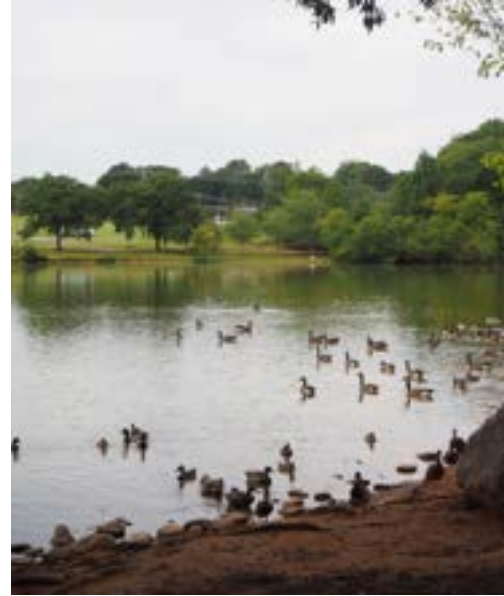




PLAN THIS CITY

ANDERSON COMPREHENSIVE PLAN

ADOPTED - APRIL 14, 2025



ACKNOWLEDGMENTS

CITY COUNCIL

Terence Roberts, Mayor

Kyle Newton

Luis Martinez II

Jeff Roberts

Tony Stewart

Beatrice Thompson

Greg Steele

Matt Harbin

John Roberts

PLANNING COMMISSION

Marshall Pickens, Chairman

Ron Sconyers, Vice Chairman

Bryce Nivens

Herbert Ervin

Kari Strathern

Steve LeFevre

David Segers

Carey Ulrich

ANDERSON COMMUNITY

A special thank you to all who participated in the planning process for the City of Anderson Comprehensive Plan. This Plan was made possible by the contributions and insights of the residents, business persons, property owners, and representatives from various groups and organizations.



with technical assistance
provided by **TOOLE**
DESIGN

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CHAPTER 01

INTRODUCTION

Plan This City will serve as a guide to the City over the upcoming decades as it works to manage future growth and implement the community's vision and goals. It will assist the City in strengthening and improving its identity, housing and neighborhoods, community character, retail areas, and quality of life. The Plan was developed through a planning process that involved public input, including elected officials, appointed officials, residents, and members of the business community.



WHAT IS THE COMPREHENSIVE PLAN?

A Comprehensive Plan represents the City's official vision for the future and looks ahead to the next 20 years. As a policy guide, the Comprehensive Plan outlines actions to work towards achieving the City's vision. It is designed to serve as a foundation for decision-making for the City, developers, residents, and other stakeholders.

STATE STATUTES

South Carolina's Comprehensive Planning Enabling Act, found in [SC Code Title 6, Chapter 29](#), provides cities and towns with authority to undertake planning and adopt zoning and land use regulations as tools to guide their communities' development. Local planning commissions are established by city councils with a committee that oversees continuous planning for city growth. Comprehensive Plans must include ten elements:

- Population
- Housing
- Land Use
- Cultural Resources
- Natural Resources
- Resilience
- Transportation
- Community Facilities
- Economic Development
- Priority Investment (*all based on surveys and studies of current conditions and future development*)

PURPOSE OF THE PLAN

South Carolina Local Government Comprehensive Planning Enabling Act of 1994 (the Planning Act) grants the City the authority to prepare a Comprehensive Plan for existing and future development or redevelopment. The purpose of the Plan is to guide decisions related to development regulations, capital improvements, and other local policies and actions. It is a tool for the community to help coordinate efforts and direct how the City may use its resources.

PLAN ORGANIZATION

The ten planning elements and supporting plan content have been organized into the following four sections:

A Baseline Understanding

To plan effectively for Anderson's future, it is important to fully understand its current situation. The planning context and community engagement form the basis of these elements. The chapters below introduce the plan and are grounded in an analysis of previous planning efforts, market and demographic data, and public outreach.

Looking Ahead to the Future

The Plan's Vision and Goals are both ambitious and achievable. Together with the future land use map and policies, they outline the community's desired direction for the next twenty years, and provide the foundation for the recommendations and policies in the core elements.

Core Elements and Policy Direction

The core elements of the City of Anderson Comprehensive Plan contain specific recommendations for land use and development in the City's commercial and industrial areas; housing and neighborhoods; transportation and mobility; community facilities and infrastructure, natural resources, resiliency, park and open space and cultural resources; and in the four subareas and catalyst sites.

Implementing the Plan

The Plan's implementation strategy identifies specific projects and actions necessary to realize the vision, goals, and recommendations outlined in the core elements. Implementing the Plan includes potential initiatives; prioritization, establishing the role of the City and various departments, committees, and stakeholders in undertaking key actions; and identifying potential sources of funding.



USE OF THE PLAN

The Comprehensive Plan serves the following functions:

Communicate the City's Vision

The Plan is a powerful statement of the community's vision for how it grows and changes over the coming years. The Plan identifies the City's priorities and charts a path for strategic growth, infill, and redevelopment.

Inform Development Proposals

The Plan is a long-term guide by which to measure and evaluate public and private proposals that affect the physical, social, and economic environment of the community. The Plan assists in the evaluation of public and private development proposals, and helps ensure that proposed development supports the City's long-term objectives.

Foundation for the Regulatory Framework

The Plan is a foundation for zoning regulations, the official zoning map, and other decisions guided by these regulations. Amendments to City regulations should be made to support the long-term objectives of the Plan.

Coordinate Initiatives

The Plan informs and coordinates planning initiatives that affect the City at the local, county, and regional levels. The Plan may aid and inform efforts related to housing, transportation, transit, trails, natural resources, economic development, and recreation.

Prepare for Future Studies

The Plan establishes a path forward but cannot address every issue faced by the City in sufficient detail. It will be a tool to help identify additional studies and future action steps to address specific community needs.

Inform and Educate

The Plan is a valuable source of information for the City Council, the Planning commission and Board of Zoning Appeals, as well as for other City government committees, elected officials, businesses, and residents. The Plan should be used to inform the community and provide important information that can assist with future initiatives. The Plan is also an effective marketing tool that can be used to promote the community and highlight opportunities for investment.



PLANNING PROCESS

Task 1: Projection Initiation

The planning process kicked off with meetings with City officials, a tour of Anderson, and a workshop with the Joint City Council/Planning commission.

Task 2: Community Engagement

Community outreach and citizen participation were important parts of the planning process. Residents, business owners, and stakeholders participated in the planning process through workshops, an interactive project website, online questionnaires, map.social and key person interviews.

Task 3: Existing Conditions Analysis

Following initial engagement efforts, a community profile was prepared featuring an inventory of the city's existing conditions. Such conditions featured in the report include areas of current land use, transportation, community facilities, demographics, and the real estate market. The project team identified and reviewed the City's past plans, studies, and reports, and analyzed Anderson's demographic and economic trends. Once the studies were complete, the project team delivered an Existing Conditions Memorandum (ECM), which included an inventory and assessment of land use and development; zoning and development regulations; transportation and mobility; community facilities and infrastructure; and parks, open space, and environment features. The ECM was presented to the City Staff and the Joint City Council/Planning commission to gather feedback.

Task 4: Vision, Goals and Preliminary Frameworks

Building upon the information received during public engagement and the data from the ECM, the next step involved establishing an overall "vision" for the future of Anderson, and providing focus and direction for subsequent planning activities. The community vision serves as the cornerstone of the planning process. Goals and key policies were formed based on community feedback and the analysis of existing conditions. This task included preparing preliminary land use recommendations to form the City's new future land use map.

Task 5: Special Area Plans

The Comprehensive Plan established four (4) subareas with the purpose of looking more closely at key areas within and immediately adjacent to the City. These selected areas were East-West Parkway, Midtown North, Midtown South, and Downtown Gateway, which were used to formulate specific land use development recommendations. The project team held two subarea workshops to work with the community to address land use and development, priority development opportunity sites, transportation and mobility, access and connectivity, parking, and urban design to provide a detailed framework for each area.

Task 6: Preliminary City-Wide Plans and Policies

This task focused on the preliminary City-Wide Plans and Policies that drove the development of implementation strategies. The City-Wide Plans and Policies prepared for this task supported the Vision, Goals and Key Policies, and Land Use Map developed in previous steps of the planning process.

Task 7: Draft and Final Comprehensive Plan

Based on the previous steps in the planning process, the draft and final versions of the Comprehensive Plan document were prepared for review, consideration, and adoption. The Draft Plan was reviewed by the public during a series of Open Houses. Based on the review, discussion, and public feedback, a revised document was presented to the Joint City Council/Planning commission at a formal public hearing for consideration for adoption.

COMMUNITY OUTREACH

Total Points of Engagement: 700+

Informed by a planning process dedicated to engaging the community, the Comprehensive Plan is responsive to the City and addresses the issues and opportunities most important to Anderson's stakeholders, including residents, business owners, City staff, developers, and interest groups. Public engagement included both in-person and online outreach events.

Department Heads Meeting

Comprehensive Plan recommendations impact a wide variety of City policies. Therefore, support from all City departments will be essential to the overall success and implementation of the plan. The project was introduced at a meeting of City Department Heads, and an exercise reviewing issues and opportunities was conducted to solicit feedback.

Joint City Council/Planning Commission Roundtable

The workshop discussed issues, opportunities, and key strengths and assets of the City. At the start of the exercise, participants were asked to identify five issues or concerns they believe the City is facing. Participants were then asked to share their top issue or concern with the group, and the group created a cumulative list. Each participant was asked to rank their top three issues from the set identified by the group. In response to the list of issues, participants were asked to name specific projects or actions that would provide solutions. For the final part of the exercise, participants were asked to list the strengths and advantages of Anderson that should be preserved.

Key Stakeholder Interviews

Confidential interviews were conducted in a conversational style with individuals to discuss existing conditions and potentials within the Anderson community. Residents, business owners, and stakeholders from Anderson were asked to provide unique and direct insight to the community.





Council Retreat Workshop

The City of Anderson hosted a retreat for council members and key City staff as part of the outreach process for the Comprehensive Plan. The retreat included a workshop exercise to identify issues and opportunities facing the community. This session was an opportunity to offer input and feedback regarding the City and the Plan. This session provided the opportunity for City Council to provide input and feedback for the Plan. Issues, opportunities, and key strengths and assets of the City were discussed in this exercise. Participants were then asked to share their top issue or concern with the group and the group created a cumulative list.

Each participant was asked to rank their top three issues from the set identified by the group. In response to the list of issues, participants were asked to name specific projects or actions that would provide solutions to those issues identified in the first part of the exercise. In response to the list of issues, participants were asked to name specific projects or actions that would provide solutions to those issues identified in the first part of the exercise. For the final part of the exercise, participants were asked to list the strengths and advantages of Anderson that should be preserved.

East West Parkway Visioning Workshop

The City of Anderson held a Visioning Workshop for the East West Parkway. Participants worked in groups to identify and map key topics in the community, including unique assets, development opportunities, the roadway network, the pedestrian/bicycle network, urban design, and parks and gathering spaces.

Community Visioning Workshop

The Community Visioning Workshop allowed Anderson residents to voice their thoughts on the City before plan recommendations were crafted. The event was organized into two primary parts. The first part included a variety of lobby exercises where participants would casually offer input. These exercises were designed to gather high-level input on how participants feel about Anderson and encourage them to begin thinking critically about the City. The second aspect of the workshop was a mapping activity in breakout groups of 5 - 10 people per table. Each group worked as a team to prepare their vision for the community, including mapping desired improvements and development. The exercise allowed community members to map out where they believe future uses should be developed in Anderson, as well as opportunity sites and other improvements. Each group was provided a workbook packet that included guidelines for discussion along with a large city map.

Business Workshop

The Business Workshop featured an exercise in which representatives from Anderson's business community filled out worksheets and created consensus on key issues, potential initiatives, and community assets. Through group discussion and voting, participants built a consensus on the most critical issues facing Anderson's business community. This workshop was broken out into a word cloud exercise, a discussion of top issues and concerns, a discussion of potential projects or actions, and a final discussion of primary strengths and assets of the community.

Subarea Visioning Charrette

The City of Anderson hosted a Subarea Visioning Charrette. The charrette allowed residents, business owners, and other key stakeholders to discuss and provide direct feedback on the visions for the Midtown North, Midtown South, and Downtown Gateway subareas. The charrette used a mapping exercise and worksheets to discuss key community topics, including development opportunity sites, parks, plazas, bike, transit, pedestrian improvements, roadway network, parking, placemaking and urban design.

Community Open Houses

The Project Team hosted two Community Open Houses to gather feedback on the Public Draft Comprehensive Plan. The events were held on two separate days and collectively welcomed approximately 40 attendees. Participants had the opportunity to review informational boards, ask questions, and share their input on the plan.



Online Outreach

The Online Community Outreach component included an interactive project website, online questionnaires for residents and business owners, and map.social, an online mapping tool. City staff promoted outreach events and online engagement platforms to the community through the community newsletter and press releases.

Outreach Takeaways

The main takeaways from key planning topics discussed during the outreach and engagement process are summarized and excerpted in the following sections. Where necessary, comments have been edited to improve clarity.

Housing and Neighborhoods

Respondents highlighted the need for more quality, affordable housing, especially near Southeast Anderson. They emphasized better property maintenance in residential areas, noting that overgrown vegetation and vacant homes harm neighborhood appearance. Additionally, they called for diverse housing types in high-activity areas like Downtown and near parks and schools.

"It would help the community to have some nice options for small and growing families to live in or near Downtown."

Commercial and Industrial Areas

Respondents emphasized the need for more mixed-use development and adaptive reuse of older structures in Downtown Anderson. They suggested that Downtown would benefit from attractive public spaces. There were concerns about industrial expansion, with a preference for clean industries away from residential areas.

"I like the small town charm that Anderson is hanging on to. I'd like to see more development of small businesses, mom/pop shops, see incentives from the City to help cultivate that growth and help our current small businesses."

"It would be ideal to create an industrial location that is separate from the residential."

Transportation and Mobility

Respondents suggested improving street maintenance, increasing sidewalk access, and enhancing public transportation. They emphasized the need for better connectivity for pedestrians and cyclists, more transportation options for non-drivers, and updating existing bus stops.

"There is a need for more walking, biking infrastructure such as paths, trails, bike lanes, and bike parking. Anderson needs to plan for smart growth and its impacts on transportation."

"Anderson should be more walkable. This would be good for businesses and good for attracting more young families who want walkable and livable neighborhoods."

Community Facilities and Infrastructure

Respondents valued the existing Recreation Center along Murray Avenue, but noted it may not attract younger people. They suggested clearer gateways into Downtown and other areas to better define community spaces. Concerns were also raised about infrastructure supporting a growing population.

"So impressed by our library! It is a wonderful space for children and adults alike. It is a treasure!"

"The City definitely has room to improve and promote better community services."



Natural Resources, Resiliency, Parks, and Open Space

Respondents highlighted difficulty accessing existing “drive-in” parks and suggested creating “linear parks” and more bike trails. They recommended planning trails to connect residential areas and green spaces. Lake Hartwell was noted as a significant asset, despite being outside the City limits.

“Anything that we can do to bring more activities for youth and adults to do in Anderson would be great. We should have everything we need here in our own city.”

Cultural Resources

Respondents emphasized preserving historic neighborhoods, key buildings like the library and museum, and incorporating more local art in Downtown and public spaces such as parks and schools.

“All the community events I’ve been to (Soirée, Farm to Table, movie nights, etc.) have all seemed to be very successful. Would love to see more live music events in Anderson.”

“I love living in an arts-centric town. I love seeing the beauty and growth Downtown, but that needs to expand into other parts of the city.”

Enhance Downtown

Respondents highlighted Downtown Anderson as an underutilized asset, suggesting projects like street closures for festivals, creating more dining and gathering spaces, rehabbing deteriorating buildings, and increasing city-wide events. They emphasized Downtown as the heart of Anderson with its small-town feel and supported bringing more commercial and residential uses to boost its momentum.

“We need Downtown living options (residential, condos, apartments) and for investment in the surrounding Downtown area to make it a more desirable place to live, walk, play.”

“Downtown Anderson is such an asset that would be made better with more sidewalks for families to be able to safely walk to businesses Downtown from nearby neighborhoods.”

COMMUNITY OUTREACH SUMMARIES

Complete summaries of the outreach events are provided in the Appendix of the Existing Conditions Memo. Summaries of the outreach were also posted to the Anderson Comprehensive Plan website.



In-Person Outreach Participants

535



Online Points of Engagement

121



CHAPTER 02

PLANNING CONTEXT

This chapter of Anderson's Comprehensive Plan offers a concise overview of the City's current conditions, covering its regional context, demographic trends, and market conditions, including a review of past plans and studies. These statistics and previous analyses have provided essential knowledge to guide informed decision-making for the City of Anderson's Comprehensive Plan.

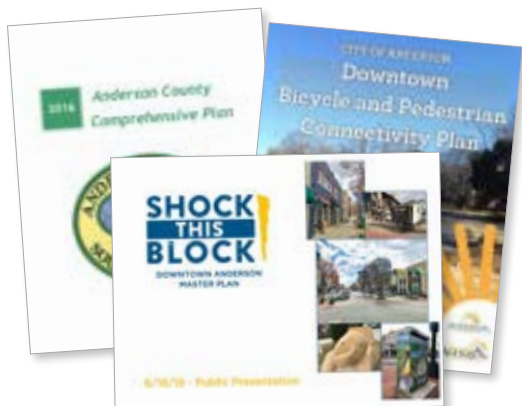
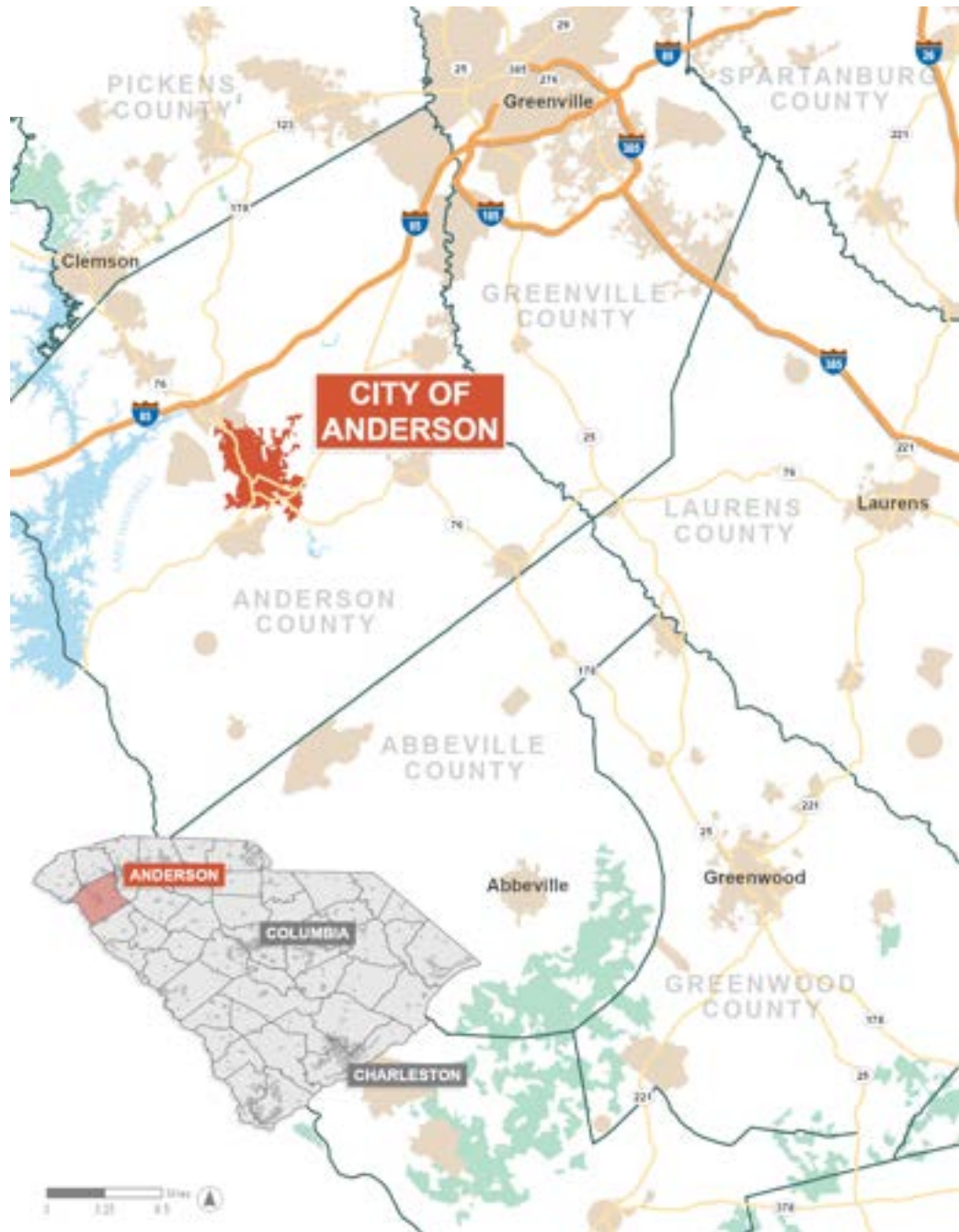
REGIONAL CONTEXT

The City of Anderson is located in Upstate South Carolina on the Piedmont Plateau, 20 miles north of the Georgia border and 40 miles south of the North Carolina border. The City is an integral part of the larger Greenville-Spartanburg-Anderson combined statistical area (CSA), which has a population of almost 1.5 million people as of the 2020 U.S. Census. Strategically situated along Interstate 85, Anderson is nearly equidistant from Charlotte and Atlanta in the heart of one of the Country's fastest-growing megaregions. On a local level, the community has easy access to surrounding communities via U.S. Routes 29, 76, and 178.

PAST PLANS, STUDIES, AND REPORTS

The project team reviewed the following past plans, studies, and other relevant documents for the Comprehensive Plan. These were summarized in the Existing Conditions Memo to highlight inconsistencies, evaluate the relevance of previously collected data, and identify any data gaps.

- 2014 Bike-Pedestrian Connectivity Plan
- 2016 Anderson County Comprehensive Plan
- 2017 Parks and Recreation Master Plan
- 2019 Parking Studies (Downtown North and South)
- 2019 Downtown Master Plan
- 2021 Wayfinding Plan Passenger Rail Corridor through the City



DEMOGRAPHIC PROFILE

The Demographic Profile describes the current characteristics of the City's population. Data was retrieved from a variety of sources, including the American Community Survey 5-Year Estimates, Decennial Survey, On the Map, and CoStar. Observing and analyzing these characteristics allows leaders within Anderson identify trends and patterns within the community to make informed planning decisions.

Population Over Time



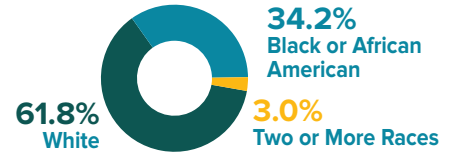
Anderson's population spiked between 1950 and 1960, and has remained steady from 1970 onward.

Age and Gender



Anderson's median age is 34.7. The largest age group is 20 to 34-year-olds, followed by 5 to 19-year-olds.

Race and Ethnicity



The City is predominantly White (61.8%) with a significant Black or African American population (34.2%).

Population

Anderson experienced significant population growth between 1950 and 1970, largely driven by the creation of Lake Hartwell and the construction of I-85, which attracted manufacturing industries and jobs. Between 1950 and 1960, the City's population surged by 8,599 residents (45%) due to the annexation of northern neighborhoods. In 1960, the annexation of Homeland Park caused another population spike, which was later reversed. Since 1960, Anderson's population has stabilized, with modest growth of 4.6% from 2000 to 2010 and 2.6% from 2010 to 2020. By 2023, Anderson's population had grown to 29,980, up from 28,106.

Age

The median age of Anderson residents is 34.7 years, decreasing over the past 20 years, while increasing in the MSA and state. Anderson's median age rose 8.7%, compared to 8.4% for the MSA and 12% for the state. The largest age groups are 20- to 34-year-olds (22.4%) and 5- to 19-year-olds (22.2%). From 2000-2010, the 20-34 age group grew by 1,123 people (21.3%), and the 55-64 group by 435 (20.6%). Between 2010-2020, the 5-19 group increased by 1,041 (20.6%), and the 55-64 group by 459 (18%). In 2020, Anderson's population was 54% female and 46% male, with the female proportion gradually increasing over 20 years.

Race and Ethnicity

Anderson has a predominantly White population, with 61.8% identifying as White, non-Hispanic, or Latino, and 34.2% as Black or African American, non-Hispanic or Latino. Most residents (96.5%) identify as not Hispanic or Latino, similar to South Carolina's 94.2%. Comparatively, estimates show that 63.4% of the total State population identify as White alone and 26.3% identify as Black or African American alone. Anderson has slightly more minority residents and those identifying as two or more races than the state.

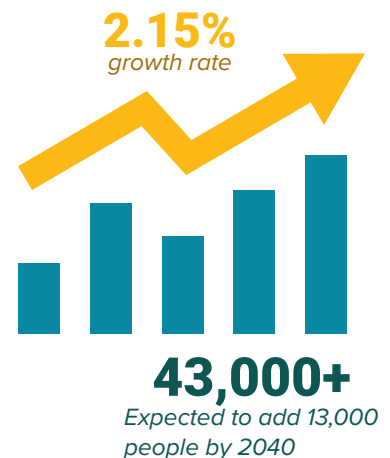
Demographics

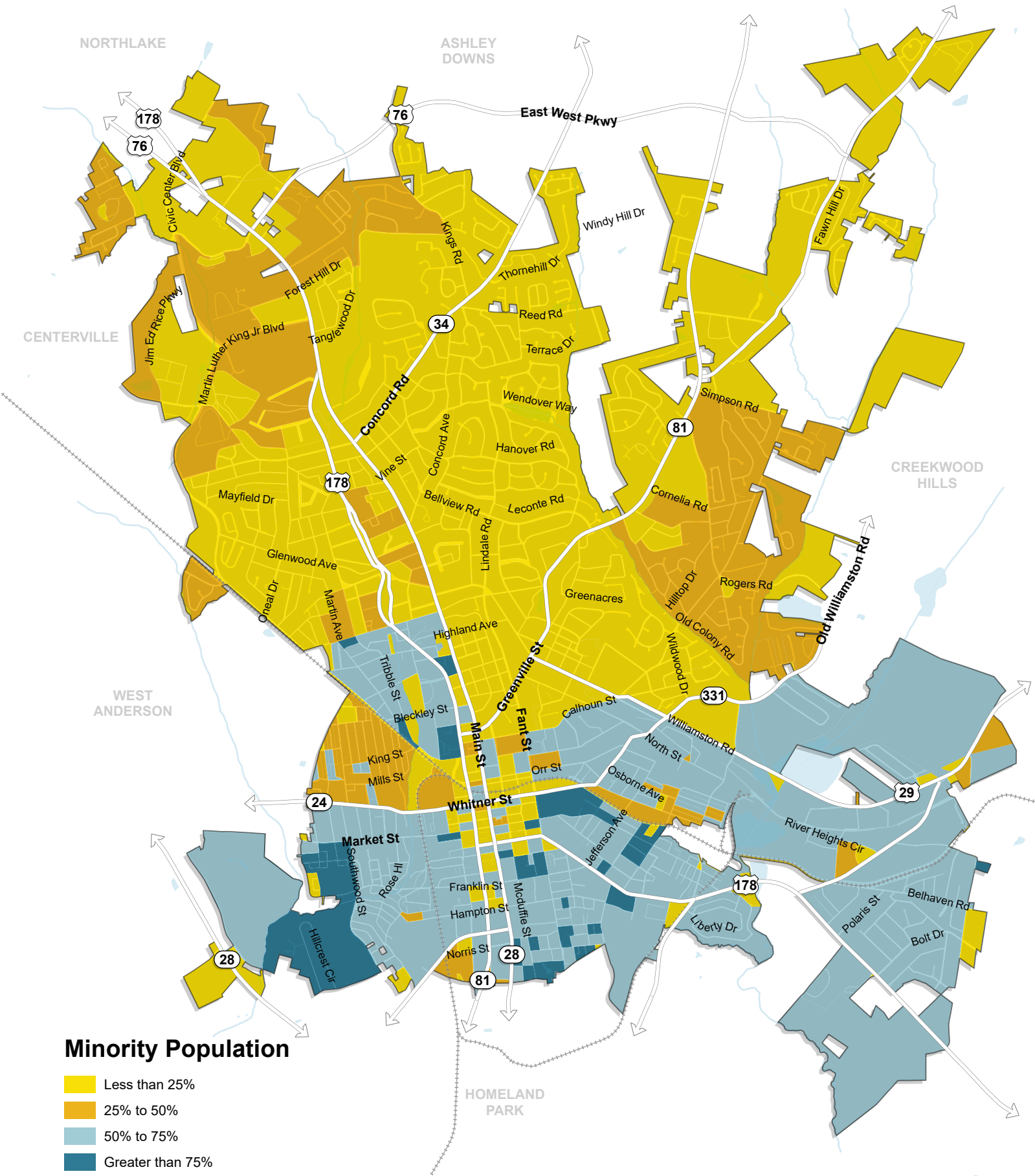
POPULATION GROWTH

Since 2020, the City of Anderson has approved approximately 1,723 new single-family homes in subdivisions, 1,067 multi-family or townhouse units, and around 50 new homes on infill lots. Altogether, these projects will add 2,840 new residential units, potentially housing 7,100 residents, assuming an average of 2.5 people per household. The approved projects are expected to be completed within 10 years.

While the U.S. Census reports a 0.7% annual growth rate for the City of Anderson, local data suggests a revised growth rate of 2.15% per year based on the planned population increase of 7,100 over a decade. Starting with the 2023 Census population estimate of 29,980, this growth rate could result in a projected population increase of 13,061 by 2040.

Source: City of Anderson





Housing Units



Most homes in Anderson are single-family detached with occupancy split almost equally between renters and owners.

Housing Value



Over the past 20 years, the median home value in Anderson has been increasing.

Income



The median household income is growing with higher earning households increasing in number between 2010 and 2020.

Housing

Housing Units

Anderson has an occupied housing stock of 11,494 units, remaining consistent over the past 20 years. Out of Anderson's 12,847 homes, 89.5% are occupied, with a 2% increase in occupied units from 2010 to 2020.

Housing Tenure

About half the homes in Anderson are renter-occupied (52.8%), compared to 47.2% that are owner-occupied. This is considerably different than the number of owner-occupied units in the MSA (69.5%) and the state (70.1%).

Building Type

Most of Anderson's housing consists of single-family detached homes, making up 64.4% of units. Anderson has 31.5% multifamily housing, higher than the 17% in the surrounding region and the state.

Housing Values

The median housing value in Anderson is \$199,600, which has risen significantly over the past 20 years. From 2000 to 2010, the median housing value increased by 50.2%; from 2010 to 2023, it grew by 58.0%. Anderson's median home value is \$43,100 less than in the Greenville-Anderson MSA (\$242,700) and \$37,100 less than in South Carolina (\$236,700).

Cost Burden

Housing cost burden is defined as households paying more than 30% of their income towards housing, with greater than 35% indicating a severe burden. In Anderson, 22.1% of owner-occupied households are cost-burdened, higher than the MSA (15.9%) and the state (19%). Approximately 43% of renter-occupied households in Anderson, the MSA, and the state are cost-burdened, aligning across all three areas.

Income

Median Household Income

As of 2022, the median household income in Anderson was \$33,569. From 2000 to 2010, the median income increased by 2.9%; from 2010 to 2020, it grew by 17.7%. Anderson's median household income is about \$20,000 less than the median income in the MSA (\$57,432) and South Carolina (\$54,864).

Income Distribution

From 2000 to 2010, the \$25,000 to \$49,999 income group grew the most, increasing by 36.9% (666 households). The \$150,000 or more income group experienced the most significant decline, falling by 61.7% (466 households). Between 2010 and 2020, households earning \$150,000 or more increased by 66.5% (193 households), and those earning \$100,000 to \$149,000 grew by 51.7% (372 households). In 2020, Anderson's most common income range was \$25,000 to \$34,999 (1,874 households), followed by \$50,000 to \$74,999 (1,782 households).

Poverty

In Anderson, 22.9% of the population is in poverty, higher than the MSA (10.2%), South Carolina (14.6%), and the United States (12.9%). Households in poverty are those earning less than the cost of living threshold, which is adjusted annually to reflect changes in the cost of necessities like housing and food.

Education



Over 85% of Anderson's residents have a high school degree or higher.

Labor Force



The Health Care and Social Assistance sector grew by 139% between 2009 and 2019.

Employment



Of Anderson's civilian labor force, 54.6% are employed, and 4.5% are unemployed.

Education

Overall, 85.1% of Anderson's residents have a high school degree or higher, compared to 87.4% in the MSA and 88.3% in the state. Among residents aged 25 and over, 28.8% have a high school degree as their highest level of education. Additional, 23.9% have started college but did not graduated, while 14.9% hold a bachelor's degree, and 8.3% hold a graduate or professional degree.

Labor Force and Employment

According to the US Bureau of Labor Statistics (BLS), the civilian labor force includes individuals aged 16 and older who are either employed or unemployed. The labor force participation rate is the percentage of people in the labor force who are working or actively seeking work. In the Greenville-Anderson MSA, 62.2% of residents participate in the labor force, slightly higher than Anderson's 59.4%. The MSA's unemployment rate is 4.6%, while South Carolina's is 4.8%. Anderson has a higher unemployment rate at 7.6%; however, Anderson's unemployment rate has decreased by 20% over the past decade.

Jobs and Employment Sectors

Based on US Census data, the number of jobs in Anderson increased by 22.5% between 2009 to 2019, from 17,753 jobs reported in 2009 to 21,750 jobs in 2019. The five employment sectors with the highest number of jobs include the Health Care and Social Assistance, Retail Trade, Accommodation and Food Services, Manufacturing, and Educational Services sectors.

For Anderson residents, the Manufacturing industry is a significant employer, accounting for 17.4% of jobs and increasing by 15% from 2009 to 2019. The Health Care and Social Assistance sector employs 16.8% of residents and increased by 52% over the same period. In contrast, the Mining, Quarrying, and Oil and Gas Extraction sectors experienced the greatest percentage loss, declining by 64% between 2009 and 2019. The Educational Services sector saw the most significant job loss in absolute terms, with a decrease of 81 jobs over the same period.

Inflow/Outflow Job Counts



Commute and Labor Shed

Most Anderson residents (62.8%) have a relatively short commute of 19 minutes or less. In Anderson, 90% of workers commute by car, truck, or van, with 80% driving alone and 10% carpooling. As of 2019, only 12.4% of people employed in Anderson lived in the City, while the remaining 87.6% commuted from elsewhere. A total of 2,698 employees both lived and worked in Anderson in 2019. Among these workers, 48.4% live less than 10 miles away, and 25.5% live between 10 to 24 miles away. Of those residents who commute, 8.4% work in Greenville, and 2.5% in Clemson.

MARKET SNAPSHOT

The primary indicators of the health of the real estate market are vacancy rates, rents per square foot, and construction activity. Ideal conditions include low vacancy rates, stable or rising rents, and high construction activity. This snapshot is based on real estate data from CoStar. Future market considerations should be informed through ongoing collaboration with the Economic Development Division of the City, incorporating their most up-to-date financial reports and resources to ensure the Plan's relevance and effectiveness over time.

Multifamily Residential

Multifamily rents in the Anderson submarket have gradually risen over the past decade and are expected to rise through 2027. Vacancy rates are low, at 5%, compared to the regional vacancy rate.

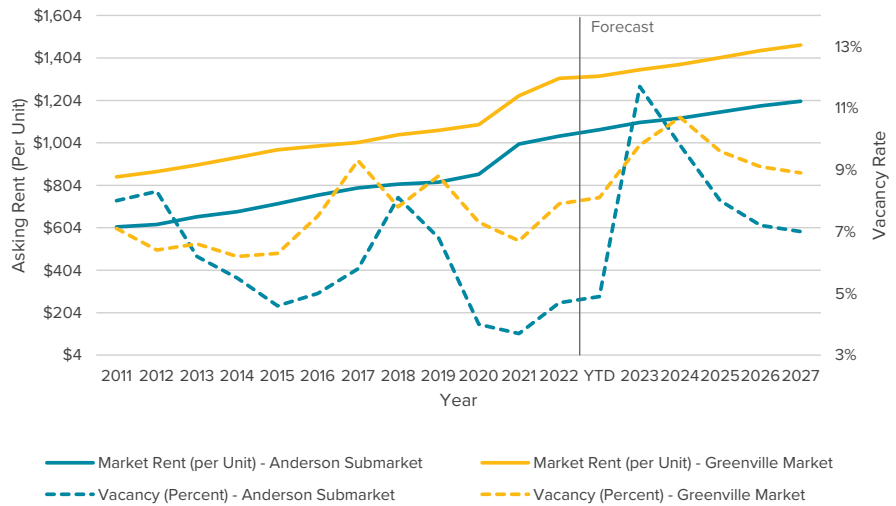
Based on January 2023 data, the median rent for multifamily units in the Anderson submarket is \$1,066 per unit. In the past 12 months, that rent has increased by 6.2%. Similarly, multifamily rents in the Greenville market rose by 6.7% over the same period. Multifamily rents are nearly \$250 more in the Greenville market (\$1,318 per unit) compared to the Anderson submarket. The Anderson submarket has a vacancy rate of 4.9%, which has increased by one percentage point since 2021 and decreased by over one percentage point in the previous ten years. The vacancy rate for multifamily units in the Anderson submarket will reach 11.7% in 2022.

Retail

The retail real estate markets in the Anderson submarket and the Greenville market are in good health – rents are projected to rise and vacancy rates are low.

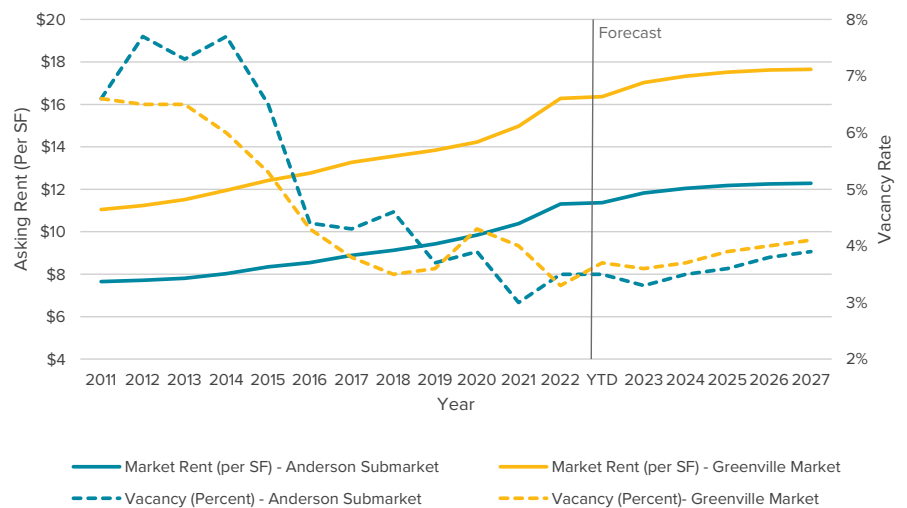
Retail vacancies in the Anderson submarket increased modestly by 0.6% over the past 12 months, bringing the current vacancy rate to 3.5%. This rate has been relatively consistent since 2019, decreasing by approximately two percentage points since 2013. The vacancy rate is similar to the Greenville market's 3.7% rate. Anderson's median rent for retail spaces is \$11.37 per square foot, having grown by 9% in the past year. In comparison, Greenville's retail spaces rent for \$16.36 per square foot, with an 8.8% increase over the same period.

Multifamily Rent & Vacancy Trends
Anderson Submarket and Greenville Market (2011-2027)



Source: CoStar, Houseal Lavigne

Retail Rent & Vacancy Trends
Anderson Submarket and Greenville Market (2011-2027)



Source: CoStar, Houseal Lavigne

NOTE: Using CoStar data, Anderson's real estate submarket is compared to the larger Greenville market, which consists of the western edge of Greenville County, the eastern edge of Pickens County, and the northeastern portion of Anderson County.

Office

Office real estate market rents are rising, and vacancy rates are projected to remain low. \$18 per square foot with a low vacancy rate of 1.9%. This is \$3 per square foot less than the Greenville market, and Anderson's vacancy rates are six percentage points lower.

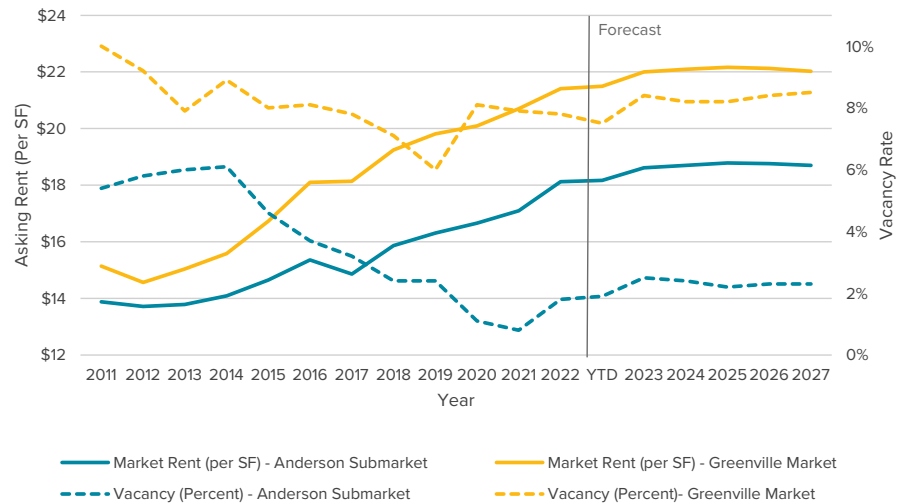
The median asking rent for office spaces in the Anderson submarket is \$18.17 per square foot, growing by 5.4% in the past 12 months and 31.7% over the past ten years. This is slightly lower than the Greenville market (\$21.49 per square foot), although Anderson's rents have increased at a faster rate compared to Greenville's (3.2%). Based on 2022 data, Anderson's office vacancy rate is low at 1.9%, compared to Greenville's 7.5%. By 2027, Anderson's vacancy rate is expected to increase by only 0.4 percentage points, while Greenville's is projected to rise by ten percentage points.

Industrial

Industrial market rent is rising in the Anderson submarket and the region; however, vacancy rates are projected to rise through 2027.

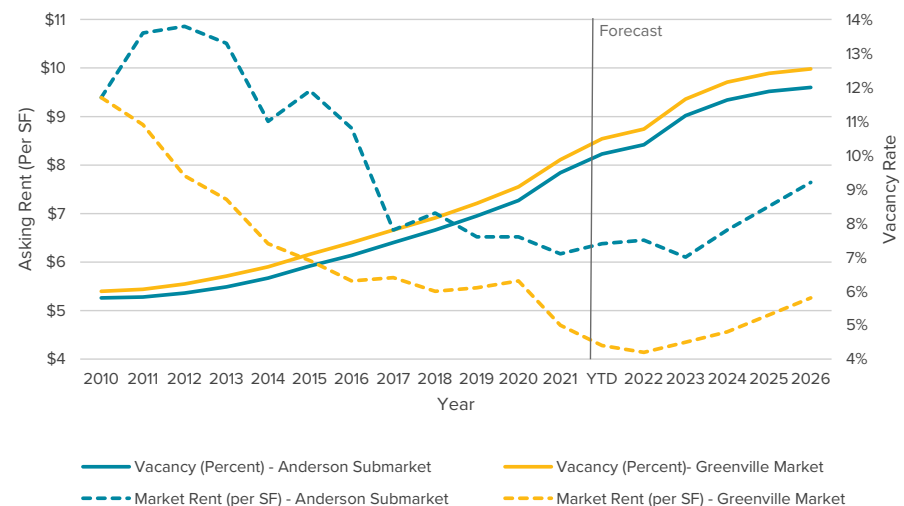
Rents for industrial spaces in the Anderson submarket have grown by 11.4% over the past 12 months, while Greenville market rents have increased by 12.2%. Industrial rent in Anderson is currently \$6.26 per square foot, similar to Greenville's \$6.22 per square foot. The Anderson submarket has a vacancy rate of 4.9%, which has increased by 3.6% in the past year, compared to Greenville's lower vacancy rate of 3.5%.

Office Rent & Vacancy Trends
Anderson Submarket and Greenville Market (2011-2027)



Source: CoStar, Houseal Lavigne

Industrial Rent & Vacancy Trends
Anderson Submarket and Greenville Market (2011-2027)



Source: CoStar, Houseal Lavigne



CHAPTER 03

VISION AND GOALS

This chapter illustrates the central themes of the Plan that are reflected throughout the core goals and recommendations. Rooted in public outreach and the community's ideals, the Vision Statement paints a picture of what the City can achieve following the adoption of the Comprehensive Plan. The Vision Statement is the foundation for the Plan's goals, policies, recommendations, and actions.



VISION STATEMENT

The City of Anderson will continue to prosper as a highly desirable community that preserves its historic charm while fostering new growth opportunities. Smart, sustainable growth strategies will guide future development, with a focus on preserving open space, maintaining a lush tree canopy, and ensuring sufficient infrastructure is in place. The City will support a balanced mix of uses where residents can live comfortably near employment areas, easily access job opportunities, and enjoy a variety of local shops, restaurants, and recreation amenities catering to all ages. Both new and established neighborhoods will support a diverse range of housing choices and receive an equal share of public investment. The City's historic neighborhoods will see renewed investment alongside preservation and rehabilitation of existing homes. Residents will reach regional and community destinations safely and easily via a robust transit, pedestrian, and bike network.

Anderson's economy will flourish, showcasing an enterprising spirit that welcomes innovation, creativity, and collaboration. Residents will have access to a variety of local shops and a thriving local food scene. Flexible office spaces, co-working spaces, and employment centers will generate jobs and strengthen the City's tax base. Downtown will continue to expand while maintaining its historic character as the heart of the electric trolley system, serving as the hub of civic activity, community events, and entertainment. Future development will be high quality and architecturally significant, and support a vibrant mix of uses exhibiting the unique character that sets Anderson apart from other communities along the fast-growing I-85 corridor. Offering small-town charm with a cosmopolitan edge and an ambitious spirit, the Electric City will continue to look ahead to its bright future.

GOALS

Goals are broad and long-range desired outcomes. They are ambitious and will require the culmination of incremental actions to be fully achieved. The City's planning efforts should work to support these goals.

Growth and Priority Investment

Prioritize infill development and ensure the necessary infrastructure is in place to support future outward growth.

Housing and Neighborhoods

Provide distinct residential areas and neighborhoods that offer a diverse mix of housing types and price points to meet the needs of Anderson's current and future residents – maintaining the City's thriving neighborhoods, supporting neighborhoods in need, and creating high-quality housing in fast-growth areas.

Commercial and Industrial Areas

Support small businesses, innovative industries, and diverse employment opportunities to strengthen the City's tax base and increase its job, retail, and service options.





Transportation and Mobility

Support a safe, convenient, and efficient multimodal transportation network.

Community Facilities and Infrastructure

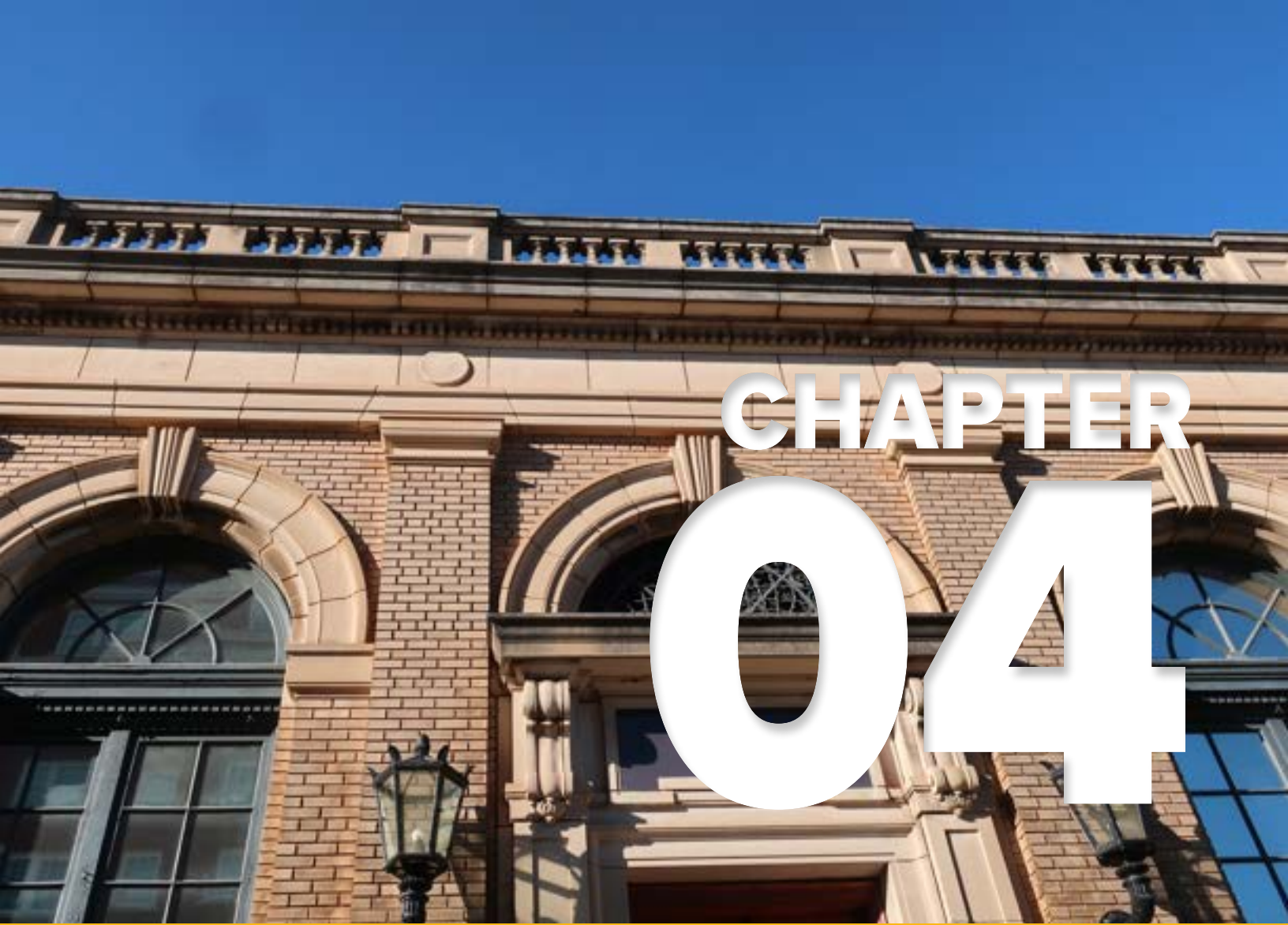
Continue to provide high-quality community facilities and services to improve the quality of life through the provision and coordination of service delivery, infrastructure planning, and local or regional partnerships.

Natural Resources, Resiliency, Parks and Open Space

Ensure that Anderson's natural areas, open spaces, parks, and trails provide outdoor recreational opportunities and meet the needs of the community.

Cultural Resources

Strengthen Anderson's distinct local character by promoting its local cultural and historic resources.



CHAPTER 04

LAND USE AND DEVELOPMENT

Anderson has long been well-regarded by residents as an attractive place to live with rich history, culture, and community. As development and redevelopment occur, a focus should be on continuing to strengthen the City's identity as a unique and livable community. The Land Use and Development chapter presents long-range policies and recommendations for compatible new residential, commercial, and industrial development, as well as enhancement of parks and open spaces within the community.

LAND USE INFLUENCES

Various factors influence land use and development in Anderson, including available vacant and undeveloped lots ready for redevelopment, opportunities for expansion along the city's edges, and the growing momentum of Downtown revitalization, which is expected to spur further progress citywide. This section examines these influences to provide context for future growth and development in Anderson.

Vacant and Undeveloped Lots

Vacant and undeveloped lots in Anderson represent an opportunity for the community to reinvest in its aging neighborhoods. The planning process has indicated a desire for infill development that is unique and positively contributes to the character of Anderson. Outreach has emphasized the need for more attractive, locally owned businesses, and for high-quality and context-sensitive infill residential development.

The City should maintain a balanced approach to development and redevelopment that provides for well-designed, compatible, and economically sustainable neighborhoods, businesses, and employment areas.

The City may consider the strategic acquisition of vacant parcels from willing sellers as part of larger planning and development initiatives. When considering acquisition, the City should evaluate potential uses for properties in terms of how they will maximize revitalization efforts. It should also continue to evaluate and refine its land development standards to encourage desirable development.



Building on the Urban Core

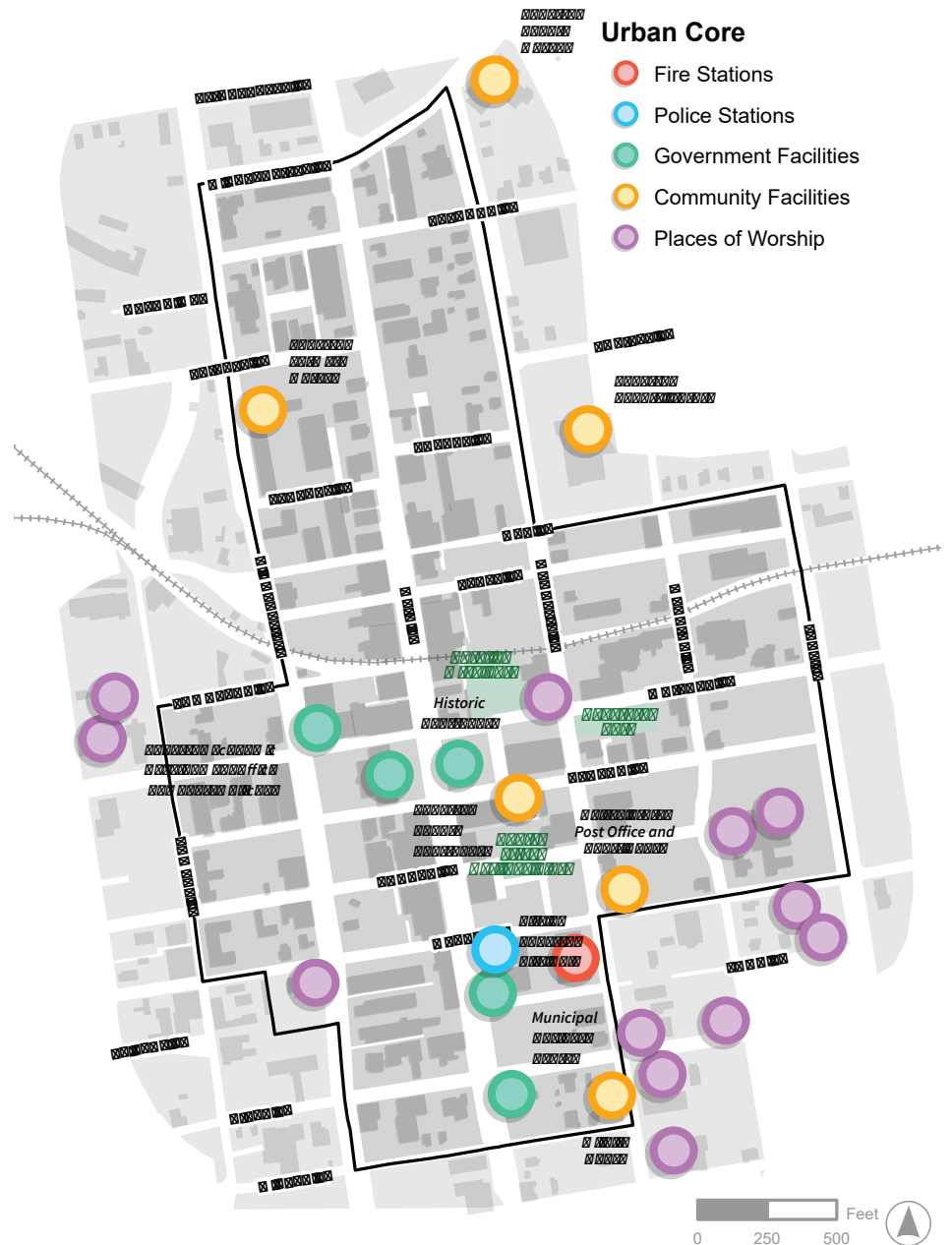
From the City Hall to the Calhoun Historic Lofts to its local businesses, the City's Downtown is centered on a Main Street that mixes historic charm with quality residential opportunities and excellent shopping. The City should build on these assets and improve the livability of the area by encouraging the activation and redevelopment of underutilized properties, like the Old Depot on Murray Avenue. The built form and growing vitality of Downtown is rooted in historic urban design practices before the invention of cars. As a result, this central part of the community is a good model and source of inspiration for future developments that emphasize walkability and a mix of uses.

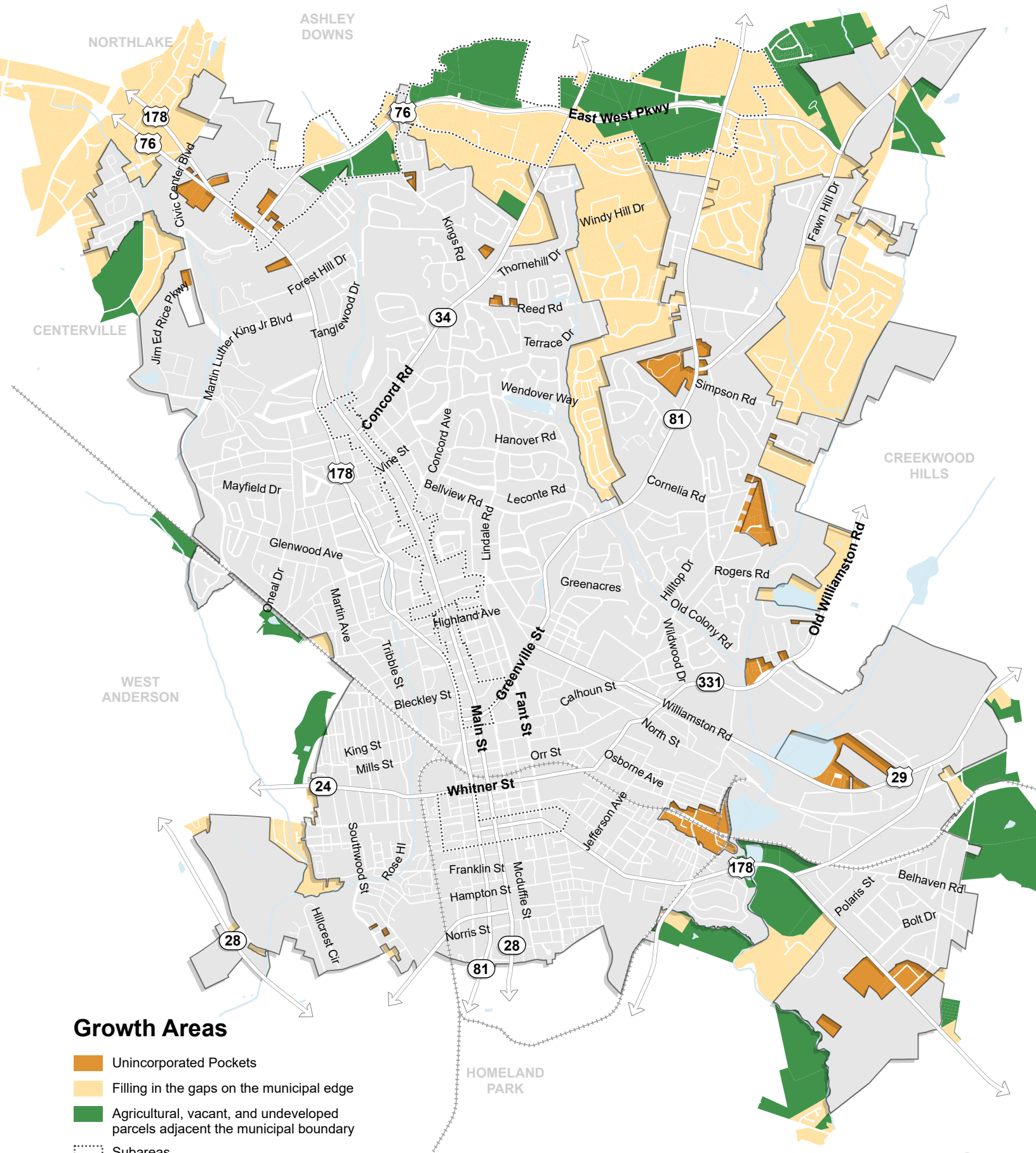
Growth Areas

As Anderson's population grows, demand for housing and commercial services will continue to increase, and new development will gradually take place in the undeveloped parcels in and around Anderson.

For a municipality to annex land in South Carolina, owners of the land must petition to be annexed. There are several ways for annexation to occur by law, including annexation of land that is wholly owned by a school district or by the federal government. Another way to annex unincorporated land is to rely on the 75-75 method. As long as 75% of the landowners who own at least 75% of the assessed value of the land support annexation, that land can be annexed even against the will of the remaining 25%. [S.C. Code Section 5-3-150\(f\)](#)

Unincorporated, undeveloped, and agricultural parcels with potential annexation are expected to grow in the coming years. As these parcels are developed and the population increases, there will be rising demand to provide new residents with City infrastructure and services, including water, sewer, and public safety. All areas outside of Anderson are unincorporated and eligible for annexation with property owners' agreement. The City can prioritize these parcels as it envisions future development and collaborates with the county and property owners to explore annexation opportunities.





Growth Areas

- Unincorporated Pockets
- Filling in the gaps on the municipal edge
- Agricultural, vacant, and undeveloped parcels adjacent the municipal boundary
- Subareas

0 0.5 1 Miles



LAND USE CATEGORIES

The Land Use Plan is a tool to guide the future growth and development within the City. Building on the existing land use pattern, as well as other planning influences, the goal of the Land Use Plan is to enhance the character and quality of the City's residential neighborhoods, improve the City's commercial and employment areas, and support a balanced approach to development that preserves natural resources and environmental features. Parcels within the City have been assigned nine general land use categories to serve as the basis for development review and approval.

Single Family Residential

The Single Family Residential category consists of Single Family homes occupying individual lots. Single Family Residential is the most common use in Anderson and is located throughout the community – in older, established neighborhoods, such as those around Anderson University, as well as in newer subdivisions, such as Bleckley Trail in Northwest Anderson. Single family attached homes (duplexes and townhomes) may be dispersed within these areas.

In most parts of Anderson, the existing housing single stock exhibits a high-quality image and character, and conveys stability. However, some residential areas have seen disinvestment over time. As such, the City should identify single family residential areas to preserve and maintain, as well as those that will require investment and infill. Future single family residential areas should align with the patterns of existing neighborhoods. The City should continue to monitor new and infill residential development to ensure that improvements are sensitive to and reflective of the existing neighborhood character.

Mixed Residential

The Mixed Residential category is designed to encourage a greater mix of housing diversity to create finer grained “gentle density.” Mixed Residential consists of multiple housing types beyond single family detached homes, including duplexes and triplexes, townhomes, and accessory dwelling units, and multifamily buildings. These areas encourage greater density within Anderson's housing stock and allow developers the flexibility to build denser residential development. Areas designated for mixed residential can easily accommodate a variety of dwelling types, including senior housing, workforce, and affordable/attainable housing.

Over time, the City should encourage mixed residential infill in neighborhoods where a more walkable character is desired, where infrastructure and services can accommodate additional density, and where there is increased demand for attainable homes near amenities. New mixed residential development should reflect the overall character of the community, offering high-quality living environments and amenities. A variety of price points in rental and condominium configurations should be encouraged to serve young professionals, senior residents, and workforce residents.

Housing By-The-Units

FUTURE HOUSEHOLDS

With a 2.15% annual growth rate, Anderson is projected to add as many as 13,000 residents by 2040, reaching over 43,000. This estimate incorporates local housing data alongside Census figures. Since 2020, the City has approved 2,840 residential units—1,723 single-family, 1,067 multi-family/townhouse, and 50 infill lots—expected to add 7,100 residents within 10 years (2.5 persons/household).

Over 1,600 acres of agricultural and vacant land within City limits are available for development. Single-family areas develop at 1.91 households/acre (2.38 people/household), and mixed residential areas at 3.64 households/acre (2.23 people/household). The future land use plan allocates 400+ acres for single-family and 1,100+ acres for mixed residential, accommodating 11,000+ new residents. Combined with outward growth, the City can meet its population projection.



Downtown

The City's Downtown is its heart, includes an eclectic mix of uses and activities clustered in the center of the City. Downtown land uses can be mixed use, with buildings stacked in a combination of complementary residential, commercial, or office uses, typically with the commercial use on the ground floor. Downtown and the area surrounding it should continue as an urban mixed use environment – a lively, walkable area with shops, restaurants, and amenities in one location.

The City's 2019 Downtown Master Plan, "Shock this Block," identifies strategies including bringing Downtown to life through focusing on its open spaces; protecting and reusing its valuable historic buildings; using catalyst projects to create anchors for the area; and creating livable spaces to bring residential land use into the Downtown. Additionally, the Downtown Master Plan proposes the City pursue opportunities to create cultural innovation spaces and build on the City's local arts focus within the Downtown. The Downtown land use reflects this planning approach and supports the eclectic mix that makes up the heart of Anderson.

Commercial

The Commercial category includes local and regional commercial land uses. Local commercial establishments sell a product or service, such as grocery stores, gas stations, restaurants, salons, clothing stores, pharmacies, or home goods stores. Regional commercial areas includes large-scale retail and service establishments with a regional customer draw that extends beyond City limits.

Existing commercial uses are concentrated along major corridors like North Main Street and Highway 81/Greenville Street, taking advantage of their visibility and easy access. Small office uses, such as local banks, real estate offices, legal firms, tax offices, and other professional services are a subset of commercial uses within this category. Clemson Boulevard is the most significant example of regional commercial in Anderson with major retailers such as Target or Home Depot. The commercial corridor is anticipated to maintain its current built form over the horizon of the comprehensive plan.

The City should continue to recognize the importance of North Main Street, collaborating with national retailers to ensure that the location remains viable in the long term. Additionally, the City should continue to support local commercial uses along high-traffic corridors and in smaller neighborhood commercial areas. Local and neighborhood commercial areas should support a blend of businesses that tie into the fabric of established neighborhoods and complement them with appropriately scaled development that emphasizes neighborhood connections. Mixed use development, with buildings stacked in a combination of complementary residential, commercial, or office uses, typically with the commercial use on the ground floor, should be incorporated strategically into small commercial nodes and within growing neighborhoods.



Industrial

The Industrial category includes areas and facilities used for low-intensity manufacturing, processing, storage, commercial service, and distribution of goods and materials. Users in this category range from large distribution companies to smaller production businesses in office parks. Anderson's existing industrial uses are primarily in the southern portions of the City. The warehouses on Whitner Street west of Murray Avenue exemplify this land use.

New areas for Industrial uses are not identified within the land use plan. The City should prioritize improving existing business areas, and ensure they offer flexibility to attract non-traditional uses to these areas. Permitting non-traditional commercial and industrial tenants, such as fitness centers, indoor recreation centers, medical offices, co-working spaces, dance studios, and breweries, will expand the pool of potential uses within these areas and keep them activated. It is also possible that industrial uses on smaller lots will be redeveloped into a use more compatible with nearby residential areas.

Public/Semi-Public

The Public/Semi-Public category includes existing local government uses, community service providers, schools, nonprofit organizations, and religious institutions. These uses are anticipated to remain over the horizon of the Comprehensive Plan.

Parks and Open Space

The Parks and Open Space category includes public parks managed by the City of Anderson, privately-owned recreational facilities, and other open spaces. The City manages 22 parks and facilities, totaling 120 acres, including major assets such as Whitehall Park and the Recreation Complex. The small pocket parks throughout the City's residential neighborhoods also fall into this category.

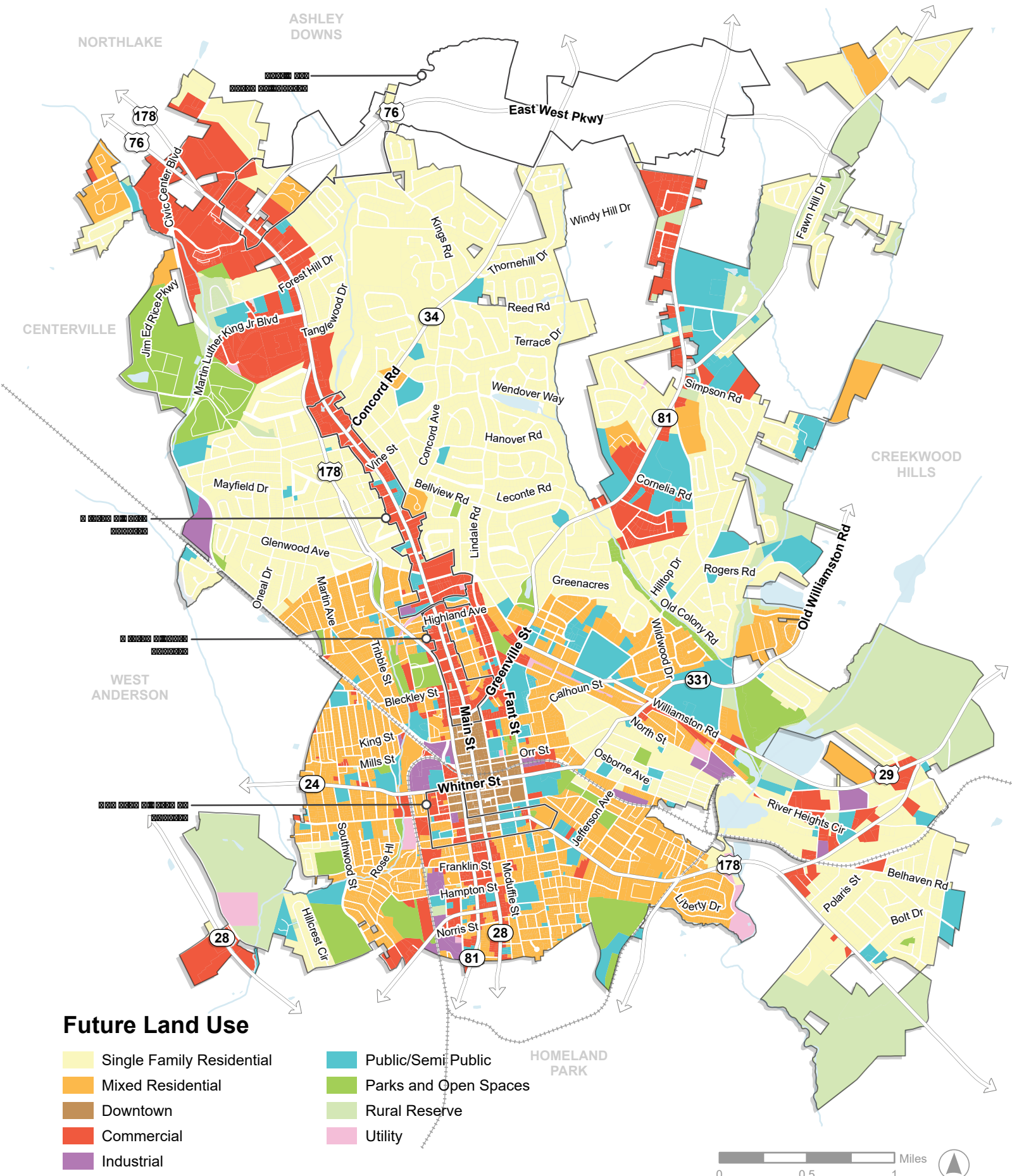
The City should strategically set aside and activate open spaces for public use, particularly in neighborhoods where bike and pedestrian access can improve, both within established areas by working with property owners and as the City grows outward by setting aside land to ensure open space grows proportionally with the population.

Rural Reserve

Rural Reserve represent undeveloped lands in and around Anderson that are most often located on the periphery of the City and in nearby unincorporated areas. This category includes lands that are agricultural as well as unbuilt lands that have been cleared and set aside for development by property owners. As the demand for housing grows and these lands are developed (for housing in most areas), property owners may become interested in incorporating into the City of Anderson to receive utilities and other services such as coverage by the Anderson police department. These rural reserve properties will be of great interest to the community in the coming years as it seeks to accommodate housing demand and grow efficiently.

Utility

The Utility category includes land dedicated to utility infrastructure, such as electrical substations, power lines, rights-of-way, and water treatment facilities. These uses are anticipated to remain over the horizon of the Plan.





CHAPTER 05

HOUSING AND NEIGHBORHOODS

The Housing and Neighborhoods chapter addresses key aspects of Anderson's residential areas, building on the residential land use categories established in the Land Use and Development chapter. The goals and recommendations in this chapter aim to guide residential development through promoting the preservation of neighborhood character and exploring ways to diversify housing options. This chapter additionally explores other issues and opportunities facing Anderson's residential areas.



SUSTAINABLE NEIGHBORHOODS

Anderson boasts historic and established neighborhoods with tree-lined streets, diverse architectural styles, and well-maintained public spaces. As the City experiences outward growth, it is important to ensure that new residential subdivisions and housing developments maintain a distinctive character. Avoiding monotonous architectural styles and layouts is crucial to preserving the unique sense of place within Anderson. Additionally, the reduction in tree coverage in new developments can lead to issues like increased erosion, habitat loss, and less attractive neighborhoods. Connected neighborhoods that combine aesthetically pleasing design with sustainable materials and access to cultural, recreational, and open space amenities contribute to the fabric of the community. What makes these neighborhoods unique and desirable are the specific amenities, landscape design, and architectural features that enhance the surrounding area.

Neighborhood Appearance and Character

Maintaining homes and neighborhoods is essential for preserving the desirable characteristics of residential areas in the City. Anderson's neighborhoods feature a variety of home types and styles, from southern mansions in the Romanesque Revival style to Craftsman bungalows, that form the core of the City's identity. During the community outreach process, many residents stated a preference for renovating or rebuilding existing homes over constructing new ones, and keeping similar architectural styles, to preserve neighborhood charm. New residential subdivisions should successfully integrate with existing neighborhoods, which requires clear guidelines regarding design, acceptable building styles, lot layout, and landscaping.

Neighborhoods that invest in the upkeep of homes and properties reflect community spirit and pride, honor the past by preserving historic structures, protect green spaces, and project a warm, welcoming atmosphere. Improving appearance, property values, and overall neighborhood safety requires regular property maintenance. An essential component of this effort is code enforcement, which involves conducting regular inspections, working with property owners to address issues, and enforcing penalties where needed to correct violations. Regular code enforcement ensures that properties comply with safety, health, and aesthetic standards. It also supports property owners with financial assistance, resources, and community clean-up events.



Complete Neighborhoods and Conservation Design

Although single-family homes will continue to be built in Anderson, incorporating innovative developments that allow for various housing types and sustainability measures can address multiple issues facing the City. Complete neighborhoods are a planning concept that emphasizes residential development with high-quality housing and amenities with a focus on community. These developments typically include community spaces, trails, public art, and a mix of supporting businesses and services.

Alternatively, conservation design strategies can also promote complete neighborhoods while preserving certain portions of open spaces and natural features. Typically, conservation design includes clustering or grouping buildings on a smaller portion of a parcel, reduced setbacks, internal roads with integrated bicycle and pedestrian infrastructure, and community areas like gardens.

Enhanced Connectivity

Part of forming sustainable and desirable neighborhoods includes connecting them to the surrounding area. Sidewalks, trails, and multimodal paths that intersect with existing or planned developments provide safe access to amenities, services, public spaces, and nearby neighborhoods. However, new neighborhoods in Anderson often end in cul-de-sacs that isolate rather than connect developments. Disconnected streets, sidewalks, trails, and other paths can increase car dependency and traffic congestion on main roads. Investing in multimodal and pedestrian infrastructure and connected neighborhood streets not only supports a cohesive and healthy community but may also reduce the need for additional roads and allow for designs that incorporate landscaping elements.

Recommendations

- **Strengthen Architectural Guidelines and Diversity.** Enhance and expand architectural guidelines by updating zoning codes to ensure new construction and renovations align with neighborhood styles while encouraging architectural diversity in designs and materials to create visually distinct yet complementary neighborhoods
- **Promote Neighborhood Investment.** Encourage the renovation and upkeep of homes through financial incentives, grants, and streamlined permits while implementing code enforcement and maintenance programs to enhance the aesthetics and conditions of residential properties. Provide resources such as low-interest loans, DIY workshops, and community clean-up initiatives.
- **Incorporate Design Principles.** Encourage or incentivize developments that incorporate complete neighborhood or conservation design principles.
- **Enhance Pedestrian and Bicycle Infrastructure.** Integrate pedestrian and bicycle amenities into new developments, such as bike lanes, sidewalks, crosswalks, and multi-use trails, to promote active transportation and connect neighborhoods efficiently.



Typical Subdivision

- 24 Lots
- Minimum Lot Size: 1 to 2 acres
- No Undivided Open Space



Conservation Design

- 24 Lots
- Minimum Lot Size: less than one acre
- 50% Undivided Open Space



ENCOURAGE HOUSING DIVERSITY AND ATTAINABILITY

Housing diversity and attainability are intertwined: a more diverse residential market provides opportunities for a wider range of income levels and life stages. Variety in housing choice contributes to an attractive, stable, and resilient community, benefiting both residents and businesses. Support for more attainable housing types and options to address residents' diverse needs was expressed in community feedback during outreach and engagement events. Below are potential methods by which Anderson could expand upon the existing range of available housing.

Support Attainable Housing

Attainable and affordable housing is essential for ensuring that low- to moderate-income individuals and families can live comfortably without overextending their resources. In Anderson, rising living costs and development pressures contributed to nearly one-quarter of homeowners and nearly half of renters being “cost-burdened” where a household pays more than 30% of its income towards housing. During the outreach process, many residents expressed the need for affordable housing options, particularly in areas like the “alphabet streets” of Southwest Anderson.

Seniors have also expressed concerns about their limited housing options, especially retirees on fixed incomes or those living in large, maintenance-intensive homes. Smaller single-family homes, accessory dwelling units, duplexes and townhomes, multifamily units, and senior living developments that prioritize quality affordable housing for low- to moderate-income households, seniors, and renters in areas close to needed services and amenities can create significant positive impacts for the community. Such developments can improve quality of life for residents in need and foster a resilient economy for the City.

Housing Support for the Homeless

Homelessness in Anderson is a critical issue identified by residents, necessitating better housing support initiatives and resources to ensure safe, stable, and affordable solutions. Several local and regional organizations provide services and support for the homeless population. However, a shortage of affordable housing, transitional housing, and emergency shelters limits the community's ability to help individuals move from temporary shelters into permanent housing. Addressing this issue by reducing regulatory barriers and fostering local supportive housing organizations can significantly reduce homelessness and promote social stability in Anderson.



Images: Example Missing Middle Housing Developments

Promote a Mix of Housing Types

A majority of Anderson's existing housing stock consists of single-family homes on individual lots, yet most housing units are occupied by renters. This disconnect appears to suggest the need for more rental options. Many community members expressed concerns that the current housing also lacks diversity, making it difficult for people at different life stages to find suitable homes. Encouraging mixes of housing types in key locations would help to serve different income, age, health, and other individual needs while anticipating overall projected growth in the City.

Anderson has the opportunity to expand its housing diversity by incorporating more missing middle options like townhomes, duplexes, triplexes, mixed-use developments, and small apartment buildings. Aside from bridging the gap between single-family homes and large-scale apartments, these housing types also contribute to affordability, changing demographics, walkability, and sustainability. Offering diverse housing options at different price points can serve young professionals, growing families, and seniors looking to downsize. High-density developments also create more vibrant, walkable neighborhoods, support public transit, and have a smaller environmental footprint than sprawling subdivisions. By incorporating these housing types into the City's single-family neighborhoods, the City's housing stock can be diversified while preserving its character.

Best Practices

CONNECTIVITY AND COMPATIBILITY

Secondary housing located along with a main single-family dwelling can offer an innovative option for people looking to age in place, downsize, or obtain additional income from their property. These compact residential buildings are commonly known as accessory dwelling units (ADUs), granny flats, coach houses, and/or in-law suites. Successful implementation of this type of secondary housing requires thoughtfully planned connections between transportation networks, streetscaping elements, and recreational open spaces. Other considerations should be made for maintaining compatibility with existing surrounding neighborhood structures through scale, size, development pattern, and architectural design.



Recommendations

- **Assess Housing Needs and Affordability.** Regularly evaluate housing needs and affordability, particularly in areas like Southwest Anderson and the I-85 corridor, to address rental market demands and ensure affordable housing is connected to essential services like healthcare, transportation, and recreation.
- **Expand Housing Options.** Encourage diverse housing types, including duplexes, townhomes, ADUs, multi-family, and mixed-use developments in high-demand areas near parks, schools, and services. Collaborate with developers to build affordable, universally designed homes for all users.
- **Land Use Policies and Inclusionary Zoning.** Update zoning codes to allow higher-density housing and diverse types while considering incentives or requirements for including affordable housing in new developments.
- **Streamlined Approval Processes.** Simplify and expedite the permitting and approval process for attainable and senior housing developments.
- **Tax Incentives.** Provide tax credits and subsidies to developers who build or renovate attainable housing units.
- **Support Rental Assistance Programs.** Support programs that provide rental assistance for low-income residents.
- **Implementing Universal Design.** Consider implementing universal design principles in all new buildings and spaces to ensure they are accessible and usable for people of all ages and abilities.
- **Explore Public-Private Partnerships.** Collaborate with developers and organizations like Habitat for Humanity to create affordable homeownership options and expand rental housing at various price points.
- **Zoning and Development.** Update zoning codes to facilitate the development of missing middle housing and prioritize projects that promote higher-density, walkable communities.
- **Housing Incentives.** Encourage middle housing growth through targeted incentives like density bonuses and streamlined permitting for redevelopment.



REINVESTMENT AND INFILL STRATEGIES

Reinvestment and Infill Strategies in Anderson will revitalize aging neighborhoods and strengthen the urban core through targeted redevelopment. The City could address challenges such as deteriorating housing and infrastructure by focusing on redevelopment areas. The emphasis on infill development and adaptive reuse of historic buildings is intended to reanimate underutilized spaces, preserving Anderson's character while accommodating modern needs. Anderson should focus on infill development, adaptive reuse, and strategic downtown investments to reverse disinvestment trends, reduce urban sprawl, and preserve unique character.

Redevelopment Areas

The City of Anderson has designated East Anderson, West Anderson, North Anderson, South Anderson, Appleton Mill, and the West Franklin/Southwood Street Neighborhood Revitalization Strategy Area (NRSA) as Redevelopment Areas due to aging infrastructure, deteriorating housing, and economic challenges. These areas show significant signs of distress, including dilapidated properties, substandard housing, and low-income households. Revitalizing these neighborhoods may require targeted strategies to improve public infrastructure, eliminate blight, increase attainable and affordable housing, reduce crime, and expand access to essential services and educational resources. *(Refer to the framework maps on pages 39 and 51)*

Infill Development

Infill development is a sustainable alternative to suburban expansion, focusing on revitalizing underused or vacant land within existing urban areas. In Anderson, traditional neighborhoods are well-connected with established streets and easy access to amenities, but areas surrounding downtown have seen less investment. This has contributed to the rise in vacant lots and pushing development to the outskirts, creating inconsistencies in the City's character. Revitalizing these areas through context-sensitive infill development, with thoughtful integration of housing options, can make Anderson more vibrant and economically stable.

Case Study

SOUTH BEND, IN NEIGHBORHOOD INFILL

South Bend's Neighborhood Infill initiative revitalizes vacant urban lots by offering a catalog of pre-approved building plans for small-scale developers. This program streamlines the construction process, reducing costs and permitting time, making it easier to build affordable, well-designed housing that complements existing neighborhood architecture.



Downtown Investment

Downtown investment refers to strategically allocating resources to enhance the central business district's appeal, functionality, and economic vitality. Community members have highlighted Downtown as an attractive hub of commerce, but noted some challenges such as neglected properties, unused spaces, and the lack of a grocery store. Addressing these issues through targeted investments and improvements, including adding residential options like townhouses, apartments, and condos, can create a more lively and densely populated urban center. Promoting mixed-use development will enable people to live, work, and engage in recreational activities nearby. Redeveloping underutilized spaces and blighted properties will transform these areas into productive assets, stimulating economic growth and community engagement, and making Downtown more appealing. Further discussion on Downtown investment can be found in the Economic Development chapter.

Adaptive Reuse

Adaptive reuse repurposes existing buildings for new uses, such as converting a former mill building into a residential complex or a church into a community center. This often involves significant renovations like adding or removing walls, upgrading systems, and improving accessibility. Downtown Anderson is rich in historic buildings with quality architecture that can become vibrant spaces for residents and visitors. Buildings that are vacant but still viable can be repurposed to better serve the community, transforming these structures into assets like affordable housing, arts venues, or retail spaces. Embracing adaptive reuse could allow Anderson to preserve its architectural heritage while meeting contemporary needs through thoughtful renovation and modernization.

Recommendations

- **Implement Incentives and Financial Subsidies.** Offer incentives and subsidies to developers who invest in infill projects or the redevelopment of blighted properties in and around downtown areas.
- **Streamline Permitting Process.** Simplify and expedite the permitting and approval processes where applicable for infill developments.
- **Promote Infill Development.** Modify zoning regulations to allow a mix of residential and commercial uses in targeted infill areas, increasing viability. Establish design guidelines to ensure developments complement the surrounding community and streamline the permitting process to simplify approvals where applicable.

- **Consider Adaptive Reuse.** Repurpose aging buildings for mixed-use or residential purposes where feasible to maintain the historical character and meet current needs.
- **Increase Housing Options.** Develop various housing types, including affordable units, to accommodate diverse populations and promote a lively urban center.
- **Preserve Historic Character.** Protect and celebrate the unique architectural heritage of Downtown while integrating modern amenities and functionality.
- **Support Local Businesses.** Encourage small-scale retail, cafes, and community spaces in redeveloped areas to provide convenient access to daily needs. Offer incentives and support for small businesses in Downtown to build a diverse and resilient local economy.
- **Encourage Temporary Uses for Vacant Spaces.** Utilize vacant lots or underutilized spaces for temporary uses such as pop-up markets, community gardens, or art installations, activating these areas while long-term plans are developed.

HOUSING FRAMEWORK

The housing framework identifies key areas in Anderson for new housing investments and upkeep of existing neighborhoods to meet increasing demand. It acknowledges the development of various neighborhoods across the City. As Anderson continues to grow and attract a diverse population, offering a variety of housing options will become increasingly important.

Downtown

Downtown Anderson is the City's commercial hub, but some areas need revitalization. Housing conditions vary, with some properties needing redevelopment and higher density. The City should encourage mixed-use developments combining multifamily residential units with commercial spaces. Additionally, focusing on adaptive reuse, infill of vacant parcels, and converting older buildings into mixed-use or residential spaces will enhance downtown's vibrancy and strengthen its role as a unified business district.

Downtown Edge

The Downtown Edge, encompassing some of Anderson's historic neighborhoods, features a mix of housing types and offers strong connectivity to downtown amenities. To enhance these areas, the City should focus on infill development, renovating or rebuilding existing structures, and retrofitting historic buildings for adaptive reuse. These efforts will preserve the architectural heritage while modernizing facilities for current needs. Infill development should be context-sensitive, maintaining the neighborhood's scale and character while introducing new housing options and amenities.

Emerging Suburban Neighborhoods

Emerging Suburban Neighborhoods in Anderson offer growth potential within the city and nearby unincorporated areas. While infill and retrofitting homes are priorities, new subdivisions often feature cul-de-sacs and limited connectivity. Anderson should encourage development patterns that mirror established neighborhoods, prioritizing connectivity with trails and sidewalks. The City should focus on completing existing subdivisions over greenfield development to reduce infrastructure costs and promote sustainable growth. New developments should also include adequate parks and open spaces for residents.

Long-term Development

Long-term Development areas, mainly outside City limits with some within, should focus on growth near existing infrastructure and established neighborhoods. Currently, these areas are largely agricultural or single-family homes, but many properties have already been developed and are continuing to be developed primarily featuring new single family homes. As these blended areas near the municipal boundary evolve, investment may occur parcel by parcel or through lot consolidation for larger residential projects. When new development occurs, it should align with the character and style of nearby neighborhoods.

Stable Neighborhoods

Well-established neighborhoods north of downtown Anderson feature a mix of single-family homes, luxury residences, ranch-style houses, and some multifamily housing, built mainly between the 1960s and 2010s. To enhance these areas, the City should focus on public improvements like sidewalks, curbs, gutters, and lighting while ensuring new construction and renovations align with existing architectural styles. Introducing single-family attached homes and multifamily housing near parks, schools, and community hubs could also meet growing demand and complement the neighborhood's character.

University Neighborhoods

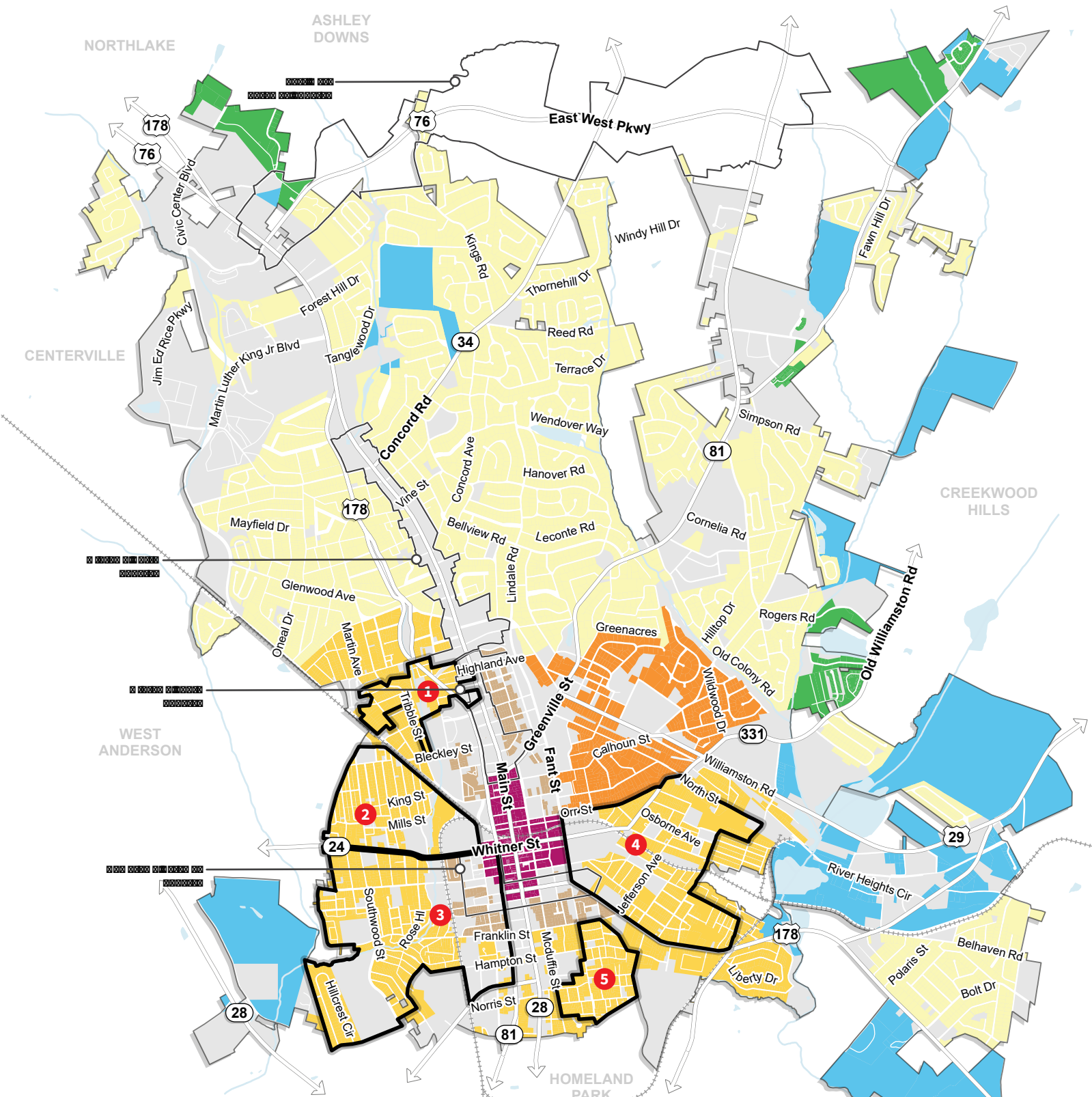
Neighborhoods around Anderson University are established and diverse in housing types, but the growing student population calls for more student-specific apartments. Adaptive reuse of existing buildings and mixed-use developments can create a vibrant, supportive environment by integrating residential, retail, and service spaces. New developments should maintain the neighborhood's scale and character while offering affordable housing close to campus. Improved connections to university amenities, including transit, bike paths, and walkways, will further enhance the area's appeal and functionality.

Traditional Neighborhoods

Traditional neighborhoods, particularly the old mill areas in southern Anderson, are central to the City's historical character. These neighborhoods feature small, aging lots, a traditional street grid, and a mix of housing types, offering walkable charm. To revitalize these areas, the City should enforce codes and maintenance programs to improve housing conditions. Encouraging infill development that complements the existing style and density will support higher-density housing options, ensuring affordability and attracting young professionals, new families, and seniors.

TARGETED REDEVELOPMENT AREAS

The City of Anderson has identified five priority redevelopment areas, including East Anderson, West Anderson, North Anderson, South Anderson, Appleton Mill, and the West Franklin/Southwood Street NRSA (see map on pg. 39). These areas represent significant opportunities for improvement and enhanced livability by strategically targeting investments in infrastructure, housing, safety, economic development, and essential services.



Residential Framework

- | | |
|---|--|
| Downtown | Redevelopment Areas |
| Downtown Edge | 1 Northside |
| Emerging Suburban Neighborhoods | 2 Appleton Mill |
| Long Term Development | 3 Westside |
| Stable Neighborhoods | 4 Eastside |
| Traditional Neighborhoods | 5 Southside |
| University Neighborhoods | |





CHAPTER 06

ECONOMIC DEVELOPMENT

The Economic Development chapter offers an achievable approach for maintaining and growing Anderson's commercial, employment, and industrial areas. The chapter aims to diversify businesses, grow local job opportunities, increase local shopping options, and build a sustainable, resilient economy. Prioritizing the activation of vacant structures and land and redevelopment opportunities before greenfield development and outward growth will ensure the City's commercial and industrial areas develop sustainably.



PROMOTE COMMERCIAL DEVELOPMENT

Commercial areas are Anderson's economic engine, providing key spaces for employment, leisure, shopping, and social events. As Anderson grows, commercial amenities and essential services must be accessible and well-integrated into the community. By carefully planning and developing these areas, the City can create inviting destinations catering to employment and leisure activities, benefiting residents and visitors, and growing the local economy. Additionally, the City's strategic annexation efforts can help improve the local economy by encouraging thoughtful mixed-use, residential, and commercial developments in areas served by existing utilities and connected to the larger community.

Strengthen Commercial Corridors

Commercial corridors like those along North Main Street and SC 81/Greenville Street play key roles in Anderson's economic health and visual appeal. Strengthening these corridors may involve integrating higher-density housing and maintaining robust partnerships with local businesses and national retailers. Integrating higher-density housing within these corridors will promote local business patronage, particularly when combined with connected multimodal infrastructure. As new subdivisions emerge, connecting them to existing and new commercial hubs, including potential corridors like East West Parkway, will improve access to essential services and support sustainable growth throughout Anderson.

Enhance Commercial Nodes

Commercial nodes are areas around intersections or at community corners where businesses, services, and amenities are concentrated, serving as local and regional centers for commerce in Anderson. To maximize their effectiveness, the City should prioritize locating these nodes near residential areas to promote walkability and accessibility. A nodal development strategy focusing on growth around these commercial hubs will enable Anderson to create vibrant, interconnected communities. By encouraging mixed-use developments integrating residential, commercial, and office spaces at commercial nodes - such as along Main Street at the East West Parkway and SC 81, and Downtown south of Whitner Street - the City can enhance community convenience, support local businesses, and ensure these nodes remain dynamic and accessible. This will improve Anderson's quality of life and support long-term economic growth.

Recommendations

- **Enhance Corridors.** Improve key commercial corridors, including North Main Street (Midtown) and Greenville Street, to ensure they serve the community well and interact positively with nearby neighborhoods.
- **Identify and Redevelop Opportunity Sites.** Identify commercial opportunity sites along commercial corridors and work with the private sector to redevelop and/or fill tenant spaces with neighborhood businesses.

- **Strategic Zoning and Mixed-Use Development.** Implement zoning standards that encourage commercial nodes and mixed-use projects near residential areas, enhancing accessibility, connectivity, and supporting local economic growth.
- **Improve Connections.** Enhance infrastructure to strengthen connectivity between residential areas and commercial hubs. This includes developing pedestrian-friendly pathways, reliable public transportation options, ample parking, and multimodal accessibility features such as sidewalk connections, crosswalks, and ADA-compliant pathways to create a more inclusive and connected environment.
- **Offer Incentives for Businesses.** Provide incentives such as expedited reviews and reduced fees to attract businesses and service providers to underserved areas.
- **Collaborate with the Community.** Engage community members throughout the planning process to ensure developments meet their needs and preferences.
- **Support Local Businesses.** Strengthen partnerships with local businesses to maintain long-term viability and foster economic resilience in commercial areas.



REVITALIZING AGING COMMERCIAL AREAS

Anderson's older commercial centers, historically anchored by big box stores and smaller shopping malls, are facing significant challenges due to shifts in consumer behavior, particularly online shopping. These changes have contributed to declining foot traffic and difficulties maintaining large retail spaces, leading to vacant storefronts and underutilized properties. To address these challenges, the City can implement land use diversity and development strategies that align with contemporary retail trends, including the growing emphasis on experiential retail. By creating vibrant spaces that offer unique, engaging experiences alongside traditional shopping, Anderson can revitalize its commercial corridors and transform them into dynamic destinations that attract both residents and visitors.

Reimagining Commercial Spaces

Anderson Mall and other smaller shopping centers throughout the community, have faced difficulties adapting to the changing retail landscape. With the decline of anchor stores and shifts in consumer spending, these spaces require innovative approaches to redevelopment. Repurposing underutilized commercial spaces for mixed-use developments incorporating entertainment, residential, and commercial elements can transform these areas into vibrant community hubs. Reevaluating parking requirements can allow more small-scale businesses to locate in repurposed buildings, potentially reducing costs to startups while improving pedestrian access to those businesses. These strategies will help reposition aging retail centers into dynamic social and economic destinations that align with current consumer demands.

Best Practices

EXPERIENTIAL RETAIL

Experience-based retail, or experiential retail, refers to consumer expectations for retailers to devote more floor space to the immersive experience only a brick-and-mortar store can provide. Memorable customer service and interactions are emphasized over simply selling products, differentiating stores from online shopping.

Outlot Development



Create Pedestrian Circulation Pathways in Parking Lots

Third Space Public Gathering Areas

Development Oriented Towards Main Street



Improving Commercial Corridors

Many of Anderson's established commercial corridors, including those along Main Street, River Street, and Murray Avenue, are challenged by shallow lot depths and fragmented land ownership, often due to their proximity to residential areas. Addressing these issues may involve improving access management, consolidating lots, and reducing curb cuts in favor of shared access points and cross-access easements. Additionally, incorporating placemaking elements such as public art, streetscaping, and enhanced visual appeal can transform these areas into vibrant, inviting spaces. By integrating these placemaking strategies, Anderson can not only improve traffic flow and create more attractive and functional commercial spaces but also foster a sense of identity, encouraging reinvestment and increased patronage in these key areas.

Recommendations

- **Support Multifamily and Mixed-Use Zoning.** Amend the zoning code to allow multifamily and mixed-use developments near commercial centers, providing property owners with flexibility to create integrated commercial and residential projects.
- **Promote Mixed-Use and Experiential Retail.** Encourage redevelopment that integrates innovative concepts like experiential retail, entertainment, and residential uses to create vibrant, multi-functional spaces that attract visitors and residents alike.
- **Leverage Funding Programs.** Utilize Community Development Block Grants (CDBG) and other available funding sources to support the revitalization of underused commercial properties.
- **Optimize Parking Strategies.** As redevelopment opportunities arise, collaborate with developers to consolidate and relocate parking to the rear or side of the lot where feasible.
- **Facilitate Cross-Access.** Promote the creation of cross-access between adjacent properties to reduce curb cuts, enhance traffic flow, and improve connectivity within commercial corridors.
- **Support Lot Consolidation.** Identify and pursue opportunities for lot consolidation to enable more cohesive and impactful commercial redevelopment projects.
- **Enhance Visual Appeal.** Encourage incorporating public art, streetscaping, and placemaking elements within commercial corridors to increase visual interest and create distinctive, attractive environments.
- **Collaborate with Developers.** Continue to partner with private developers to promote and reposition existing commercial centers, even in areas with challenging site conditions, to adapt to evolving retail habits and consumer preferences and enhance economic vitality.



INVESTING IN DOWNTOWN

Downtown Anderson is the most vibrant and diverse part of the City, combining well-preserved historic buildings, local shops, restaurants, art studios, and public spaces. While it has become a popular destination for both tourists and residents, hosting numerous events throughout the year, it retains the small-town charm valued by the community. Building on this reputation could involve expanding public gatherings, attracting diverse commercial businesses, investing in redevelopment opportunities, and enhancing the Downtown's appeal.

Enriching the Downtown Experience

Expanding Downtown Anderson's commercial base requires a multifaceted approach, including attracting more customers through unique experiences, pedestrian-friendly developments, and introducing residential options. Residents have expressed a desire for more diverse dining options and unique local businesses. Revitalizing underused buildings and lots for new shops and restaurants, and incorporating downtown anchors like a convention center or auditorium to draw visitors and support businesses, along with enhancing the pedestrian environment through improved sidewalks, trails, parking, and landscaping, can contribute to a more vibrant Downtown. Promoting activities that attract people day and night, such as festivals, dining spaces, and regular events, can help maintain Downtown's vibrancy. Integrating "third places" like cafes, parks, and community centers will further strengthen social connections and foster community. Investing in these strategies will boost Downtown Anderson's economic vitality, serve surrounding neighborhoods, and increase tourism.

Best Practices

THIRD-PLACES

A "third place" is a setting distinct from home ("first place") and school or work ("second place"). It is where individuals come together informally, share experiences, and build relationships outside their usual environments. Common examples of third places are cafes, libraries, parks, and community centers. Anderson has a growing roster of creative and attractive Downtown third places, such as Carolina Wren Park, Heritage Park, and the public plaza in North Main Commons. These locations play a key role in fostering community connections and social interactions.



Promoting Downtown's Image and Safety

Welcoming gateways are fundamental to creating a strong first impression of Downtown Anderson. By incorporating distinctive signage, landscaping, and other unique design elements, the City can foster a sense of arrival and distinguishing the Downtown area from surrounding areas. Maintaining an environment where visitors feel safe to walk and linger will further add to the Downtown's reputation as secure and welcoming. Integrating placemaking elements, such as well-designed public spaces and pedestrian-oriented streets with connected sidewalks, trails, street furniture, trees, plazas, and pedestrian-scale lighting, will enhance Downtown's appeal, encourage more foot traffic, and stimulate economic growth by benefiting local businesses. By addressing these aspects, Downtown Anderson can continue to be a thriving center for commerce and community, attracting more visitors and residents while boosting economic activity.

Recommendations

- **Attract and Diversify Local Businesses.** Continue efforts to attract local businesses to Downtown, including incentive programs, to expand and diversify retail and dining options. Investigate opportunities to establish neighborhood-scale grocery stores, pharmacies, and similar businesses that serve the Downtown residential neighborhoods.
- **Expand Community Events.** Build on the success of established community events and festivals by partnering with organizations to offer more frequent events throughout the year to enhance community engagement and draw visitors to Downtown.
- **Promote Mixed-Use Development.** Encourage the redevelopment of underutilized buildings and lots into mixed-use developments, which can expand the user base and foster a strong sense of place in Downtown.
- **Enhance Pedestrian-Oriented Streets.** Prioritize the development of pedestrian-oriented streets featuring connected sidewalks, trails, street furniture, trees, plazas, and pedestrian-scale lighting.
- **Encourage Third Places in Commercial Areas.** Continue to identify areas for lawns, seating, play areas, plazas, and water features to boost visitor engagement and drive spending at nearby businesses.
- **Enhance Downtown Gateways.** Develop distinctive brands or design aesthetics for key Downtown gateways to strengthen Downtown's identity, attract more foot traffic, and elevate economic activity by drawing in more customer and visitors. Collaborate with property owners and roadway jurisdictions to ensure these entry points are distinct and inviting. Downtown gateways are further discussed in the Downtown Gateway Subarea.
- **Conduct Safety Audits.** Perform an audit to identify areas needing safety enhancements, such as additional lighting.
- **Support Outdoor and Extended Business Activities.** Encourage businesses to incorporate outdoor seating or extend operating hours to increase foot traffic and enhance the vibrancy of Downtown.



SUPPORT AND TRANSITION INDUSTRIAL AREAS

The success of a city's businesses is a key indicator of its economic health. In Anderson, the manufacturing industry provides opportunities for higher earning positions alongside the healthcare and higher education sectors. While existing industrial businesses are well-established and stable, the City is moving away from small-scale industrial developments, particularly in areas around the Downtown. As Anderson continues to maintain and enhance its existing industrial zones, the potential exists to explore the redevelopment of larger manufacturing operations that may be downsizing or transitioning. By embracing the redevelopment of both smaller and larger industrial sites, the City can support more effective land uses, stimulate economic growth, and better adapt to evolving industrial trends.

Balancing Industrial Uses

Despite the departure of many historical industrial businesses, Anderson's industrial and manufacturing market is gradually growing. Manufacturing continues to be a significant employer in the City, accounting for 18.5% of the labor force, though other sectors have seen more rapid growth. Healthcare and social assistance now make up 31.0% of the labor force. To maintain a balanced and robust economy, Anderson should continue supporting industrial land uses to sustain a robust economy that provides living-wage jobs. However, while community outreach highlighted concerns about the proximity of new industrial developments to residential areas, it also revealed strong support for focusing on greener, cleaner industrial practices. As industrial businesses expand, the City should encourage sustainable design elements such as energy-efficient buildings, green roofs, native landscaping, and renewable energy technologies. Moreover, industrial uses near residential areas may need to be carefully considered, with measures such as appropriate setbacks, screening, and buffering to minimize disruptions and ensure compatibility with nearby uses.

Best Practices

ADAPTIVE REUSE

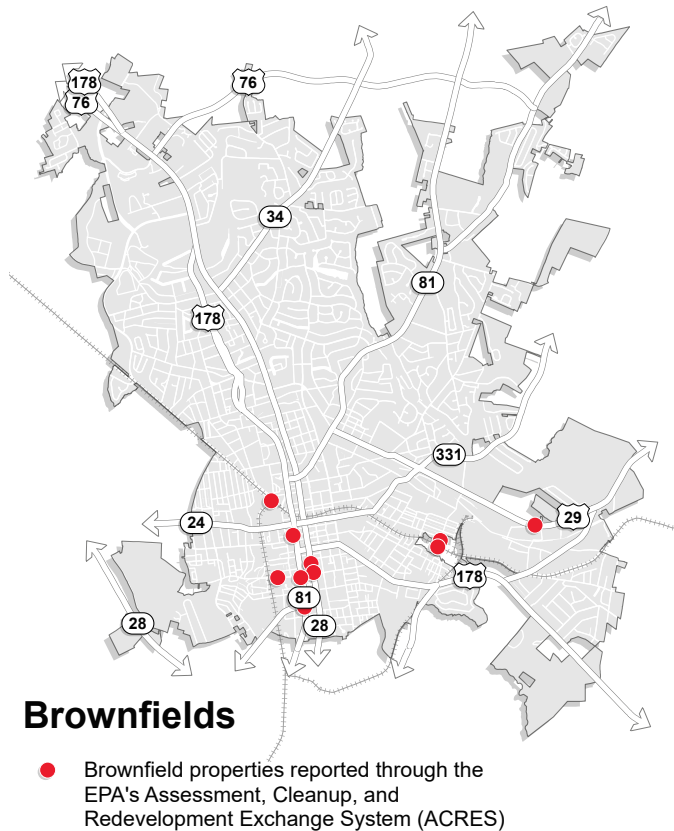
Adaptive reuse is the method of repurposing or "recycling" an existing structure for a use other than its intended original use. Adaptive reuse can be used to bring life to aged, underutilized, or disinvested buildings in the community that are still structurally sound and feature desirable built form. It can also be leveraged to preserve Anderson's historic structures and heritage while supporting new, activated uses.

Redevelopment and Reuse of Industrial Areas

Older, underutilized industrial areas may be redeveloped as Anderson develops into more efficient, community-oriented land uses. There are many older manufacturing sites that have become brownfields and need remediation before they can be repurposed. Addressing the cleanup and adaptive reuse of these brownfield sites could facilitate their transformation into productive spaces, such as maker spaces, creative art hubs, or industrial-style retail areas. Anderson can draw inspiration from cities like Nashville, TN; Indianapolis, IN; and Somerville, MA, which have updated their zoning codes to support arts and culture-related uses in industrial areas near city centers. By clarifying categories for artisan manufacturing and reducing barriers to small-scale production, Anderson can diversify its industrial base while aligning with community goals for sustainability and creativity. Industrial sites along Glenn Street, Murray Avenue, and Whitner Street, including the Anderson Mill site, could be transformed into vibrant, community-focused spaces that could benefit the City economically and culturally.

Recommendations

- **Preserve Strategic Industrial Areas.** Maintain strategic industrial areas of the City to allow for current and future businesses to locate to, and remain in, Anderson and provide living-wage job opportunities for the community.
- **Collaborate with the Chamber of Commerce.** Work with the Anderson Area Chamber of Commerce to identify businesses interested in locating to Anderson, particularly those that produce or incorporate energy-efficient, sustainable materials and designs.
- **Leverage State and Federal Resources.** Apply for state and federal grants, such as EPA brownfield grants, to assist in the cleanup and redevelopment of contaminated industrial sites.



- **Promote High-Quality Industrial Design.** Work with private developers to ensure future redevelopment or renovations reflect high-quality design, with well-designed façades and screening of industrial buildings that are visible from public rights-of-way and near residential neighborhoods.
- **Encourage Context-Sensitive Industrial Development.** Support or require increased setbacks, buffers, screening, and other context-sensitive design elements for new industrial developments or redevelopments, particularly near residential neighborhoods.
- **Redevelopment Opportunity.** Work with developers and property owners to redevelop the area between Glenn Street, Murray Avenue, and Whitner Street utilizing creative strategies to reuse buildings.
- **Minimize Impacts.** Implement screening and buffering for industrial and commercial areas near residential areas, and use setbacks for walls and fences with space for plantings between the property line, right-of-way, and adjacent developments. Screen utility, loading, and storage areas visible from public roads.
- **Encourage Sustainable/Green Manufacturing.** Promote green manufacturing by encouraging industries to adopt sustainable practices, including reducing their carbon footprint, using renewable energy, and implementing effective waste management. Additionally, encourage the use of sustainable building materials and other low-impact design principles.



ECONOMIC DEVELOPMENT OPPORTUNITIES

The City of Anderson has worked with its partners to take steps to enhance opportunities for economic development through business development, workforce development, relationships with Anderson University, Tri-County Technical College and diversifying its tourism industry. Anderson actively attracts and supports new and existing businesses to strengthen the health and welfare of the local economy. Utilizing the strategies listed below, the City can increase economic development opportunities to create a more sustainable economy.

Business Support and Diversification

Anderson has taken steps to be more actively involved in attracting new and supporting existing businesses. The City utilizes various sources to market and promote its commercial and industrial areas to attract businesses. These resources include the Anderson Area Chamber of Commerce, which provides networking, advocacy, and training for local businesses, and Anderson County Economic Development, which offers data, resources, and incentives to attract and retain businesses. Additionally, the Upstate SC Alliance, a regional economic development organization, markets the Upstate region to attract global investment and support business growth. These programs aim to strengthen the local economy by fostering business expansion and innovation. Increasing Anderson's economic resilience requires diversifying its economic base. Promoting mixed-use development, along with diversifying industries such as technology, manufacturing, and healthcare, can reduce risks associated with reliance on a single sector. Anderson can foster a dynamic, sustainable business landscape by targeting emerging industries, supporting start-ups, and encouraging investment in high-growth areas.

Initiative

ANDERSON RISING

The Anderson Rising - Young Professionals program, offered by the Anderson Area Chamber of Commerce, connects young professionals with businesses, organizations, and leadership opportunities in Anderson County. Membership is free and provides access to diverse events and programs focused on education, entrepreneurship, politics, and philanthropy, aimed at fostering personal and professional growth and driving community progress.



Workforce Development

Having a skilled workforce is a vital factor for employers considering locations for their businesses. Successful companies focus on hiring based on the relevance of skills and education to their industries. The job market in Anderson is expanding, with over 12,800 residents employed across leading sectors such as health care and social assistance, manufacturing, and educational services. Promoting workforce development in Anderson involves leveraging partnerships between educational institutions and local employers. Anderson's educational institutions, including Anderson University and Tri-County Technical College, are strategically positioned to boost the local talent pool through collaborations with key industry stakeholders. These strategic partnerships are essential for producing skilled workers who contribute to the local economy. Continued efforts to strengthen cooperation between educational bodies and businesses will support ongoing employment growth and future workforce development.

Recommendations

- **Expand Commercial Office Opportunities.** Support the development of new commercial spaces, including office environments and smaller retail spaces to support small businesses and further diversify the economy.
- **Enhance Business Communication.** Work with the Anderson Area Chamber of Commerce to maintain regular communication with local businesses, staying informed about expansion plans, operational needs, and opportunities for enhanced support.
- **Facilitate Workforce Development.** Partner with Anderson University, Tri-County Technical College, high schools, and major employers to facilitate internship opportunities, apprenticeships, training programs, and employment opportunities.
- **Promote Workforce and Professionals Programs.** Support initiatives like Rising Young Professionals, Leadership Anderson, and similar programs. Collaborate with the Anderson Area Chamber of Commerce to promote, enhance, and expand these workforce development and professional growth opportunities.
- **Analyze Economic Assets.** Examine the City's economic assets and competitive disadvantages to determine achievable target industries for business recruitment and necessary infrastructure updates.
- **Support Small Business Growth.** Create and expand programs that provide financial assistance, mentorship, and resources to help small businesses.
- **Foster Innovation and Entrepreneurship.** Consider establishing a business incubator in partnership with Anderson University and Tri-County Technical College to nurture startups, foster entrepreneurship, and encourage innovation.

Initiative

THE BREW AS WORKFORCE DEVELOPMENT

The Brew is a proven workforce development initiative fostering entrepreneurial growth, collaboration, and innovation in Anderson. By providing a free, inclusive platform for local business owners to share challenges, gain community feedback, and refine their strategies, The Brew strengthens Anderson's small business ecosystem and cultivates a culture of creativity and support.

Expanding the Brew's impact aligns with Anderson's economic development goals by empowering entrepreneurs, fostering skill development, and encouraging business success. This program enhances workforce readiness, promotes networking, and drives community-driven solutions, making it a valuable asset for sustained economic growth.

ECONOMIC DEVELOPMENT FRAMEWORK

Anderson is home to a large variety of commercial, office, and industrial businesses located throughout the City. The Economic Development Framework focuses on the City's commercial, office, and industrial areas. The map should help the City support existing businesses, attract new businesses, diversify the City's tax base, and ensure that there are high-quality employment opportunities for its residents.

Neighborhood Commercial Areas

Neighborhood-scale commercial areas within residential areas, especially those near Downtown, offer valuable access and interaction with the community. These areas would benefit from targeted investment and beautification efforts. The City should focus on enhancing these small-scale commercial nodes, including considering mixed-use developments near Downtown, to increase neighborhood connectivity, support local businesses, and create vibrant, community-oriented spaces that enrich residents' overall quality of life.

Connected Commercial Areas

As Anderson grows, commercial amenities and services must be accessible and well-integrated into the community. Major thoroughfares like North Main Street and SC 81/Greenville Road are vital to Anderson's economic health and visual appeal. The City should develop connected commercial areas along these routes, featuring diverse retail and entertainment options. Emphasizing multimodal access, pedestrian-scale development, 360-degree architecture, and integrated outdoor seating will create vibrant commercial centers that attract visitors and enhance the community's appeal.

Regional Commercial Draws

Anderson Mall remains a significant retail draw with over 50 national and local options but would benefit from revitalization and outlot development. Enhancing these commercial hubs will strengthen Anderson's regional appeal and generate substantial sales tax revenue.

Downtown

Downtown Anderson is a vibrant hub with a mix of historic buildings, local shops, restaurants, arts studios, and open spaces, attracting both tourists and residents. To build on its small-town charm, the City should support public gatherings, attract diverse businesses, and invest in redevelopment. Encouraging mixed-use development through adaptive reuse and infill of underutilized parcels will create a walkable environment that blends retail, office, and residential spaces. Building a vibrant and close-knit community will boost property values, increase tax revenue, and enhance the local economy.

Medical Areas

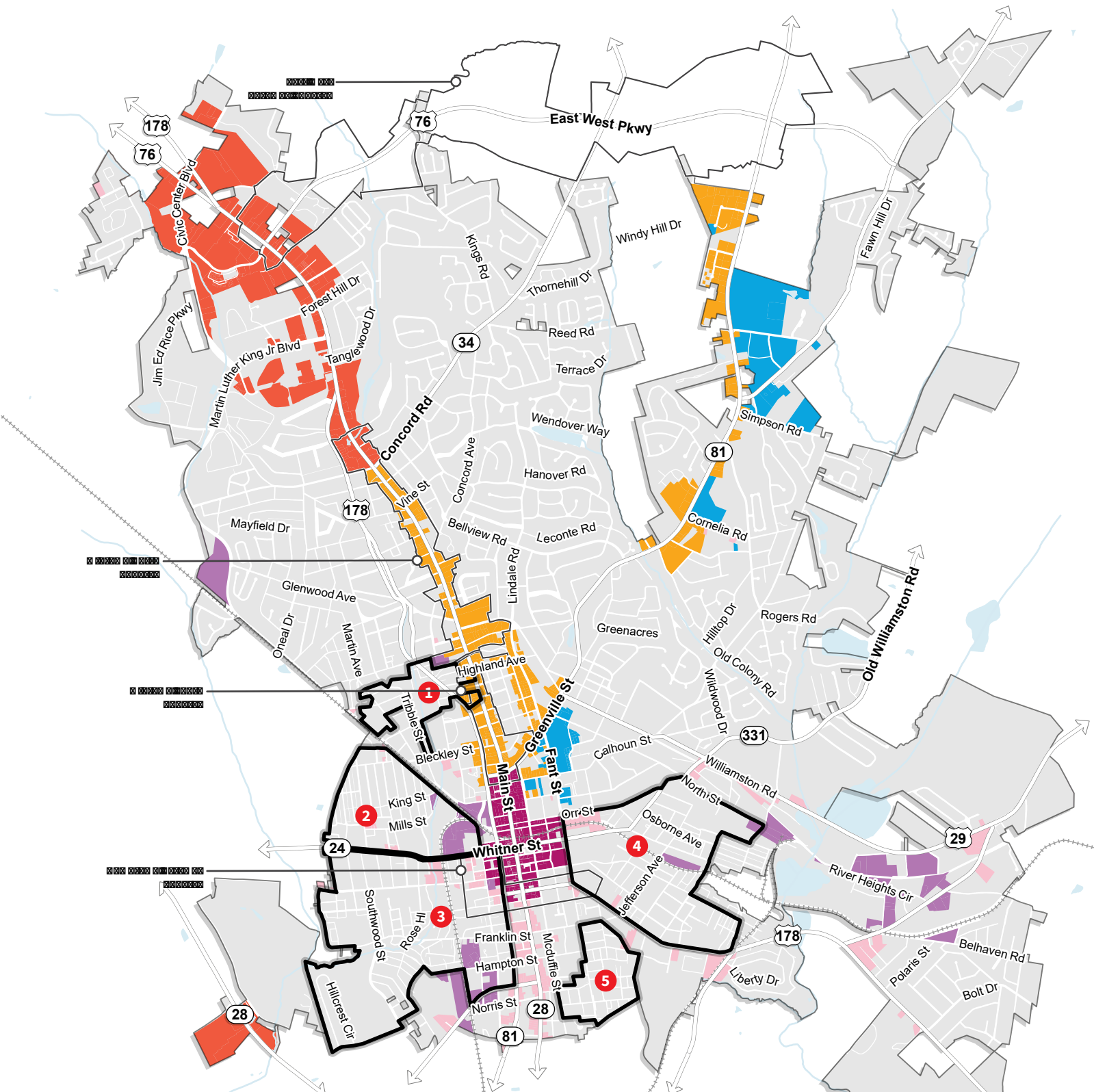
The medical areas, anchored by AnMed Health, is a critical healthcare hub and one of Anderson County's largest employers, encompassing the AnMed Health Medical Center, Heart and Vascular Center, Women's and Children's Hospital, and numerous specialized facilities. The City should collaborate with AnMed Health to prioritize connectivity and infrastructure development, improve accessibility between facilities, and ensure the district continues to meet regional healthcare needs while supporting local employment opportunities.

Industrial Areas

Anderson's industrial areas have long driven employment, historically in manufacturing, such as at the old mill site, alongside healthcare and higher education sectors. The City should prioritize enhancing existing industrial areas and redeveloping older, underutilized sites, including brownfields, into community spaces or mixed-use developments near Downtown. Sustainable practices and compatibility with residential areas will foster economic growth and meet evolving industrial needs.

TARGETED REDEVELOPMENT AREAS

The City of Anderson has identified five priority redevelopment areas, including East Anderson, West Anderson, North Anderson, South Anderson, Appleton Mill, and the West Franklin/Southwood Street NRSA (see map on pg. 51). These areas represent significant opportunities for improvement and enhanced livability by strategically targeting investments in infrastructure, housing, safety, economic development, and essential services.



Commercial Framework

- | | |
|--|---|
| Neighborhood Commercial Areas | Redevelopment Areas |
| Connected Commercial Areas | 1 Northside |
| Regional Commercial Draws | 2 Appleton Mill |
| Downtown | 3 Westside |
| Medical Areas | 4 Eastside |
| Industrial | 5 Southside |





CHAPTER 07

TRANSPORTATION AND MOBILITY

Cities utilize transportation plans to effectively prioritize street improvements, manage resource allocation, and plan for new infrastructure. According to outreach participants, there is a lack of cohesive transportation planning policies which is causing transportation-related issues such as traffic congestion, and unsafe road conditions. This section highlights key transportation issues and opportunities to address and accommodate future growth in Anderson, including recommended projects and policies to keep the system moving forward.



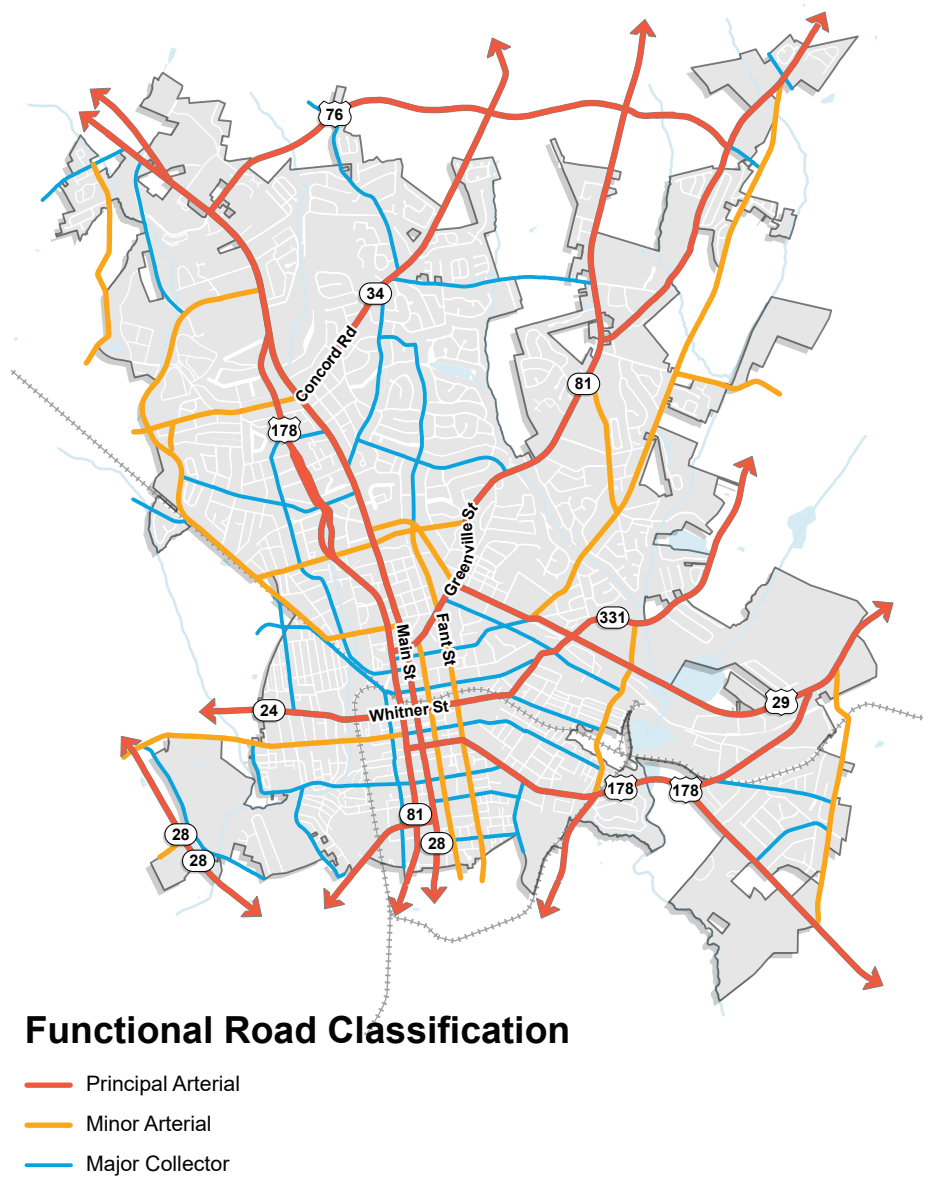
ROADWAY TRANSPORTATION

Anderson's transportation system provides access and mobility for residents and visitors, supporting them as they head to work, visit friends, shop and dine, or exercise. While the SCDOT maintains the Interstate, US, and SC numbered routes and most of the public roads in Anderson, the City usually maintains smaller, local public roads. The ongoing planning, design, implementation, and maintenance of this system is fundamental to the City's high quality of life, active living culture, and economic success.

The transportation recommendations will carry forward the goals and vision of Anderson's previous plans, specifically the 2014 Bike-Pedestrian Connectivity Plan and other transportation-related plans. A lack of connectivity between the City's existing bikeway, walkway, and greenway facilities identified in the Bike-Pedestrian Connectivity Plan remains in certain areas. This plan will continue to address those gaps.

Functional Classification

Anderson's roadway system includes different types of streets, each with different functions and capacities. The Functional Classification Map illustrates how Anderson's roads are classified according to SCDOT criteria, which are based on the level of property access and mobility provided to motorized vehicles.





Capacity/Level of Service (LOS)

The level of service (LOS) metric describes the movement of vehicles to determine the road system's performance using letter grades ranging from A to F. LOS D is considered acceptable in developed urban areas. Levels of service metrics do not represent an ideal measure of the overall transportation system performance. For transportation planning, the safety of all users of roadways, accommodation of multiple modes of travel, and aesthetics indicate higher performance levels.

While the past plans, studies, and report documents reviewed did not include LOS data, SCDOT shares traffic volume data for interstates and arterial roads. When combined with a roadway's design this data can offer a rough estimate of the road's performance. These volumes can be seen in the Traffic Volume per Day map. The roads in Anderson that have high and medium-high volumes, and have roadway dimensions that affect car maneuverability are:

- Concord Road
- Reed Road
- Clemson Boulevard and SC 81/ Greenville Street
- Main Street, which has a wide cross-section but runs through Downtown with a high number of signalized intersections
- South Murray Avenue between River Street and Greenville Street, which also has a wide cross-section with a high number of signalized intersections

The overall roadway network within Anderson city limits is cohesive, leaving little need to fill gaps or roadway extensions. The City of Anderson currently has no significant LOS issues. The system is well-connected with a variety of local roads, major collector roads, and minor and principal arterials. Except for highways, there are few roads that carry between 8,000 and 10,000 vehicles per day, with most of the minor arterials and major collectors carrying less than 6,000 vehicles per day. Improvements in access, safety, and congestion will refine the network flow quality and enhance the user experience. The areas of focus for roadway network improvements include access management, traffic calming, and future cross-section recommendations in addition to roadway standards, policies, and programs.

Roadway Levels of Service	
LOS A	Unrestricted maneuverability and operating speeds
LOS B	Reduced maneuverability and operating speeds
LOS C	Restricted maneuverability and operating speeds closer to the speed limit
LOS D	Severely restricted maneuverability and unstable, low operating speeds
LOS E	Operating conditions at or near the capacity level
LOS F	Breakdown conditions characterized by stop and go travel



Traffic Volume per Day

- Under 2,000
- 2,000 - 4,000
- 4,000 - 6,000
- 6,000 - 8,000
- 8,000 - 10,000
- Over 10,000

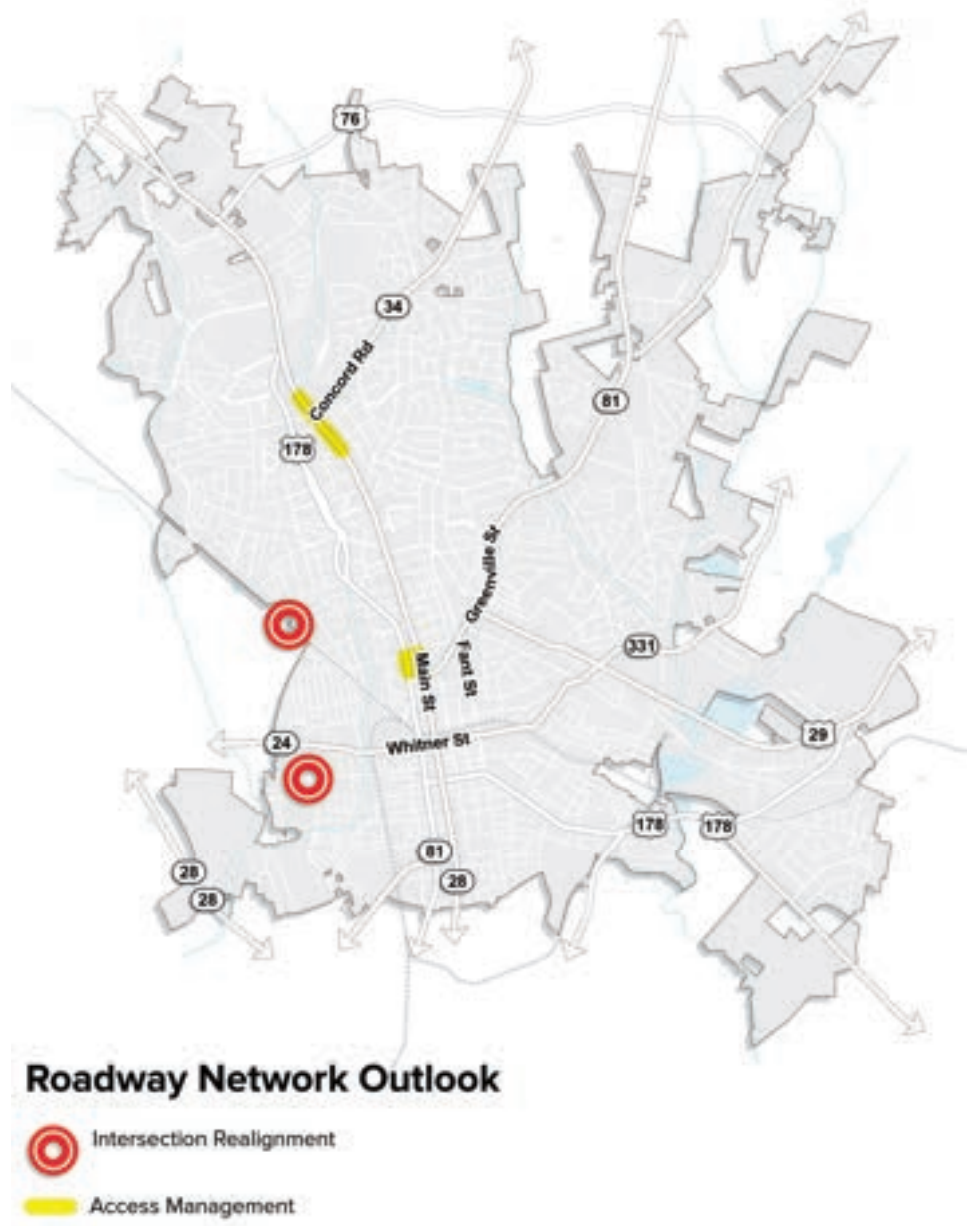




Roadway Network Outlook

The Anderson/Clemson Area Transportation Study (ACATS) is a Federally designated Metropolitan Planning Organization (MPO) representing Anderson, Clemson, Belton, Williamston, Pelzer, West Pelzer, Pendleton, Central, Norris and portions of Anderson and Pickens Counties. The organization's 2040 Long-Range Plan identifies planned transportation network projects for SCDOT to include in its State Transportation Improvement Program. Most projects and all MPO funding come from the federal government via SCDOT. Currently ACATS, which funds projects across Anderson County, has 13 active projects with over \$31.5 million allocated for their completion. In addition, there are plans in place to improve the transportation network by spending \$50 million over the next 20 years. These SCDOT funds are earmarked specifically for 26 intersection improvements. The roadway projects within Anderson are:

- Midway, Harriett Circle/ Crestview Roads traffic circles and road relocation
- Concord Road/Whitehall Road/North Main Street intersection improvement
- Intersection realignment where Quinn Street/Rogers Street cross the railroad
- Study intersection improvements to relieve congestion and increase safety at the South Main Street, Shockley Ferry Road





Access Management

Access Management regulates land development access while maintaining traffic flow on the surrounding public roads. It focuses on ensuring safety, maintaining road capacity, and preserving travel speeds by balancing access needs with mobility requirements.

Efficient streets operate best without friction created by conflicts like mixed turning movements, acceleration, and deceleration, or when other interruptions of flow are reduced. Major roads that serve through traffic and provide access to industries, local businesses, homes, and neighborhoods must manage points of entry and exit to minimize friction and conflicts. The number of driveways, curb cuts, their widths, and points of access along major streets must be balanced to maintain efficiency and reduce the probability of crashes. Potential locations within the Anderson for consideration are:

- North Main Street between Bleckley Street and Clinkscales Street;
- North Main Street between East Fredericks Street and Edgewood Avenue;
- North Main Street between Concord Road and Pine Lane; and
- North Murray Avenue between Bleckley Street and Clinkscales Street.

Connectivity

The City has a well-connected roadway network with a good balance of the types of functionally classified roads to provide a steady flow of traffic with little to no need for additional road extensions or connections. As noted in the Capacity/ LOS section above, there are only six areas listed to have high and medium-high volumes that may impact their capacity and traffic flow. Continued updates and review of the Traffic Volume Per Day map will provide a guide for where to focus changes to mitigate congestion and heavy traffic flow.

Roadway network planning must also be context sensitive to existing adjacent land uses and for new development. As development occurs, particularly for large residential development, roadway connectivity must consider minimizing the number of cul-de-sacs in neighborhoods to allow for multiple access points. This helps to reduce congestion and delays at intersections and provides for a better response time for public safety. There were no public comments received regarding issues with roadway connectivity.

Traffic Calming

The Federal Highway Administration (FHWA) states that the primary purpose of traffic calming is to support the livability and vitality of residential and commercial areas through improvements in non-motorist safety, mobility, and comfort. Public sentiment often associates the need for traffic calming as the result of motorist speeding and or high traffic volumes, particularly on neighborhood and local connector streets.

Traffic calming measures include changes in horizontal and vertical road alignments, lane narrowing, and roadside treatments like trees, planted medians, on-street parking, bike lanes, and curb bulb-outs. These measures not only help to reduce speeding and traffic, but they also increase the safety and comfort of walking and bicycling. Groups from the Midtown Subarea workshop endorsed the installation of speed bumps in Anderson's residential areas.

Recommendations

- **Access Management Standards.** Develop access management standards that include considerations for consolidating driveways along high commercial activity corridors, and promote cross-access between business properties to minimize the number of driveways.
- **Priority Roadways.** Maintain a list of priority roadways for capacity improvements.
- **Intersection Safety.** Continue to monitor traffic volumes at intersections and conduct traffic signal warrant studies.



ACTIVE TRANSPORTATION

Bicycle and pedestrian infrastructure, such as sidewalks, bike lanes, and trails, are important components of an active transportation network that can provide mobility options for those without access to an automobile, and those who choose not to use or are unable to use motorized transportation. Designated facilities, topography, existing and future development, and roadway design impact the bicycle and pedestrian environment within a community.

Complete Streets

A Complete Street is a design approach that ensures streets are planned, designed, operated, and maintained to enable safe, convenient, and comfortable travel and access for all users, regardless of their mode of transportation. This includes pedestrians, bicyclists, motorists, and transit riders of all ages and abilities. Complete Streets are designed to provide safe and accessible transportation options, promote healthy and active lifestyles, and create more livable communities.

Recommendations

- **Complete Streets Act Implementation.** Take advantage of the Complete Streets Act to ensure new construction and re-construction roadway projects in the City accommodate users of all ages and abilities including pedestrians, bicyclists, transit users, motorists, and adjacent land users.
- **Street Typology Guidelines.** Develop design guidelines based on street typology to further the goals of the Complete Street Act.
- **Walk and Bike Master Plan.** Develop a comprehensive walk and bike master plan.
- **Bicycle-Transit Integration.** Coordinate with Electric City Transit System to enhance bicycle-transit integration.

Best Practices

COMPLETE STREETS

A “complete street” is a roadway that is designed to be safe for all users of the transportation network, including motorists, transit riders, bicyclists, and pedestrians. The City adopted a Complete Streets policy and should continue to work towards the goal of accommodating all modes of travel in the transportation planning process, to the highest degree possible. Complete street design principles should be incorporated as local, County, and State roadways are reconstructed to improve safety and expand multimodal options.



ADA Accessibility

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

Recommendations

- **ADA Transition Plan.** Create an ADA Transition Plan to identify streets that do not meet accessibility standards.
- **Pedestrian-Accessible Transit Stops.** Coordinate with transit providers to develop pedestrian-accessible transit stops.
- **Accessible Pedestrian Facilities.** Work to improve pedestrian facilities accessible to all ages and people with disabilities.

Pedestrian and Bicycle Crossings

Pedestrian and bicycle-friendly crossings are crucial for a well-connected pedestrian and bicycle system. Well-placed crossings can significantly reduce travel time and enhance safety, promoting walking as a convenient mode of travel. Currently, the City primarily has standard parallel line crosswalks, with no dedicated bike crossings. The City should prioritize the installation of both signalized and unsignalized crossings at intersections and mid-block locations.

Recommendations

- **Continental Crosswalks Implementation.** Implement continental crosswalks as the minimum required crossing treatment at intersections along major roads, near schools, and in areas with higher pedestrian volumes.
- **Intersection Design.** Ensure intersections are free of obstructions and designed with ample space to accommodate crossing treatments, ramps, signage, lighting, and signal equipment where appropriate.
- **Bike and Vehicle Conflict Mitigation.** Identify major intersections with conflicts between bikes and vehicles along proposed bike lane areas. Consider implementing spot improvements such as green treatment markings in conflict or merge zones to enhance safety and visibility.
- **Signage and Wayfinding Standards.** Adopt MUTCD (Manual on Uniform Traffic Control Devices) standard recommendations for signage and wayfinding to ensure consistency and effectiveness across the City's transportation infrastructure.

Best Practices

CONTINENTAL CROSSWALKS

Continental crosswalks are pedestrian crossings marked with thick, longitudinal stripes parallel to the direction of traffic. These high-visibility markings enhance safety by clearly indicating where pedestrians should cross and alerting drivers and cyclists to potential crossings.



Bike Share and Bike Parking

A bike share system improves bike access in a City, reduces traffic congestion, decreases parking demand, and supports sustainability efforts. Providing convenient and secure bicycle parking encourages cycling, and may have positive economic effects. According to a 2011-2012 study by the Oregon Transportation Research and Education Consortium at Portland State University and the report 'Bicycling Benefits Business' by The League of American Bicyclists, cyclists spend more and visit stores more frequently when bike routes and parking are available. Designated bike parking areas enhance the City's appearance by preventing bikes from being locked to trees, benches, or railings.

Recommendations

- **Bike Share Stations.** Identify and prioritize key destinations for new bike share stations and maintain trip data repositories to inform future planning efforts.
- **Promote Bike Share.** Collaborate with local businesses and community organizations to promote and support the bike share system, including soliciting sponsorships or donations to ensure that the bike share system is accessible and affordable for all residents.
- **Transportation Integration.** Integrate bike share expansion with other transportation and infrastructure projects.
- **Bike Parking.** Incorporate bike parking requirements addressing short-term and long-term needs into the zoning ordinance to ensure adequate and standardized bike parking facilities across the City. Develop a City Bike Parking Guide to standardize bike parking requirements, ensuring consistency and convenience across all areas.
- **New Bike Facilities.** Require that new development projects or redevelopments include bike racks on site.
- **Bicycle Rack Locations.** Identify and establish bicycle rack locations along bike priority corridors, where sidewalks are more than nine feet, along trails, and at buildings or venues that attract or promote biking opportunities.
- **Institutional Collaboration.** Collaborate with local public and private schools and institutions to ensure the provision of safe, and secure bicycle parking. Encourage the development of enhanced facilities such as bike shelters and indoor parking.

Case Study

LEADING BIKING COMMUNITIES

Leading biking communities such as Minneapolis, Minnesota developed their bicycle infrastructure over time through a combination of political will, strategic investment, and community advocacy. Minneapolis achieved and maintained gold status from the League of American Bicyclists, a grassroots organization dedicated to creating safer roads, stronger communities, and a more bicycle-friendly America. This status reflects Minneapolis's success through its focus on equity in bike planning, working to make cycling accessible year-round despite harsh winters and actively reclaiming street space for bicyclists and pedestrians. Investment in connected infrastructure and shifting planning priorities away from car-centric models can promote sustainable, urban environments across the City.



Safe Routes to School

The Safe Routes to School (SRTS) program is a national initiative designed to make walking and biking to school safer and more accessible for students. It focuses on improving infrastructure, educating children on safety, encouraging active transportation, and collaborating with local law enforcement.

Recommendations

- **Safe Routes to School Coordination.** Coordinate with the Safe Routes to School Resource Center, local school districts, and other educational facilities to identify and implement SRTS projects and provide Safe Routes to School maps.
- **Safety Education and Measures.** Implement education programs for drivers and students to make walking to school safer and more attractive for students, and implement enforcement, operational, and engineering measures as feasible on identified routes.

Promoting the Active Transportation Network

As part of efforts to create opportunities for residents to actively participate in the design and development of transportation projects, educational programs and awareness campaigns can be incorporated by the City. Whether for a specific project or to promote active transportation in general, public engagement can be critical to achieving the goals in the Comprehensive Plan.

Recommendations

- **Education and Awareness.** Promote walking through education and awareness campaigns to foster a cultural shift that embraces the benefits of walking.
- **Walk to Work and School.** Coordinate with health communities, schools, and other interested organizations to promote walk to work and walk to school days, developing media campaigns to educate motorists on pedestrian rights-of-way.
- **Bike Month.** Declare a month as Bike Month, emphasizing the importance of bicycling for fitness, recreation, transportation, education, and encouragement.
- **Bike to Work Day.** Promote Bike to Work Day, an annual nationwide event typically held on the third Thursday in May, encouraging residents and employees to bicycle. The City should also support school district programs.

Case Study

HUB CITY HOPPER TRAIL

The Hub City Hopper Trail is an extension in the 50-mile Daniel Morgan Trail System in Spartanburg, South Carolina. The extension demonstrates the benefits of connecting trails to neighborhoods and urban centers, enhancing safety for pedestrians and bicyclists and expanding recreational opportunities.

The trail's impact extends beyond transportation, attracting new 132-unit housing development to Spartanburg, taking advantage of the City's investment in infrastructure.

In 2021, Spartanburg County received a \$23.8 million U.S. Department of Transportation (USDOT) RAISE grant to install over 14 miles of multi-use trails and a new bicycle and pedestrian bridge. This investment further expanded the regional trail system and reinforced the Hub City Hopper Trail in Spartanburg's future urban development and transportation network.



Complete Sidewalk Network

Anderson has a well-connected Downtown sidewalk network which, if connected to existing and proposed trails, could add an additional benefit to the growing trails network proposed through the 2014 Bicycle and Pedestrian Connectivity Plan and 2017 Parks and Recreation Master Plan. These plans also propose an extensive system of on-street bicycle facilities, side paths, and trails over a large portion of the City. When connected with existing sidewalks, the planned network will provide a variety of options and connectivity to the existing Bike Boulevard and trails, which will dramatically enhance the overall active transportation network. A well-defined sidewalk network can also benefit the last-mile connections for pedestrians accessing public transit.

A well-connected sidewalk network offers residents primary access to desired destinations without relying on a car. To ensure that sidewalks provide access and mobility for all residents, the City should take measures to address gaps, design, and ADA requirements when development or reconstruction projects and opportunities arise.

Recommendations

- **Pedestrian-Friendly Land Development.** Encourage land development patterns that prioritize walking by enhancing connectivity between buildings and sidewalks to facilitate short trips between multiple destinations, promoting a pedestrian-friendly environment.
- **Sidewalk Improvements and Streetscape Enhancements.** Prioritize sidewalk improvements near schools, parks, and transit stops at the neighborhood level to ensure safer, more accessible pathways, and incorporate streetscape elements like benches, lighting, and trees into future programming to enhance the walking experience and increase pedestrian activity in Anderson.
- **Walking Pathways.** Develop walking pathways within parks and open spaces to enhance accessibility and encourage pedestrian activity.
- **Intersection Safety Enhancements.** Enhance the safety of intersections on major roadways by assessing and implementing effective pedestrian-oriented strategies. Incorporate sidewalks and designated crossings along Concord Road, Reed Road, and in the neighborhoods adjacent to Downtown.
- **Sidewalk Requirements.** Continue to require sidewalks as part of new development, with a minimum of five- to seven- foot sidewalks on both sides of the street incorporated into cross-sections, particularly for all arterial and collector roadways.
- **Sidewalk Repair Program.** Consider adopting a 50/50 cost shared sidewalk repair program between the City and property owners.
- **GIS Platform.** Develop a comprehensive GIS platform to integrate the City's sidewalk and bicycle improvement projects, ensuring a cohesive, efficient, and maintained network of pedestrian and cycling infrastructure throughout the City.



Connected On-Street Bikeways

The sole existing on-street bike facility in the City is a bike boulevard along Boulevard/Business 29. The 2014 Bicycle and Pedestrian Connectivity Plan proposes an array of additional bike facilities to include shared lane markings/shared streets and a road diet to create a cycle track. This broad network would cover most of the major roads in Downtown, and offer access to libraries, schools, Anderson University, parks, shopping areas, bus stops, and government services. While planned on-street bikeways cover most destinations in the City, a few missing links need to be developed as new bike routes. Some projects also require upgrades at the facility level.

Recommendations

- **Lane Narrowing.** Implement lane narrowing (road diets) on East River Street to develop a new bike route from the South Fant Street intersection to the Shockley Road intersection connecting to three proposed projects, and on North Main Street from the West Calhoun Street intersection to the East West Parkway intersection to develop bike lanes supporting the proposed subarea development.
- **Shared Lane Markings to Bike Lanes.** Upgrade the shared lane markings proposal on South McDuffie Street and Fant Street to a bike lane proposal and consider implementing a road diet to reduce the drive lanes to two to accommodate a dedicated bike lane.
- **Bicycle Boulevard and Shared Lane Extensions.** Extend the bicycle boulevard proposal on Concord Avenue to the Reed and Concord Road intersection, and extend the shared lane markings proposal on South Jefferson Avenue to the Redwood Avenue intersection.
- **Trail Connection.** Connect St. Francis Park to Whitner Creek Trail via Bleckley Street by providing a shared lane marking. Extend connections from the Glenn Street and Bleckley Street intersection to the North 1st Street and Glenn Street intersection, continuing south on North 1st Street to West Whitner Street and Monroe Street, and from Southwood to the Westside Community Center and Whitner Creek at West Franklin Street.
- **West Market Street Bike Lane.** Include a new bike lane on West Market Street from the West Franklin Street intersection to Whitner Creek Trail. Extend the bike lane by upgrading the current shared lane markings proposal on West Market Street to South Murray Avenue.
- **Comprehensive Signage and Wayfinding.** Continue to integrate, expand, and maintain a comprehensive signage program to provide bicyclists with route guidance and directions to destinations, and incorporate wayfinding into pavement markings, such as green lanes, green-backed shared lane markings, and arrows for left turns.



Connected Trails and Shared Use Paths

Anderson's existing trails can be found in two varieties: trails inside public parks and multi-use paths. The East West Parkway multi-use trail is mostly outside of the City limits, but is a major trunk of the overall network. Recently completed trail projects successfully provided connections from AnMed Health's North Campus to the Anderson Sports & Entertainment Center by way of the East West Parkway. This larger trail will also connect to a major shopping center and two subdivisions. If the trail recommendations from the 2014 Bicycle and Pedestrian Connectivity Plan are implemented, the East West Parkway would connect to three other major trails: sidepaths along Reed Road and Greenville Street, and a trail along a series of easements and creeks on the east side of the City. The City proposes to build a connection to the existing trail in Linley Park, a park between sections of North Avenue, through a series of parks that are along Whitner Creek, terminating at Southwood Park. This 2.5-mile proposed trail would connect to six parks and offer access to the Westside Community Center. This is currently under construction and will be completed in 2025.

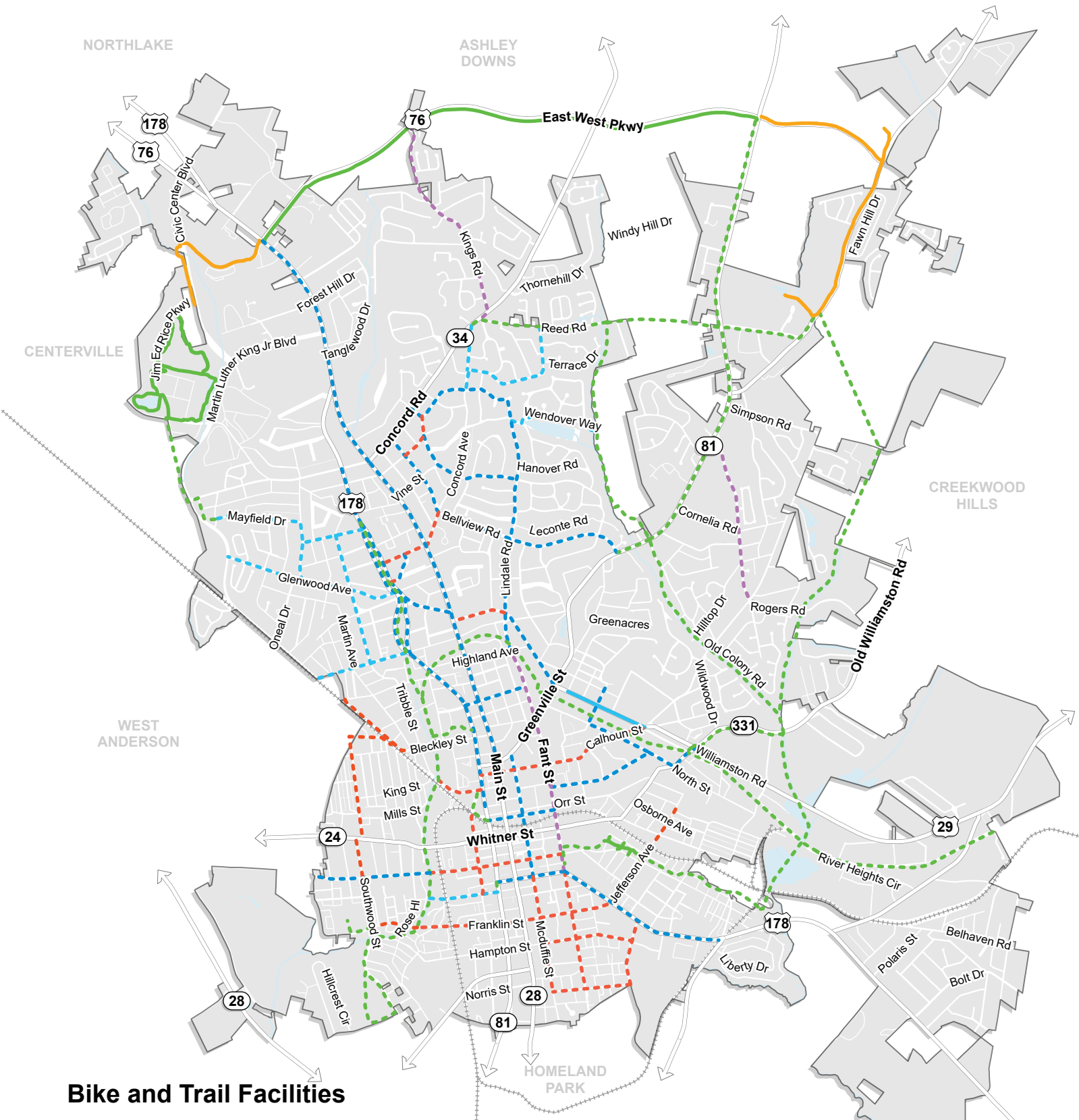
The 2014 Bicycle and Pedestrian Connectivity Plan proposes an additional 14 miles of trails and sidepaths beyond the previously mentioned 2.5-mile trail. These trails would reach large numbers of stores, employment areas, parks, libraries, and schools. The City is currently pursuing various grant opportunities to help fund the full trail network.

The nearest regional trail is the Palmetto State Trail Network, which passes through Greenville. In addition to this, the closest trail network is at Clemson University. Currently, there are no ongoing discussions about connecting Anderson to any of these trail networks. However, the proximity to Lake Hartwell presents an opportunity to develop a trail network that could connect to the Clemson trail network. Active discussions with other jurisdictions are needed to develop this as a trail connection project.

Trail network plays a crucial role in City development by offering transportation and recreation opportunities for pedestrians, bicyclists, and other active users. Additionally, they stimulate tourism-related employment and enhance connectivity between neighborhoods, destinations, and employment hubs.

Recommendations

- **Expansion of Trails System.** Continue to identify locations for new rail trails, bike trails, and recreational trails to expand and enhance the City's trail system on an ongoing basis.
- **Trail Crossing Safety Enhancements.** To improve visibility at trail crossings, and to provide additional safety and speed management benefits, include raised median islands on cross streets where possible, and use stop or yield line markings in advance of the crossing to discourage encroachment into the crosswalk area.
- **Designated Trailheads and Amenities.** Develop designated trailheads with wayfinding signage and amenities such as bicycle parking, rental services, and repair facilities.
- **Improve Current Trail Network.** To improve the current trail network connections with the interior neighborhoods in the City, the following connections should be considered:
 - Extend the Rail Trail to Rocky River Conservancy, reaching Fairway Green Road and Premiere Court to enhance connectivity to the residential area southeast of the City.
 - Connect East Greenville Street to Reed Road via Kings Road, and extend Marchbanks Avenue from the intersection with East Greenville Street to the intersection with Calhoun Street, continuing to Rogers Road and linking to the proposed trail along Cox Creek.
 - Develop a sidepath along East Greenville Street up to the Reed Road intersection.
 - Extend the Reed Road Trail proposal to Concord Road.



Bike and Trail Facilities

Existing Facilities

- Existing Facilities
- Trail
- Under Construction Trail

Planned and Proposed Facilities

- - - Bike Boulevard
- - - Bike Lane
- - - Sidepath, Cycle Track
- - - Shared Lane Marking
- - - Trail





PUBLIC TRANSIT, RAIL FREIGHT, AND TRUCK FREIGHT

Public transit allows people to travel over longer distances without a personal vehicle and can help communities reduce traffic congestion and pollution. Great transit systems offer frequent, reliable service to useful destinations and have safe, comfortable facilities for riders. Anderson is served by one public transportation provider, Electric City Transit, which serves several communities across Anderson County.

Most of the community input regarding public transit, rail, and truck freight was related to requests to convert the old trolley and abandoned rails corridors to trails and improve public transit

Electric City Transit Service

Electric City Transit (ECT) runs six weekday routes with a normal operating schedule from 6:30 am – 6:30 pm. The main transfer point is at the Old McCants Junior High School Building, which now also houses Meals on Wheels, Anderson Senior Center, and the Salvation Army Boys and Girls Club.

ECT has eight total buses, including natural gas-powered vehicles, and services 298 stops. Of the six total routes, the Blue and Red routes operate entirely within the City limits and connect riders to the Anderson County Courthouse and Library, Anderson Mall, Anderson University, AnMed campuses, and several apartment complexes. The Orange Route, the only route that does not go through Downtown, serves as a circulator between Walmart at Liberty Highway/Brown Road and the Tri County Technical College.

ECT can deviate up to three-quarters of a mile from the existing service area to pick up riders who call at least an hour beforehand, expanding the service area to include additional residential areas. One area where the addition of a fixed route connection could be necessary is Anderson University as the bus only stops at the athletic complex, causing a disconnect from the academic portion of the University. An alternate route for the Gold Route connects to a major employment center (Electrolux Home Products and First Quality), but it is not clear how often this deviation occurs.

Paratransit and Micro Transit Service

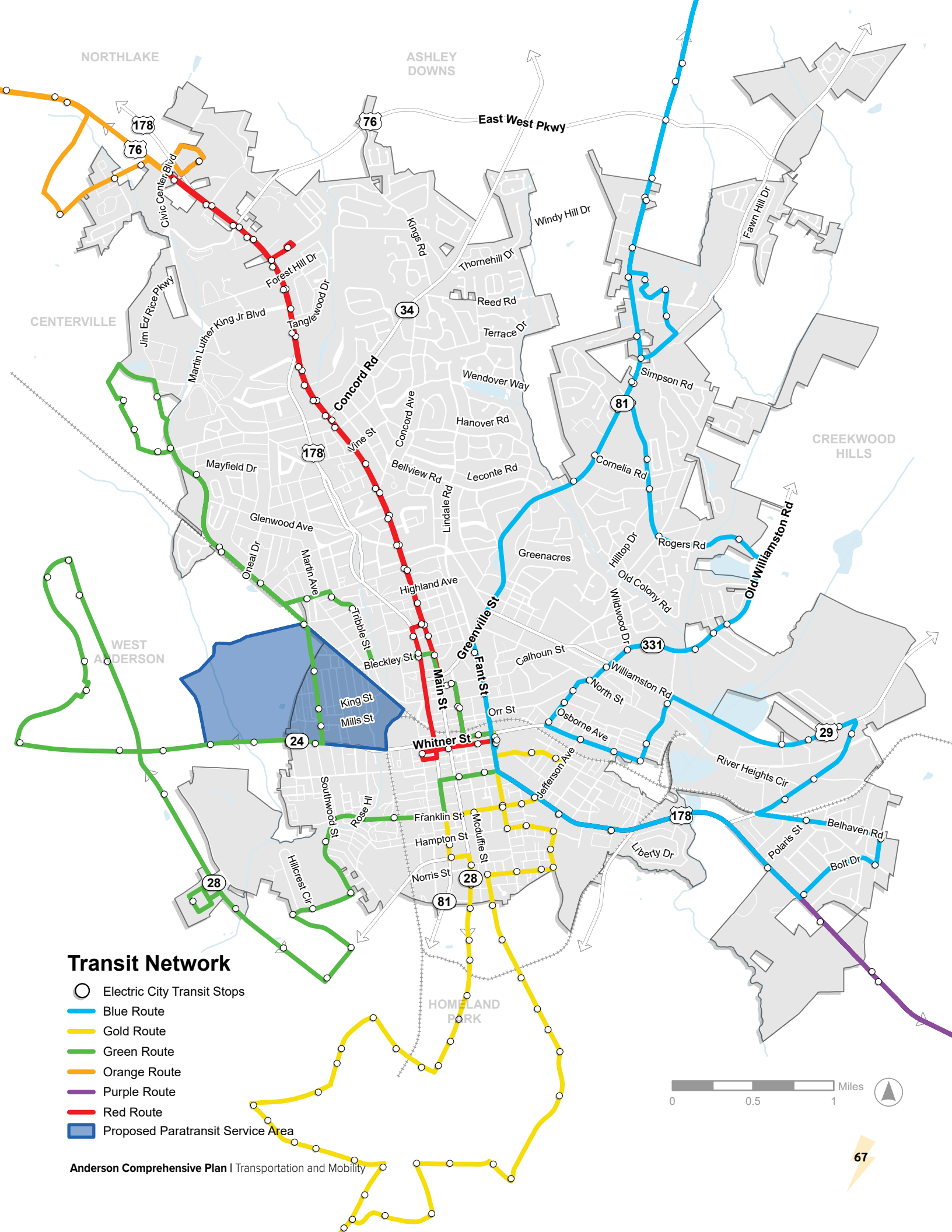
Paratransit refers to flexible, demand-responsive transportation services, often designed for individuals with disabilities or those lacking access to fixed-route transit. Micro transit is an on-demand or scheduled shared transportation service that uses smaller vehicles to provide flexible routing in areas underserved by traditional public transit. Paratransit and micro transit services can enhance the fixed-route network by filling service gaps and improving accessibility for residents facing transportation insecurities.

Alphabet District Pilot Study

SENIOR Solutions is collaborating with Electric City Transit and the LOT Project to develop a hybrid paratransit/micro transit service to complement the existing fixed-route service in the Alphabet Street Neighborhood. The Alphabet District, a former mill village, has faced economic hardship since the mill's 1991 closure. Of its 2,580 residents, 25% lack vehicle access, with 70% experiencing mobility challenges due to first-mile/last-mile gaps

and limited service hours. A paratransit study could assess service gaps, travel demand, and micro transit feasibility, covering streets A-R from Main Street to the Anderson County Transit Hub. It could explore operational models, funding, and transit reliability while identifying key stakeholders and evaluating non-peak service availability. The district could serve as a pilot before broader implementation.

The proposed service could include scheduled and on-demand rides within the district, connecting residents to key destinations such as employers, shopping centers, and medical and commercial services along the fixed-route network. Smaller, ADA-accessible vehicles could be used to navigate the district's narrow streets efficiently. To ensure greater accessibility, service hours could be expanded to include early mornings, late evenings, and weekends.



Transit Network

- Electric City Transit Stops
- Blue Route
- Gold Route
- Green Route
- Orange Route
- Purple Route
- Red Route
- Proposed Paratransit Service Area



Passenger Rail

A proposal for passenger rail with a stop in Anderson is currently being examined. The ongoing study includes Anderson as one of two stops in South Carolina of a high-speed rail corridor between Charlotte and Atlanta. Anderson was included in two alignments: one which creates a new rail line on land without prior transportation use exclusively for passenger rail, and the other would be built in the right-of-way for I-85. In 2021, the Federal Railroad Administration identified the Greenfield Corridor Alignment as the preferred option and is now proceeding to the next step in the federal feasibility study process. This proposed high-speed rail corridor could cost between \$6.2 billion and \$8.4 billion.

Rail Freight

Anderson has several miles of railroad tracks running through the City, allowing freight access from three directions. Most of the tracks are in the southern part of the City, with one line running northwest out of Downtown toward Pendleton. There are multiple grade crossings and six freight stations that accommodate freight rail traffic according to the Federal Railroad Administration. Three companies own the tracks, with the majority owned by Pickens Railroad and the remainder owned by Norfolk Southern and CSX.

While the specific freight these railways carry is not public, the location of these spurs and products the companies ship include limestone, plastics, rubber, carbon black, fertilizer, and scrap metal. There are multiple unused railroad rights-of-way that run through the community that have contributed to the formation of several brownfield sites. Without proper mitigation, these sites could limit redevelopment opportunities.

Truck Freight

Interstate 85 and US 76/SC 28 north of I-85 outside Anderson's city limits directs truck freight traffic to Anderson. The SCDOT permits overweight trucks carrying up to 100,000 lbs. of gross weight to travel on SC 28 and SC 81, state highways that traverse Anderson.

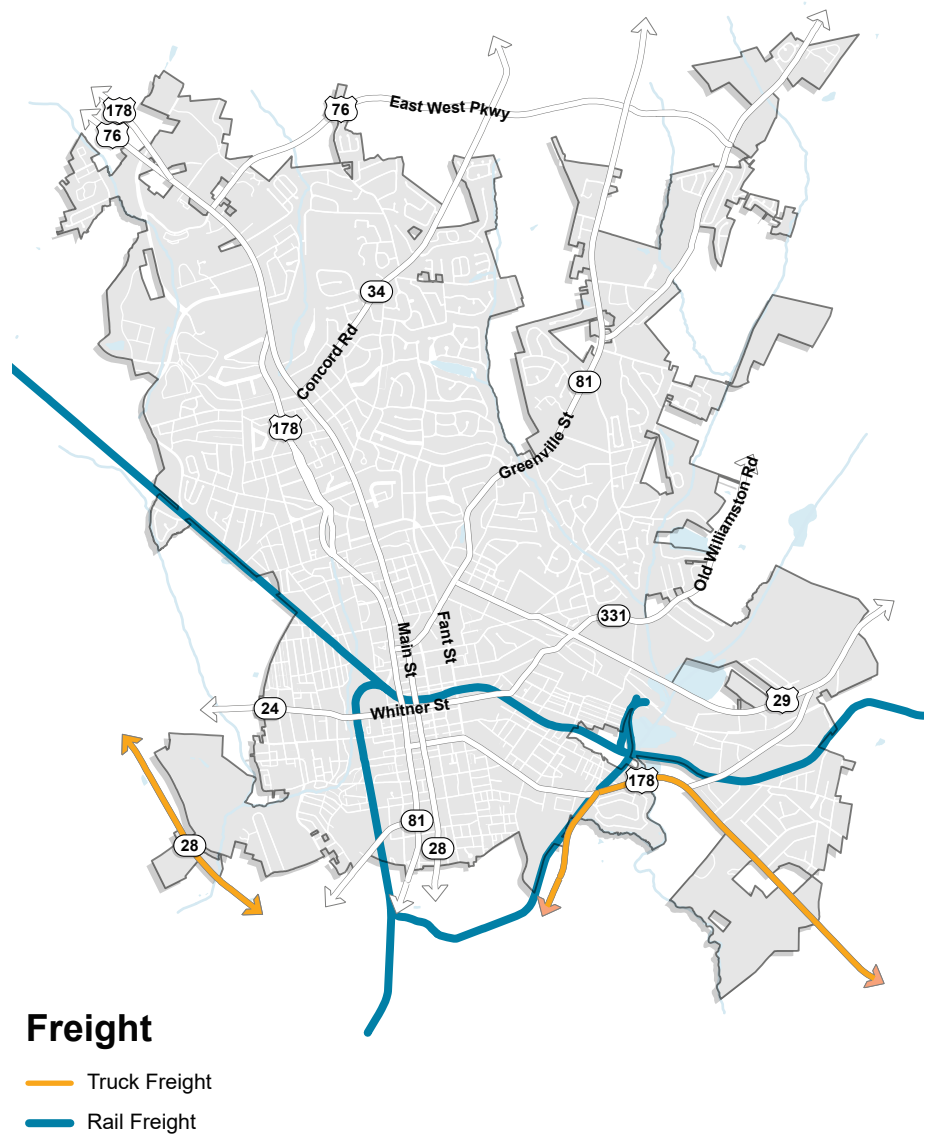
Located approximately 40 miles from the South Carolina Inland Ports in Greer, and with Interstate 85 passing right through, Anderson manufacturing companies like Electrolux and Belton Industries can benefit from this rail and truck freight infrastructure. Over 30 miles of I-85 is located within Anderson County, and 30 minutes from the I-385 connecting Anderson to the Port of Charleston. The proximity to this infrastructure allows for:

- Trucking travel time to be within two days of all major eastern markets;
- Overnight trucking service to most of the southeast from Anderson; and
- Second-morning delivery to any east coast destination.



Recommendations

- **Rail Corridor.** Continue planning efforts that explore the feasibility and potential for Anderson to be a stop along the passenger high-speed rail corridor.
- **Transit Network Expansion.** Evaluate the feasibility of deviations to major employment centers to expand the utility of the transit network.
- **Rail Line Assessment.** Consider conducting an inventory or assessment to assess opportunities to reuse abandoned rail lines.
- **Redevelopment.** Develop a plan to locate brownfield sites and abandoned railroad corridors to mitigate and transform for trail and recreational uses.





ELECTRIC VEHICLES AND CHARGING STATIONS

Electric vehicles are increasingly common. The impacts of new vehicle technology are an opportunity for Anderson to embrace electric vehicles to appeal to both locals and visitors, and to mitigate transportation emissions locally.

The State of South Carolina is not very friendly towards buyers or lessees of electric vehicles (EVs) as there are no available tax credits or rebates on the purchase of EVs. In fact, the state charges owners of electric vehicles a biennial supplemental license fee of \$120 as a road user, whereas owners of gas/electric hybrid vehicles are charged \$60. There is only one area in the state where rebates for the purchase of a home charging station are offered by the Santee Cooper utility company. Currently there is one opportunity for Anderson residents to receive an incentive for purchasing an electric vehicle - the Federal Electric Car Tax Credit, which offers up to \$7,500 in tax incentives. This tax credit is limited to models assembled in North America and is subject to vehicle type, price, and family income thresholds.

In 2022, South Carolina registered 13,500 EVs out of 2.4 million for the nation. This is approximately 0.55% based on data provided by the U.S. Department of Energy (USDOE). The USDOE predicts that EVs will pass 12% market share in 2024, with growing plug-in hybrid sales and lower, more competitive prices. It is challenging to predict what the EV market impacts for Anderson will be. However, the City may elect to start initiatives like the Clean Cities program to encourage EV purchases and usage to fill the gap left by the state.

As per the electric vehicle charging station locator ChargeHub, Anderson has 15 public charging station ports. They include 10 Level 2 and five Level 3 ports, with 20% of the ports offering free charging. Five of the 15 stations are located at the Market Street garage. Other popular stations are Hyundai of Anderson, Sadlers Creek State Park, The Bleckley Inn, Grainger Nissan – Anderson, and 301 S. Murray Avenue. The main networks include ChargePoint, EVConnect, and Rivian. As there is a national movement towards increasing electric vehicle fleets, it would benefit the City to consider planning for locations for additional charging stations.

Recommendations

- **Electric Vehicles.** Incorporate electric vehicles within the City's fleet of vehicles.
- **Mapping and Planning.** Create a GIS layer and map with the existing charging locations, and develop a plan for site selection to identify areas of the City that do not have charging stations.
- **Charging Stations.** Coordinate with SCDOT on their plans for identifying locations along major highway corridors that are adjacent to the Anderson City limits to include as part of the City's charging station plan.
- **EV Infrastructure.** Encourage new developments such as commercial and high density residential projects to include EV charging stations to support sustainable transportation.



PARKING LOT UTILIZATION

Adequate parking is essential to the vitality of the downtown and commercial areas. Downtown Anderson advertises 13 parking lot locations and two parking garages. The parking lots contain 923 free spaces and 75 two-hour spaces, all free of charge. Three of the locations are church parking lots and advertise exceptions on Sundays. The four-story parking garage has retail space on the first floor and contains 250 parking spaces. Peak activities at key locations may give the perception that there is insufficient parking; however, it is likely that there is ample parking within the downtown area for average daily needs. All new additions and changes for parking lots and garages should be context sensitive and complement its adjacent land uses.

Recommendations

- **Parking Solutions.** Assess event parking demand and develop a plan for overflow parking, including planning for temporary park-n-ride lots for short-term economical and effective solutions as an alternative to building additional parking lots and garages.
- **Shared Parking.** Encourage shared parking for businesses during the day and residential use at night. Include shared parking at the northeast and northwest corners of Concord Road and East West Parkway as outlined in the Subarea Plan.





CHAPTER 08

COMMUNITY FACILITIES AND INFRASTRUCTURE

Community facilities and infrastructure provide the City of Anderson's residents and businesses with services and resources that contribute to the City's high quality of life. The Community Facilities and Infrastructure chapter presents general policies and recommendations to help ensure the City of Anderson remains well-served by high-quality facilities and services. However, it is not intended to supersede the goals and policies of other agencies, or function as a substitute for more detailed planning that should be undertaken by the City and other providers.



COMMUNITY FACILITIES

Community facilities such as recreation centers and public buildings are the access points for physical amenities and services provided to Anderson's residents and businesses. These assets, managed through a collaboration of City departments, private entities, and community partners, contribute to residents' quality of life and community identity.

A comprehensive assessment of Anderson's existing facilities will inform strategic investments that prioritize upgrades, maintenance, and expansion to meet growing demands. It can also help the City to identify partnerships with community service providers, such as the Anderson County Main Library, the City's hospitals, and other public/semi-public service organizations, to ensure equitable access to these facilities. Data-driven decision-making will guide facility planning, budgeting, and resource allocation.

Recommendations

- **Facility Assessment.** Regularly assess City-owned community facilities to evaluate their existing conditions, immediate needs, and opportunities for future improvement. Implement and maintain regular maintenance and repair schedules for all facilities to prevent deterioration and ensure long-term functionality.
- **Stakeholder Collaboration and Support.** Collaborate with key stakeholders and community service providers, such as the Anderson County Main Library, regional hospitals, and other organizations, to enhance facility capabilities and optimize resources. Continue to support and maintain high-quality facilities such as the Recreation Center, the Shared Kitchen Incubator, library, and other community facilities.
- **Inclusive Access.** Ensure community facilities are accessible to and inclusive of users of all ages, abilities, and backgrounds.



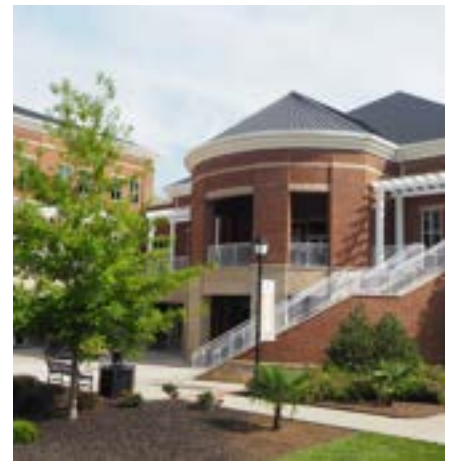
Educational Collaboration

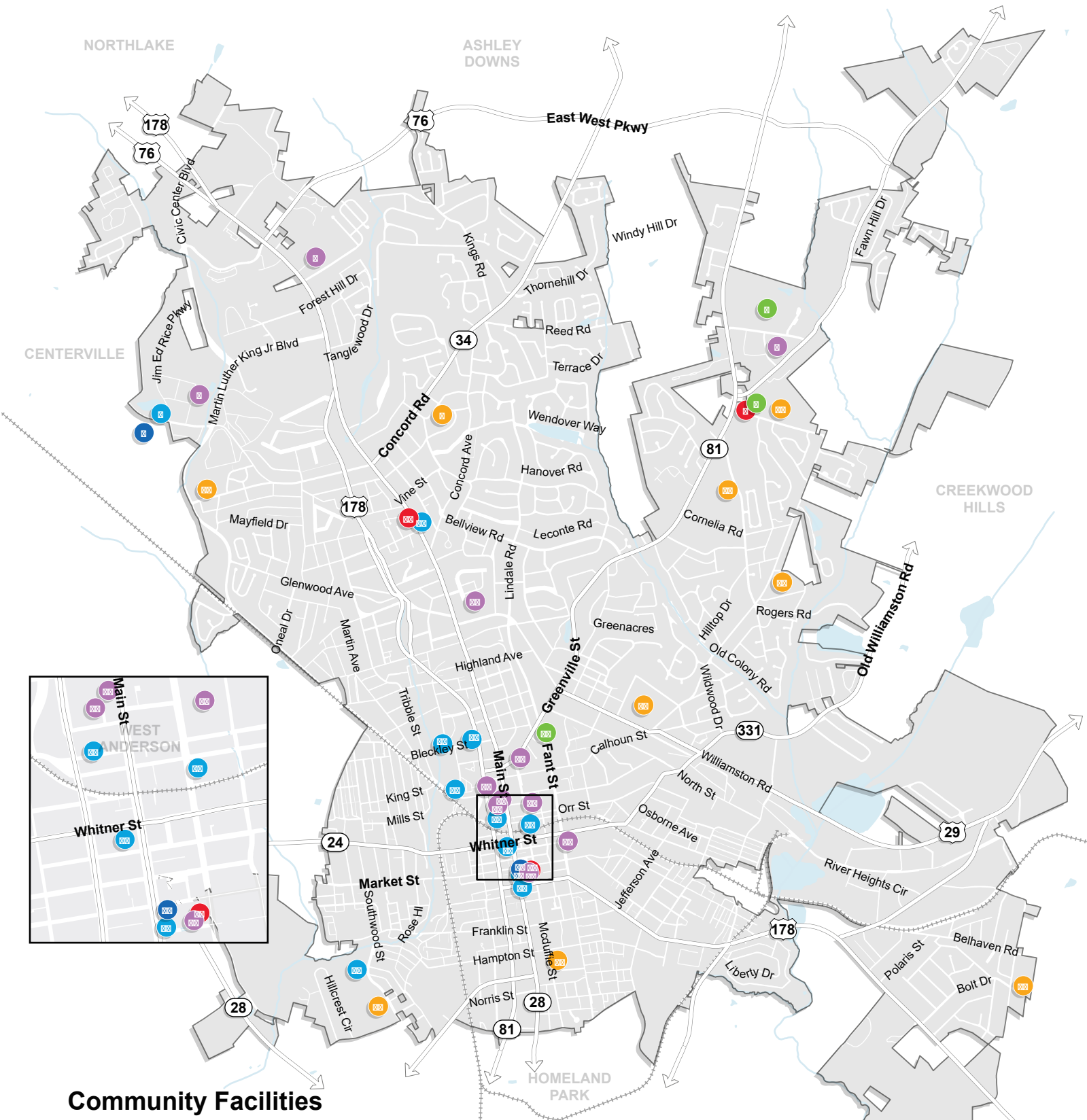
The City of Anderson has seven public schools, two private schools, and many private church-based preschool programs. Approximately 2,245 students are enrolled across all schools located in the City.

In addition, Anderson University, situated in the Boulevard Historic District, serves a role in community development. As the largest private college on South Carolina, its 40.3% enrollment increase over the last decade has affected local housing demand. Its high rankings in regional university categories underscore its quality and value in education, enhancing the City's attractiveness as a hub for academic excellence. Integrating these educational facilities into community planning will help municipal services to better allocate funding and support future growth.

Recommendations

- **Educational Partnerships.** Explore partnerships with School District Five, private schools, and Anderson University to plan for future capacity needs, address emerging challenges, and develop innovative solutions.
- **Shared Facilities.** Explore opportunities to share gyms, libraries, and event spaces with local schools and the YMCA during non-school hours to optimize resources and enhance community engagement.
- **Transportation Accessibility.** Assess current transportation options and work with educational institutions to improve accessibility to school facilities for all community members.





Community Facilities

- Government Facilities
- Fire Station
- Police
- Hospital
- Public Facilities
- School and Educational Facilities

Facility Name

- | | | | |
|---|--|--|-------------------------------------|
| 1. N Anderson Post Office | 12. Fire Department Station 2 | 23. Electric City Playhouse | 32. Fire Department Station 1 |
| 2. Anmed Health Women's and Children's Hospital | 13. Anderson Central Court | 24. Anderson County Visitors Center | 33. City of Anderson City Hall |
| 3. YMCA | 14. McCants Middle School | 25. Anderson County Arts Council | 34. Anderson City FD Museum |
| 4. Anderson Civic Center | 15. Calhoun Academy of the Arts | 26. Anderson County Library | 35. Municipal Business Center |
| 5. Anderson County Coroner | 16. Anderson Main Post Office | 27. Anderson Economic Development | 36. City of Anderson Public Works |
| 6. Anderson County Sheriff | 17. Anderson University | 28. Anderson County Economic Development | 37. Southwood Academy of the Arts |
| 7. Concord Elementary School | 18. County Board of Education | 29. Anderson County Courthouse | 38. Anderson Five Charter School |
| 8. Fire Department Station 3 | 19. Anderson Co Emergency Operation Center | 30. Old McCants School Community and Cultural Center | 39. Nevitt Forest Elementary School |
| 9. Anmed Health Rehabilitation Hospital | 20. Anmed Health Medical Center | | |
| 10. New Covenant School | 21. Anderson County Museum | | |
| 11. Whitehall Elementary School | 22. Anderson Water Operations | | |



Public Safety and Essential Services

The Anderson City Police Department, centrally located in Downtown, is committed to serving the public, protecting the innocent, and enforcing City laws. The Department offers extensive services, including patrol, traffic enforcement, victim support, criminal investigations, detention, animal control, administrative management, training, special operations, and security services. It coordinates with surrounding jurisdictions and operates specialized K-9 and vice/narcotics units. Public safety discussions in Anderson indicated support to increase police presence, especially in areas like East West Parkway.

The Anderson Fire Department provides firefighting and emergency rescue services, operating with a team of 65 personnel. The Department runs Station 1 in Downtown on North McDuffie Street, Station 2 in the Midtown area on North Main Street, and Station 3 in the northeast on East Greenville Street. In addition to emergency response, the Department is engaged in personnel training, structure inspections, arson investigations, and public education. The Department's plans include establishing a new station in northwest portion of the City to improve the response time as the area grows.

Recommendations

- **Strategic Placement of Stations.** Ensure new police and fire stations are strategically located as new growth occurs to maintain response efficiency.
- **Training Programs.** Continue providing training programs for police and fire personnel to remain updated with the latest technologies and community engagement strategies.
- **Community Policing.** Enhance public safety through increased community policing efforts and the strategic use of technology, such as surveillance cameras and data analytics, to identify and address crime hotspots effectively.
- **Interorganizational Coordination.** Facilitate regular communication and coordination among the Police Department, the Fire Department, the Planning Department, and other agencies to address comprehensive safety and regulatory considerations.
- **Neighborhood Watch.** Establish and promote local watch programs across neighborhoods to collaborate with local law enforcement to enhance community safety.
- **Enhanced Police Patrols.** Allocate resources to increase police patrols in underserved areas, particularly the East-West Parkway subarea, and Downtown and surrounding areas.



UTILITIES AND INFRASTRUCTURE

The City of Anderson's utilities and infrastructure support the community's quality of life and future development. The City's Public Works Division and Electric City Utilities, and private entities like Duke Energy, manage and provide essential services. Survey participants emphasized the need for updated services to support growth and redevelopment.

Public Works Division

The City's Public Works Division offers a range of services, including sanitation, stormwater management, street and road maintenance, and cemetery management. It also manages the Electric City transit system. The City actively manages stormwater through compliance with federal regulations and has implemented projects like pervious pavements and rain gardens.

The Sanitation Department ensures efficient waste collection and disposal. Solid waste is transported to County landfills, with recycling facilities available at several convenience centers throughout the area. According to community feedback received during outreach, streamlined recycling and trash collection services are preferred. Residents suggested integrating recycling pickup with existing sanitation schedules for convenience.

Electric City Utilities

The Utility Division oversees water distribution, wastewater collection, and wastewater treatment, providing high-quality services to Anderson and the surrounding areas. The Water Department services a 135-square-mile area and has implemented extensive upgrades, including new storage tanks, transmission mains, and fire hydrants. Significant infrastructure improvements to water storage and distribution systems were made in 2007. Anderson's water quality was identified as a City strength during community outreach.

In addition to its water facilities, Anderson operates two wastewater treatment plants - the Rocky River and Generostee facilities - with a combined capacity of 19.5 million gallons per day. The Anderson Wastewater Department also operates and maintains five pump stations, over 6,600 manholes, and 1.5 million linear feet of gravity line.

Electricity and Gas Services

Duke Energy serves over 8.4 million electric and over 1.7 million natural gas customers across multiple states, including South Carolina and the City of Anderson. The company is investing in major electric grid upgrades, expanded energy storage, renewables, natural gas, and nuclear to achieve net-zero methane emissions from its natural gas business by 2030 and net-zero carbon emissions from electricity generation by 2050.

Recommendations

- **Stormwater Management and Infrastructure.** Continue to implement the 2014 Stormwater Management Plan, including public outreach efforts, and update where appropriate. Continue to incorporate innovative stormwater management solutions and technologies, such as rain gardens, pervious pavements, bioswales, and smart systems (e.g., sensors, data analytics, real-time monitoring, and community reporting through smart phone apps).
- **Stormwater Regulations.** Update stormwater management, drainage, wetland protection, and floodplain mitigation measures in the zoning and subdivision regulations.
- **Capacity Assessment and Upgrades.** Assess existing capacity, distribution systems, treatment facilities, and related infrastructure to direct upgrades and ensure sufficient service to growth areas. Update the City Utilities Service Areas map as needed.
- **Electric and Gas Service.** Collaborate with Duke Energy on their infrastructure upgrade plans to ensure future capacity in growth areas and the provision of clean energy services to Anderson customers.
- **Shared Infrastructure Projects.** Collaborate with neighboring municipalities and utility providers on shared infrastructure projects and regional initiatives.
- **Curbside Collection.** Explore the feasibility of implementing curbside recycling pickup for residents.



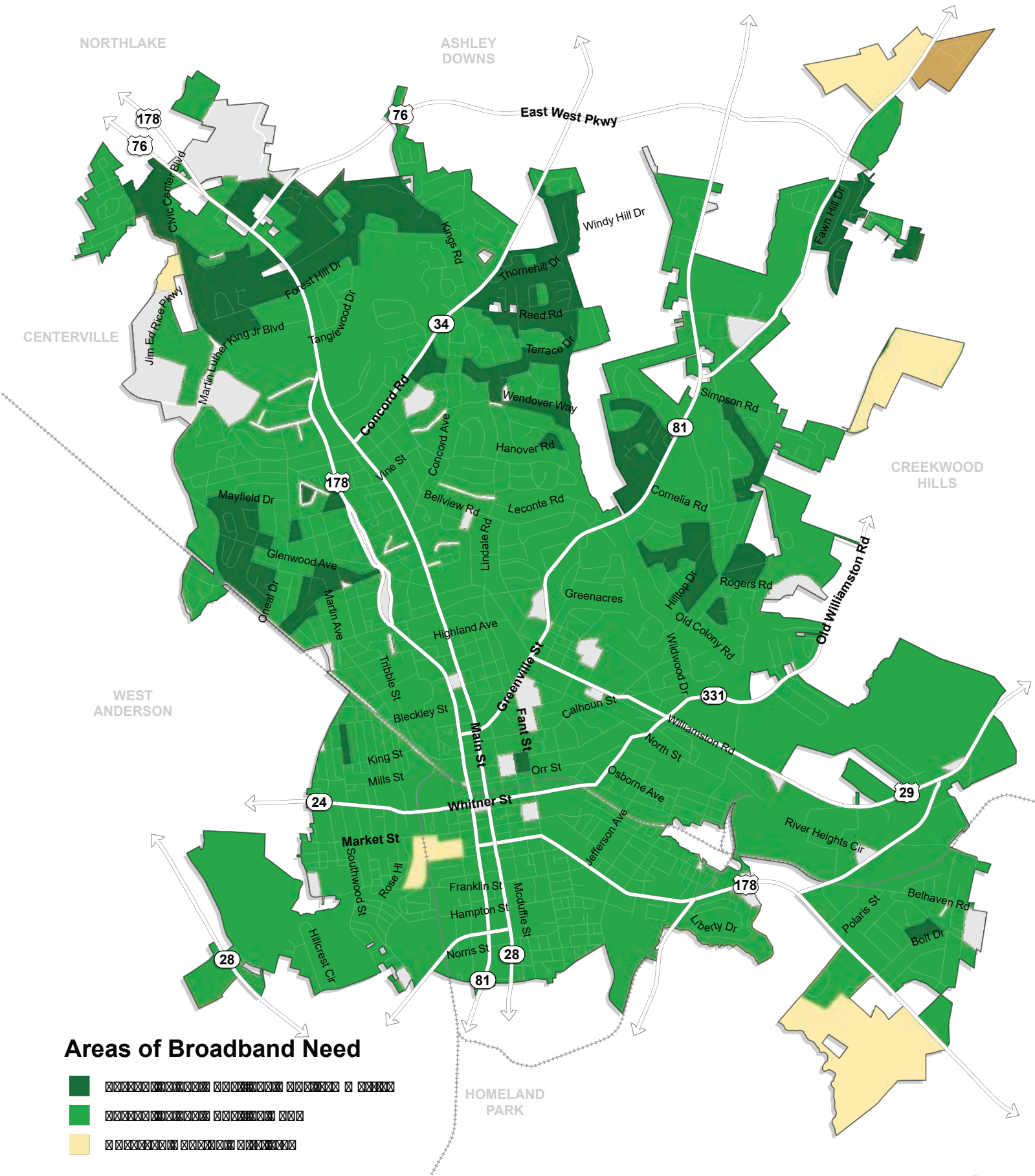
Fiber Network Expansion and Digital Infrastructure

The City of Anderson is served by various internet providers, including AT&T, Spectrum, T-Mobile, HughesNet, Earthlink, and Viasat, with availability varying by provider. AT&T covers approximately 82% of the City with DSL and fiber services, Spectrum covers around 97% with cable connections, T-Mobile covers about 99% with 5G internet, HughesNet and Viasat each cover about 99% with satellite connections, and Earthlink service covers around 85%. While cable connections provided by Spectrum and AT&T are the most reliable, they require proper supporting infrastructure.

Survey participants noted that the broadband services in Anderson are inadequate and require evaluation. Improving broadband infrastructure can transform internet access into an essential community facility, supporting education, business, healthcare, and social connectivity. Reliable high-speed internet access will attract new businesses and support technological advancements in the City. This, in turn, fosters economic growth and enhances the quality of life for residents.

Recommendations

- **“Dig Once.”** Adhere to a “dig once” policy to collaborate with service providers and SCDOT in installing fiber network conduit where it does not already exist in every new construction project that opens trenches along roadways.
- **Broadband Feasibility.** Consider conducting a feasibility study to assess the City’s broadband infrastructure, explore partnerships with private providers, and develop strategies to provide complete high-speed internet access.
- **Expansion and Standardization.** Consider developing standardized specifications for fiber network installation that align with construction guidelines and invest in expanding fiber optic networks to ensure high-speed internet access across all areas of the City.
- **Public Wi-Fi Services.** Consider expanding public Wi-Fi services in community centers, parks, and other public spaces to expand access
- **Digital Skills Program.** Evaluate the potential for developing and implementing comprehensive digital skills programs in collaboration with local educational institutions and community organizations.
- **Community Outreach.** Conduct community outreach programs to educate residents, businesses, and stakeholders about the benefits of installing fiber network conduits during construction.
- **Broadband in Smart Systems.** Consider integrating broadband development into smart traffic management and energy systems to improve safety and efficiency in the City.
- **Infrastructure and Street Trees.** Coordinate new development and subdivisions with utility companies to plant street trees without causing major conflicts.



South Carolina Broadband Office (2023)



CHAPTER 09

PARKS, OPEN SPACE, AND RESILIENCY

Anderson is enriched with an abundance of natural resources, parks, and open spaces that enhance the beauty of the area while providing environmental benefits and recreation opportunities. However, managing these areas will be critical for future planning efforts and successful development. This chapter identifies the various environmental features and green spaces, trends, and key policies and considerations for a sustainable, resilient Anderson.



PARKS, OPEN SPACE, AND RECREATION AREAS

Parks, open spaces, and recreational areas are key components of community identity and quality of life. Parks and open spaces provide breaks from the urban environment, fostering opportunities to connect with nature, recreate, and gather with friends and family. In addition to its many natural resources, the City manages 22 parks and recreational facilities on approximately 120 acres. Anderson's largest park is the recently renovated Anderson Recreation Complex, but several mini or pocket parks provide small-scale options within neighborhoods. Existing parks have been grouped into three major categories:

Community Parks

Community parks are larger and offer a broader set of amenities than neighborhood parks to serve a wider population. They often have both day and evening activities with a mix of active and passive offerings that attract users of all ages. Playgrounds, sports fields, and recreation facilities are common amenities. Anderson's community parks range in size from five to 30 acres and are easily accessible by multiple modes of transportation.

Neighborhood Parks

Neighborhood parks accommodate passive and active recreation for all age groups at the neighborhood scale. Intended as local gathering spaces with community recreational amenities, these parks are typically designed within a limited footprint. Anderson's neighborhood parks range in size from one half-acre to 15 acres.

Mini Parks

Mini parks or pocket parks are typically small parks or outdoor areas designed for public leisure. They often come in the form of urban plazas or courtyards with benches, fountains, or other placemaking elements that attract people to the area. These parks are located near Downtown and host year-round events.

Anderson Context

LINLEY PARK IMPROVEMENTS

Plans for improvements to Linley Park were unveiled in the Linley Park 2024 campaign. The \$13.4 million project includes a new state-of-the-art playground, vehicular and pedestrian improvements, a 1,200-square foot pavilion, two new restroom buildings, artistic bench seating, upgraded walking trails and landscaping, and the restoration of 1,400 feet of Whitner Creek. Substantial completion of the project is anticipated for spring of 2025.

Anderson Context

CATER'S LAKE IMPROVEMENTS

The City is investing \$5.8 million in the revitalization of Cater's Lake to include new paved walkways, native landscaping, nesting habitats for wildlife, and a covered bridge. The project will begin in the first quarter of 2025 and construction is expected to be completed within twelve months.



Private Parks

Anderson's residential subdivisions often include private parks and open spaces. These are typically used by the residents of the specific neighborhood, either explicitly through signage or simply by their location interior to the subdivision. While they are not included in the park service areas, they can fill a gap until a public park can be accommodated.

Recreation Facilities

The Anderson Recreation Center offers 32,000 square feet of indoor space, including a gym, fitness areas, an indoor track, and fitness rooms. The outdoor facilities feature seven lighted baseball/softball fields, two multi-purpose fields, an ADA-accessible shelter, and picnic amenities. Both yearly memberships and day passes are available for residents and non-residents.

In 2021, Anderson announced and broke ground on a multi-million-dollar expansion of the Recreation Center. The project, on an additional 11 acres, features upgrades to existing infrastructure, concessions, restrooms, bleacher seating, a new multipurpose field, a part of the walking track greenway, and 98,000 square feet of synthetic turf. The new facilities were officially dedicated on March 30, 2023.

Two additional recreational facilities owned and managed by Anderson County exist within the City limits: the Anderson County Sports and Entertainment Center (ASEC) and Old McCants football field. ASEC is a 300-acre multi-field park and recreation complex which hosts concerts, sporting events, tournaments, festivals, trade shows, community meetings, and other events in addition to offering playgrounds and walking trails. It is comprised primarily of The Civic Center of Anderson, the Anderson Sports Center, and the William A. Floyd Amphitheater.

Old McCants football field, an existing stadium which is leased from the County, is part of the Eastside Recreation Complex. The 2017 Parks and Recreation Master Plan proposed enhancements to the site and complex, including improvements to the connection between the stadium and Nardin Field.



Parks and Open Space

- Open Space
- Community Parks
- Neighborhood Parks
- Mini Parks

Facility Name

1. Jim Ed Rice Center
2. Greeley Park
3. TBA Dog Park
4. St. Francis Park
5. Westside Community Center
6. Bolt Park
7. D.B. Walker Park
8. Generator Park
9. Carolina Wren Park
10. Toxaway Park
11. Anderson Recreation Complex
12. Linley Park
13. Cater's Lake
14. Southwood Park
15. Watson Park
16. Bea Thompson Park
17. Cathcart Park
18. Blair Park
19. Textile Point
20. Nardin Field
21. Old McCants Football Field
22. Church Street Heritage Plaza
23. Anderson Sports and Entertainment Complex
24. Courthouse Annex Park



Park Service Area

Municipalities often refer to a park service area to both identify gaps and to ensure distribution equity for parks, open spaces, and recreational opportunities. Residential buildings within a

- one-quarter-mile radius of mini-parks,
- one half mile radius of neighborhood parks, and
- one mile radius of community parks

form the park service area. One half mile is typically the maximum distance people will walk to a neighborhood park, while the one-mile buffer is used for larger parks that attract users from greater distances.

Analysis of Anderson's park service areas reveals that 20.6% of residential parcels are within a park service area, mostly in central and southwest areas, while the northeast is underserved. Within established neighborhoods, the City should work with property owners to strategically set aside and activate open spaces for public use, particularly where bike and pedestrian access can be enhanced. As growth continues, the City should work to set aside proportional land for public open space uses.

Recommendations

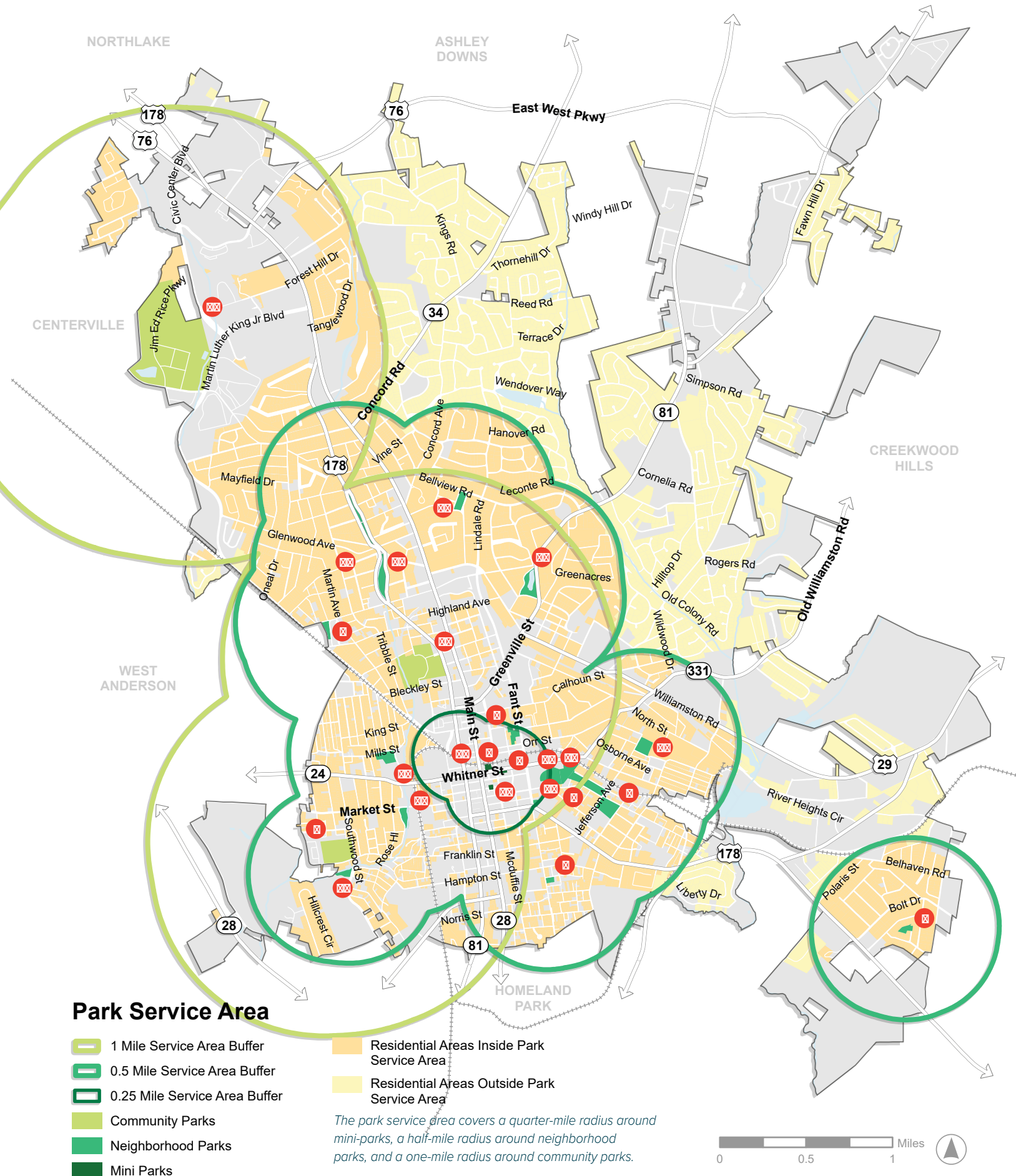
- **Plan Implementation.** Continue to implement the City's 2017 Parks and Recreation Master Plan, and update where necessary.
- **Parkland Preservation.** Identify and strategically preserve parkland, open spaces, and natural areas for both active and passive recreation as the City grows.
- **Parks Programming and Investment.** Continue expanding park services with activities for all ages while investing in updates and special-use areas like dog parks and playlots.
- **Park Development.** Strategically acquire land to develop neighborhood and mini parks in neighborhoods where community parks are not within walking distance.
- **Parks and Gathering Spaces.** Continue the City's tradition of establishing new and innovative parks and gathering spaces, as typified with Carolina Wren Park, and the Church Street Heritage Plaza.

PARKS, RECREATION, AND TRAILS CONNECTIVITY

Connecting parks and recreation areas through trails and pathways is important for promoting outdoor activity and accessibility. In 2017, the Parks and Recreation Department published its Parks and Recreation Master Plan, which identified site-specific master plans for several facilities. The centerpiece of the Master Plan is the Parks and Recreation Connection Plan, a 20.25-mile multipurpose loop of trails, parkways, greenways, and bikeways connecting 16 parks and the Anderson University and AnMed campuses. The future Depot Creek Greenway, Whitner Creek Greenway, Anderson University Loop, downtown connectors, and extension alignments will provide on- and off-street bicycle and pedestrian facilities in designated areas for enhanced multimodal access. Trail and path connectivity is further discussed in Chapter 7, Transportation and Mobility.

Recommendations

- **Plan Implementation.** Continue to implement and update the Connection Plan within the 2017 Parks and Recreation Master Plan.
- **Trail Connectivity.** Connect parks and recreation areas with trails in existing rights-of-way where possible.
- **Wayfinding.** Establish clear wayfinding to direct residents and visitors to the City's parks, trails, and natural areas in conjunction with implementation of the Connection Plan.
- **Trail Development.** Utilize non-traditional rights-of-way, such as utility easements and retired rail corridors, to establish new trails where possible.
- **Future Connections.** Continue to partner with Anderson University, AnMed, developers, and landowners to identify future connection routes.





NATURAL RESOURCES

Multiple environmental features comprise the broad category of natural resources. Rivers, streams, wetlands, floodplains, wooded areas, and open spaces are present throughout the City of Anderson. While these areas support the local economy, enhance residents' quality of life, and protect ecosystems, they can also pose hazards. Coastal states are especially vulnerable to flooding and major storms or hurricanes. Between 2015 and 2018, South Carolina experienced three major storms that caused more than \$2 billion in damage and the loss of 23 lives. Though often overlooked, fires can occur simultaneously with or immediately following storms and flood events.

Communities that work to become more resilient reduce their vulnerability to risks and improve their ability to recover from hazards. Underlying community stresses, or long-term economic, social, and environmental conditions can affect a community's ability to rebound after an event. The University of South Carolina's Baseline Resilience Indicators for Communities (BRIC) 2020 Index ranks Anderson medium high compared to other South Carolina counties, with several Census Tracts within the City considered "disadvantaged." The BRIC analysis indicates a need to address issues affecting the City's most vulnerable residents. Tools such as FEMA's Community Lifelines and the Association of State Floodplain Managers' (ASFP) No Adverse Impact toolkit can be utilized to assist communities in identifying, evaluating, and addressing risks.

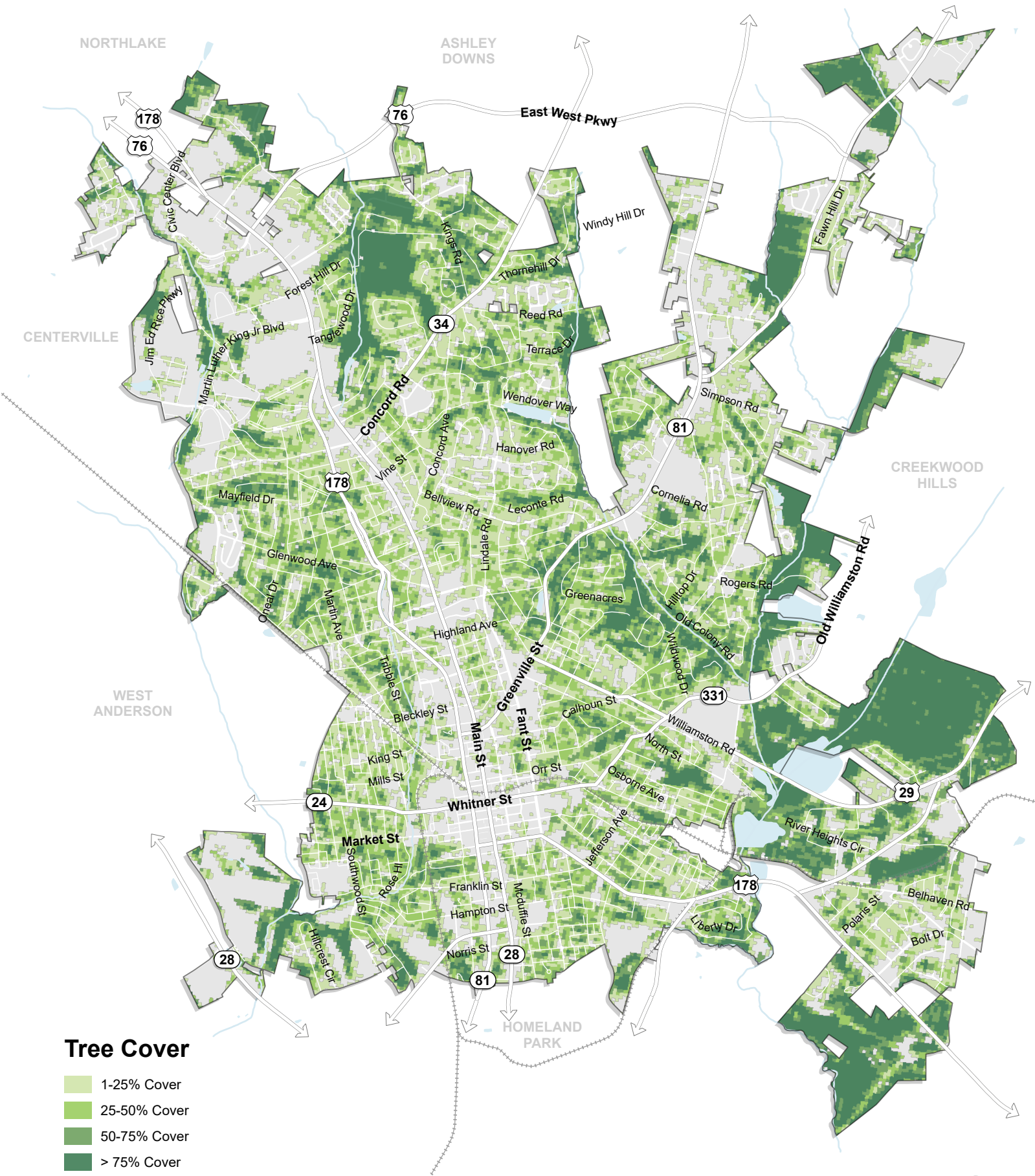
Wetlands

Water resources are abundant in Anderson. From Hembree Creek in the northeast to the Rocky River in the southeast, and from Whitner Creek in the southwest to Cox Creek and Bailey Creek in the northeast, nearly every portion of the City contains a watercourse. Adjacent to most of these streams and rivers are wetlands and floodplains. Wetlands are diverse ecosystems that play a major role in habitat creation, improve water quality by filtering contaminants, reduce flooding, and recharge groundwater sources. However, a lack of understanding or awareness of these functions, coupled with increased development pressures and limited oversight, have impacted the number and size of wetlands through filling and draining. In fact, there are no statewide wetland regulations in South Carolina. Instead, wetland impacts are reviewed based on federal criteria and the Clean Water Act. Local regulation of wetland areas combined with a public education campaign can protect the valuable natural resource while explaining their benefits to landowners.

Best Practices

ROCKY RIVER WETLANDS

Anderson's largest wetlands, including up to 400 acres and parts of the Rocky River, lie adjacent to Anderson University. Managed by the Rocky River Conservancy, the Rocky River Nature Park offers water activities, trails, and an educational facility. The Conservancy is a citizen-led nonprofit group with Anderson University that seeks to provide green space to residents, promoting preservation, active and passive outdoor recreation, wildlife habitat enhancements, and environmental education opportunities. The Rocky River Nature Park provides a unique and special "sense of place" in Anderson.



Floodplains

Special Flood Hazard Areas (SFHA), or floodplains, are areas defined by the Federal Emergency Management Agency (FEMA) “that will be inundated by the flood event having a 1-percent chance of being equaled or exceeded in any given year.” The SFHA includes the regulatory floodway, which is the portion of a river, stream, or tributary and the land immediately adjacent that conveys most of the water during a flood event. Floodways must be able to release flood water “without cumulatively increasing the water surface elevation more than a designated height,” and are therefore more strictly regulated. Most floodplains within Anderson are located along the Cox Creek, Whitner Creek, and Hembree Creek.

The National Flood Insurance Program (NFIP) managed by FEMA provides flood insurance to property owners, renters, and businesses, and works with communities to enforce floodplain management regulations. Flood insurance policies are required whenever structures are located within a floodplain, but a property does not have to be located in a floodplain to obtain a policy. FEMA created the FloodSmart website to inform the public about flood risks and costs, insurance policies, and flood event recovery. This resource can prove invaluable to those who live in or near flood-prone areas. Municipalities can utilize this tool in outreach efforts to increase awareness of flood hazards in conjunction with other hazard mitigation planning efforts.

Wooded Areas

Urban and community forestry is an important component to the developed landscape, contributing to economic, ecological, and human health. Well-landscaped areas that include significant trees attract residents, businesses, and visitors to the area. Trees reduce the urban heat island effect, filter and remove pollutants, remove the carbon from carbon dioxide while releasing oxygen back into the air, reduce soil erosion and water runoff, and help reduce energy costs.

Both the City of Anderson and Anderson County have adopted Tree Preservation Ordinances that establish specific circumstances under which trees may be removed or must be preserved. Thoughtful approaches to conservation and expansion of environmental features preserve and enhance ecological health, recreational offerings, and overall quality of life for residents.

Fire

According to the South Carolina State NFIRS Program 2019 Annual Data Report, Anderson County reported more than 1,300 total fires that led to seven civilian deaths and over \$3.5 million in property and contents loss. However, \$20.8 million in property and contents were saved from fire losses due to the extensive services of the Anderson Fire Department (AFD). The AFD provides safety classes, fire extinguisher classes, safety house demos, smoke detector installations, assistance with health care facilities fire drills, fire prevention and preplanning inspections, and Medical First Responder training as part of fire prevention efforts. A Technical Rescue Team aids in water rescue, missing persons cases, vehicle/machinery extrications, and similar calls. As part of the commitment to State-level all-hazards responses, the AFD participates in the South Carolina Firefighter Mobilization Plan.

Challenges and Recovery HURRICANE HELENE

Hurricane Helene, which made land-fall on September 26, 2024, brought severe winds, flooding, and tornadoes, causing widespread damage across the southeastern United States. In Anderson County, the storm caused significant devastation, including flooding, power outages affecting 76% of residents, infrastructure damage that closed 600 roads, and the loss of five lives.

Recovery efforts have been robust, with local, state, and federal agencies, including the National Guard and FEMA, working to restore power, clear debris, and support affected families. While significant progress has been made, long-term recovery continues, with resources like FEMA assistance and community-led efforts playing a critical role in rebuilding the area.



Source: FEMA; Independent Mail (Ken Ruinard)



Recommendations:

- **FEMA Community Lifelines and Floodplain Management.** Consider the implementation of FEMA's Community Lifelines to improve hazard response planning, and the implementation of the Association of State Floodplain Managers' No Adverse Impact toolkit into floodplain management policies and regulations
- **Wetland Protection.** Consider incorporating wetland protections like buffers and setbacks in the zoning ordinance.
- **Public Awareness and Education.** Develop and execute outreach programs to increase public awareness and participation in sustainability and resiliency efforts. Provide resiliency measures education to elected officials to ensure buy-in of programs and initiatives.
- **Strategic Acquisitions.** Consider the strategic acquisition of parcels within the floodplain to give the City more control over future development and floodplain conservation.
- **Sustainable Development.** Encourage conservation, low-impact design standards, and the use of green infrastructure (rain gardens, green roofs, permeable pavements, and others) to promote sustainable development practices.
- **Hazard Awareness.** Continue to support the Fire Department's fire hazard awareness campaigns, partnerships through Mutual Aid, and other rescue measures.
- **Rocky River Conservancy.** Continue to support the Rocky River Conservancy with preservation and enhancement projects along and adjacent to the Rocky River.
- **Tree Canopy Expansion.** Identify opportunities to increase the City's tree canopy, with a focus on equitable distribution and species diversity.
- **Development Regulation.** Update the Zoning Code with more stringent regulations regarding development within the floodplain identifying which part of the floodplain.

Flood Frequency



Best Practices

CLIMATE AND ECONOMIC JUSTICE SCREENING TOOL

This new tool by the White House Council on Environmental Quality “aims to help Federal agencies identify disadvantaged communities, ensuring that the benefits of existing and new programs under the Inflation Reduction Act, Bipartisan Infrastructure Law and the American Rescue Plan flow to disadvantage communities and advance environmental justice (The White House, 2023).”

Best Practices

BRIC FROM THE UNIVERSITY OF SOUTH CAROLINA

The BRIC index considers six broad categories of community disaster resilience: social, economic, community capital, institutional, infrastructural, and environmental at the county level. Used as an initial baseline for monitoring existing attributes of resilience to natural hazards, BRIC compares places to one another, to determine the specific drivers of resilience for counties, and to monitor improvements in resilience over time.



CHAPTER 10

CULTURAL RESOURCES AND TOURISM

Over its nearly 200 years of existence, Anderson has inevitably undergone many changes to become what it is today. Evidence of the influences on the community character can be found in the architecture of the City's many historic districts and sites, arts and events, and cultural centers. The City of Anderson will continue to build upon the unique characteristics and assets that make it great, celebrating its history stewarding its historic resources, and fostering new options for the arts, entertainment, and tourist destinations. This chapter presents recommendations to preserve and enhance Anderson's community heritage and cultural resources that provide social, cultural, and economic benefits.

CULTURAL EVENTS, PUBLIC ART, AND TOURISM

Anderson is a connected, proud community. Based on outreach responses, people felt that Anderson has a pleasant small-town feel - people care about each other and it shows in their interactions. The City of Anderson has made a concerted effort to promote year-round cultural events and activities to cultivate social connections and bolster the City's regional attractiveness. Partnerships with organizations to promote art, food, local businesses, music, and performing arts highlight the investment the City has made as these events have become part of the identity of Anderson.

Local Events

Events and festivals are fun and engaging ways to build community. Year-round and recurring events encourage social connections, cultural development, and appreciation within the community. They can boost local tourism and bring greater visibility to local businesses and artists, positively contributing to the local economy. The City of Anderson hosts a variety of community events and festivals throughout the year, including the Soiree, Ice in the Park, and Farm to Table.





Local Destinations and Public Art

While local events offer a brief snapshot of the community, permanent historical and cultural icons tell more of Anderson's story. Those who call Anderson home or operate a business within the City may frequent the historic districts, walk or drive past the many historic buildings, or know where to see the latest public art installations. Students and history buffs may learn more about Anderson's past at the Anderson County Museum Public. Local artists may submit their work for consideration to the Anderson Arts Center. All of these contribute to the fabric of the community, and feedback during outreach and engagement indicated an appreciation for these important parts of the City's identity. Support of local destinations and businesses that provide spaces for artists or contribute to the local culture enhances the local economy and can create tourism opportunities.

Recommendations

- **Event Collaboration.** Continue to collaborate with key partners, such as the Anderson Area Chamber of Commerce, local businesses, artists, and neighborhood groups, to provide, enhance, and create community events and activities.
- **Sponsorship and Marketing.** Explore sponsorship options and additional event marketing opportunities to attract more residents and regional visitors.
- **Website Event Page.** Update the City's website with a dedicated page to improve the visibility of local events and provide direct links to the City's social media sites on the home page.
- **Event Promotion.** Continue to promote events through social media and traditional advertising platforms (television, radio, flyers, posters, and others).
- **Event Surveys.** Conduct surveys with event attendees and vendors to identify potential improvements that could be implemented at future events and to solicit ideas for new events or activities.
- **Public Gathering Spaces.** Explore options for creating more public, accessible gathering spaces to further promote a sense of community.
- **District Creation.** Consider establishing distinct districts in addition to the existing historic districts to bolster tourism and placemaking and attract young professionals, families, and businesses.
- **Event Advertising.** Where feasible, integrate advertising for events amongst the City, the Anderson County Museum, the Anderson Arts Center, the Anderson Area Chamber of Commerce, and local businesses.
- **Cultural Sponsorships.** Coordinate with the Anderson Area Chamber of Commerce for donations to and sponsorships of local cultural, historical, and arts institutions or specific projects.
- **Public Art Promotion.** Continue promoting artistic expression by commissioning public murals, supporting sculpture installations, and featuring more art from local artists in Downtown and public gathering spaces throughout the City.
- **Arts Commission.** Consider creating an Arts Commission or Board to promote local artists and events.
- **SculpTour Expansion.** Update and expand the SculpTour to a digital, app-supported, self-guided tour route visitors can take to visit the City's art installations and learn about each piece. Partner with other organizations to include historic structures and offer a souvenir passport for discounts at local businesses.
- **SCAC Grant Support.** Assist applicants with submissions for South Carolina Arts Commission (SCAC) grants and partner on supporting programs for artists and organizations.



Anderson Context

SOIREE

Described as “one of the region’s pioneer and premier arts festivals,” this two-day family-friendly event in Downtown Anderson includes live performances, original artwork for sale by the creators, food, and children’s activities. Although the original event was held annually beginning in 1985, the festival experienced a 13-year hiatus beginning in 2009. In 2022, the festival returned with a renewed spirit that encapsulates the heart of Anderson.

Anderson Context

ANNUAL JURIED SHOW

The Anderson Arts Center, in partnership with the City of Anderson, hosts the Annual Juried Show, a multi-part exhibition held in early spring. Artists submit their entries for the SculptOUR competition, which awards cash prizes and allows up to four outdoor sculptures to be featured in a yearlong exhibition. SculptOUR features nine sculptures around Downtown Anderson, each identified with artist’s statements and media for public education about the program.

Art on the Town is an extended exhibit of the Juried Show that displays artist’s works in various restaurants, retail shops, and other businesses during the latter part of the exhibit period.

International Tourism

The International Network of Michelin Cities connects cities worldwide to encourage innovation and experimentation in holistic approaches to creating communities that meet future needs. Every two years, a conference is held in a host community that “allows cities to meet and exchange views on the major issues of sustainable urban development: transport and mobility, air quality, renewable energies, circular economy, higher education and innovation, culture, sport, youth, and citizen participation.” The City of Anderson was chosen as the host community for the 2024 event, which drew hundreds of local, state, national, and international attendees to the area. Such events have significant positive impacts for the local and regional economy.

Recommendations

- **Michelin Cities Partnership.** Maintain the key partnership with the International Network of Michelin Cities leaders to explore options for future event opportunities, and potential development collaborations with participating/member communities.
- **Event Marketing.** Build upon the success of the Conference to market the City as a potential location for other large-scale events.
- **International Partnerships:** Consider partnerships with international companies throughout Anderson County to support initiatives with high economic impact.





HISTORIC PRESERVATION AND PROMOTION

The City of Anderson has five historic districts: Anderson Historic District, Downtown Historic District, North Anderson Historic District, Boulevard Historic District and Westside Historic District. Various architectural styles are represented within each district, from Victorian in the Downtown Historic District to Gothic Revival in the Westside Historic District. The Anderson Historic District, Downtown Historic District, and the Boulevard Historic District are on the National Register of Historic Places.

Several buildings which have elements unique to the City or the region, period-specific architecture, building styles or types typical to the area, or properties whose original owner has historical significance to Anderson can be found in the south-central portion of the City. Seven of these buildings are listed on the National Register of Historic Places, and an additional four buildings have been deemed historically significant by the City of Anderson's Board of Architectural Review (BAR).

Local and National Districting and Landmarking

The National Park Service (NPS) administers the National Register of Historic Places. NPS guidance on local historic preservation law states: "When it comes to preserving private property in a historic district, most people are surprised to learn that a local law is generally stronger than a federal law—that only sharp local teeth can guard the historic character of a community."

Preservation and protection of historically and architecturally significant structures and the cultural and historical heritage of the City within the designated historical areas falls within the BAR's jurisdiction. The BAR consists of a representative from each of the Historic Districts, the Anderson County Historical Society, two industry representatives, and one member-at-large appointed by the City Council. Any construction, reconstruction, demolition, exterior alteration, or site improvements for properties within the Historic Districts must be reviewed and authorized by BAR. *Design Guidelines for Downtown Anderson, South Carolina* and *Design Guidelines for Historic Districts in Anderson, South Carolina* form the basis for project reviews to support and emphasize the importance of historic places and structures.

Recommendations

- **Preservation Incentives and Programs.** Along with the continuation of the City's successful Facade Grant Program, consider creating new and expanding incentives to promote renovation, reuse, and preservation of historic buildings. Assist property owners with State historic preservation grants and/or the federal Historic Preservation Tax Incentive Program.
- **Cultural and Historic Events.** Partner with the Anderson County Main Library, arts community, college architectural programs, and local businesses to create and promote joint arts, architecture, cultural, and historic events and materials.
- **Historic Preservation Partnerships.** Partner with the Anderson County Historical Society, Anderson County Museum, the Anderson County Chapter of the South Carolina Genealogical Society, and other organizations to identify, promote, and preserve areas and structures of historical significance. Where applicable, expand existing or create new historic districts recognizing these significant areas and structures.
- **Board of Architectural Review Support.** Create or partner with organizations to create training and resources for the Board of Architectural Review to aid in identifying sites and buildings of historic significance.
- **Historic Structure and District Guidelines.** Consider updating and expanding guidelines and ordinances for the preservation, rehabilitation, restoration, and reconstruction of historic structures, ensuring compatibility with federal standards from the Secretary of the Interior. Update design guidelines for new structures in historic districts to ensure they align with the character of existing buildings.



Historic Assets

- Local Historic Landmarks
- National Register of Historic Places
- Anderson
- Boulevard
- Downtown
- North Anderson
- Westside

Name

1. Ramer, Ralph John House
2. Nick Prevost House
3. Ginn, Robert J. and Lula House
4. Dr Samuel Marshall Orr House 1885
5. United States Post Office and Court House
6. Wilhite House
7. Caldwell-Johnson-Morris Cottage ca 1851
8. Sullivan-Thompson House
9. Kennedy St School 1913
10. Cleo Bailey School





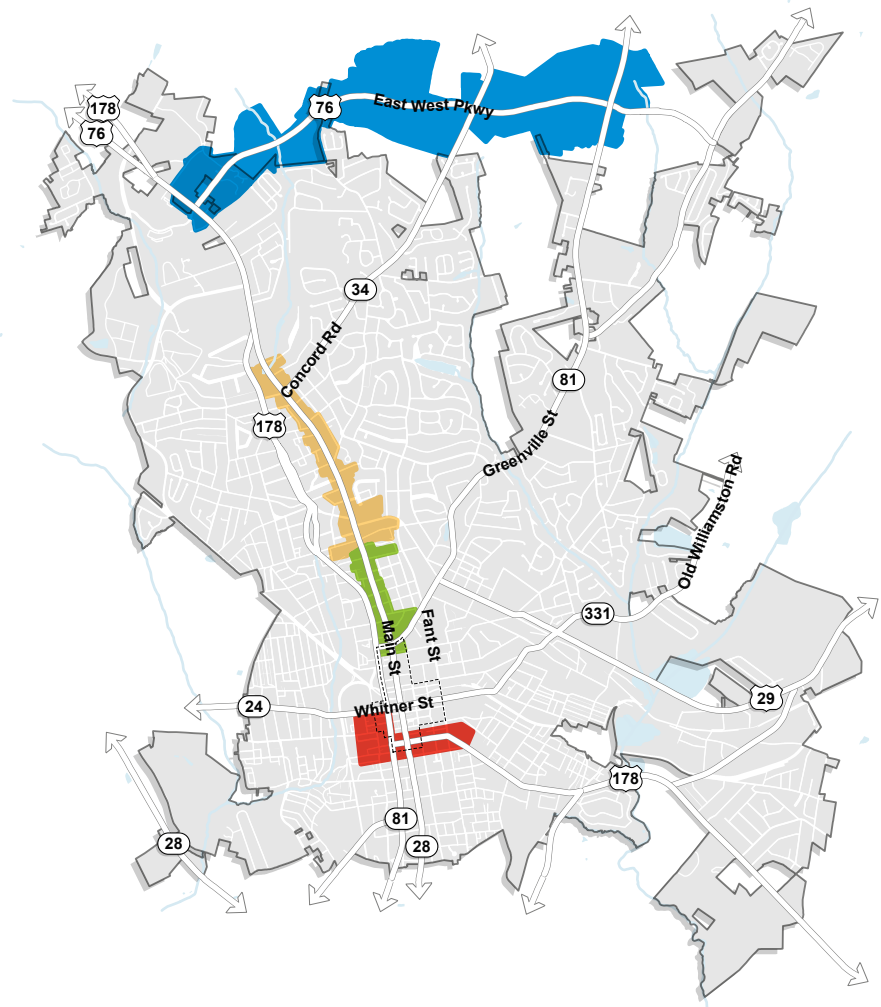
CHAPTER 11

SUBAREAS

Subarea Plans guide site-specific opportunities for key areas of the City and are intended to support the broader vision of the Comprehensive Plan. The Subarea Plans address land use, development character, access, mobility, and functional improvements, as well as a catalyst site for the types of development desirable in the City. The Subarea Plans should inform development decisions within identified key areas of Anderson and guide the vision for these areas.

SUBAREA OVERVIEW

The Subarea Plans have been developed for key areas such as East West Parkway, Midtown North, Midtown South, and Downtown Gateway in order to support the broader vision of the Comprehensive Plan. These plans are intended to complement the Plan's goals and objectives, demonstrating their application and providing solutions to site-specific issues and opportunities. This includes recommendations for future land use, desirable developments, character areas, appearance, transportation and mobility, and public and private projects, contributing to Anderson's improved quality of life. City staff and officials should utilize these plans to inform development decisions, working cooperatively with the private development community to ensure future investment adheres to the Community's preferred vision.



Subareas

- | | |
|---|---|
| ■ Downtown Gateway | ■ Midtown South |
| ■ East West Parkway | □ Downtown |
| ■ Midtown North | |



IMPROVEMENT TOOLKIT

While each subarea plan is distinct, several recommendations and improvements can be applied across all four areas, varying by site characteristics and land uses but with similar intent and function. This section describes these toolbox improvements, followed by subarea plans illustrating their use. Implementing these recommendations can significantly enhance Anderson's character, functionality, and viability.

Intersection Improvement

To make traffic movement safer, more active, and more appealing as a recreational amenity, key intersections should receive design improvements. As focal points where cars, pedestrians, and bicyclists merge, these should be enhanced to improve crossing conditions and appearance, while maintaining efficient traffic flow. Improvements to intersections should be assessed in coordination with the County and SCDOT rethink how the pedestrian realm can be reinforced. Potential improvements include ADA-accessible sidewalk ramps, bulb-outs, pedestrian-scale traffic lights, crosswalk treatments, and pedestrian refuge islands.

Gateway Improvement

The streets intersecting main thoroughfares present opportunities to create gateways that welcome residents and visitors into the area. Creating gateway design elements in these key areas would strengthen the corridor's identity, character, and sense of place. Gateway features could include decorative archway signs, monument signs, public art, and/or landscaping. Unattractive spaces surrounding gateway points should be prioritized for improvement through redevelopment, rehabilitation, screening, landscaping, inclusion of public amenities, or any combination thereof.

Pedestrian Improvement

Pedestrian crossing improvements can include a combination of physical infrastructure, on-street markings, signage, and lighting. An effective strategy for improving conditions for pedestrians and bicyclists outside intersections is installing pedestrian refuge islands where possible. These islands help wide roadways become safer and less intimidating for non-drivers by providing mid-way landing areas that break up the crossing length. They can be paired with highly visible "continental crossings" to accentuate the crosswalk to drivers. Mid-block crossings should be supplemented with Rectangular Rapid-Flashing Beacons (RRFB) when feasible, which feature pedestrian-activated flashing lights that create a visual cue to drivers that pedestrians are present.



Landscaping Improvement

Landscaping improvements can include a combination of diverse streetscape elements, maintenance policies, and visual enhancements. An effective strategy for improving the appeal and welcoming atmosphere of commercial properties is developing well-maintained landscapes. These enhancements help create a sense of place and an aesthetically pleasing character along the roads. The City should implement landscaping policies that enhance the visual appeal of roadways and create an inviting environment for users.

Bike Lanes

Bike lanes are dedicated areas within a roadway designed to allow cyclists to travel safely alongside motor vehicles. A bike lane may include a painted lane, on-street “shared lane markings,” or a simple sign on the roadside. These lanes are intended to improve bicycle access, promote active transportation and bicycle use, and enhance safety for cyclists. The City should incorporate bike lanes wherever they can be feasibly accommodated to enhance existing amenities.

Trails

The City should build on the high-quality existing trail network by partnering with the County to develop multiuse trails in the corridor area. By utilizing existing utility easements, new trails can be created to expand the existing network. If constructed, the trails would give surrounding neighborhoods better access to the Parkway Trail and allow more people to enjoy the corridor’s pleasant natural environment.

Utility Line Burial

Utility line burial refers to the practice of placing power lines, telecommunication cables, or other utility infrastructure underground rather than on poles. Burying overhead wires enhances the overall aesthetics of an area by removing clutter from the visual landscape. Furthermore, it can improve the reliability and safety of utility systems, reducing the potential for outages due to weather events. The roads where overhead lines are should consider burying these lines during roadway projects to improve the appearance and character of the subareas.

Shared Parking

To more efficiently use parking facilities in busy areas, shared parking is encouraged. Shared parking capitalizes on the availability of existing parking spaces due to limited usage, excess capacity, and utilization patterns that follow a predictable schedule (for instance, banks). Efficient sharing of spaces can allow parking requirements to be reduced significantly, lower development costs, provide opportunities for shared maintenance costs, and potentially increase occupancy rates.



Adaptive Reuse

Adaptive reuse involves repurposing an existing building or structure to accommodate a use for which the design was not originally intended. It typically involves buildings or structures with historical, architectural, or cultural significance that can be transformed while retaining their unique characteristics. Adaptive reuse contributes to sustainable development by minimizing demolition and construction waste, reducing costs, and preserving historical or architectural significance.

Access Management

To improve corridor circulation and access, traffic conflict points and disruptions in sidewalks should be reduced. Rather than full access, restrictions to a right-in/right-out configuration should be considered, with emphasis placed on rear access off connecting streets. This may be completed during roadway improvements or through the site plan approval process for future redevelopment. Where possible, cross-access easements and curb-cut consolidation should be encouraged between adjacent property owners.

In larger-scale developments, curb cuts may be combined with crosswalks incorporating striping, pavement enhancements, and/or landscaping to signify a continuation of the sidewalk and pedestrian realm. The City should work with property owners to consolidate existing curbs cuts and utilize shared driveways to improve overall circulation and safety.

Wayfinding

Wayfinding plays a role in strengthening a sense of place and directing residents and visitors to key destinations. As part of a citywide wayfinding program, both auto- and pedestrian-scale wayfinding should be installed along the corridor to identify nearby community assets. Wayfinding signs should be visually-appealing, uniform in design, and easy to understand.

Trailside Improvement

To enhance the trail, strategic trailside improvements will make the trail an even more attractive and useful amenity. Potential improvements could include outdoor exercise equipment, additional benches, enhanced landscaping (particularly near intersections), facilities for dog walkers, and new lighting where necessary.

Green Setback

To preserve the natural character of the corridor right-of-way, a “green setback” should be implemented to create consistent distance between the parkway and any future development. When implemented with well-designed access management, green setbacks preserve the tree canopy and natural open space fronting the parkway, enhancing the natural character of the area. Exceptions to the green setback could be accommodated near parks that may require public facilities, and near key intersections where neighborhood-scale commercial buildings would positively contribute to the corridor.



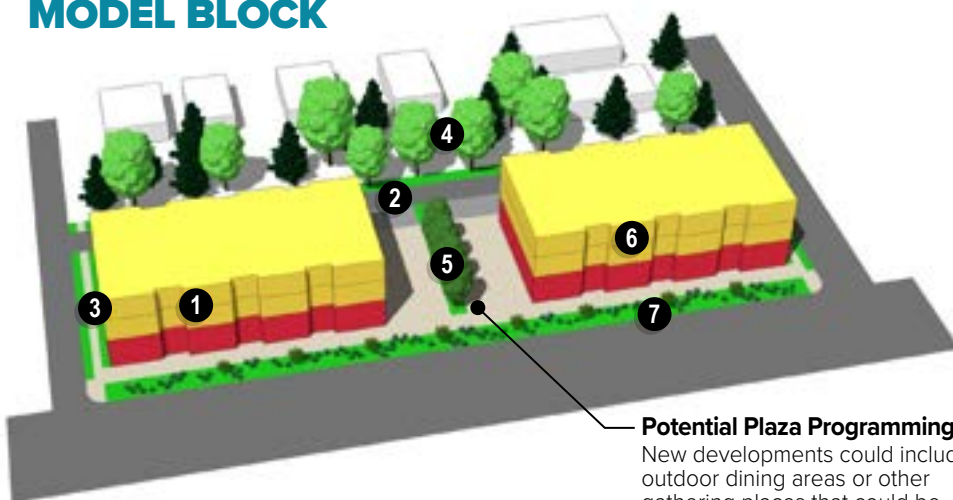
Model Block

The model block represents a typical site configuration that can be replicated along a corridor to create a cohesive and attractive environment. The model block serves as a template for future development, establishing key elements of urban design and placemaking, sustainable economic growth, and safe transportation and mobility strategies. The model block is intended to serve as a flexible blueprint, establishing a visual concept for transforming the corridor into a vibrant, well-functioning corridor.

Catalyst Sites

Several key sites across the subareas have the potential, if redeveloped, to catalyze reinvestment in the surrounding areas. The identified properties and their associated recommendations should serve as a model or framework for future redevelopment throughout the community. Site by site considerations for neighboring architectural design, parking configuration and need, pedestrian and bicyclist connectivity, and transitions into surrounding neighborhoods should be considered to refine recommendations in a context specific manner.

MODEL BLOCK



Potential Plaza Programming

New developments could include outdoor dining areas or other gathering places that could be utilized as privately-owned public spaces.

- ① Mixed-Use Building
- ② Parking in Rear
- ③ Underground Parking Access
- ④ Existing Tree Line Buffer to Residential Neighborhoods

- ⑤ Potential Public Space or Additional Site Programming
- ⑥ Mixed-Use Building
- ⑦ Landscaping Zone

Land Use

- Commercial
- Residential

Anderson Context

NORTH MAIN COMMONS

The City has a case study in retrofitting a model block - the plaza between 516 North Main Street and 502 North Main Street. What was once a lackluster set of buildings and underutilized parking lot marking the northernmost end of the Downtown has been revitalized through building reuse and retrofit for a brewery and bistro. Additionally, City investment into the underutilized parking lot has resulted in an attractive plaza that serves both the restaurant and brewery, and offers a public "third place" throughout the day. This block now serves as a lively community node.

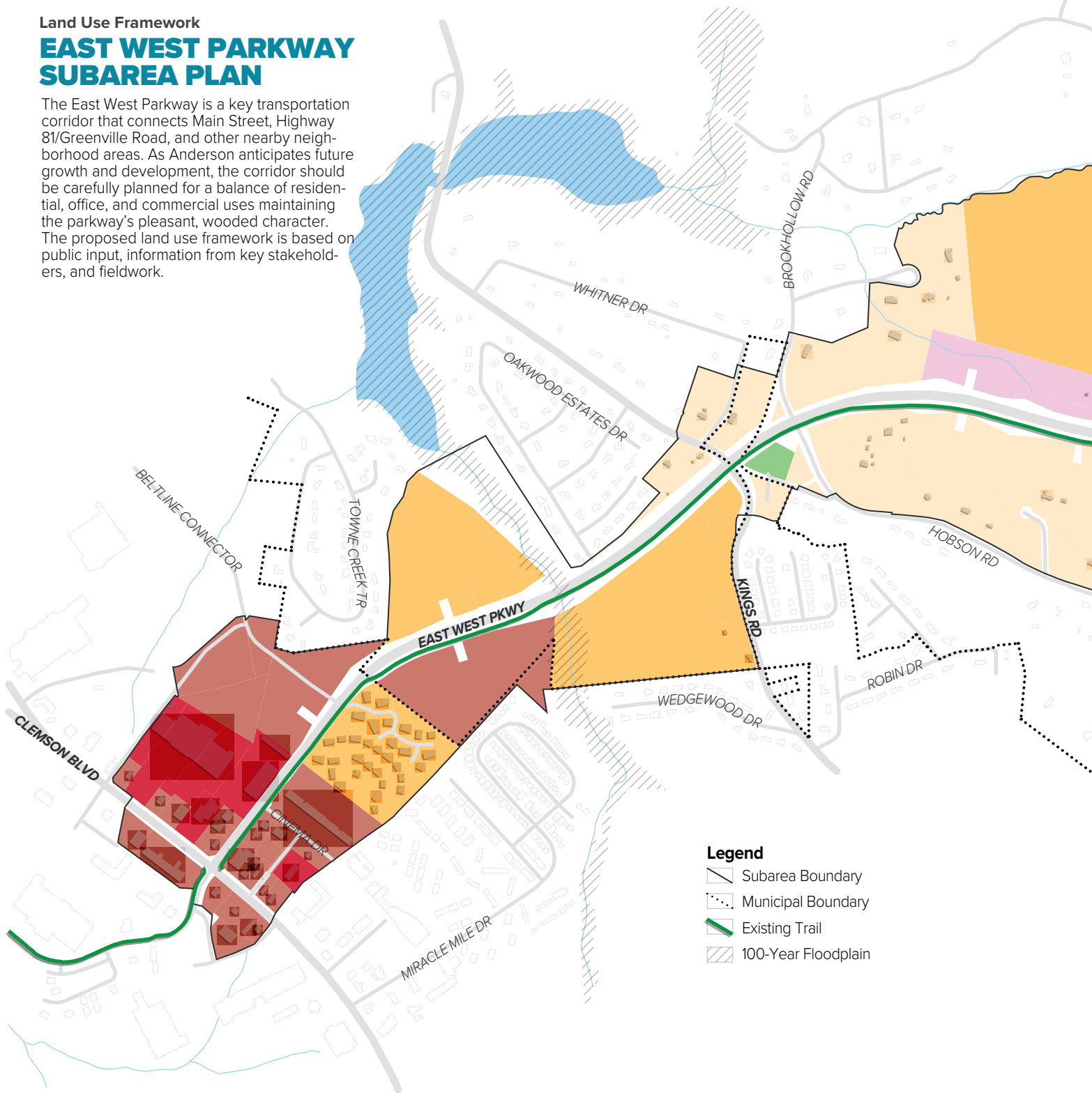


Image Source: Google Earth

Land Use Framework

EAST WEST PARKWAY SUBAREA PLAN

The East West Parkway is a key transportation corridor that connects Main Street, Highway 81/Greenville Road, and other nearby neighborhood areas. As Anderson anticipates future growth and development, the corridor should be carefully planned for a balance of residential, office, and commercial uses maintaining the parkway's pleasant, wooded character. The proposed land use framework is based on public input, information from key stakeholders, and fieldwork.



Legend

- Subarea Boundary
- Municipal Boundary
- Existing Trail
- 100-Year Floodplain

North 0 0.25 Miles



Land Use Framework

Single-Family (Detached and Attached) includes all existing single-family Detached and attached housing and will continue to include single-family homes on individual lots. The Land Use Framework maintains all existing single family land uses.

Mixed Residential Conservation Design is intended to accommodate the future growth needs within the subarea by adding single family homes, accessory dwelling units, low-density attached housing, and small unit apartment buildings. The proposed development approach emphasizes conservation design which maintains trees and focuses on natural spaces. This approach is a compromise between completely developing the land along the parkway and leaving it untouched.

Religious Institution includes facilities dedicated to religious purposes. The Land Use Framework does not propose changes to New Life Fellowship on Concord Road.

Local Commercial includes properties with a mix of commercial retail, commercial service, or office uses. Businesses in this category mainly serve local residents. The Land Use framework proposes adding limited neighborhood-scale commercial development at the eastern entrance of the parkway as well as the intersection of the parkway and Concord Road.

Regional Commercial includes properties with a mix of commercial retail and service uses that serve both the local and regional communities. There are several Regional Commercial properties in the area that should be maintained. The Land Use Framework does not propose additional regional commercial uses on the parkway.

Mixed-Use Neighborhood Commercial is intended to create neighborhood-scale commercial and residential district that encourages residents of nearby neighborhoods to walk or bike to the area to gather, work, and patronize local businesses. Potential uses could include townhomes, small multi-family buildings, or mixed-use commercial (shops and restaurants with residential units or office spaces above).

Industrial Includes facilities involved in the processing, storage, and distribution of goods and materials. The Land Use Framework maintains all existing industrial land with no additional proposed.

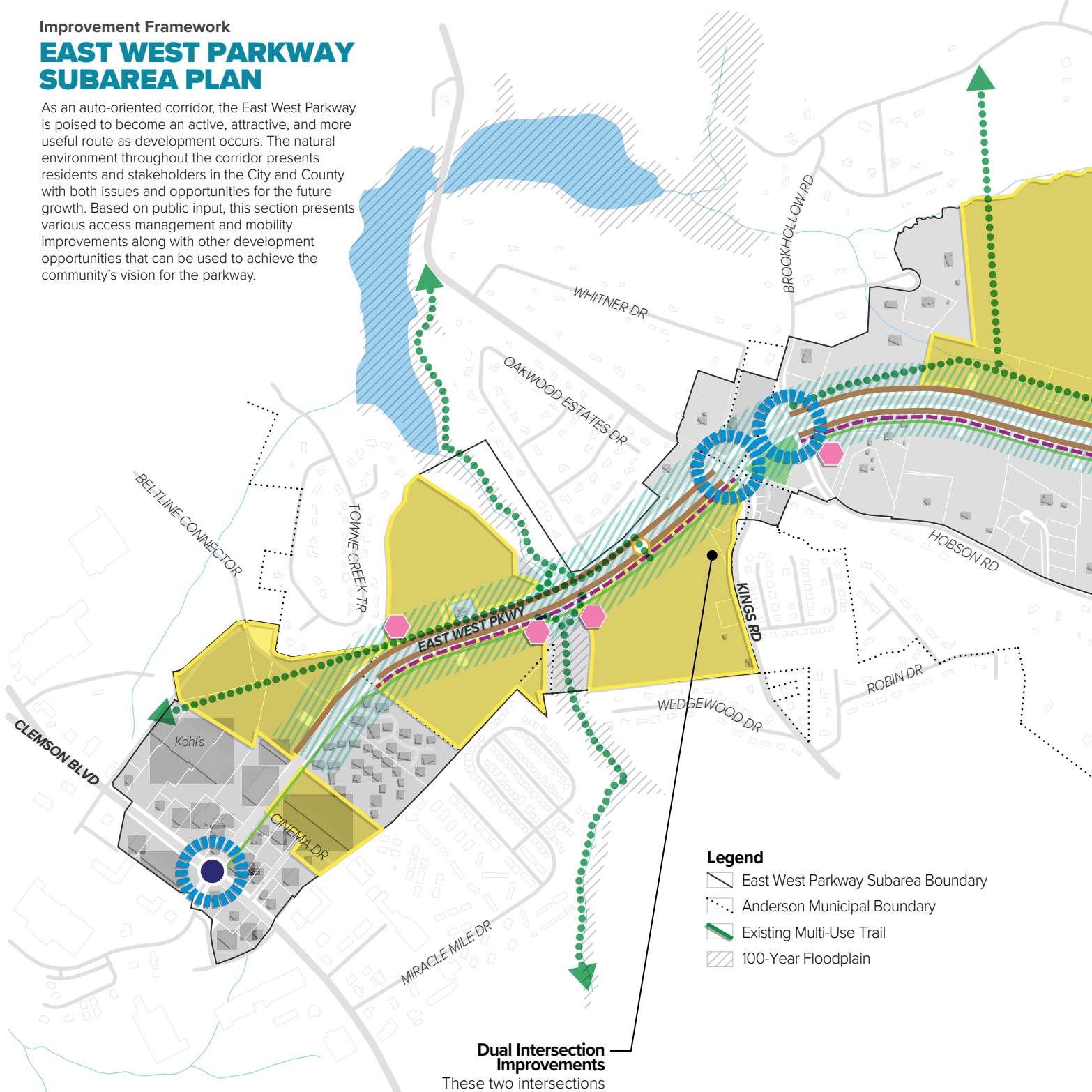
Parks and Open Space includes programmed green space designed for public use including trailheads and preserved natural areas, as well as semi-public areas such as Oaklawn Cemetery. The Land Use Framework proposes maintaining East West Parkway Park at the intersection of the parkway and Kings Road and further programming the parcels immediately to the east and west for public use. The eastern parcel is covered by power lines and is poorly suited for alternative development.

Utility/Open Space includes utility infrastructure, such as electrical substations, power line rights-of-way, and water treatment facilities. The Land Use Framework proposes creatively adapting these spaces into passive open spaces for resident use.

Improvement Framework

EAST WEST PARKWAY SUBAREA PLAN

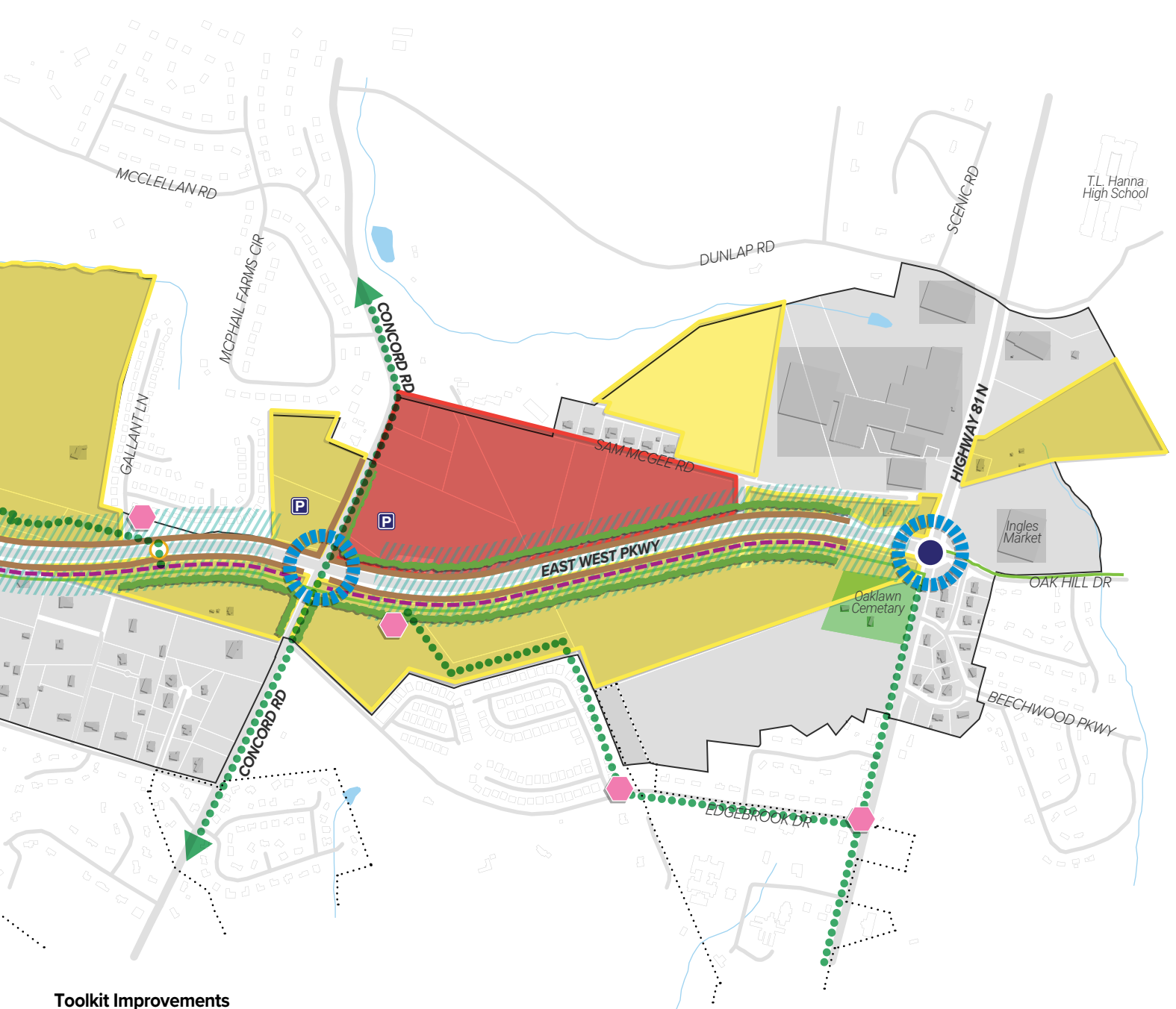
As an auto-oriented corridor, the East West Parkway is poised to become an active, attractive, and more useful route as development occurs. The natural environment throughout the corridor presents residents and stakeholders in the City and County with both issues and opportunities for the future growth. Based on public input, this section presents various access management and mobility improvements along with other development opportunities that can be used to achieve the community's vision for the parkway.



Dual Intersection Improvements

These two intersections surround the trailhead park, making them the "heart" of the proposed corridor trail network. Therefore, intersection improvements are proposed in both locations to maximize walkability and connection

North 0 0.25 Miles



Toolkit Improvements

- | | | |
|--|--------------------------|---|
| Catalyst Site | Green Setback | Potential Trails |
| Opportunity Sites | Gateway Improvement | Trailside Improvement (lighting, benches, dog facilities, exercise equipment) |
| Access Management | Pedestrian Improvement | Trail Wayfinding |
| Landscaping Improvement (buffering, screening, and water management) | Intersection Improvement | Shared Parking |
| | Proposed Bike Lanes | |

Catalyst Site

EAST WEST PARKWAY SUBAREA PLAN

The catalyst site should serve as a framework for future development, taking into consideration uses, built form, parking, connectivity, and transitions throughout the subarea. This catalyst site is intended to promote walkability, prioritizing place-making and public spaces. Streets are designed to accommodate multimodal transportation, giving residents and visitors options to access numerous plazas, shopping centers, and green spaces. Commercial development anchors the corner of Concord Road and East West Parkway. Mixed-use, single-family attached, and multifamily buildings serve as transition nodes to single-family detached blocks. The existing tree line buffer along East West Parkway is preserved to maintain the character of the community. The goal of this potential programming is to foster an interconnected, vibrant, and engaging place to live.

Site Callouts

- 1 Commercial Corner Anchor
- 2 Public Plaza Space
- 3 Public Plaza Space
- 4 Public Plaza Space
- 5 Mixed-Use
- 6 Mixed-Use
- 7 Small Lot Single-Family Detached in rear-loading configuration with garage entry off alley.
- 8 Multifamily Residential
- 9 Multifamily Residential
- 10 Single-Family Attached
- 11 Park and Open Space
- 12 Outdoor Shelter
- 13 Existing Tree Line Buffer
- 14 Potential Park Location
- 15 Large Lot Single-Family Detached

Land Use

- Commercial
- Residential
- Public/Semi-Public

Public Gathering Spaces

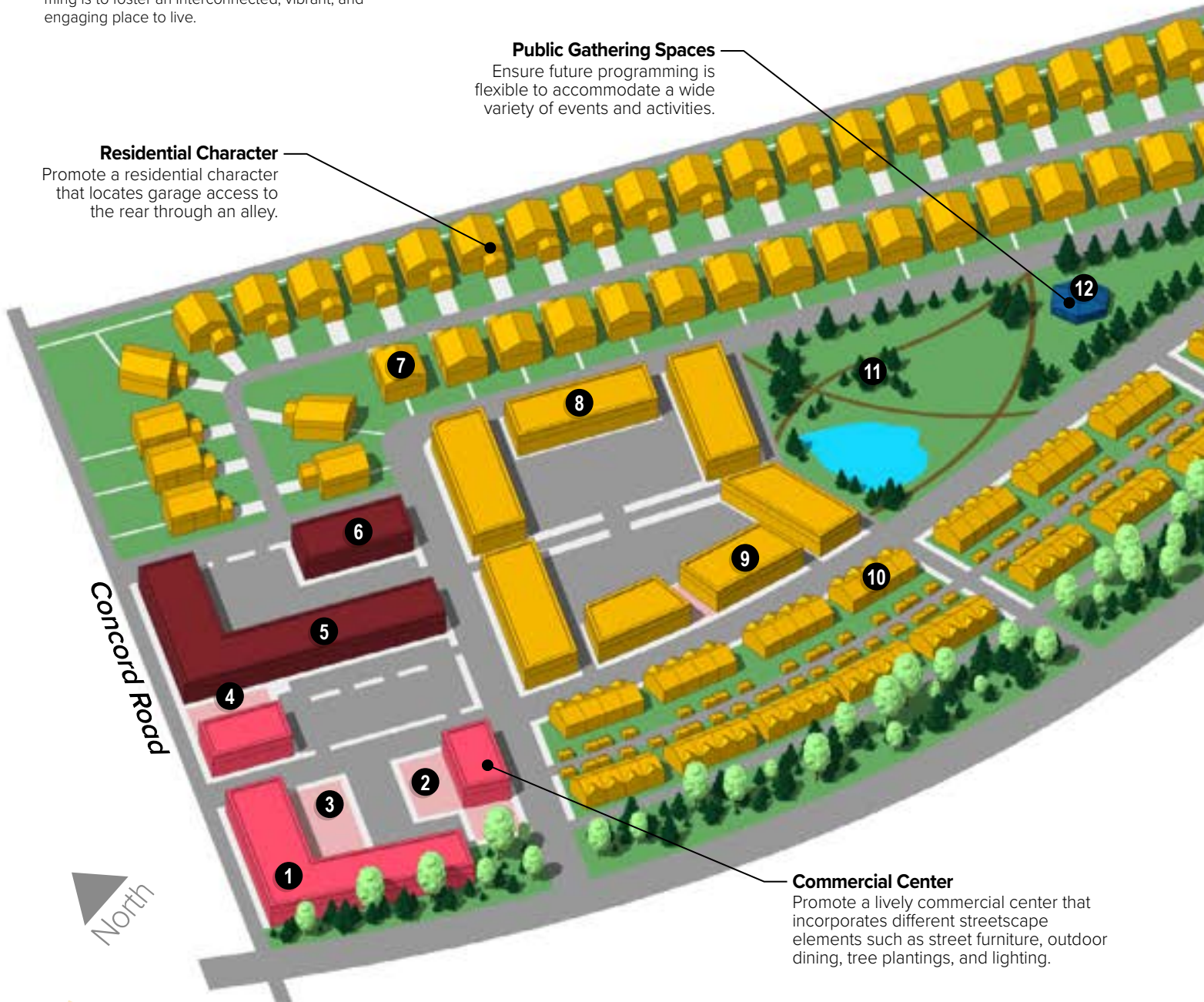
Ensure future programming is flexible to accommodate a wide variety of events and activities.

Residential Character

Promote a residential character that locates garage access to the rear through an alley.

Commercial Center

Promote a lively commercial center that incorporates different streetscape elements such as street furniture, outdoor dining, tree plantings, and lighting.



Net Residential Density

- Single-Family Detached: **59 Units**
- Single-Family Attached: **84 Units**
- Multifamily Residential: **155 Units**
- Total Units: **298 Units**

Net Commercial Density

- Mixed-Use Commercial: **50,500 sq ft**
- Single-Use Commercial: **98,300 sq ft**
- Gross Commercial: **148,800 sq ft**

*The number of units is based off the 3D model with the assumption there is 80% efficiency of multifamily buildings and residential units are about 1,250 sf.



Large Lot Development

Consider appropriate conservation design elements to mitigate negative impacts to the environment.

EXAMPLE DEVELOPMENT



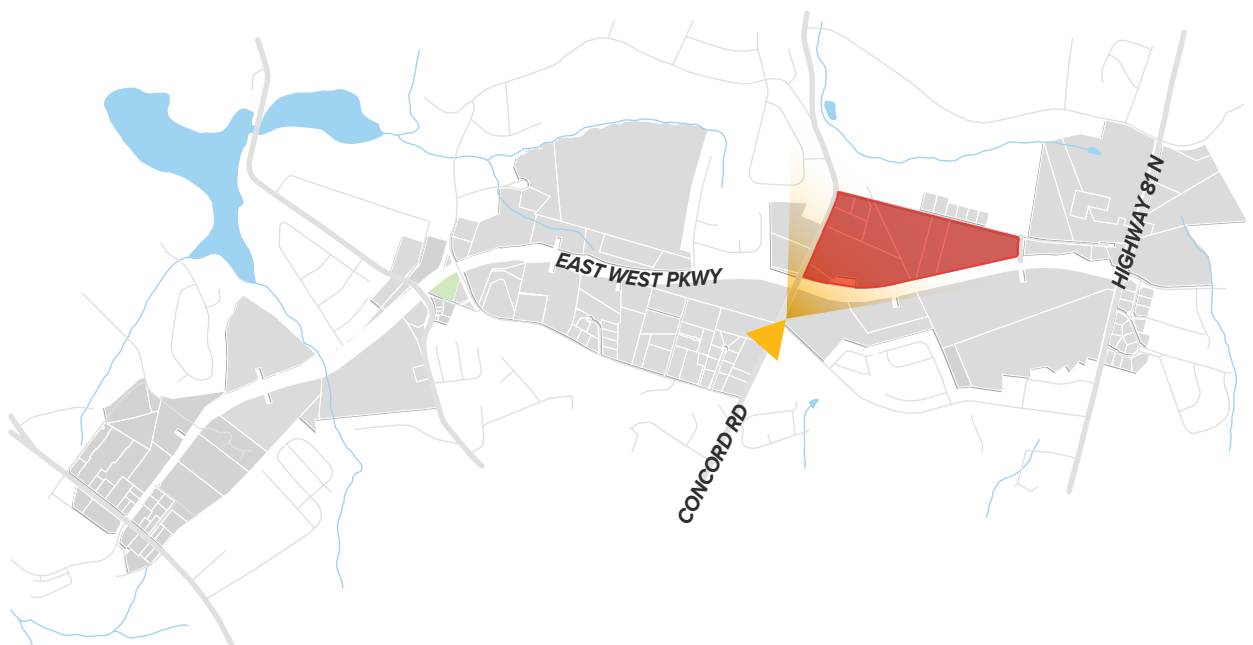
Commercial Character



Residential Character



Streetscape Character



Improvement Framework MIDTOWN NORTH SUBAREA PLAN

Midtown North, located along the northern stretch of Main Street between Hammett Acres Road and Midtown Square, features commercial spaces like restaurants, shopping centers, and small offices. The framework highlights multiple properties along Main Street that present an opportunity for redevelopment with better utilization of space and uses, promote greater access between sites, and foster a distinct aesthetic and functional character along the corridor.

Toolkit Improvements

-  Catalyst Site
-  Opportunity Sites
-  Model Block Development
-  Cross Access
-  Landscaping Improvement
-  Utility Line Burial
-  Gateway Improvement
-  Pedestrian Improvement
-  Intersection Improvement
-  Proposed Bike Lanes

Visual Improvements

Support exterior improvements to commercial sites to establish a cohesive design along the corridor and promote an attractive environment.

Access Improvements

Consider developing a comprehensive streetscape plan to include the entire Midtown corridor along Main Street to implement safety and improvements elements such as bumpouts, pedestrian signals, and refuge islands.

Cohesive Streetscaping

Utilize cohesive streetscaping elements throughout the entire Midtown area to indicate proximity to Downtown.

Bikeway Improvements

Strategic bikeway improvements should be made to promote safer alternative modes of transportation to cars.

Consistent Streetwall

Pursue street fronting buildings with rear parking along Main Street.

Gateway Improvements

Consider incorporating gateway improvements in a wholistic way through redevelopment sites to highlight the entry points into the area.

Proposed Trail Connection

Encourage co-locating potential trail corridors along with utility services such as electric transmission lines.

Moultrie Square

Promote connections between stable residential neighborhood and catalyst site.



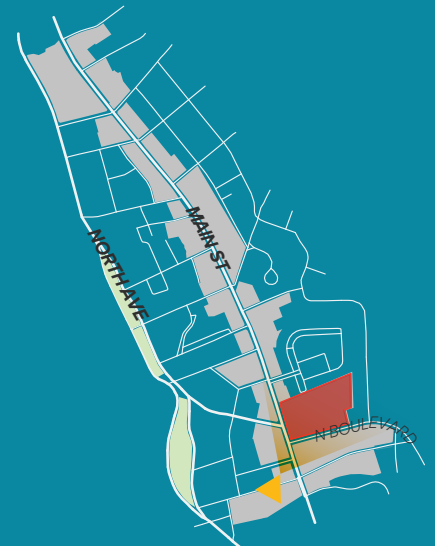
CATALYST SITE

The Midtown North catalyst site is located along Highway 28 and includes extensive surface parking for two anchor businesses. This catalyst site illustrates potential outlot development to capture underutilized space and reorganize the parking layout to improve traffic safety between commercial sites. While this catalyst sites promotes far more auto-oriented uses, it provides an additional plaza space outside new development that can be used for outdoor seating, dining, and active transportation hub improvements. The goal of this catalyst site concept is to maximize development opportunity and potential tax revenue while having a significant positive effect on the surrounding area.

Site Callouts

Site callout numbers refer to the model at the top of page 109.

- 1 Outlot Commercial Development
- 2 Formalized Bus Stop and Enhancements
- 3 Mini Park w/ Existing Trees
- 4 Streetscape Improvements
- 5 Prominent Gateway Feature
- 6 Outlot Commercial Development
- 7 Continue Streetfront along N Boulevard



Midtown North

Midtown North has numerous drive-throughs, varying building setbacks, multiple curb cuts, and narrow sidewalks, creating a less than pedestrian-friendly atmosphere. This subarea plan is intended to improve the character of the area encouraging buildings that face the street, adding cohesive landscaping, and improving the pedestrian experience. It also aims to create a more attractive and unified environment by ensuring consistent design and setbacks, with fewer curb cuts.

Opportunity Sites

Opportunity site numbers refer to the map on page 108.

Site 1: Utilize the vacant site for commercial development to introduce new uses such as a grocery store, salon, or restaurant. Shared parking is ideal for this site.

Site 3: Redevelop the underutilized and aging commercial structures with a mixed-use building to incorporate better programmed commercial space with office and residential uses on the upper floors.

Site 4: Revitalize this part of this block to include mixed-use development that shares a unified aesthetic. Include restaurants and offices on the ground floor with residential units above to cater to young adults starting their career. Connect Corto Street and James Street for parking access.

Site 5: Revitalize this site with mixed-use development with businesses on the ground floor and residential units above. Consider incorporating cross access across the site.

Site 6: Use this site to revitalize the gateway to the corridor, with a more interactive and attractive uses such as mixed-use programming, cohesive urban design, and community gathering places that aligns with the rest of the subarea aesthetic.

Improvement Framework MIDTOWN SOUTH SUBAREA PLAN

Bordering Downtown Anderson, Midtown South is surrounded by stable neighborhoods with neo-traditional architecture. While sharing characteristics with its counterpart to the North, this subarea has greater focus on placemaking improvements including consistent landscaping enhancements, establishing mural art, and utilizing older buildings through adaptive reuse.

Toolkit Improvements

- Catalyst Site
- Opportunity Sites
- Model Block Development
- Adaptive Reuse
- Parking Lot Enhancement
- Cross Access
- Proposed Bike Lanes
- Landscaping Improvement
- Utility Line Burial
- Gateway Improvement
- Pedestrian Improvement
- ⊗ Intersection Improvement

Proposed Trail Connection

Encourage co-locating potential trail corridors along with utility services such as electric transmission lines.

Cohesive Streetscaping

Utilize cohesive streetscaping elements to indicate proximity to Downtown.

Attractive Landscaping

Future redevelopment should feature perimeter landscaping to promote more welcoming and inviting spaces.

Street Fronting Buildings

Encourage building development where buildings are developed towards the main street corridor with parking located in the rear.

Improve Parking Lot

Encourage beautification of surface parking lots, such as screening and perimeter landscaping along frontage roads to soften the hardscape environment.

Mural Art

Coordinate with the appropriate parties to incorporate public art such as murals, working with local artists to showcase their talent.

Roundabout Improvement

Improve the flow of traffic and pedestrian accessibility at the Main Street and Greenville Street with the future roundabout improvement.



Midtown South

The Midtown South Subarea Plan features a variety of commercial uses but contains many pedestrian-unfriendly elements like drive-throughs, inconsistent setbacks, and narrow sidewalks. Improvements to aesthetics, safety, and mobility can promote a space for a greater variety of individuals and enhance the overall quality of life. Given its proximity to Downtown, this subarea should promote mixed-use land use, blending residential and commercial spaces to create a vibrant corridor and gateway to the Downtown.

Opportunity Sites

Opportunity site numbers refer to the map on page 110.

Site 1: Incorporate mixed-use development that complements the Catalyst Site and includes amenities such as connections to the proposed trail, site furnishings, enhanced landscaping, and outdoor dining.

Site 2: Encourage redevelopment of the existing truck repair and storage with more appropriate uses facing Main Street such as a grocery store, bakery, cafes, or restaurants. Consider incorporating a community recreation center with shared parking along Murray Avenue. Redevelopment should feature high-quality architecture and an inviting atmosphere.

Site 3: Redevelop this site into a closed courtyard mixed-use development, with commercial and office spaces on the ground floor, and residential units above. Parking should be access along Crayton Street and Bleckley Street to minimize traffic congestion. New development should respect existing surrounding architectural styles Downtown.

Site 4: While some buildings may remain, the primary focus of redevelopment should incorporate a high-quality hotel close to Downtown. Potential outlot development may be accommodated along Murray and Bleckley Street. Site 4 should include various landscaping enhancements and pedestrian infrastructure.

Site 5: Redevelopment on this site should include mixed-use with street-level commercial, upper-floor residential, and multifamily units on the east side. Parking should be located between the buildings and accessible from Carolina Circle. Incorporate high-quality building façade materials and architectural style in line with the Downtown aesthetic.

Site 6: Consolidate underutilized buildings into a wholesale redevelopment incorporating mixed-use programming and adaptive reuse where applicable. Ensure that redevelopment creates a cohesive and attractive environment that is in line with the Downtown aesthetic.

MIDTOWN STREETSCAPE IMPROVEMENTS

North Main Street's existing cross section is approximately 74 feet wide which accommodates a 64 foot wide roadway and five feet of sidewalk on each side of the road. The roadway is currently made up of four travel lanes and one turning lane. The following streetscape improvement options are intended to be applied to both the North and South Subareas.

Streetscape Option 1

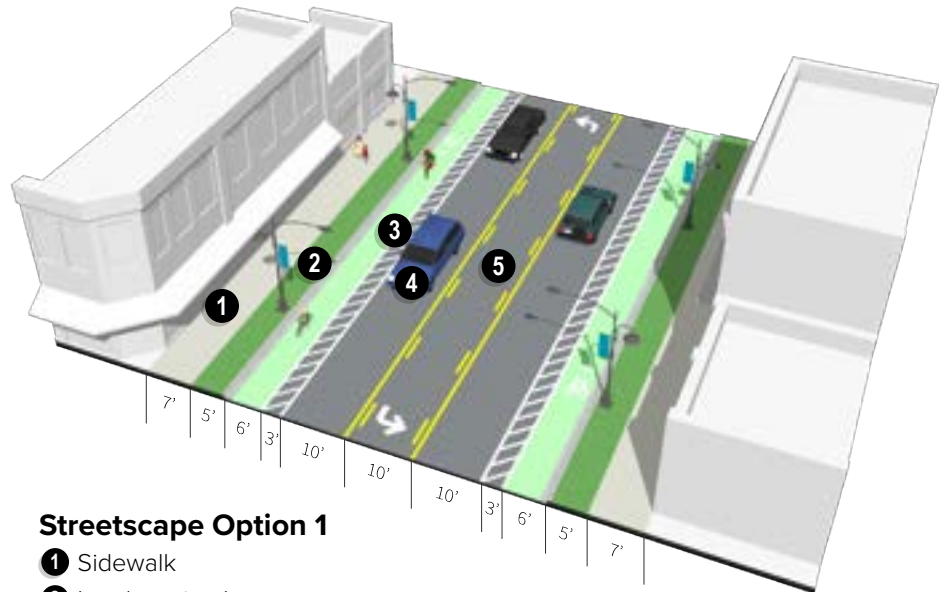
The first streetscape option proposes a reduction of travel lanes to one travel lane in each direction with a turning lane in the center. The reduced lanes would allow parallel parking on both sides along with the addition of bicycle lanes that have a three foot buffer in each direction.

Streetscape Option 2

The second streetscape option proposes a similar reduction in travel lanes but replaces the turning lane with a median planting strip that could contribute to a greater tree canopy along Main Street. The parallel parking lane and bicycle lanes have been reversed to provide more protection to pedestrians and bicyclists. An additional parkway could be added along the sidewalk to incorporate more landscaping.

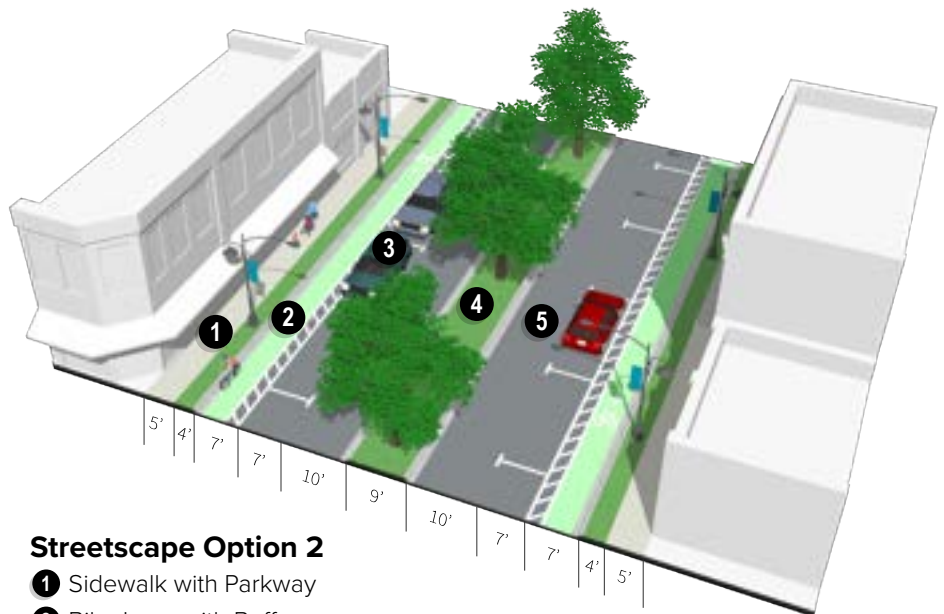
On-Street Parking

On-street parking can slow traffic, create space for bike lanes, and improve accessibility and safety while enhancing the pedestrian and bicyclist experience - parked cars act as a buffer between moving traffic and more vulnerable road users. Implementing on-street parking would also allow for repurposing surface lots along and near Main Street, opening opportunities for infill development that can revitalize the area and support economic growth. A reconfiguration to include parking would depend on coordination and buy-in with SCDOT, and would likely require a traffic study to ensure it meets engineering thresholds for road diets.



Streetscape Option 1

- ① Sidewalk
- ② Landscaping Improvement
- ③ Bike Lane with Buffer
- ④ Drive Lane
- ⑤ Turn Lane



Streetscape Option 2

- ① Sidewalk with Parkway
- ② Bike Lane with Buffer
- ③ Parking Lane
- ④ Median Planting Strip
- ⑤ Drive Lane



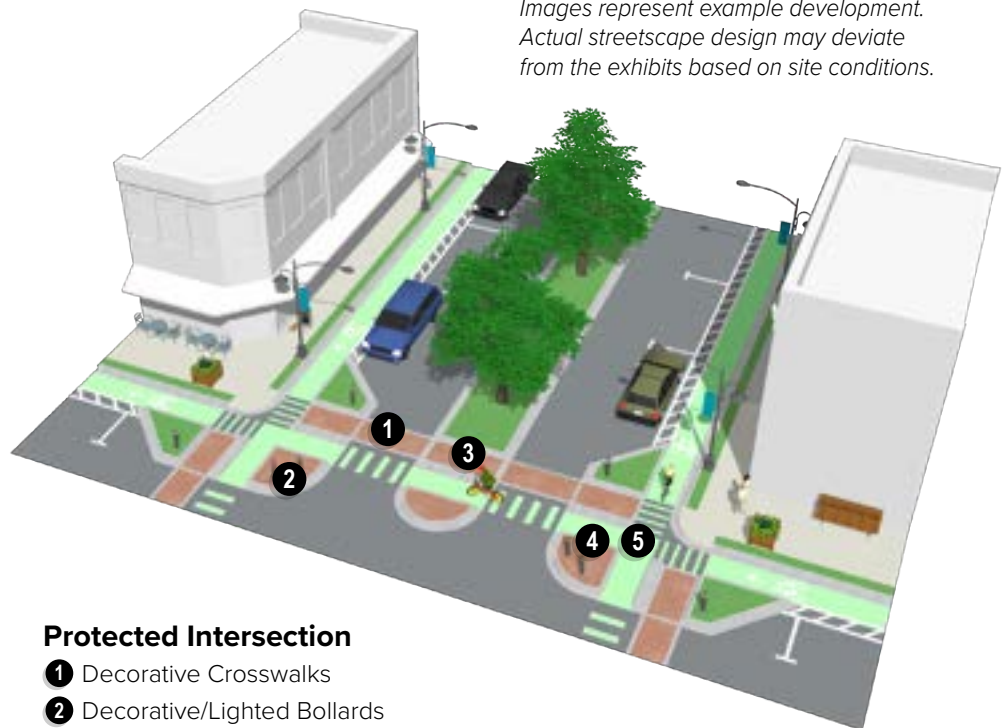
A Wider Sidewalk

Widening the sidewalk on Main Street in Midtown is challenging due to spatial constraints and competing interests. The current five-foot sidewalk feels narrow for accommodating comfortable pedestrian flow, but options for expansion are limited. Without moving the curb, widening the sidewalk into the right-of-way is relatively feasible, but requires the road diet and sidewalk reconstruction in the parkway, and would depend on coordination and buy-in with SCDOT. Widening toward the buildings could require encroaching on private property behind the curb. This involves negotiating with property owners, which can be complex, costly, and may face resistance. Additionally, expanding the sidewalk this way could conflict with existing building facades or other fixed structures, further limiting feasibility. Balancing the need for wider sidewalks with these practical and legal constraints is a challenge that is illustrated within the two streetscape options.

Intersection Improvements

The proposed intersection improvement illustrates pedestrian and bicyclist design strategies to reduce the speed of turning vehicles and promote safer crossings throughout the active transportation network. This conceptual intersection improvement is one example of a maximum pedestrian-friendly infrastructure build-out.

Images represent example development. Actual streetscape design may deviate from the exhibits based on site conditions.



Protected Intersection

- ① Decorative Crosswalks
- ② Decorative/Lighted Bollards
- ③ Pedestrian Island
- ④ Corner Island
- ⑤ Bike Queue Area

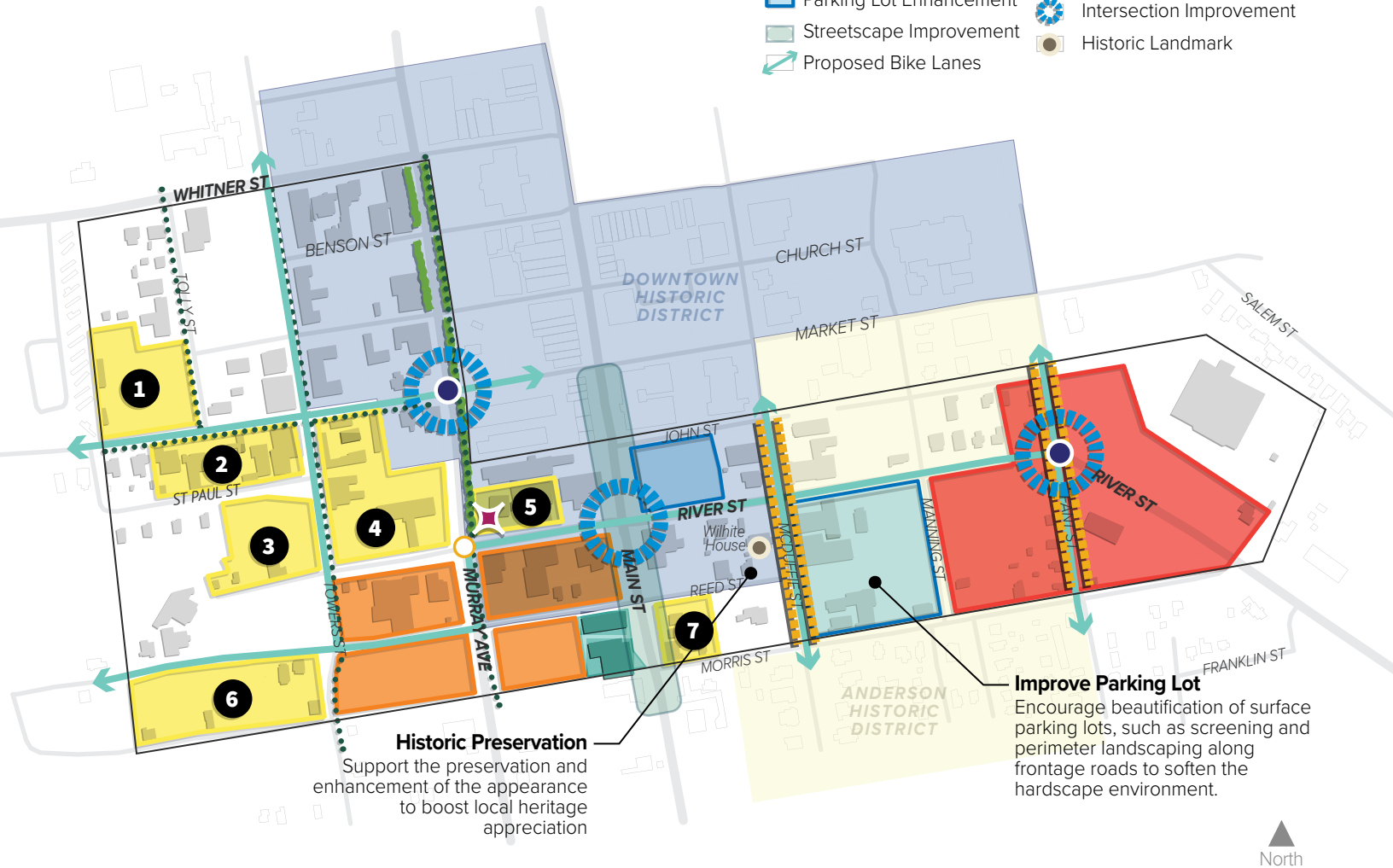
Improvement Framework

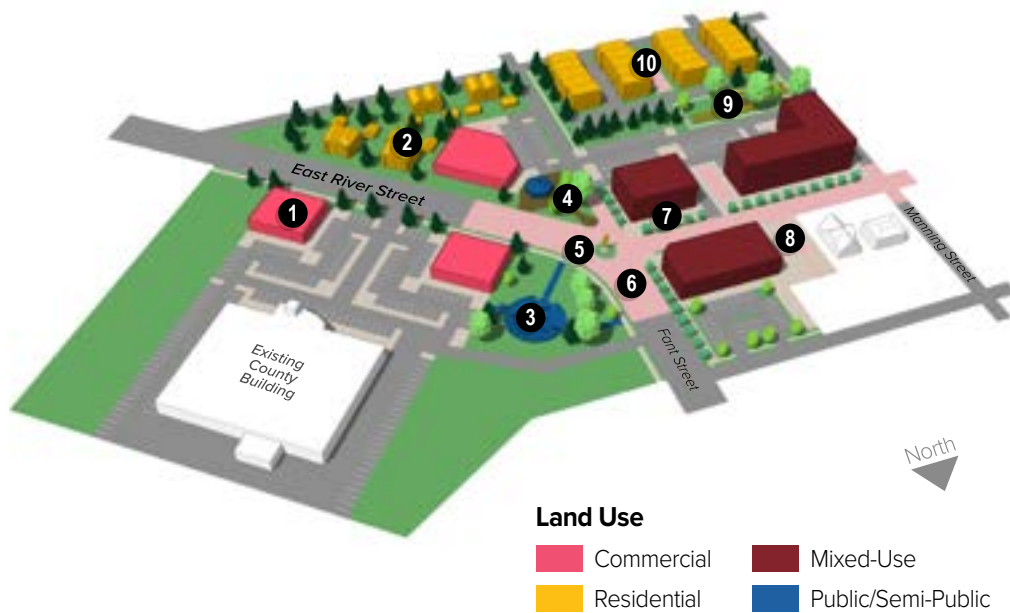
DOWNTOWN GATEWAY SUBAREA PLAN

The Downtown Gateway is located at the southern edge of Downtown Anderson, defined by three key intersections. It features a mix of residential and commercial uses as well as multiple public spaces. The Downtown Gateway presents an opportunity to focus revitalization efforts and enhance public spaces to improve the overall character and appeal of the area.

Toolkit Improvements

-  Catalyst Site
-  Opportunity Sites
-  Model Block Development
-  Adaptive Reuse
-  Parking Lot Enhancement
-  Streetscape Improvement
-  Proposed Bike Lanes
-  Implement Road Diet
-  Landscaping Improvement
-  Utility Line Burial
-  Gateway Improvement
-  Pedestrian Improvement
-  Intersection Improvement
-  Historic Landmark





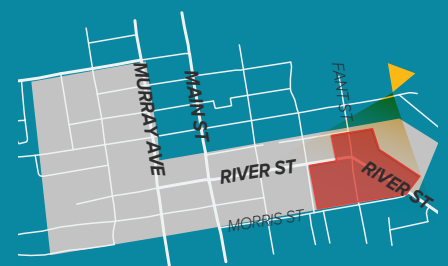
CATALYST SITE

The catalyst site for the Downtown Gateway is located around the River Street and Fant Street including the existing County Building and various properties in need of reinvestment. This catalyst site illustrates a strong entrance to Downtown with new commercial and mixed-use development located close to the road with parking lots strategically located to the sides and rear of the buildings. Public spaces and gathering areas have been expanded to accommodate potential programming of events and activities. Townhomes and duplexes aim to provide a transition between the higher intensity commercial uses along River Street into the surrounding neighborhood uses to the south. A potential roundabout design was included at the intersection to improve pedestrian and traffic safety along with vehicular flow. The goal of this catalyst site was to foster a vibrant environment that draws people into Downtown through a coordinated aesthetic and exciting things to do.

Site Callouts

Site callout numbers refer to the model at the top of page 115.

- 1 Outlot Commercial Development
- 2 Missing Middle Housing Transition
- 3 Formalized Park Space
- 4 Mini Park
- 5 Prominent Downtown Gateway Feature
- 6 Decorative Paving Treatment
- 7 Streetscape Improvements
- 8 Existing Public Plaza Space
- 9 Expanded Community Garden
- 10 Alley Loaded Garage Townhomes with Private Amenity Space



Downtown Gateway

The Downtown Gateway Subarea Plan provides multiple unique opportunities to develop a strong sense of place through various lot redevelopments, street-scaping improvements, and beautification enhancements. This subarea features a significant number of dilapidated and/or vacant properties in need of immediate care or redevelopment. This framework aims to address the critical access, mobility, and safety issues present in this area, especially for bicyclists and pedestrians.

Opportunity Sites

Opportunity site numbers refer to the map on page 114.

Site 1: The vacant corner property provides a prime opportunity for redevelopment that could incorporate mixed-use programming with ground-floor commercial and upper-level residential. Redevelopment should include improvements to pedestrian connections and extensive sidewalk enhancements.

Site 2: The City should collaborate with developers to redevelop the vacant buildings to create multifamily apartments, potentially incorporating affordable units and other attainable housing options.

Site 3: This site is largely vacant with deteriorating buildings. Redevelopment should include mixed residential buildings with significant streetscaping enhancements to boost the appeal and functionality.

Site 4: This underutilized site could be redeveloped with multiple uses, promoting the area as an arts district and serving as a flagship development site for the subarea. This site should

consider providing cultural and educational opportunities to enhance the functionality and create a local attraction.

Site 5: Redevelop underutilized and deteriorating properties as a mixed-use complex with a unified, coherent design.

Site 6: Revitalize the dilapidated and vacant buildings, using mixed residential development such as townhomes, and single-family attached homes, to promote housing diversity and neighborhood appeal.

Site 7: Located at the edge of the Downtown Gateway, this site should prioritize revitalizing its underutilized buildings, service facilities, and aging infrastructure. Redevelopment should include street fronting commercial uses, quality architectural design, parking in the rear, and a variety of streetscaping and placemaking elements that exceed the minimum code requirements where possible.



CHAPTER 12

PRIORITY INVESTMENT AND IMPLEMENTATION

The Priority Investment and Implementation chapter translates the Comprehensive Plan's recommendations into direct action. This chapter outlines specific steps to assist the City in achieving the Comprehensive Plan's long-term vision. It includes an action matrix detailing recommendations to realize the Comprehensive Plan's supporting strategies and identifies a variety of potential funding sources to support these efforts.



SOUTH CAROLINA STATUTES – PRIORITY INVESTMENT

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

For the purposes of the Plan, “adjacent and relevant jurisdictions and agencies” means those counties, municipalities, public service districts, school districts, public and private utilities, transportation agencies, and other public entities that are affected by or have planning authority over the public project.

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

AUTHORITY AND PLAN ELEMENTS

South Carolina’s Comprehensive Planning Enabling Act, found in [SC Code Title 6, Chapter 29](#), provides cities and towns with the authority to undertake planning and adopt zoning and land use regulations as tools to guide their communities’ development. Local Planning Commissions are established by County Councils with a committee that oversees continuous planning for County growth. Comprehensive Plans must include ten elements: Population, Housing, Land Use, Cultural Resources, Natural Resources, Resilience, Transportation, Community Facilities, Economic Development, and Priority Investment Priorities, all based on surveys and studies of current conditions and future development.

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



USE OF THE COMPREHENSIVE PLAN

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

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

Promote the Plan

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

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

Form an Implementation Committee

As a first step toward implementation, the City may consider forming an Implementation Committee. This group would perform in an advisory role, charged with ensuring the successful application of the Comprehensive Plan and that it continues to reflect the priorities and vision of the City. The Committee would meet at specific times throughout the year to review the Plan, discuss completed projects and improvements, and identify opportunities to fulfill other implementation areas. The findings of these meetings would then be turned over to appropriate staff to direct next steps. This should include prioritized actions that are reflective of the Plan's goals and objectives, as well as changing conditions that may have been unforeseen during the development of the Plan. In this way, the advisory Implementation Committee would guarantee that action items are responsive to City finances, economic development initiatives, and implementation progress.



Develop and Maintain Partnerships

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

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

- Anderson Area Chamber of Commerce
- Anderson Arts Center
- Anderson County Government
- Anderson County Historical Society
- Anderson County Library
- Anderson County Museum
- Anderson County School Districts
- Anderson University
- AnMed Health
- Blue Ridge Electric Cooperative
- Duke Energy
- Electric City Transit
- Municipal Association of SC
- Rocky River Conservancy
- SC Appalachian Council of Governments (SCACOG)
- SC Department of Commerce
- South Carolina Department of Transportation (SCDOT)
- South Carolina Economic Developers Association (SCEDA)
- SENIOR Solutions
- Tri-County Technical College
- Upstate SC Alliance
- YMCA

Maintain Public Communication

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

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



Update Regularly

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

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

ZONING REGULATIONS

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

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

FUNDING SOURCES AND PROGRAMS

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

HOUSING

SC Housing Homeownership Program

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

SC Housing Trust Fund (HTF) Home Repair Program

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

Critical Home Repair Program

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

Habitat for Humanity

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

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

The HTF Group Home Program is designed to provide financing to eligible sponsors for the purpose of funding a Group Home that provides a combination of services and permanent housing for permanently disabled individuals. This type of housing includes only community training homes and residential care facilities operated by the Department of Disabilities and Special Needs. There is a maximum allowable subsidy per project up to \$100,000 or 50 percent of the total development cost.

HOME Investment Partnership Program (HOME)

The State Housing Finance and Development Authority (SC Housing) administers the HOME Program. This program provides funding for multifamily housing activities, including purchase, development of affordable rental housing, small rental development, short-term rental assistance, and tenant-based rental assistance for low-income, special-needs households. Funding must be used for households at or below 30 percent Area Median Income (AMI) or the federal poverty level.

Emergency Solutions Grants (ESG) Program

The State Department of Administration administers the ESG Program, which provides funds for conversion and rehab for transitional housing, financial assistance, overnight shelter, rapid re-housing, and rental assistance services. Over \$2 million is available statewide in funding.

Housing Opportunities for Persons with AIDS (HOPWA)

The State Department of Health and Environmental Control (DHEC) administers the HOPWA Program. The Program provides funding for permanent housing in facilities, permanent housing placement, short-term or transitional housing facilities, short-term rental mortgage and utility (STRMU) supportive services, and tenant based rental assistance (TBRA) supportive services for people living with HIV/AIDS.

ECONOMIC DEVELOPMENT

New Market Tax Credit (NMTC)

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

South Carolina Community Development Block Grant Program

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

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

South Carolina Community Loan Fund, Community Business Loans

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

South Carolina Community Loan Fund, Community Facility Loans

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

State Revolving Fund (SRF) Program

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

Clean Water State Revolving Fund (CWSRF):

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

Drinking Water State Revolving Fund (DWSRF):

This program helps cities and local governments improve their drinking water systems. It funds projects like replacing outdated pipelines, upgrading water treatment plants, and ensuring safe, reliable drinking water supply to communities. The DWSRF is also jointly administered by DHEC and RIA.

Charter School Facility Revolving Loan Fund Program (CSFRLF)

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

Opportunity Zones (OZ)

Enacted as part of the 2017 tax reform package (Tax Cuts and Jobs Act), Opportunity Zones are federal tax incentives to increase investment in low-income urban and rural communities. This economic development incentive allows investors to support distressed communities through private equity investments in businesses and real estate projects. The incentive is the deferral, reduction, and potential elimination of specific federal capital gains taxes.

Investments are only applicable in a federally designated low-income Census tract, three of which are located near or within City of Anderson (Anderson, SC Census tract 8, 120.02, and 123). One tract is situated within the southeastern portion of the City, while the other two are largely towards the western and southwestern parts of the city. Investments must be made into a Qualified Opportunity Fund (QOF).

Emerging Destination Marketing Grant Program

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

WORKFORCE DEVELOPMENT

Workforce Innovation and Opportunity Act (WIOA)

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

readySC

The readySC program provides recruiting and training assistance to companies that are expanding or looking to move to South Carolina in partnership with the SC Technical College System. The program works with the 16 technical colleges to develop curriculum tailored to meet a company's workforce requirements at no cost to that company. The program collaborates with Tri-County Technical College, which serves the Anderson area, to create tailored training programs that meet the specific workforce needs of local employers. This program is administered by the SC Technical College System on behalf of the SC Department of Employment and Workforce.

Apprenticeship Carolina Program

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

Enterprise Zone Retraining Credit Program (EZone)

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

TRANSPORTATION

Transportation Impact Fees

Transportation Impact Fees ensure that new development pays, if not helps to pay, the construction costs of new public facilities necessary to serve that development, taking the burden off taxpayers. Revenue from Transportation Impact Fees can be combined with other local funding sources to accelerate major infrastructure and facility improvements.

Tax Increment Financing TIF

The State of South Carolina provides Tax Increment Financing as a public financing tool that allows municipalities to fund redevelopment projects in designated areas. As property values within a TIF district increase due to improvements, the additional property tax revenue—known as the “increment”—is used to repay bonds issued for infrastructure and public facility enhancements. TIF is particularly useful for revitalizing blighted areas by financing projects like roads, utilities, parks, and public buildings. It helps municipalities stimulate economic growth without raising taxes, as the redevelopment itself generates the necessary funding. Municipalities across South Carolina have enjoyed the benefits of successful TIFs.

Mobility, Access, and Transportation Insecurity (MATI)

According to the Federal Transit Administration (FTA), one in four Americans is unable to access transportation regularly and to reliably meet their required daily needs. A growing body of research indicates that transportation insecurity is a significant factor in persistent poverty. In early 2023, the Center for Transportation Studies and its partners were awarded \$6 million by the FTA to design and lead a new Mobility, Access, and Transportation Insecurity: Creating Links to Opportunity Program (MATI). MATI researchers work with communities and mobility providers across America to develop and implement participatory demonstrations that rely on transportation to mitigate transportation insecurity, evaluate outcomes and effectiveness, and document impacts and potential strategies.

SENIOR Solutions Public Transportation Project

SENIOR Solutions is collaborating with Electric City Transit and the LOT Project to develop a hybrid paratransit/micro transit service to complement the existing fixed-route service in the Alphabet Street Neighborhood.

The Alphabet District, once a mill village for Anderson Cotton Mill workers, suffered economically after the mill's closure in 1991. Now a disadvantaged area with 2,580 residents, it faces high poverty rates, food and transportation insecurity, and a lack of job training. A study by Clemson Engineers for Developing Countries highlights poverty's impact on health, nutrition, education, and transportation. Census data shows a 29-minute average commute time, with 25% of residents lacking vehicle access, while a University of Michigan survey indicates 70% face transportation insecurity due to first-mile/last-mile challenges and gaps in service. The fixed-route service only skirts the neighborhood, unable to navigate its narrow streets, creating barriers to work, medical care, shopping, and social services.

The project aims to address these gaps by providing a flexible, reliable transportation option that works in conjunction with the fixed-route service to better serve community needs. Current planning is funded through the Mobility Access and Transportation Insecurity grant from the University of Minnesota. At the end of the planning phase, the project will be eligible to apply for a two-year implementation grant.

Rebuilding American Infrastructure with Sustainability and Equity (RAISE)

RAISE, previously known as the Better Utilizing Investments to Leverage Development (BUILD) and Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grants, is a competitive grant program for road, rail, transit and port projects that promise to achieve national objectives. RAISE is unique in that it can provide funding directly to any public entity, including municipalities, and eligibility requirements allow State and local level project sponsors to obtain funding for multi-modal, multi-jurisdictional projects that may not otherwise be funded through traditional DOT sources.

Safe Routes to School

The Federal Highway Administration provides funding for individual schools to create walking and biking routes that are safe for students. All projects must be within two miles of primary or middle schools (K-8). Schools, school districts, municipalities or other governmental bodies, or nonprofit associations are eligible to apply. This fund is administered by SCDOT.

South Carolina Transportation Infrastructure Bank

The South Carolina Transportation Infrastructure Bank provides loans and other financial assistance to government and private entities for major highway and transportation projects. Per the requirements of the South Carolina Transportation Infrastructure Bank Act, an eligible project must meet minimum cost thresholds and must provide a public benefit via enhancement of mobility and safety; promotion of economic development; or an increase in the quality of life and general welfare of the public. The Bank has assisted with funding up to \$5.9 billion on 100 projects in 29 counties and 5 municipalities.

PARKS, TRAILS AND OPEN SPACE

Recreational Trails Program

The Recreational Trails Program (RTP) is a federal program designed to help states provide and maintain recreational trails for both motorized and nonmotorized recreational trail use, including hiking and kayak/canoeing trails. Administered by South Carolina Parks, Recreation and Trails (SCPRT) under the approval of the Federal Highway Administration, local, state, and federal governmental agencies, qualified private organizations, and registered nonprofits are eligible applicants. Funding is provided through cost-reimbursement, where recipients cover 100% of costs upfront and are reimbursed for 80% of eligible expenses. Nonmotorized and diverse trail projects can receive grants between \$10,000 and \$100,000. Motorized trail projects can receive the full amount of available funding.

Boating and Infrastructure Grants (BIG)

The Boating Infrastructure Grant program provides grants for the development and maintenance of boating infrastructure facilities in South Carolina for recreational vessels that have a 15-day or less visit and are at least 26 feet in length. Administered by the South Carolina Department of Natural Resources (SCDNR), eligible projects include mooring buoys, day docks, floating docks, and fixed piers, as well as certain support facilities and equipment. Both publicly owned and privately owned marina facilities that are open to the public are eligible to apply for funding. Grants may not exceed \$200,000 and require a 25 percent match.

Park and Recreation Development Fund (PARF)

The PARF grant program is a state-funded, noncompetitive, reimbursable grant program for eligible local government or special purposes district entities within each county which provide recreational opportunities. This is an 80-20-match noncompetitive grant program available to eligible local governmental entities within each county area for development of new public recreation facilities or enhancement/renovations to existing public park facilities.

Sports Tourism Advertising and Recruitment Grant (STAR Grant)

The STAR program, administered through the SC Department of Parks, Recreation & Tourism (SCPRT), provides grants to communities and nonprofit tourism or sports-related organizations for attracting new to South Carolina sporting events. Recruitment costs such as bid fees, marketing materials, site or venue fees, equipment rentals directly related to the event, security, and licensing fees are eligible for reimbursement. This grant will provide a match for actual expenditures if the bid is successful on a 1:1 match up to \$50,000. The STAR grant may not be used for permanent construction costs or personnel services.

Note: The STAR Grant is both an economic development and recreation funding source. It is mentioned only under Parks, Trails, and Open Space in this Chapter for brevity.

ENVIRONMENT AND SUSTAINABILITY

Transfer of Development Rights

The Transfer of Development Rights (TDR) program can be used to redirect growth and development away from environmentally sensitive areas to locations in which existing and planned infrastructure capacity and transportation improvements are scheduled. The City of Anderson can implement a TDR program to conserve culturally, historically, and environmentally sensitive areas in the region.

319 Nonpoint Source and Clean Water State Revolving Fund Joint Funding

The 319 Nonpoint Source (NPS) Program can be used to fund a variety of NPS water pollution control projects that reduce pollution into South Carolina waterbodies. The Clean Water State Revolving Fund (CWSRF) is a low-interest loan program to fund water quality protection efforts including assistance for public entities for management activities. Both of these programs are administered by the SC Department of Health and Environmental Control (DHEC). The 319 funding requires a 40 percent nonfederal match and the CWSRF fund may serve as this nonfederal match for certain 319 projects.

Land and Water Conservation Fund

This fund provides matching grants to states and local governments for the acquisition and development of public outdoor recreation areas and facilities (as well as funding for shared federal land acquisition and conservation strategies). This is a reimbursable grant program requiring a 50% match. Funds are provided through the U.S. Forest Service, U.S. Fish and Wildlife Service, National Park Service, and Bureau of Land Management. The minimum amount that can be requested for a grant is \$50,000, with a maximum limit of \$300,000. However, if the South Carolina Department of Parks, Recreation & Tourism (SCPRT) deems a project to have significant statewide or regional importance, the project may qualify for additional funding of up to \$500,000.

ARTS AND CULTURE

Arts Project Support Grants

South Carolina Arts Commission (SCAC) provides several grants, including the Arts Project Support Grant. Two options exist under this program: one for artist applicants and another for organizations. Government or nonprofit organizations may apply for a maximum of two grants totaling up to \$2,500 within a fiscal year for technical and online/website support, equipment, furniture, professional services, and professional development. Grants are available throughout the year and require a 1:1 match (min. 50% cash, 50% in-kind).

Accessibility Grants

To ensure access to arts programs and facilities to persons with all abilities, the SCAC offers Accessibility Grants of up to \$2,500 to government and nonprofit organizations to remove barriers. Eligible activities include providing print materials in various languages and Braille, interpretation and sign language services, purchase of listening devices, staff training, constructing ramps, and modifying buildings. These grants may only be used for existing facilities, and recipients must provide a 1:1 match.

Festivals Program Grants

Unique among the SCAC arts and culture grants is the Festivals Program Grant, which specifically applies to community-based events that promote participation in arts and culture. Up to \$7,500 in funds are available to support arts programming, temporary art installations/exhibitions, artist fees directly related to an event, direct event production and venue costs, marketing, ADA compliance measures, and juried processes at the event. Recipients must provide a 1:1 match, which may not be used to match other SCAC or federal grants.

Note: The Festivals Program Grant is both an economic development and arts and culture funding source. It is mentioned only under Arts and Culture in this Chapter for brevity.

Operating Support for Small Organizations (OSS) Grants

This grant program provides up to \$5,000 per year for two years of basic operations support for eligible nonprofit organizations and units of government with a total arts expense budget of \$75,000 or less and have offered a minimum of one fiscal year of programming. To strengthen small organizations' ability to provide ongoing arts experiences and services to individuals and communities across the state. The grant recipient must match funding on a 1:1 requirement. This fund is administered by the South Carolina Arts Commission (SCAC).

General Operating Support (GOS) Grants

This program provides support for three years of operating expenses to organizations whose primary mission is focused on the arts, serve as the community's primary art provider, or provide ongoing arts programming in the community. Eligible organizations with an arts expense budget of \$75,000 or less may apply for either an OSS grant or a General Operating Support (GOS) Grant. GOS grants have no maximum award, but awardees must provide a 3:1 cash match and may not receive simultaneous Arts Project Support funding (except for professional development opportunities).

Folklife and Traditional Arts (FLK) Grants

Available to nonprofit organizations, colleges, universities, and units of government to ensure the living traditions remain a vibrant and visible part of community life in South Carolina. Funding is administered by SCAC for up to \$6,000 with a 1:1 match requirement.

Note: The Folklife and Traditional Arts Grant is both an economic development and arts and culture funding source. It is mentioned only under Arts and Culture in this Chapter for brevity.



ACTION MATRIX

The Action Matrix offers a comprehensive list of all implementation strategies, policies, and recommendations contained within the Anderson Comprehensive Plan. The matrix provides staff with a tool to prioritize implementation activities and projects over the life of the Plan. In addition, the matrix allows the City to approve specific, actionable items on an annual basis and evaluate progress based upon completed implementation strategies. The implementation action matrix offers a brief description of each project and indicates the following:

Key Action

Key actions include capital projects, policy recommendations, and strategies that should be prioritized to lay the foundation for Plan implementation./

Priority Level

Priority is assigned with consideration for cost and importance. Each action in the Action Matrix is indicated with one of the following:

- **Priority 1:** Near-term, low-cost, easier to implement, critical
- **Priority 2:** Mid-term, essential
- **Priority 3:** Long-term, desirable

Timeline Estimate

Timeline estimates indicate, in years, how long it would take to complete a specific action.

- **Short-term:** less than two years.
- **Mid-term:** two to five years.
- **Long-term:** greater than five years.
- **Ongoing:** requires immediate action and continued attention throughout the life of the Comprehensive Plan

Partners

Anderson will require the assistance of neighboring government units, organizations, and community groups to fully implement the Comprehensive Plan. While the City is generally responsible for initiating and implementing most of the Plan's policies and recommendations, many partnership opportunities will be required to achieve the goals and supporting strategies within the Comprehensive Plan. The Partners section of the Action Matrix identifies potential partner organizations; however, there may be instances where an organization that is well-matched to one of the Plan goals, supporting policies, or recommendations is not listed as a potential partner for a given topic and should be added.

#	Action	Priority	Timeline	Partner
Housing and Neighborhoods				
<i>Sustainable Neighborhoods</i>				
05-1	Enhance and expand architectural guidelines.	1	Short-term	
05-2	Encourage the renovation and upkeep of homes through financial incentives, grants, and streamlined permits.	1	Ongoing	Developers/Property Owners, Anderson Housing Authority, Banks and Credit Unions
05-3	Implement code enforcement and maintenance programs to enhance the aesthetics and conditions of residential properties.	2	Ongoing	Neighborhood Associations
05-4	Provide resources such as low-interest loans, DIY workshops, and community clean-up initiatives.	1	Ongoing	Anderson Housing Authority, Non-Profit Organizations
05-5	Encourage or incentivize developments that incorporate complete neighborhood or conservation design principles.	2	Ongoing	Upstate Forever
05-6	Integrate pedestrian and bicycle amenities into new developments.	2	Ongoing	Developers/Property Owners
<i>Encourage Housing Diversity and Attainability</i>				
05-7	Evaluate housing needs and affordability, particularly in Southwest Anderson and the I-85 corridor areas.	2	Short-term	Developers/Property Owners
05-8	Encourage diverse housing types in high-demand areas.	2	Ongoing	Developers/Property Owners
05-9	Collaborate with developers to build affordable, universally designed homes for all users.	2	Ongoing	Developers/Property Owners
05-10	Update zoning codes to allow higher-density, diverse and affordable housing types.	1	Short-term	
05-11	Encourage ADU development through incentives like reduced permitting fees and flexible zoning.	1	Short-term	
05-12	Simplify and expedite the permitting and approval process.	1	Ongoing	
05-13	Provide tax credits and subsidies to developers building attainable housing units.	1	Short-term	
05-14	Support rental assistance programs for low-income residents.	2	Mid-term	Habitat for Humanity, Developers
05-15	Implement universal design principles in all new developments.	1	Ongoing	Developers/Property Owners
05-16	Explore public-private partnerships to create affordable homeownership options and expand rental housing.	1	Ongoing	Habitat for Humanity, Developers
05-17	Update zoning codes to facilitate the development of missing middle housing	1	Longterm	Developers/Property Owners

#	Action	Priority	Timeline	Partner
<i>Reinvestment and Infill Strategies</i>				
05-18	Incentivize and subsidize developers who invest in infill or redevelopment projects near the Downtown.	2	Short-term	Developers/Property Owners
05-19	Simplify and expedite the permitting and approval processes for infill developments.	1	Ongoing	
05-20	Modify zoning regulations to allow a mix-use development in infill areas.	1	Short-term	
05-21	Establish design guidelines to ensure developments complement the surrounding area.	1	Ongoing	
05-22	Repurpose aging buildings for mixed-use or residential purposes where feasible.	2	Mid-term	Developers/Property Owners
05-23	Develop various housing types to accommodate diverse populations and promote a lively urban center.	2	Short-term	Developers/Property and Business Owners
05-24	Protect architectural heritage while integrating modern amenities in Downtown.	2	Ongoing	Board of Architectural Review
05-25	Encourage small-scale retail and community spaces in redeveloped areas.	3	Mid-term	Developers/Property and Business Owners
05-26	Incentivize and support small businesses in Downtown to build a diverse and resilient local economy.	2	Mid-term	Anderson Chamber of Commerce
05-27	Utilize vacant lots or underutilized spaces for temporary uses and events.	1	Ongoing	Developers/Property Owners

#	Action	Priority	Timeline	Partner
Economic Development				
<i>Promote Commercial Development</i>				
06-1	Improve key commercial corridors like North Main Street (Midtown) and Greenville Street.	2	Mid-term	SCDOT
06-2	Identify and redevelop Opportunity Sites along commercial corridors	1	Ongoing	Developers/Property and Business Owners
06-3	Collaborate with the private sector to redevelop and/or fill tenant spaces with neighborhood businesses.	2	Short-term	Anderson Area Chamber of Commerce, Developers/Property and Business Owners
06-4	Implement zoning standards to encourage commercial nodes and mixed-use projects near residential areas.	1	Ongoing	
06-5	Enhance infrastructure with pedestrian-friendly pathways, public transportation options, parking, crosswalks, and ADA-compliant access.	3	Long-term	SCDOT, Developers/Property and Business Owners
06-6	Provide incentives and density bonuses to attract businesses and service providers to underserved areas.	2	Short-term	Local Business Associations
06-7	Engage with community members to ensure developments align with their needs and preferences.	1	Ongoing	Neighborhood Associations
06-8	Strengthen partnerships with local businesses to maintain long-term economic resilience in commercial areas.	2	Mid-term	Anderson Area Chamber of Commerce, Developers/Property and Business Owners
<i>Revitalizing Aging Commercial Areas</i>				
06-9	Amend zoning codes to allow multifamily and mixed-use developments near commercial centers.	2	Ongoing	
06-10	Encourage redevelopment that integrates experiential retail, entertainment, and residential uses.	2	Short-term	Developers/Property and Business Owners
06-11	Utilize available funding sources to revitalize underused commercial properties.	2	Short-term	Banks and Credit Unions
06-12	Reevaluate parking requirements and collaborate with property owners to reconfigure parking layouts.	3	Short-term	Developers/Property and Business Owners
06-13	Promote cross-access between adjacent properties.	2	Short-term	Developer/Property and Business Owners
06-14	Identify and pursue opportunities for lot consolidation to enable cohesive commercial redevelopment projects.	1	Ongoing	Developer/Property and Business Owners
06-15	Encourage incorporating public art, streetscaping, and placemaking elements within commercial corridors.	2	Ongoing	Anderson Arts Center, Developers/Property and Business Owners
06-16	Continue to partner with private developers to reposition existing commercial centers and adapt to evolving retail trends.	2	Short-term	Anderson Area Chamber of Commerce, Developers/Property and Business Owners

#	Action	Priority	Timeline	Partner
<i>Investing in Downtown</i>				
06-17	Continue efforts to attract businesses Downtown.	1	Ongoing	Developers/Property and Business Owners
06-18	Investigate opportunities to establish neighborhood-scale grocery stores, pharmacies, and similar businesses.	2	Short-term	
06-19	Offer frequent events throughout the year to enhance community engagement and draw visitors to Downtown.	2	Short-term	
06-20	Encourage the redevelopment of underutilized buildings in the Downtown and lots into mixed-use developments.	3	Short-term	Developers/Property and Business Owners
06-21	Prioritize the development of pedestrian-oriented streets.	2	Short-term	SCDOT
06-22	Revitalize commercial areas with third places such as lawns, seating areas, plazas, and water features.	3	Mid-term	Developers/Property and Business Owners
06-23	Develop distinctive brands or design aesthetics for key Downtown gateways to strengthen Downtown's identity.	2	Ongoing	Anderson Arts Center
06-24	Collaborate with property owners and roadway jurisdictions to ensure these entry points are distinct and inviting.	3	Mid-term	SCDOT, Developers/Property and Business Owners
06-25	Perform an audit to identify areas needing street safety enhancements.	2	Short-term	Property and Business Owners
06-26	Encourage Downtown businesses to incorporate outdoor seating or extend operating hours to increase foot traffic.	1	Ongoing	Developers/Property and Business Owners
<i>Support and Transition Industrial Areas</i>				
06-27	Maintain strategic industrial areas to attract and retain businesses providing living-wage opportunities for the City.	3	Long-term	Anderson County Economic Development
06-28	Identify and attract businesses incorporating energy-efficient, sustainable designs.	2	Mid-term	Anderson Area Chamber of Commerce, Anderson County Economic Development
06-29	Explore opportunities and incentives to consolidate older industrial properties for redevelopment.	2	Short-term	Anderson Area Chamber of Commerce, Developers/Property and Business Owners
06-30	Apply for state and federal grants to cleanup and redevelopment of contaminated industrial sites.	2	Mid-term	Developers/Property Owners
06-31	Work with developers to ensure future redevelopment or renovations reflect high-quality design and encourage LEED-rated buildings.	2	Mid-term	Developers/Property Owners
06-32	Locate new industrial uses in areas incorporating context-sensitive design, setbacks, buffers, and screening near neighborhoods.	3	Long-term	
06-33	Work to transform the area between Glenn Street, Murray Avenue, and Whitner Street into redevelopment opportunities.	2	Mid-term	Developers/Property Owners
06-34	Implement screening and buffering for industrial and commercial areas near residential zones and preserve natural buffers.	2	Mid-term	Developers/Property Owners
06-35	Screen utility, loading, and storage areas visible from public roads.	2	Short-term	Developers/Property Owners
06-36	Use setbacks for walls and fences with space for plantings between the property line, right-of-way, and adjacent developments.	3	Short-term	Developers/Property Owners
06-37	Encourage industries to adopt sustainable practices, renewable energy, and waste management.	3	Long-term	Developers/Property Owners

#	Action	Priority	Timeline	Partner
	<i>Economic Development Opportunities</i>			
06-38	Support mixed-use development in the Downtown and in emerging neighborhood activity centers.	2	Mid-term	Developers/Property Owners
06-39	Support the development of new commercial spaces and smaller retail spaces to support small businesses.	2	Long-term	Anderson Area Chamber of Commerce, Developers/Property Owners, Local Business Associations
06-40	Consider a Business Retention and Expansion program.	2	Mid-term	Anderson Area Chamber of Commerce, Anderson County Economic Development
06-41	Partner with organizations to facilitate training programs and employment opportunities.	2	Mid-term	Anderson University, Businesses and Corporations, Tri-County Technical College
06-42	Support the Anderson Rising – Young Professionals program to promote and expand the program.	2	Ongoing	Anderson Area Chamber of Commerce
06-43	Examine the City's economic assets to determine achievable target industries for business recruitment and necessary infrastructure updates.	2	Long-term	Anderson County Economic Development
06-44	Create and expand programs that provide financial assistance, mentorship, and resources to help small businesses.	2	Short-term	Anderson Area Chamber of Commerce, Banks and Credit Unions
06-45	Consider establishing a business incubator in partnership with educational organizations.	3	Short-term	Anderson University, Tri-County Technical College

#	Action	Priority	Timeline	Partner
Transportation and Mobility				
<i>Roadway Transportation</i>				
07-1	Develop access management standards consolidating driveways along high commercial activity corridors	2	Mid-term	SCDOT, Anderson County Public Works Division
07-2	Maintain a list of roadways	1	Ongoing	
07-3	Monitor and conduct traffic signal warrant studies	2	Ongoing	SCDOT, Anderson County Public Works Division
<i>Complete Streets</i>				
07-4	Take advantage of the Complete Streets Act.	1	Short-term	
07-5	Develop design guidelines based on street typology to further the goals of the Complete Street Act.	2	Mid-term	
07-6	Develop a comprehensive walk and bike master plan.	3	Long-term	
07-7	Coordinate and enhance bicycle-transit integration.	2	Ongoing	Electric City Transit System, SCDOT
<i>ADA Accessibility</i>				
07-8	Create an ADA Transition Plan identifying streets that do not meet accessibility standards.	1	Ongoing	
07-9	Coordinate with transit providers to develop pedestrian-accessible transit stops.	2	Ongoing	Electric City Transit System, SCDOT
07-10	Improve pedestrian facilities accessible to all ages and people with disabilities.	2	Short-term	SCDOT, Developers/Property and Business Owners
<i>Pedestrian and Bicycle Crossings</i>				
07-11	Implement continental crosswalks as the minimum required crossing treatment at intersections in areas with high pedestrian volumes.	3	Mid-term	SCDOT, Anderson County Public Works Division
07-12	Ensure intersections are free of obstructions and designed with ample space to accommodate crossing treatments.	2	Mid-term	Developers, Property Owners
07-13	Identify major intersections with conflicts between bikes and vehicles along proposed bike lane areas.	1	Ongoing	SCDOT
07-14	Consider implementing spot improvements such as green treatment markings in conflict or merge zones.	2	Short-term	SCDOT, Anderson County Public Works Division
07-15	Adopt MUTCD standard recommendations for signage and wayfinding.	3	Long-term	(MUTCD) - FHWA
<i>Bike Share and Bike Parking</i>				
07-16	Identify and prioritize key destinations for new bike share stations.	3	Ongoing	SCDOT,
07-17	Collaborate to promote bike share system.	3	Ongoing	Developers, Property Owners, Local Businesses, Community Organizations
07-18	Integrate bike share expansion with other transportation and infrastructure projects.	3	Ongoing	Developers, Property Owners
07-19	Incorporate bike parking requirements into the zoning ordinance.	2	Short-term	
07-20	Develop a City Bike Parking Guide to standardize bike parking requirements.	3	Mid-term	SCDOT
07-21	Require that new development projects or redevelopments include bike racks on site.			
07-22	Identify and establish bicycle rack locations along bike priority corridors, where sidewalks are more than nine feet and along trails.	2	Mid-term	SCDOT, Anderson County Public Works Division
07-23	Collaborate with schools and institutions to ensure the provision of safe, and secure bicycle parking.	1	Ongoing	Anderson County Schools District
07-24	Encourage the development of bike shelters and indoor parking.	1	Short-term	Developers, Property Owners

#	Action	Priority	Timeline	Partner
<i>Safe Route to School</i>				
07-25	Coordinate with the SRTS Resource Center, local school districts to implement SRTS projects and provide SRTS maps.	1	Ongoing	Anderson County Schools District, SCDOT,
07-26	Implement education programs for drivers and students to make walking to school safer.	2	Ongoing	Anderson County Schools District
<i>Active Transportation Network</i>				
07-27	Promote walking through education and awareness campaigns	1	Ongoing	Anderson County Schools District, Anderson University, Tri-County Technical College
07-28	Coordinate with health communities, schools, and other interested organizations to promote walk to work and walk to school days	1	Ongoing	Anderson County Schools District, SCDOT, Universities
07-29	Declare a month as Bike Month, emphasizing the importance of bicycling for fitness, recreation, transportation, education, and encouragement.	2	Ongoing	Local Businesses/Offices, City Health Department
07-30	Promote Bike to Work Day, an annual nationwide event typically held on the third Thursday in May,	1	Ongoing	Local Businesses/Offices, City Health Department
<i>Complete Sidewalk Network</i>				
07-31	Encourage land development patterns that pedestrian-friendly environment.	2	Short-term	Developers, Property Owners
07-32	Prioritize sidewalk improvements near schools, parks, and transit stops to incorporate streetscape elements.	2	Short-term	Anderson University, Tri-County Technical College
07-33	Develop walking pathways within parks and open spaces to encourage pedestrian activity.	2	Mid-term	
07-34	Enhance the safety of intersections on major roadways.	2	Ongoing	SCDOT
07-35	Incorporate sidewalks and designated crossings along Concord Road, Reed Road, and in Downtown.	2	Short-term	SCDOT
07-36	Continue to require sidewalks as part of new development, with a minimum of five- to seven-foot sidewalks on both sides.	2	Mid-term	
07-37	Consider adopting a 50/50 cost shared sidewalk repair program between the City and property owners.			
07-38	Develop a comprehensive GIS platform to integrate the City's sidewalk and bicycle improvement projects.	2	Ongoing	
<i>Connected On-Street Bikeways</i>				
07-39	Implement lane narrowing (road diets) on East River Street and North Main Street.	2	Mid-term	SCDOT, Anderson County Public Works Division
07-40	Upgrade the shared lane markings proposal on South McDuffie Street and Fant Street and consider implementing a road diet to reduce the drive lanes to accommodate bike lanes.	2	Mid-term	SCDOT
07-41	Extend the bicycle boulevard proposal on Concord Avenue and the shared lane markings proposal on South Jefferson Avenue to nearby intersections.	2	Mid-term	
07-42	Connect St. Francis Park to Whitner Creek Trail via Bleckley Street.	2	Mid-term	
07-43	Include a new bike lane on West Market Street to connect Whitner Creek Trail.	2	Mid-term	
07-44	Extend the bike lane by upgrading the current shared lane markings proposal on West Market Street to South Murray Avenue.	2	Mid-term	SCDOT
07-45	Continue to integrate, expand, and maintain a comprehensive signage program.	1	Ongoing	
07-46	Incorporate wayfinding into pavement markings, such as green lanes, green-backed shared lane markings, and arrows for left turns.	2	Short-term	

#	Action	Priority	Timeline	Partner
<i>Connected Trails and Shared Use Paths</i>				
07-47	Continue to identify locations for new rail trails, bike trails, and recreational trails.	1	Ongoing	
07-48	Improve trail crossing visibility with raised median islands and advance stop/yield markings to enhance safety.	2	Mid-term	
07-49	Develop designated trailheads with wayfinding signage and amenities such as bicycle parking, rental services, and repair facilities.	2	Short-term	
07-50	Extend the Rail Trail to Rocky River Conservancy to connect the residential area southeast of the City.	3	Mid-term	Rail Trail to Rocky River Conservancy
07-51	Develop a sidepath along East Greenville Street up to the Reed Road intersection	3	Long-term	
07-52	Extend the Reed Road Trail proposal to Concord Street	3	Long-term	
<i>Public Transit, Rail Freight, and Truck Freight</i>				
07-53	Continue planning efforts for Anderson to be a stop along the passenger high-speed rail corridor.	1	Ongoing	SCDOT
07-54	Evaluate deviations to major employment centers to expand the transit network.	2	Short-term	Metropolitan Planning Organizations
07-55	Conduct an assessment to assess opportunities to reuse abandoned rail lines.	3	Mid-term	SCDOT, Rail Companies
07-56	Develop a plan to locate and transform brownfield sites and abandoned railroad corridors.	2	Mid-term	SCDOT, Department of Natural Resources
07-57	Identify communities facing high levels of transportation insecurities	1	Short-term	Electric City Transit , Senior Solutions
07-58	Explore paratransit and micro transit service opportunities	2	Ongoing	Electric City Transit, Senior Solutions
<i>Electric Vehicles, Charging Stations</i>				
07-59	Incorporate electric vehicles within the City's fleet of vehicles.	2	Short-term	
07-60	Create a GIS map with the existing charging locations, and develop a plan for site selection in areas lacking charging stations.	1	Ongoing	
07-61	Identify charging locations along major highway corridors adjacent to the Anderson City limits.	1	Ongoing	SCDOT
<i>Parking Lot Utilization</i>				
07-62	Assess event parking demand and develop a plan for overflow parking.	1	Short-term	Property Owners, Business Owners
07-63	Encourage shared parking for businesses during the day and residential use at night.	1	Ongoing	Property Owners, Business Owners

#	Action	Priority	Timeline	Partner
Community Facilities and Infrastructure				
<i>Community Facilities</i>				
08-1	Develop a comprehensive assessment of all community facilities to evaluate existing conditions, needs, and improvement.	1	Ongoing	
08-2	Implement and maintain regular maintenance and repair schedules for all facilities.	1	Ongoing	
08-3	Collaborate with institutions to enhance facility capabilities and optimize resources.	2	Ongoing	Anderson County Main Library and regional hospitals
08-4	Continue to support and maintain high-quality facilities such as the Recreation Center, the Shared Kitchen Incubator, and library.	2	Short-term	
08-5	Ensure community facilities are accessible and inclusive.	1	Ongoing	
<i>Educational Collaboration</i>				
08-6	Explore partnerships with institutions to plan for future capacity needs.	2	Short-term	School District Five, Private schools, and Anderson University
08-7	Explore opportunities to share gyms, libraries, and event spaces with local schools and the YMCA during non-school hours.	2	Short-term	Schools, Tri-County College
08-8	Assess current transportation options and work with educational institutions to improve accessibility to school facilities.	1	Ongoing	School District Five, Private schools, Tri-County College, Anderson University
<i>Public Safety Essential Services</i>				
08-9	Ensure new police and fire stations are strategically located in areas anticipated for development.	2	Short-term	Fire Department, Police Department
08-10	Continue providing training programs for police and fire personnel.	1	Ongoing	Fire Department, Police Department
08-11	Enhance public safety through increased community policing efforts and the strategic use of technology.	1	Ongoing	Police Department
08-12	Facilitate regular communication and coordination among the Police, Fire, Planning Departments, and other agencies.	2	Short-term	Fire Department, Police Department
08-13	Establish and promote local watch programs across neighborhoods.	1	Ongoing	Police Department, Neighborhood Associations

#	Action	Priority	Timeline	Partner
<i>Utilities and Infrastructure</i>				
08-14	Continue to implement the 2014 Stormwater Management Plan.	1	Ongoing	
08-15	Continue to incorporate innovative stormwater management solutions and technologies, such as rain gardens, pervious pavements, and bioswales.	2	Short-term	Developers/Property Owners
08-16	Update stormwater management, drainage, wetland protection, and floodplain mitigation measures in the zoning and subdivision regulations.	2	Mid-term	
08-17	Assess capacity, distribution systems, treatment facilities, and related infrastructure.	2	Short-term	Utility Providers
08-18	Update the City Utilities Service Areas map as needed.	1	Ongoing	
08-19	Update plans to ensure clean energy services and future capacity in growth areas .	2	Short-term	Duke Energy, Utility Providers
08-20	Collaborate with neighboring municipalities and utility providers on shared infrastructure projects and regional initiatives.	2	Short-term	Duke Energy, Utility Providers
08-21	Explore the feasibility of implementing curb-side recycling pickup for residents.	3	Long-term	Utility Providers
<i>Fiber Network Expansion and Digital Infrastructure</i>				
08-22	Adhere to a “dig once” policy to collaborate with service providers in installing fiber network conduit where it does not already exist.	2	Short-term	SCDOT
08-23	Consider conducting a feasibility study to assess the City's broadband infrastructure.	2	Ongoing	Utility Providers
08-24	Explore partnerships with private providers to provide complete high-speed internet access.	1	Ongoing	Private Internet Providers, Spectrum
08-25	Consider developing standardized specifications for fiber network installation.	2	Short-term	
08-26	Consider establishing public Wi-Fi services in community centers, parks, and other public spaces.	1	Ongoing	Private Internet Providers, Spectrum
08-27	Develop comprehensive digital skills programs in collaboration with educational institutions.	2	Short-term	Anderson County School District, Private Schools, Tri-County College, and Anderson University
08-28	Conduct outreach programs to educate stakeholders on fiber network conduit installation benefits.	2	Short-term	
08-29	Integrate broadband into smart traffic and energy systems to improve safety and efficiency.	3	Long-term	Private Internet Providers, Spectrum
08-30	Coordinate new development and subdivisions with utility companies to plant street trees	1	Ongoing	Developers/Property Owners

#	Action	Priority	Timeline	Partner
Natural Resources, resiliency, Parks and Open Space				
<i>Parks, Open Space, and Recreation Areas</i>				
09-1	Continue to implement the City's 2017 Parks and Recreation Master Plan.	1	Ongoing	
09-2	Identify and preserve parkland, open spaces, and natural areas.	2	Short-term	Developers/Property Owners
09-3	Continue expanding park services with activities for all ages.	2	Mid-term	
09-4	Acquire land to develop neighborhood and mini parks or pocket parks.	3	Long-term	Property Owners
09-5	Continue the City's tradition of establishing new and innovative parks and gathering spaces.	2	Mid-term	
<i>Parks, Recreation, and Trails Connectivity</i>				
09-6	Continue to implement and update the Connection Plan within the 2017 Parks and Recreation Master Plan.	1	Ongoing	
09-7	Connect parks and recreation areas with trails in existing rights-of-way where possible.	2	Ongoing	
09-8	Establish clear wayfinding in parks and trails to direct residents and visitors.	2	Ongoing	
09-9	Utilize non-traditional rights-of-way to establish new trails where possible.	2	Short-term	
09-10	Continue to partner with institutions, developers, and landowners to identify future connection routes.	1	Ongoing	Anderson University, AnMed, Developers, Property Owners
<i>Natural Resources, Environmental Hazards, and Resiliency</i>				
09-11	Consider the implementation of FEMA's Community Lifelines to improve hazard response planning			
09-12	Implement the Association of State Floodplain Managers' No Adverse Impact toolkit into floodplain management policies and regulations	2	Short-term	Association of State Floodplain Managers
09-13	Consider incorporating wetland protections in the zoning ordinance.	1	Ongoing	
09-14	Develop and execute outreach programs to increase public awareness in sustainability and resiliency efforts.	2	Ongoing	
09-15	Provide resiliency measures education to elected officials.	1	Ongoing	
09-16	Encourage conservation, low-impact design standards, and the use of green infrastructure.	2	Short-term	Developers/Property Owners
09-17	Continue to support the fire hazard awareness campaigns.	1	Ongoing	Fire Department
09-18	Continue to support the Rocky River Conservancy with preservation and enhancement projects.	1	Ongoing	Rocky River Conservancy
09-19	Identify opportunities to increase the City's tree canopy.	1	Ongoing	Developers/Property Owners
09-20	Update the Zoning Code with more stringent regulations regarding development within the floodplain identifying which part of the floodplain.	1	Ongoing	Developers/Property Owners
09-21	Consider the strategic acquisition of parcels within the floodplain to give the City more control over future development and floodplain conservation	1	Long-term	

#	Action	Priority	Timeline	Partner
Historic Preservation, Cultural Resources, and Tourism				
<i>Historic Preservation and Promotion</i>				
10-1	Consider creating new and expanding existing local incentives to preserve historic buildings.	2	Ongoing	Anderson County Historical Society
10-2	Assist property owners with State historic preservation grants and/or the federal Historic Preservation Tax Incentive Program.	1	Ongoing	
10-3	Create and promote joint arts, architecture, cultural, and historic events.	1	Ongoing	Anderson County Museum, Anderson County Historical Society, Anderson County Chapter of the South Carolina Genealogical Society
10-4	Partner with the organizations to identify and preserve areas and structures of historical significance.	2	Short-term	Anderson County Museum, Anderson County Historical Society, Anderson County Chapter of the South Carolina Genealogical Society
10-5	Expand existing or create new historic districts recognizing these significant areas and structures	1	Ongoing	
10-6	Create or partner with organizations to create training and resources for the Board of Architectural Review.	2	Short-term	Anderson Library, Anderson Arts Center
10-7	Consider updating and expanding guidelines and ordinances for the preservation of historic structures.	2	Mid-term	Anderson County Historical Society, Anderson County Chapter of the South Carolina Genealogical Society
10-8	Update design guidelines for new structures in historic districts.	2	Ongoing	Anderson County Historical Society, Anderson County Chapter of the South Carolina Genealogical Society

#	Action	Priority	Timeline	Partner
<i>Cultural Events, Public Art, and Tourism</i>				
10-9	Continue to collaborate with key partners to create community events and activities	1	Ongoing	Anderson Area Chamber of Commerce
10-10	Explore sponsorship options and additional event marketing opportunities to attract more residents and regional visitors.	2	Short-term	Anderson County Museum, Anderson Arts Center, Anderson Area Chamber of Commerce, local businesses
10-11	Update the City's website with a dedicated page to improve the visibility of local events.	1	Ongoing	
10-12	Continue to promote events through social media and traditional advertising platforms.	1	Ongoing	
10-13	Conduct surveys with event attendees and vendors to identify potential improvements.	1	Ongoing	Anderson University, Tir-County Technical College
10-14	Explore options for creating more public, accessible gathering spaces.	1	Short-term	
10-15	Consider establishing distinct districts in addition to the existing historic districts to bolster tourism.	2	Short-term	
10-16	Where feasible, integrate advertising for events in the City	1	Ongoing	Anderson County Museum, Anderson Arts Center, Anderson Area Chamber of Commerce, local businesses
10-17	Coordinate with the organizations for donations to and sponsorships of local cultural, historical, and arts projects.	2	Short-term	Anderson County Museum, Anderson Arts Center, Anderson Area Chamber of Commerce, local businesses
10-18	Continue promoting artistic expression by commissioning, supporting, and featuring more art throughout the City.	1	Ongoing	
10-19	Consider creating an Arts Commission or Board to promote local artists and events.	1	Short-term	Anderson County Historical Society, Anderson County Museum, Anderson Arts Center, Anderson Area Chamber of Commerce
10-20	Update and expand the SculptTour to a digital, app-supported, self-guided tour route for visitors.	1	Ongoing	
10-21	Partner with other organizations to include historic structures.	1	Ongoing	
10-22	Assist applicants with submissions for South Carolina Arts Commission (SCAC) grants.	1	Ongoing	
10-23	Maintain key partnership with institutions to explore options for future event opportunities.	1	Ongoing	International Network of Michelin Cities leaders
10-24	Build the Conference's success to market the City for large-scale events.	2	Short-term	