18.1%
Householder is Black Alone	314	75.7%
Householder is American Indian Alone	1	0.2%
Householder is Asian Alone	1	0.2%
Householder is Pacific Islander Alone	2	0.5%
Householder is Some Other Race Alone	19	4.6%
Householder is Two or More Races	3	0.7%
Other Families with Hispanic Householder	24	5.8%
<b>Nonfamily Households by Race of Householder</b>		
Total	498	100.0%
Householder is White Alone	255	51.2%
Householder is Black Alone	217	43.6%
Householder is American Indian Alone	2	0.4%
Householder is Asian Alone	0	0.0%
Householder is Pacific Islander Alone	1	0.2%
Householder is Some Other Race Alone	21	4.2%
Householder is Two or More Races	2	0.4%
Nonfamily Households with Hispanic Householder	26	5.2%

**Source:** U.S. Census Bureau 2010 and 2020 decennial Census data converted by Esri into 2020 geography.

May 23, 2023

GREENSBORO COMPREHENSIVE PLAN | 2024-2028  
APPENDIX



## 2010 Census Profile

Greensboro City, GA  
Greensboro City, GA (1334876)  
Geography: Place

Prepared by Esri

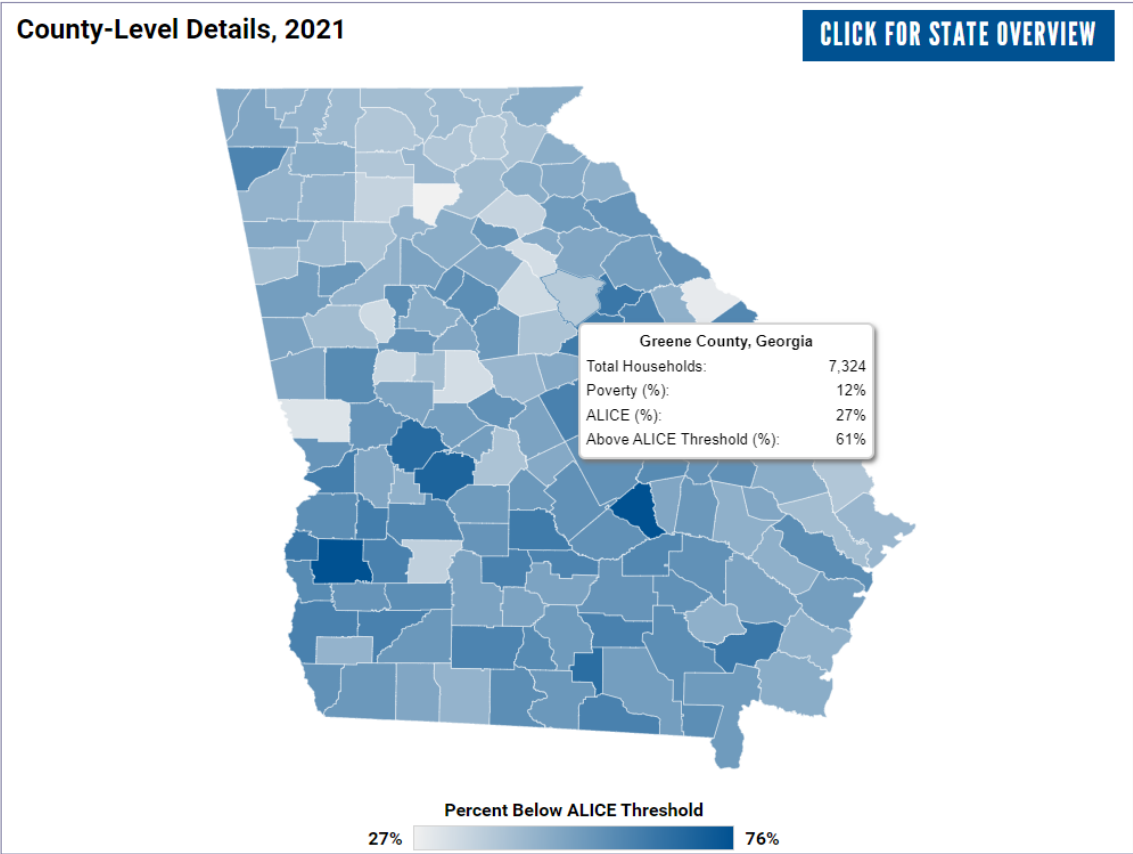
2010		
<b>Total Housing Units by Occupancy</b>		
Total	1,537	100.0%
Occupied Housing Units	1,365	88.8%
Vacant Housing Units		
For Rent	49	3.2%
Rented, not Occupied	2	0.1%
For Sale Only	23	1.5%
Sold, not Occupied	2	0.1%
For Seasonal/Recreational/Occasional Use	33	2.1%
For Migrant Workers	0	0.0%
Other Vacant	63	4.1%
Total Vacancy Rate	9.9%	
<b>Households by Tenure and Mortgage Status</b>		
Total	1,365	100.0%
Owner Occupied	704	51.6%
Owned with a Mortgage/Loan	390	28.6%
Owned Free and Clear	313	22.9%
Average Household Size	2.48	
Renter Occupied	661	48.4%
Average Household Size	2.57	
<b>Owner-occupied Housing Units by Race of Householder</b>		
Total	705	100.0%
Householder is White Alone	356	50.5%
Householder is Black Alone	333	47.2%
Householder is American Indian Alone	2	0.3%
Householder is Asian Alone	1	0.1%
Householder is Pacific Islander Alone	0	0.0%
Householder is Some Other Race Alone	12	1.7%
Householder is Two or More Races	1	0.1%
Owner-occupied Housing Units with Hispanic Householder	16	2.3%
<b>Renter-occupied Housing Units by Race of Householder</b>		
Total	661	100.0%
Householder is White Alone	218	33.0%
Householder is Black Alone	374	56.6%
Householder is American Indian Alone	2	0.3%
Householder is Asian Alone	1	0.2%
Householder is Pacific Islander Alone	3	0.5%
Householder is Some Other Race Alone	57	8.6%
Householder is Two or More Races	6	0.9%
Renter-occupied Housing Units with Hispanic Householder	77	11.6%
<b>Average Household Size by Race/Hispanic Origin of Householder</b>		
Householder is White Alone	2.11	
Householder is Black Alone	2.70	
Householder is American Indian Alone	2.00	
Householder is Asian Alone	4.00	
Householder is Pacific Islander Alone	1.67	
Householder is Some Other Race Alone	4.22	
Householder is Two or More Races	2.67	
Householder is Hispanic	4.28	

Source: U.S. Census Bureau 2010 decennial Census data converted by Esri into 2020 geography.

May 23, 2023



ALICE ("Asset Limited, Income Constrained, Employed")  
Households



County-level ALICE ("Asset Limited, Income Constrained, Employed") details for Greene County, 2021 (United for Alice)

## H+T (Housing + Transportation) Index

1/17/24, 3:06 PM

H+T Fact Sheets



**H+T\* Fact Sheet**  
TRUE AFFORDABILITY AND LOCATION EFFICIENCY

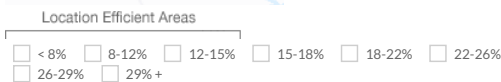


Municipality: Greensboro, GA

Traditional measures of housing affordability ignore transportation costs. Typically a household's second-largest expenditure, transportation costs are largely a function of the characteristics of the neighborhood in which a household chooses to live. [Location Matters](#). Compact and dynamic neighborhoods with walkable streets and high access to jobs, transit, and a wide variety of businesses are more efficient, affordable, and sustainable.

The statistics below are modeled for the Regional Typical Household. Income: \$52,129 Commuters: 0.81 Household Size: 2.40 ()

### Map of Transportation Costs % Income



### Location Efficiency Metrics

Places that are compact, close to jobs and services, with a variety of transportation choices, allow people to spend less time, energy, and money on transportation.

0%

Percent of location efficient neighborhoods

### Neighborhood Characteristic Scores (1-10)

As compared to neighborhoods in all 955 U.S. regions in the Index

Job  
Access  
**1.4**

Very low access to jobs

AllTransit  
Performance Score  
**0**

Car-dependent with very limited or no access to public transportation

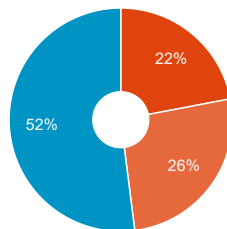
Compact  
Neighborhood  
**2.7**

Low density and limited walkability

### Average Housing + Transportation Costs % Income

Factoring in both housing *and* transportation costs provides a more comprehensive way of thinking about the cost of housing and true affordability.

- Housing
- Transportation
- Remaining Income



### Transportation Costs

In dispersed areas, people need to own more vehicles and rely upon driving them farther distances which also drives up the cost of living.



**\$13,715**

Annual Transportation Costs



**1.82**

Autos Per Household



**19,493**

Average Household VMT

0%

Transit Ridership % of Workers

7

Annual Transit Trips

7.18 Tonnes

Annual Greenhouse Gas per Household

<https://htaindex.cnt.org/fact-sheets/?lat=33.575683&lng=-83.182379&focus=place&gid=5194#fs>

1/2

1/17/24, 3:06 PM

H+T Fact Sheets



**H+T\* Fact Sheet**  
TRUE AFFORDABILITY AND LOCATION EFFICIENCY



## H+T Metrics

### Affordability

Housing + Transportation Costs % Income:	48%
Housing Costs % Income:	22%
Transportation Costs % Income:	26%

### Demographics

Block Groups:	2
Households:	538
Population:	1,234

### Household Transportation Model Outputs

Autos per Household:	1.82
Annual Vehicle Miles Traveled per Household :	19,493
Transit Ridership % of Workers:	0%
Annual Transportation Cost:	\$13,715
Annual Auto Ownership Cost:	\$10,867
Annual VMT Cost:	\$2,843
Annual Transit Cost:	\$5
Annual Transit Trips:	7

### Environmental Characteristics

Residential Density 2010:	1.43 HHs/Res. Acre
Gross Household Density:	0.13 HH/Acre
Regional Household Intensity:	2,253 HH/mile <sup>2</sup>
Percent Single Family Detached Households:	65%
Employment Access Index:	2,838 Jobs/mi <sup>2</sup>
Employment Mix Index (0-100):	86
Transit Connectivity Index (0-100):	0
Transit Access Shed:	0 km <sup>2</sup>
Jobs Accessible in 30 Minute Transit Ride:	0
Available Transit Trips per Week:	0
Average Block Perimeter:	2,886 Meters
Average Block Size :	60 Acres
Intersection Density:	23/mi <sup>2</sup>

### Housing Costs

Average Monthly Housing Cost:	\$960
Median Gross Monthly Rent:	\$723
Percent Owner Occupied Housing Units:	61%
Percent Renter Occupied Housing Unit:	39%

### Greenhouse Gas from Household Auto Use

Annual GHG per Household:	7.18 Tonnes
Annual GHG per Acre:	1.81 Tonnes

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<https://htaindex.cnt.org/fact-sheets/?lat=33.575683&lng=-83.182379&focus=place&gid=5194#fs>

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## Regional Water Plan Fact Sheet

### 2023 REGIONAL WATER PLAN

# UPPER OCONEE REGION

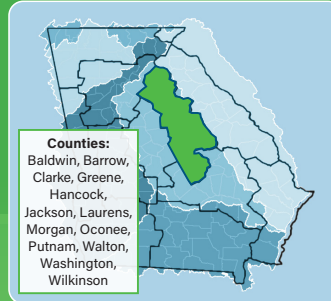
## BACKGROUND

The Upper Oconee Regional Water Plan was initially completed in 2011 and subsequently updated in 2017 and 2023. The plan outlines near-term and long-term strategies to meet water needs through 2060. Major water resources include portions of the Oconee, Ocmulgee, Ogeechee, Savannah, and Altamaha river basins and various groundwater aquifer systems. The Upper Oconee Region encompasses several major population centers including Athens, Milledgeville, and Dublin.

## OVERVIEW OF UPPER OCONEE REGION

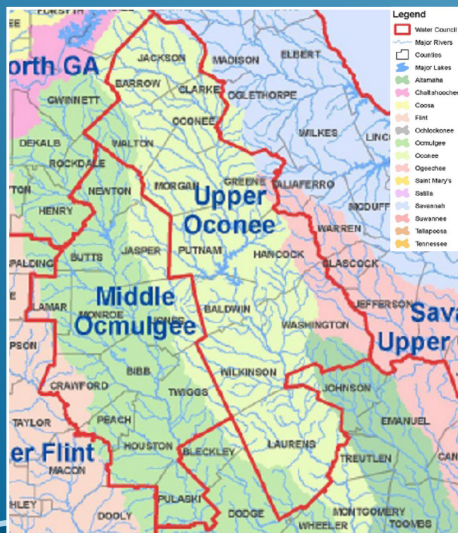
The Upper Oconee Region encompasses 13 counties in the central-northeast portion of Georgia. Over the next 40 years, the population of the region is projected to increase from approximately 617,000 to 1.025 million residents. The region's leading economic sectors include government, health care, services, manufacturing, retail and construction.

Following the retirement of Plant Branch thermoelectric facility, surface water withdrawals for the region decreased significantly and water use for the energy sector is less than 1 million gallons per day. In 2020, groundwater supplied 52% of water use and surface water supplied 48% of the region's total water demand. Municipal, agricultural, and industrial water uses were 48%, 28%, and 24% of total water demand, respectively.



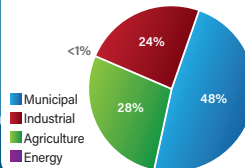
## KEY WATER RESOURCE ISSUES ADDRESSED BY THE COUNCIL

1. Efficient use of the water by all sectors, recognizing the diverse characteristics of the Upper Oconee.
2. Strategic wastewater management in fast growing counties (Barrow, Clarke, Greene, Jackson, Morgan, Oconee, and Walton Counties).
3. Potential limitations on future surface water supplies in existing impoundments.
4. Protecting the water quality of Lakes Oconee and Sinclair and the Oconee River by reducing both point and nonpoint source nutrient loads.
5. The natural capacity of the water bodies to process pollutants is exceeded in the middle (Morgan and Putnam Counties) and lower (Laurens County) portion of the basin due to zones of low dissolved oxygen.

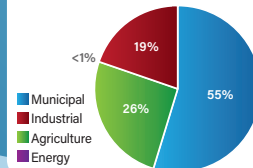


## FORECASTED REGIONAL WATER DEMANDS

2020 WATER DEMAND  
TOTAL = 146 MGD



2060 WATER DEMAND  
TOTAL = 191 MGD



Georgia's  
**State Water Plan**  
UPPER OCONEE REGION

[www.georgiawaterplanning.org](http://www.georgiawaterplanning.org)

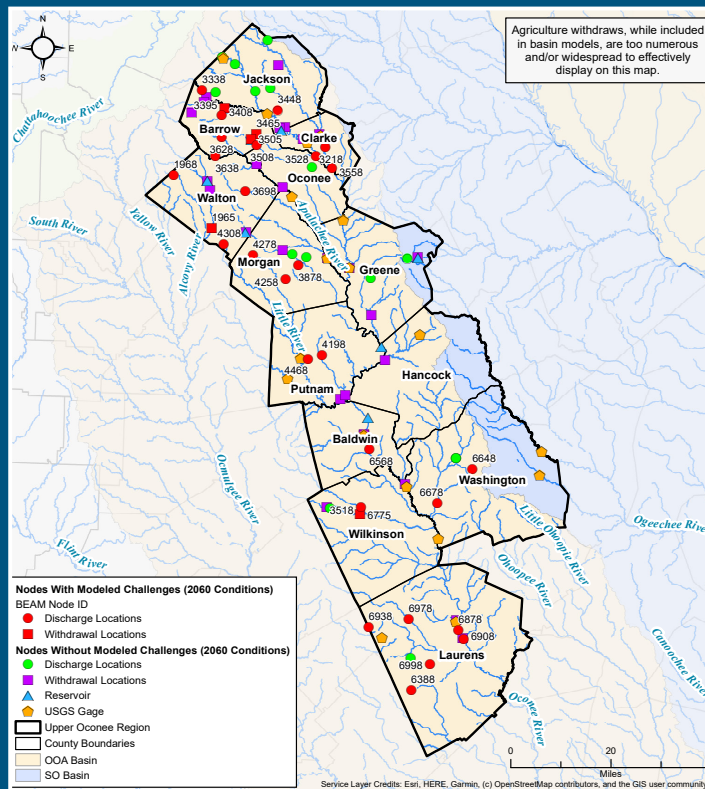
## SUMMARY OF 2023 RESOURCE ASSESSMENT RESULTS

**GROUNDWATER:** At the regional level, there will be adequate supplies to meet the region's future groundwater supply needs over the planning horizon.

**SURFACE WATER QUALITY:** Water quality problems are predicted to occur in Lakes Oconee and Sinclair due to excess nutrients resulting from a combination of point and nonpoint source pollutant loads from anticipated wastewater discharges and land use changes.

**SURFACE WATER AVAILABILITY:** Over the next 40 years, the modeling analysis indicates potential challenges in meeting demand for water supply at withdrawal facilities in three counties: Barrow, Walton, and Wilkinson. Potential challenges in meeting demand for assimilation of treated wastewater are indicated at direct discharge facilities in ten counties. The map below shows locations where surface water availability was analyzed; symbols in red indicate facilities where modeling results show potential challenges.

## POTENTIAL 2060 SURFACE WATER CHALLENGES IN THE UPPER OCONEE REGION



## UPPER OCONEE MANAGEMENT PRACTICES

The Upper Oconee Plan describes 25 management practices targeted toward current and future needs. Actions for surface and groundwater are grouped and listed by the water use sectors that will implement them. The Plan also includes practices for resources shared with other regions. Representative practices are summarized here.

**WATER CONSERVATION:** To address potential challenges in meeting future water needs, the Upper Oconee Plan encourages conservation pricing and development of water conservation goals.

**WATER SUPPLY:** Practices include expansion of existing reservoirs and development of new sources.

**WASTEWATER & WATER QUALITY:** The Upper Oconee Plan calls for implementation of centralized sewer in developing areas where density warrants and development of local wastewater master plans to evaluate wastewater treatment and disposal options to meet future demands. Comprehensive land use planning and local government participation in construction erosion and sediment control are also encouraged.

**RECOMMENDATIONS TO STATE:** Focus on incentives, collaboration and cooperation with state and local planning agencies, and support for plan implementers; fund water planning; focus funding and assistance on areas with shortfalls; continue monitoring to help conserve Georgia's natural, historic, and cultural resources.

PRODUCED: JUNE 2023



## GDOT Crash Summary (AASHTOware Safety)

CRASH SUMMARY REPORT

### Greensboro Crash Data

Created on January 17, 2024

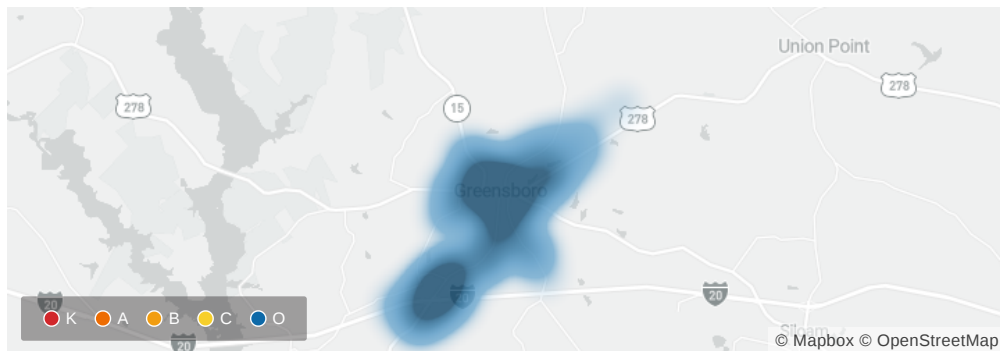
Created by Carol cflaute@negrc.org

Data extents: January 1, 2018 to December 31, 2022



#### Applied Filters

Area: City = Greensboro



Total Crashes	637	Fatal Crashes	1
---------------	-----	---------------	---

GDOT Summary	Collisions Dataset	
Total Crashes	637	100.00%
Intersection Related	395	62.01%
Distracted Driver (Suspected)	252	39.56%
Single Motor Vehicle Involved	204	32.03%
Large Truck Related	36	5.65%
Distracted Driver (Confirmed)	22	3.45%
Impaired Driving (Confirmed)	20	3.14%
Motorcycle Related	6	0.94%
+ 3 more	6	0.94%

KABCO Severity	Collisions Dataset	
(O) No Injury	477	74.88%
(C) Possible Injury / Complaint	91	14.29%
(B) Suspected Minor/Visible Injury	56	8.79%
(A) Suspected Serious Injury	9	1.41%
Unknown	3	0.47%

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(K) Fatal Injury	1	0.16%
------------------	---	-------

Date and Time (Year)	Collisions Dataset	
2022	121	19.00%
2021	150	23.55%
2020	110	17.27%
2019	132	20.72%
2018	124	19.47%
+ 5 more	0	0%

Date and Time (Hour of Day)	Collisions Dataset	
12 am - 2 am	24	3.77%
2 am - 4 am	9	1.41%
4 am - 6 am	21	3.30%
6 am - 8 am	58	9.11%
8 am - 10 am	59	9.26%
10 am - 12 pm	56	8.79%
12 pm - 2 pm	86	13.50%
2 pm - 4 pm	116	18.21%
+ 4 more	208	32.65%

Manner of Collision (Crash Level)	Collisions Dataset	
Rear End	200	31.40%
Not a Collision with Motor Vehicle	161	25.27%
Angle (Other)	80	12.56%
Sideswipe-Same Direction	58	9.11%
Left Angle Crash	41	6.44%
Head On	37	5.81%
Sideswipe-Opposite Direction	31	4.87%
(None)	21	3.30%
Right Angle Crash	8	1.26%

Location at Impact (Crash Level)	Collisions Dataset	
On Roadway - Roadway Intersection	275	43.17%
On Roadway - Non-Intersection	202	31.71%
Off Roadway	68	10.68%
On Roadway - Driveway Intersection	25	3.92%
(None)	23	3.61%
On Shoulder	19	2.98%

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Entrance/Exit Ramp	15	2.35%
Median	4	0.63%
+ 9 more	6	0.94%
Most Harmful Event (Crash Level)	Collisions Dataset	
Motor Vehicle in Motion	413	64.84%
Deer	65	10.20%
Parked Motor Vehicle	45	7.06%
Animal	41	6.44%
Tree	26	4.08%
Other Non-Collision	18	2.83%
Ditch	13	2.04%
Utility Pole	11	1.73%
+ 30 more	57	8.95%
Operator/Pedestrian Contributing Factors (Unit Order)	Collisions Dataset	
No Contributing Factors	559	87.76%
Following Too Close	132	20.72%
Failure to Yield	95	14.91%
Driver Lost Control	30	4.71%
Misjudged Clearance	30	4.71%
Improper Backing	25	3.92%
Other	25	3.92%
Under the Influence (U.I.)	24	3.77%
+ 35 more	139	21.81%
Area: County	Collisions Dataset	
Greene	637	100.00%
+ 158 more	0	0%
Area: GDOT District (Crash Level)	Collisions Dataset	
D2	637	100.00%
+ 6 more	0	0%
SHSP Emphasis Area	Collisions Dataset	
Intersection Related	395	62.01%
Distracted Driver (Suspected)	252	39.56%
Roadway Departure	164	25.75%
Older Driver Related (55-64)	130	20.41%

GREENSBORO COMPREHENSIVE PLAN | 2024–2028  
APPENDIX

Young Adult Driver (Age 20-24)	125	19.62%
Older Driver Related (65+)	124	19.47%
Young Driver (Age 15-19)	84	13.19%
Hit & Run	54	8.48%
+ 10 more	173	27.15%

First Harmful Event	Collisions Dataset	
Motor Vehicle in Motion	418	65.62%
Deer	61	9.58%
Animal	41	6.44%
Parked Motor Vehicle	40	6.28%
Other Non-Collision	30	4.71%
Tree	16	2.51%
Ditch	15	2.35%
Curb	10	1.57%
+ 31 more	66	10.36%

Vehicle Type (Crash Level)	Collisions Dataset	
Passenger Car	466	73.16%
Sports Utility Vehicle (SUV)	181	28.41%
Pickup Truck	178	27.94%
Van	38	5.97%
Tractor/Trailer	25	3.92%
Vehicle with Trailer	10	1.57%
Single Unit Truck	7	1.10%
Motorcycle	6	0.94%
+ 16 more	16	2.52%

Roadway Contributing Factors	Collisions Dataset	
No Contributing Factors	604	94.82%
Road Surface Condition (wet, icy, snow, slush, etc.)	24	3.77%
Water Standing	5	0.78%
Other	4	0.63%
Loose Material on Surface	2	0.31%
Shoulder (none, low, soft, high)	2	0.31%
Traffic Congestion	2	0.31%
Backup Due to Prior Crash/Secondary Crash	1	0.16%
+ 6 more	1	0.16%

Vehicle Contributing Factor (Crash Level)	Collisions Dataset	
No Known Defects	622	97.65%
Other	13	2.04%
Brake Failure	3	0.47%
Truck Coupling / Trailer Hitch / Safety Chains	3	0.47%
Slick Tires	2	0.31%
Tire Failure	2	0.31%
Improper Lights	1	0.16%
Steering Failure	1	0.16%
+ 5 more	1	0.16%

## U.S. Census OnTheMap

### United States<sup>™</sup> Census<sup>™</sup> Bureau OnTheMap

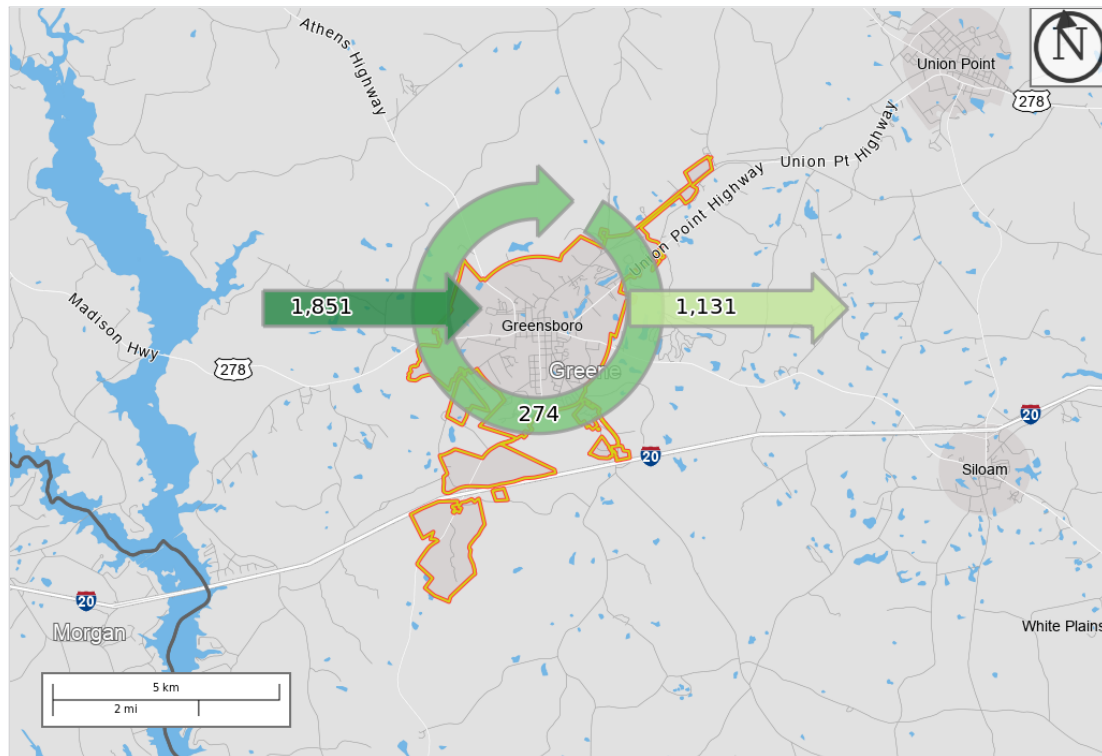
#### Inflow/Outflow Report

All Jobs for All Workers in 2019

Created by the U.S. Census Bureau's OnTheMap <https://onthemap.ces.census.gov> on 06/05/2023

#### Inflow/Outflow Counts of All Jobs for Selection Area in 2019

All Workers



#### Map Legend

##### Selection Areas

Selection Area

##### Inflow/Outflow

- Employed and Live in Selection Area
  - Employed in Selection Area, Live Outside
  - Live in Selection Area, Employed Outside
- Note: Overlay arrows do not indicate directionality of worker flow between home and employment locations.



United States<sup>™</sup>  
Census<sup>™</sup>  
Bureau



## Inflow/Outflow Report

### Selection Area Labor Market Size (All Jobs)

	2019	
	Count	Share
Employed in the Selection Area	2,125	100.0%
Living in the Selection Area	1,405	66.1%
Net Job Inflow (+) or Outflow (-)	720	-

### In-Area Labor Force Efficiency (All Jobs)

	2019	
	Count	Share
Living in the Selection Area	1,405	100.0%
Living and Employed in the Selection Area	274	19.5%
Living in the Selection Area but Employed Outside	1,131	80.5%

### In-Area Employment Efficiency (All Jobs)

	2019	
	Count	Share
Employed in the Selection Area	2,125	100.0%
Employed and Living in the Selection Area	274	12.9%
Employed in the Selection Area but Living Outside	1,851	87.1%

### Outflow Job Characteristics (All Jobs)

	2019	
	Count	Share
External Jobs Filled by Residents	1,131	100.0%
Workers Aged 29 or younger	314	27.8%
Workers Aged 30 to 54	614	54.3%
Workers Aged 55 or older	203	17.9%
Workers Earning \$1,250 per month or less	310	27.4%
Workers Earning \$1,251 to \$3,333 per month	505	44.7%
Workers Earning More than \$3,333 per month	316	27.9%
Workers in the "Goods Producing" Industry Class	258	22.8%
Workers in the "Trade, Transportation, and Utilities" Industry Class	243	21.5%
Workers in the "All Other Services" Industry Class	630	55.7%

### Inflow Job Characteristics (All Jobs)

	2019	
	Count	Share
Internal Jobs Filled by Outside Workers	1,851	100.0%
Workers Aged 29 or younger	425	23.0%
Workers Aged 30 to 54	975	52.7%
Workers Aged 55 or older	451	24.4%
Workers Earning \$1,250 per month or less	519	28.0%

### Interior Flow Job Characteristics (All Jobs)

	2019	
	Count	Share
Workers in the "Trade, Transportation, and Utilities" Industry Class	57	20.8%
Workers in the "All Other Services" Industry Class	178	65.0%

### Inflow Job Characteristics (All Jobs)

	2019	
	Count	Share
Workers Earning \$1,251 to \$3,333 per month	735	39.7%
Workers Earning More than \$3,333 per month	597	32.3%
Workers in the "Goods Producing" Industry Class	203	11.0%
Workers in the "Trade, Transportation, and Utilities" Industry Class	492	26.6%
Workers in the "All Other Services" Industry Class	1,156	62.5%

### Interior Flow Job Characteristics (All Jobs)

	2019	
	Count	Share
Internal Jobs Filled by Residents	274	100.0%
Workers Aged 29 or younger	50	18.2%
Workers Aged 30 to 54	155	56.6%
Workers Aged 55 or older	69	25.2%
Workers Earning \$1,250 per month or less	64	23.4%
Workers Earning \$1,251 to \$3,333 per month	154	56.2%
Workers Earning More than \$3,333 per month	56	20.4%
Workers in the "Goods Producing" Industry Class	39	14.2%

Report Settings	
Analysis Type	Inflow/Outflow
Selection area as	N/A
Year(s)	2019
Job Type	All Jobs
Selection Area	Greensboro city, GA from Places (Cities, CDPs, etc.)
Selected Census Blocks	134
Analysis Generation Date	01/17/2024 15:28 - OnTheMap 6.23.4
Code Revision	b83319a02a70b14bc14ccfe9d9a4e81022acdb73
LODES Data Vintage	20231016_1512
Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics (Beginning of Quarter Employment, 2nd Quarter of 2002-2021). Notes:  1. Race, Ethnicity, Educational Attainment, and Sex statistics are beta release results and are not available before 2009. 2. Educational Attainment is only produced for workers aged 30 and over. 3. Firm Age and Firm Size statistics are beta release results for All Private jobs and are not available before 2011.	



## OnTheMap

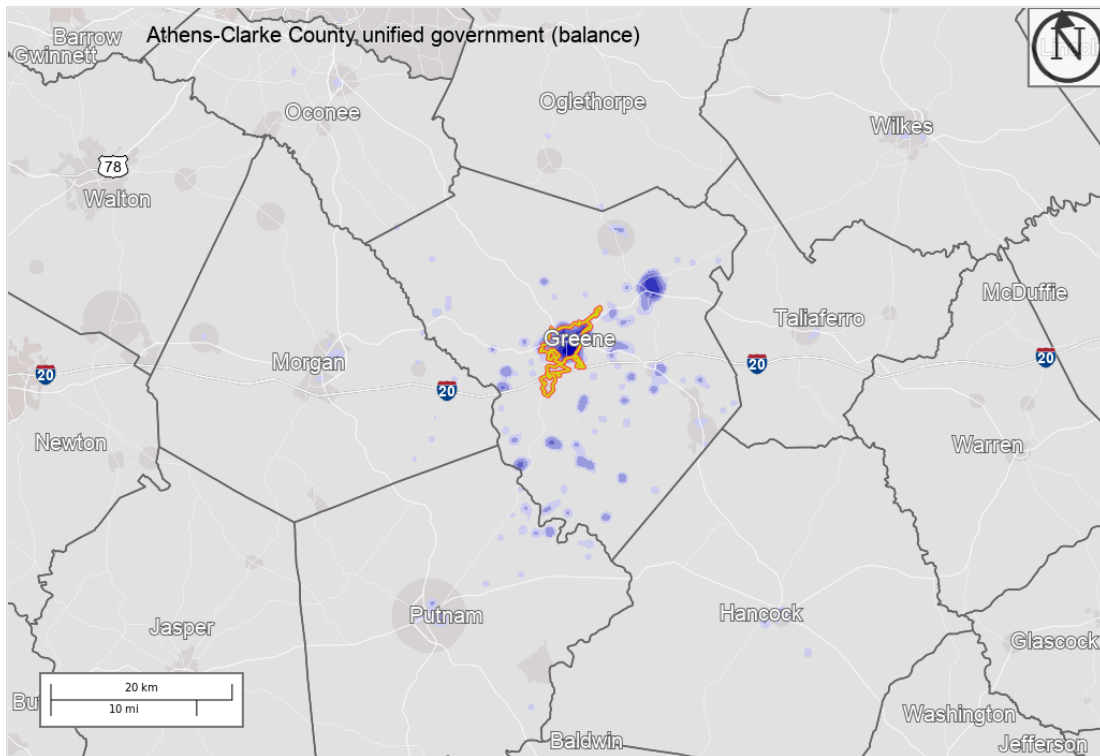
### Distance/Direction Report - Work to Home

All Jobs for All Workers in 2019

Created by the U.S. Census Bureau's OnTheMap <https://onthemap.ces.census.gov> on 06/05/2023

#### Density of Home Locations for All Jobs in Work Selection Area in 2019

All Workers



#### Map Legend

##### Job Density [Jobs/Sq. Mile]

- 5 - 9
- 10 - 23
- 24 - 46
- 47 - 77
- 78 - 119

##### Selection Areas

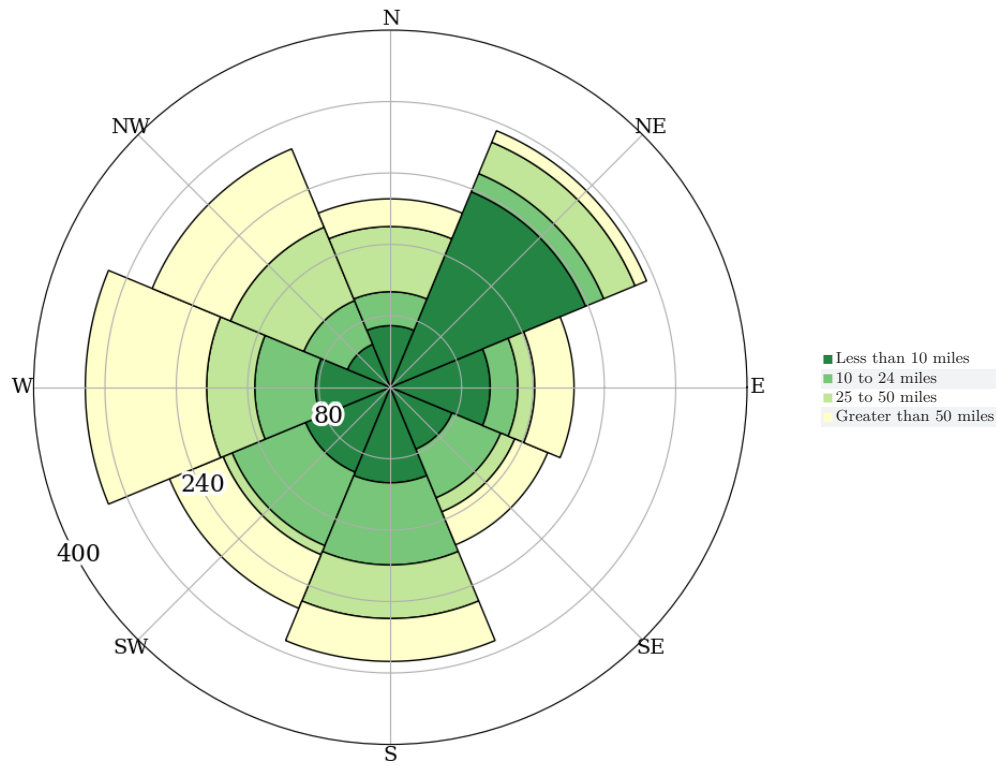
- Work Area



GREENSBORO COMPREHENSIVE PLAN | 2024-2028  
APPENDIX

All Jobs for All Workers in 2019

Distance and Direction from Work Census Block to Home Census Block, Unk: \_verb in Selection Area



All Jobs for All Workers in 2019

Distance from Work Census Block to Home Census Block, Unk: \_verb in Selection Area

Distance	2019	
	Count	Share
Total All Jobs	2,125	100.0
Less than 10 miles	839	39.5
10 to 24 miles	452	21.3
25 to 50 miles	361	17.0
Greater than 50 miles	473	22.3

Additional Information

Analysis Settings

Analysis Type	Distance/Direction
Selection area as	Work
Year(s)	2019
Job Type	All Jobs
Selection Area	Greensboro city, GA from Places (Cities, CDPs, etc.)
Selected Census Blocks	134
Analysis Generation Date	06/05/2023 12:35 - OnTheMap 6.23.1
Code Revision	30c3afd99705bf092ebd0183d29001038c5276b8
LODES Data Version	20230321_1647

Data Sources

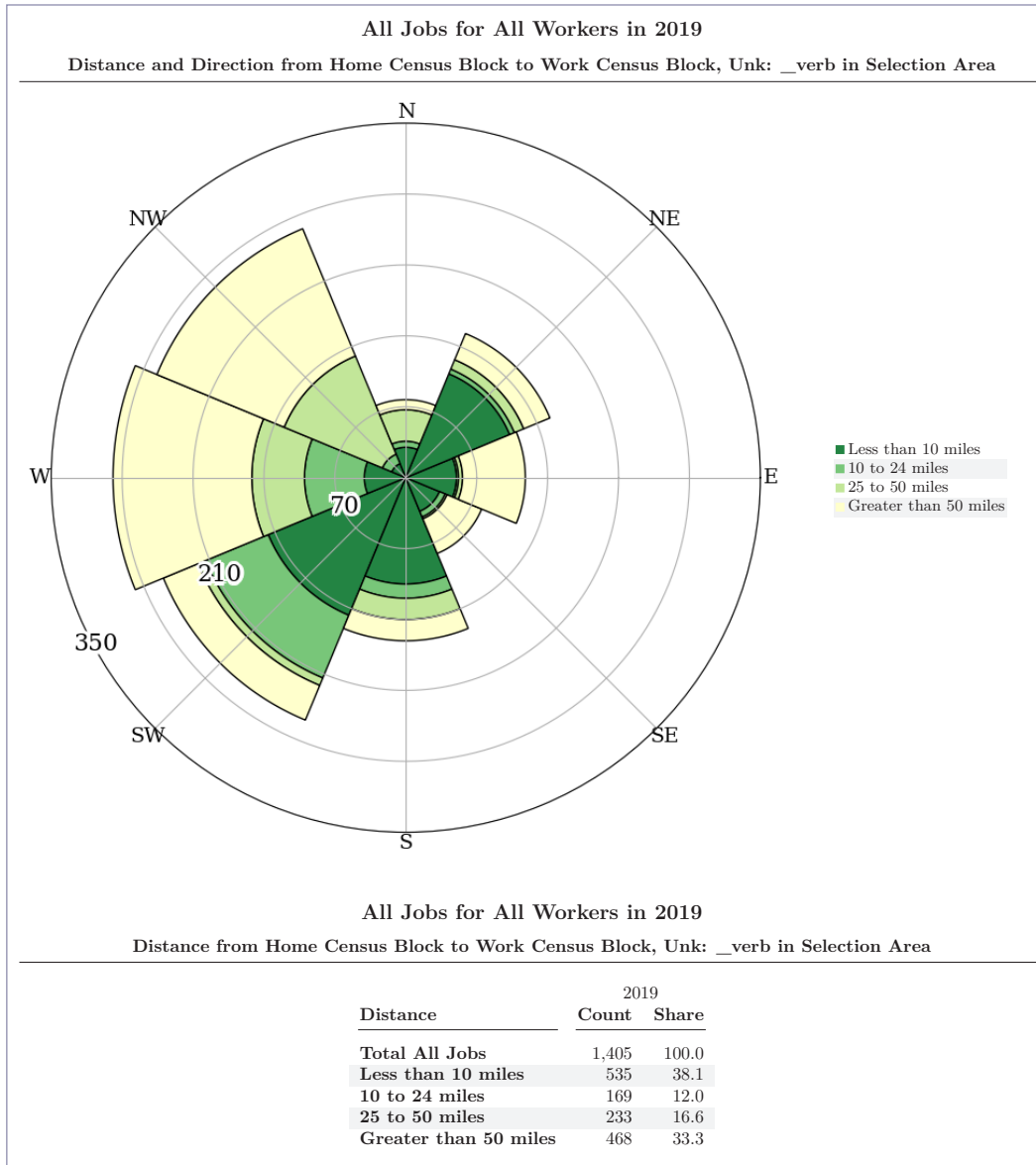
Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics (Beginning of Quarter Employment, 2nd Quarter of 2002-2020).

Notes

1. Race, Ethnicity, Educational Attainment, and Sex statistics are beta release results and are not available before 2009.
2. Educational Attainment is only produced for workers aged 30 and over.
3. Firm Age and Firm Size statistics are beta release results for All Private jobs and are not available before 2011.







Additional Information	
Analysis Settings	
Analysis Type	Distance/Direction
Selection area as	Home
Year(s)	2019
Job Type	All Jobs
Selection Area	Greensboro city, GA from Places (Cities, CDPs, etc.)
Selected Census Blocks	134
Analysis Generation Date	06/05/2023 12:57 - OnTheMap 6.23.1
Code Revision	30c3afd99705bf092ebd0183d29001038c5276b8
LODES Data Version	20230321_1647
Data Sources	
Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics (Beginning of Quarter Employment, 2nd Quarter of 2002-2020).	
Notes	
1. Race, Ethnicity, Educational Attainment, and Sex statistics are beta release results and are not available before 2009.	
2. Educational Attainment is only produced for workers aged 30 and over.	
3. Firm Age and Firm Size statistics are beta release results for All Private jobs and are not available before 2011.	

## REFERENCES

*Sources referenced during the development of this plan include the current planning documents listed on page 10 and the following additional documents and resources:*

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- National Park Service. National Register of Historic Places Inventory—Nomination Form. South Street--Broad Street--Main Street--Laurel Street Historic District. 1987.
- National Park Service. National Register of Historic Places Inventory—Nomination Form. South Walnut Street Historic District. 1987.
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- U.S. Census. OnTheMap Application. <https://onthemap.ces.census.gov>.

## RESOLUTION

### RESOLUTION

WHEREAS, the 1989 Georgia General Assembly enacted House Bill 215, the Georgia Planning Act, requiring all local governments to prepare a comprehensive plan in accordance with the Minimum Planning Standards and Procedures promulgated by the Georgia Department of Community Affairs; and

WHEREAS, the Comprehensive Plan Update for the City of Greensboro Georgia, was prepared in accordance with the Minimum Planning Standards and Procedures; and

NOW THEREFORE, BE IT RESOLVED by the City of Greensboro, Georgia that the Comprehensive Plan Update for the City of Greensboro, Georgia dated 2024, as approved by the Georgia Department Community Affairs is hereby adopted, and furthermore, that the Northeast Georgia Regional Commission shall be notified of said adoption within seven (7) days of the adoption of this resolution.

Adopted this 20<sup>th</sup> day of February, 2024

City of Greensboro, Georgia



Corey Williams, Mayor



Clerk



## COMPREHENSIVE PLAN UPDATE