



North East County Area Plan

2017

Ordinance No. 2017-040

AN ORDINANCE TO ADOPT THE NORTHEAST COUNTY AREA PLAN (NECAP) WITH ALL MAPS AND MATERIALS CONTAINED THEREIN AS AN AMENDMENT TO THE 2016 ANDERSON COUNTY COMPREHENSIVE PLAN; AND OTHER MATTERS RELATED THERETO.

WHEREAS, the Anderson County Planning Commission was appointed by County Council and is the duly authorized body to prepare a Comprehensive Plan that conforms to the South Carolina Local Government Comprehensive Planning Enabling Act of 1994, as amended, and to carry out a continuing planning program for the physical, social, and economic growth, development, and redevelopment of Anderson County;

WHEREAS, Section 6-29-520 and Section 6-29-530 of the South Carolina Code of Laws 1976, as amended, requires that a Planning Commission must recommend adoption of a Comprehensive Plan (the Plan), and any recommendations for amendments to the Plan must be by resolution of the Planning Commission;

WHEREAS, the Anderson County Planning Commission held a duly advertised Public Hearing on October 10, 2017, after which time it resolved to recommend the Northeast County Area Plan (NECAP) with all maps and materials contained therein to County Council for adoption as an amendment to the 2016 Anderson County Comprehensive Plan;

WHEREAS, the Anderson County Council has reviewed said Northeast County Area Plan (NECAP) with all maps and materials contained therein and held a duly advertised Public Hearing regarding the Plan; and

WHEREAS, Anderson County Council desires to adopt the Northeast County Area Plan (NECAP) with all maps and materials contained therein as an amendment to the 2016 Comprehensive Plan, with all maps and materials contained therein.

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NOW, THEREFORE, be it ordained by Anderson County Council, in meeting duly assembled, that:

1. The Anderson County Council hereby finds that the Northeast County Area Plan (NECAP), attached hereto as Exhibit A, with all maps and materials contained therein is consistent with requirements of the South Carolina Code of Laws Title 6, Chapter 29, Article 5 and is hereby adopted as an amendment to the 2016 Comprehensive Plan.
2. Should any portion of this Ordinance be deemed unconstitutional or otherwise unenforceable by any court of competent jurisdiction, such determination shall not affect the remaining terms and provisions of this ordinance, all of which are hereby deemed separable.
3. All orders, resolutions, and enactments of Anderson County Council inconsistent herewith are, to the extent of such inconsistency only, hereby repealed, revoked, and rescinded.
4. This ordinance shall take effect and be in full force and effect from and after third reading and enactment by Anderson County Council.

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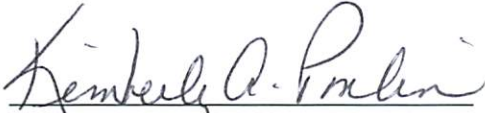
ATTEST:



Rusty Burns
Anderson County Administrator

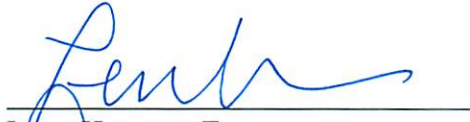


Tommy Dunn, Chairman
County Council



Kimberly A. Poulin
Clerk to Council

APPROVED AS TO FORM:



Leon Harmon, Esq.
Anderson County Attorney

1st Reading:	November 7, 2017
2nd Reading:	November 21, 2017
3rd Reading:	December 5, 2017
Public Hearing:	November 21, 2017

**A RESOLUTION OF THE
ANDERSON COUNTY PLANNING COMMISSION**

A RESOLUTION TO RECOMMEND THAT ANDERSON COUNTY COUNCIL ENACT AN ORDINANCE TO ADOPT THE NORTHEAST COUNTY AREA PLAN (NECAP) AND ALL MAPS CONTAINED THEREIN AS AN AMENDMENT TO THE ANDERSON COUNTY COMPREHENSIVE PLAN ADOPTED IN 2016

WHEREAS, the Anderson County Planning Commission was appointed by County Council and is the duly authorized body to prepare a Comprehensive Plan that conforms to the 1994 Act, and to carry out a continuing planning program for the physical growth, social growth, and economic development and redevelopment of Anderson County; and

WHEREAS, Section 6-29-520 and Section 6-29-530 of the South Carolina Code of Ordinances 1976, as amended (South Carolina Local Government Comprehensive Planning Enabling Act of 1994, as amended), requires that a Planning Commission may recommend adoption of a Comprehensive Plan (the Plan) as a whole by a single ordinance, and any recommendations for amendments to the Plan must be by resolution of the Planning Commission; and

WHEREAS, the Anderson County Planning Commission held a duly advertised Public Hearing on October 10, 2017 during which time it reviewed the Northeast County Area Plan (NECAP) and recommended it to the Anderson County Council for adoption; and

NOW, THEREFORE, BE IT RESOLVED that the Anderson County Planning Commission does hereby recommend the Northeast County Area Plan (NECAP), to the Anderson County Council for adoption and use as a guide for Northeast Anderson County.

ADOPTED this 10th day of October, 2017.



Janes Jones, Vice-Chair
As Acting Chair
Anderson County Planning Commission

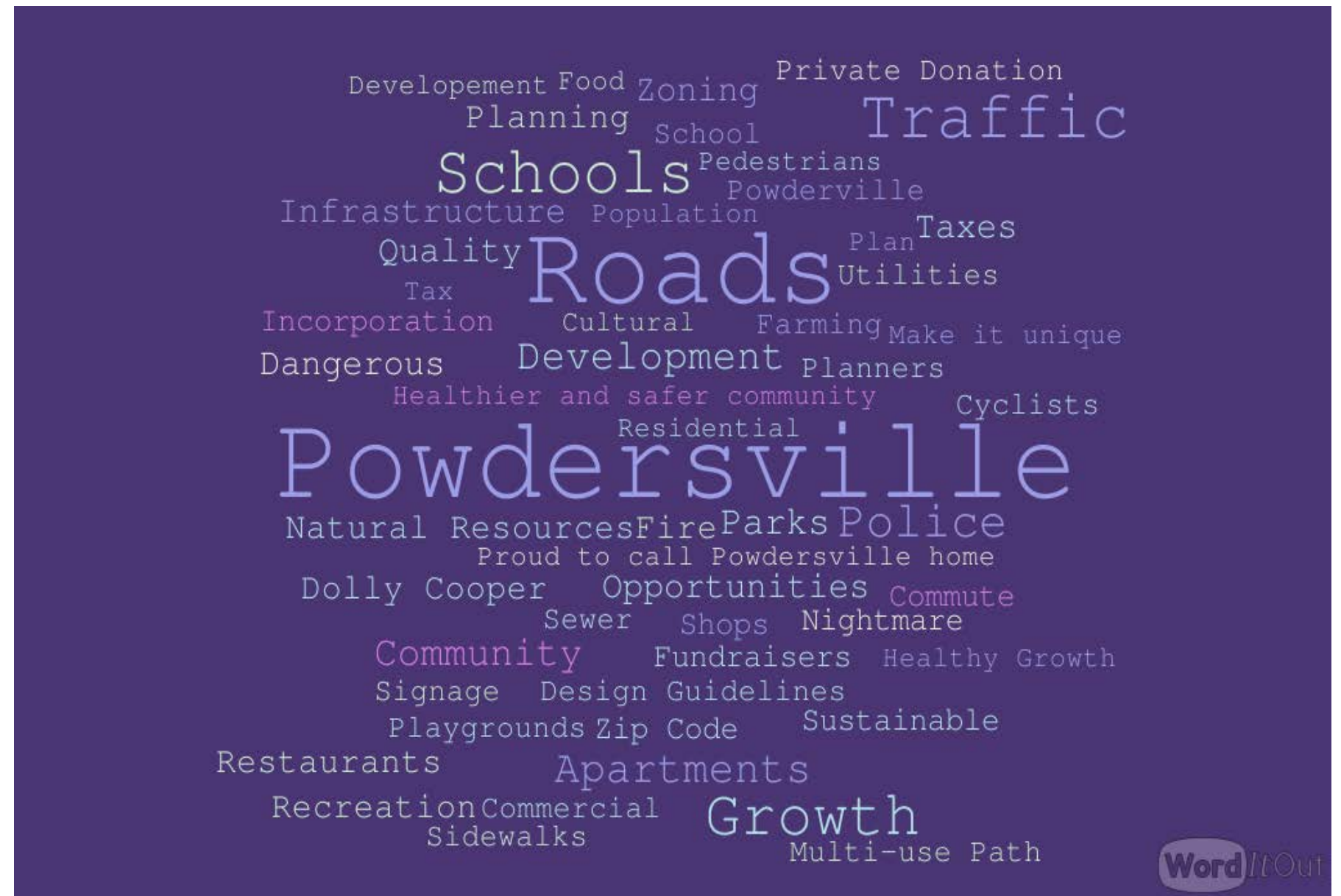
Attested by:



Michael Forman, AICP
Anderson County Planning Manager

Special Thanks for Contributions to this Plan

- Anderson County Citizens
- Anderson County Council
 - Mr. Craig Wooten, District 1
 - Mrs. Gracie S. Floyd, District 2
 - Mr. Ray Graham (Vice), District 3
 - Mr. Tom Allen, District 4
 - Mr. Tommy Dunn (Chair), District 5
 - Mr. Ken Waters, District 6
 - Ms. M. Cindy Wilson, District 7
- Anderson County Administrator's Office
- Anderson County Attorney's Office
- Anderson County Economic Development
- Anderson County GIS Department
- Anderson County Library System
- Anderson County Planning Commission
- Anderson County Public Works Division
- Anderson County Sheriff's Office
- Anderson School District 1
- Greenville-Pickens Area Transportation Study (GPATS)
- Powdersville Planning Group
- Powdersville Water District
- Renewable Water Resources (ReWa)
- Upstate Forever



Introduction and background

In August, 2016 the Anderson County Planning Department was directed to conduct an area plan that focuses on northeast Anderson County. This plan is titled NECAP, or North East County Area Plan.

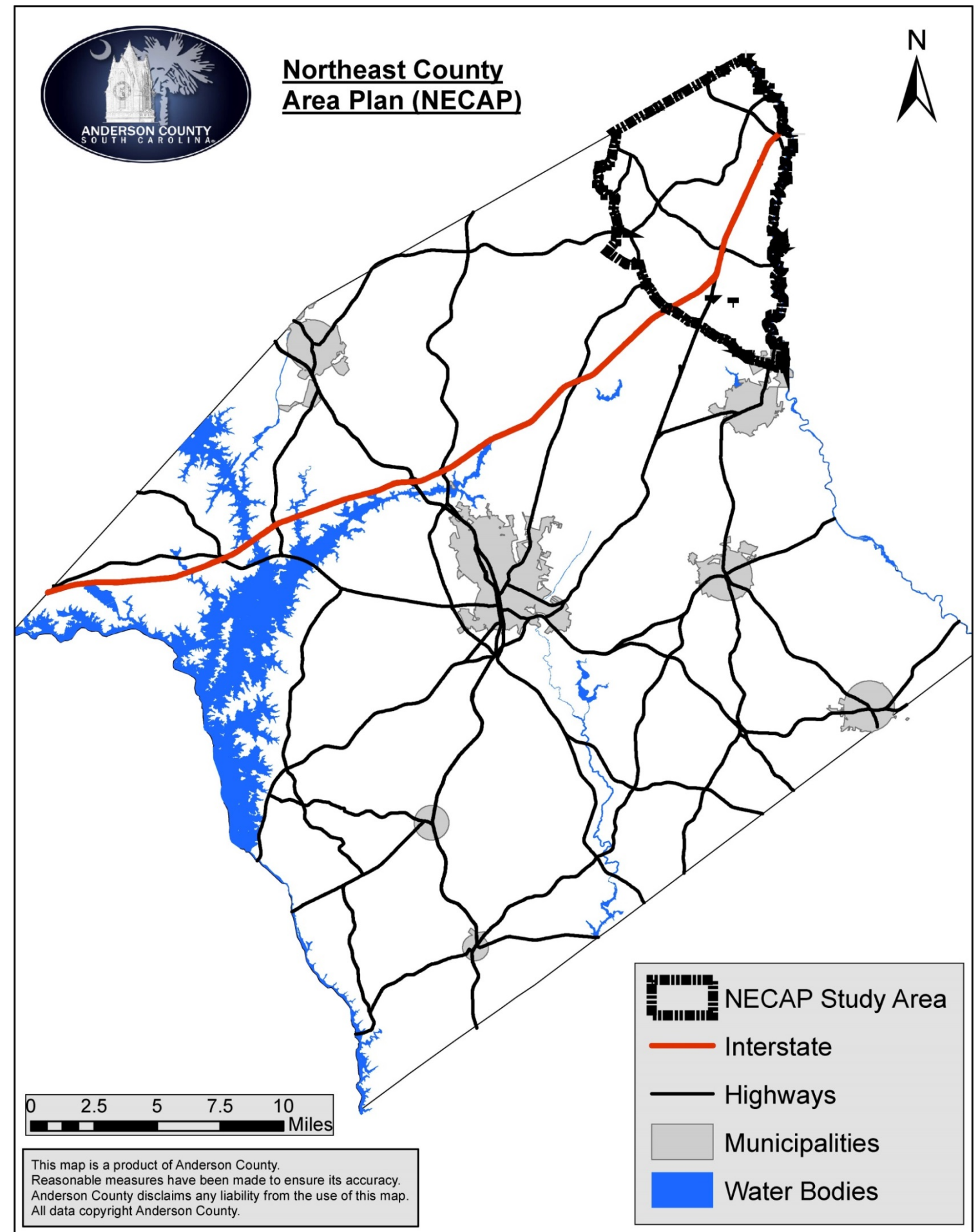
An area plan is a plan that covers a specific sub-region and can be used to provide basic information on the natural features, resources, and physical constraints that affect development in an area. An area plan differs from a comprehensive plan in its focus, scope, and greater attention to detail for any given area. Focusing on smaller geographic areas also promotes healthy citizen participation in the planning process, which ensures that the area plan is responsive to community needs. A main function of this plan is to serve as a resource for decision makers in the area.

To help define the area for study, Planning staff established an area with Pickens and Greenville County lines to the north and east, respectively, and Highway 8 (generally) to the west and south. As such, for the purposes of this study, we are defining the Northeast County Area Plan to include the area described and mapped as shown to the right.

The area under study is situated as a nexus between the City of Anderson to the southwest, Pelzer, West Pelzer, and Williamston to the southeast, Easley to the northwest, Pendleton and Clemson to the west, and Greenville to the northeast. The area is served by I-85, and is bisected by S.C. 8, S.C. 86, S.C. 81, and S.C. 153, the latter of which functions as the primary commercial thoroughfare for the NECAP area.

Due in part to its location, the NECAP area has experienced immense growth, particularly over the last 20 years. This growth has the potential to introduce unintended issues. Growth brings more people, and with it more conflicts; conflicts such as those between land uses, existing property owners, and the natural environment. It also brings infrastructure demands to bear. Issues such as sewer and potable water capacity, new and existing road network support, and school capacity will all need to be addressed so that future development does not put undue strain on existing systems.

Public outreach, a key component of the planning process, will include two advertised Community Meetings which will be held within the area, with broader citizen outreach efforts through social media and digital surveys. The results of this community participation will help inform Anderson County officials as to the goals and objectives for the NECAP area, with a goal of reducing future conflicts as the community continues to see growth.

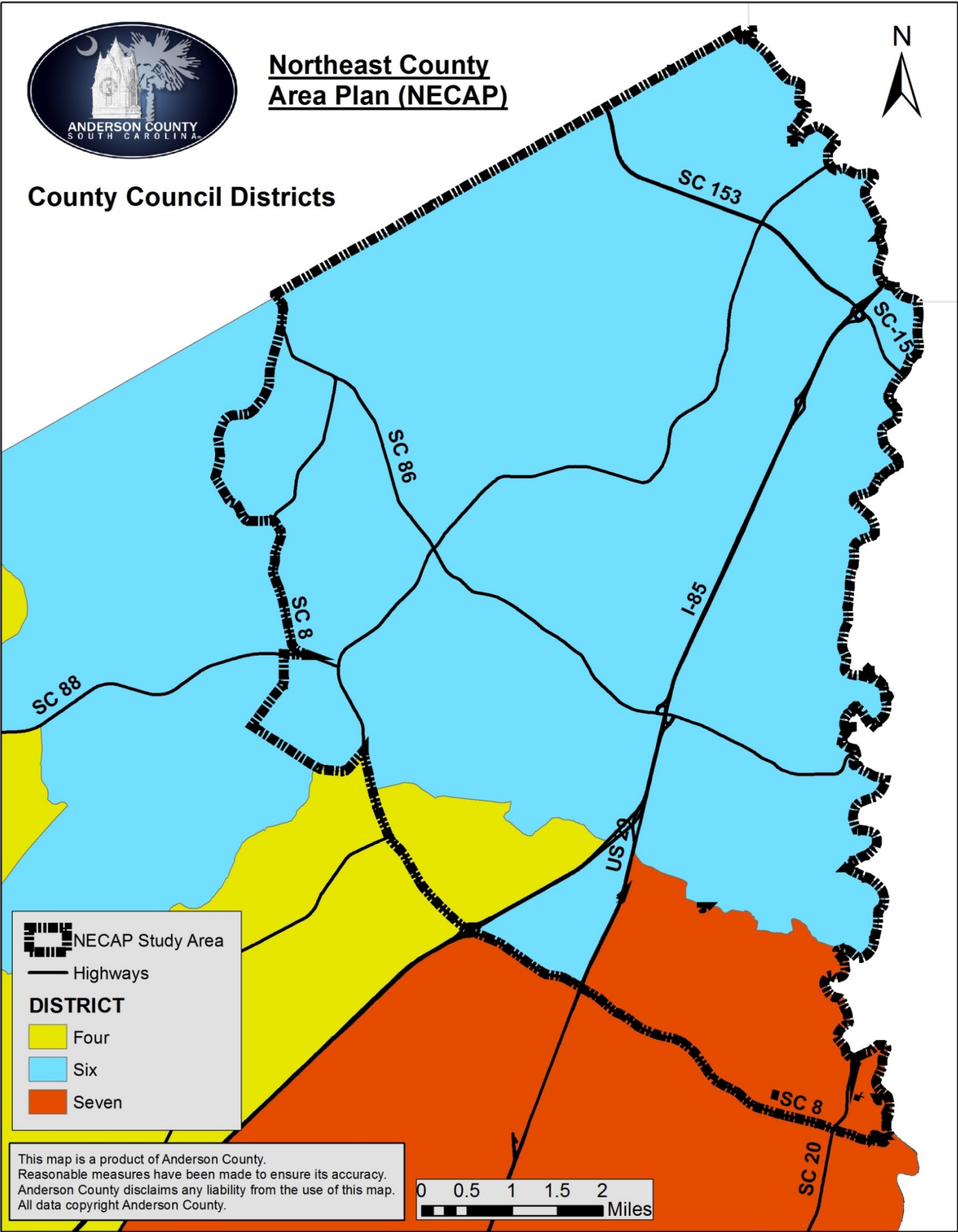


The map to the right indicates Anderson County Council districts located within the NECAP area. Most of the study area lies within County Council District 6 (shown to the right in blue), while some smaller portions of the study area lie within Council Districts 4 (yellow) and 7 (orange).

The elected County Council Member for District 6 is Mr. Ken Waters. The elected County Council member from District 4 is Mr. Tom Allen. The elected County Council member from District 7 is Ms. M. Cindy Wilson.

Each County Council member appoints a resident from within their District to serve on the Planning Commission for Anderson County. The appointed Planning Commission members for Districts 4, 6, and 7, respectively, are Mr. Jerry Vickery, Mrs. Jane Jones, and Mrs. Debbie Chapman. The Planning Commission, among other duties, is tasked with undertaking a continuing planning program for the physical, social, and economic growth, development, and redevelopment of the County. This includes any plans and programs designed to promote public health, safety, morals, convenience, prosperity, or the general welfare as well as the efficiency and economy of the County.

Further details regarding the Planning Commission’s specific duties can be found in Section 38-67 of the Anderson County Code of Ordinances, as well as Title 6, Chapter 29 of the South Carolina Code of Ordinances.



Population Data

The map to the right shows United States Census Blocks and Census Blockgroups located within or near the NECAP boundaries. United States Census Bureau Blocks are the smallest geographic unit used for 100-percent data (rather than a sample). All households are counted at the Census block level.

Census Blockgroups are the smallest geographical unit for which the Bureau publishes sample data, i.e. data which is only collected from a fraction of all households. As the name implies, Census Blockgroups are made up of groups of multiple Census blocks.

Blocks are shown on the map to the right with thin gray lines. Blockgroups are shown on the map to the right with red lines. Using Census Block and Blockgroup data allows us to break out population characteristics from the NECAP area.

NECAP Population (*projections)								
	1990	2000	2010	2015*	2020*	2025*	2030*	2040*
NECAP Pop	17,391	20,653	26,710	30,277	33,783	37,828	42,281	52,668

Source: U.S. Census and Anderson County

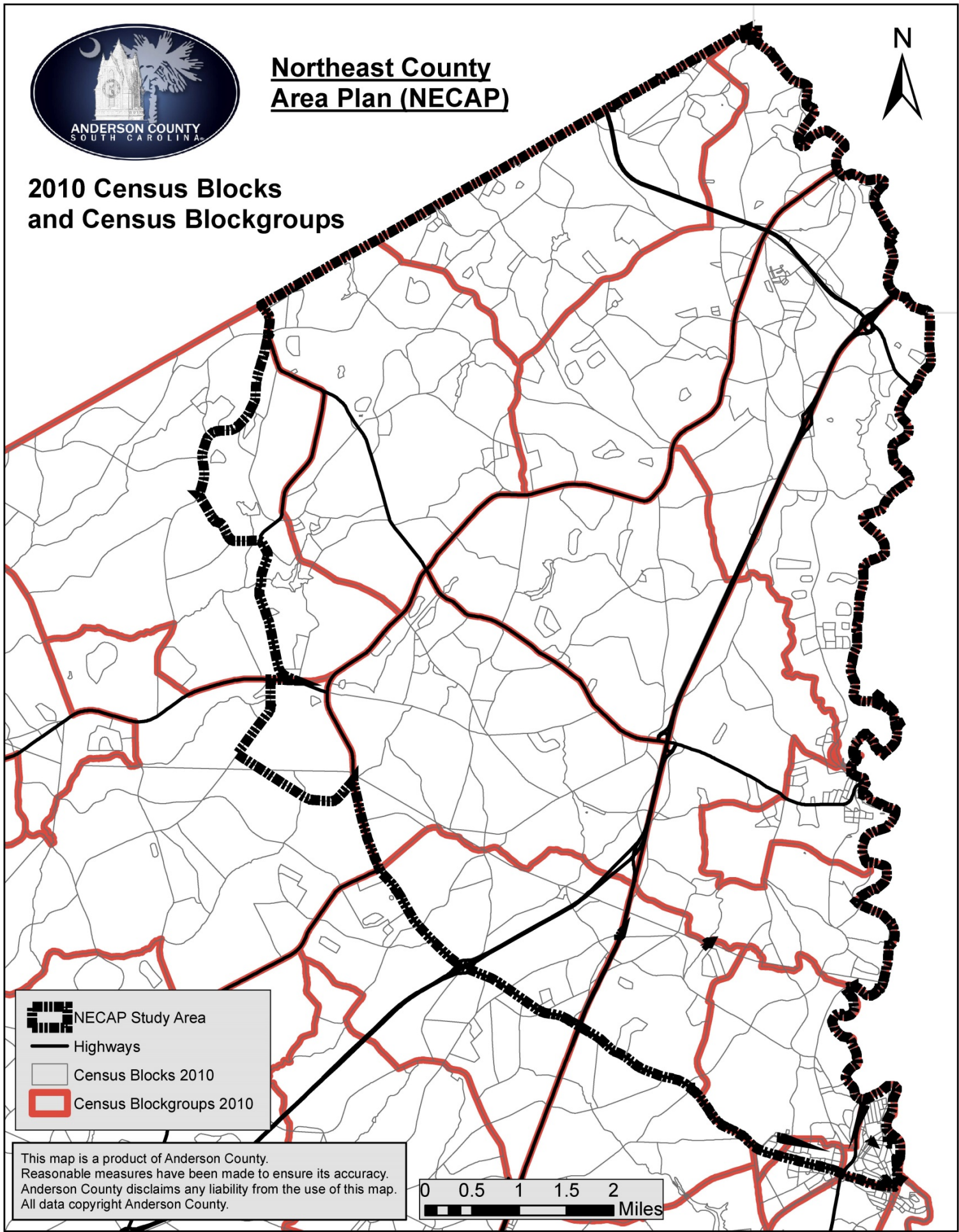
The table above shows NECAP area population projections over a 30 year period between 2010 and 2040. The historical growth rate over the previous twenty years for the NECAP area average +/-2.90% per year. The NECAP area grew by 29% over the ten year period between 2000 and 2010. Using these historical growth patterns as a guide, the NECAP area can expect to more than double over the next 25-30 years.

County Population (*projections)								
	1990	2000	2010	2015*	2020*	2025*	2030*	2040*
County Pop	145,196	165,740	187,126	199,056	211,406	224,254	237,635	266,153

Source: U.S. Census and Anderson County

The table above shows total County growth population figures and projections over a 50 year period from 1990 to 2040. The County as a whole grew at a rate of 1.44% per year between the years of 1990 and 2010. Using historical growth patterns, the Total County population is expected to grow by +/-80,000 people between 2010 and 2040.

Taken together, the tables above show that while the NECAP area only accounts for +/- 14% of the entire County’s population, growth in the NECAP area between the years of 1990 and 2010 accounted for +/-23% of the entire County’s growth.



Breaking down the area further, we can look at the area voting precincts that fall within the NECAP area, shown on the map to the right. Voting precincts are sub-districts of the County that contain individual polling places. The County contains a total of 80 voting precincts. The NECAP study area is made up of seven full voting precincts and three partial voting precincts.

Voting Precinct Census Populations and Projections (*projections) (p = portion)								
	1990	2000	2010	2015*	2020*	2025*	2030*	2040*
Brushy Creek	1,739	2,447	2,885	3,205	3,553	3,935	4,354	5,334
Concrete	1,759	2,254	3,578	4,409	5,411	6,636	8,156	12,474
Hunt Meadows	2,036	2,834	4,762	6,092	7,777	9,954	12,811	21,724
Mt. Airy	1,940	2,497	2,768	2,969	3,181	3,404	3,641	4,158
Pelzer (p)	902	842	784	756	729	703	676	625
Piedmont	1,201	1,490	1,538	1,599	1,662	1,727	1,795	1,938
Powdersville	2,905	3,011	4,033	4,516	5,042	5,619	6,254	7,741
Simpsonville	2,285	2,723	3,513	3,948	4,422	4,939	5,508	6,827
West Pelzer (p)	1,807	1,973	2,108	2,184	2,262	2,341	2,422	2,589
White Plains (p)	538	582	741	818	902	991	1,088	1,306

Source: U.S. Census and Anderson County

NECAP Area Age and Sex Characteristics				
	2000	2010	Increase	% Increase
Total	20,653	26,710	6,057	29%
Female	10,492	13,536	3,044	29%
Male	10,161	13,174	3,013	30%
Under 10	2,825	3,512	687	24%
10 to 19	3,048	4,017	969	32%
20 to 29	2,337	2,660	323	14%
30 to 39	3,201	3,494	293	9%
40 to 49	3,570	4,345	775	22%
50 to 59	2,844	3,881	1,037	36%
60 to 69	1,435	2,816	1,381	96%
Over 70	1,393	1,985	592	42%

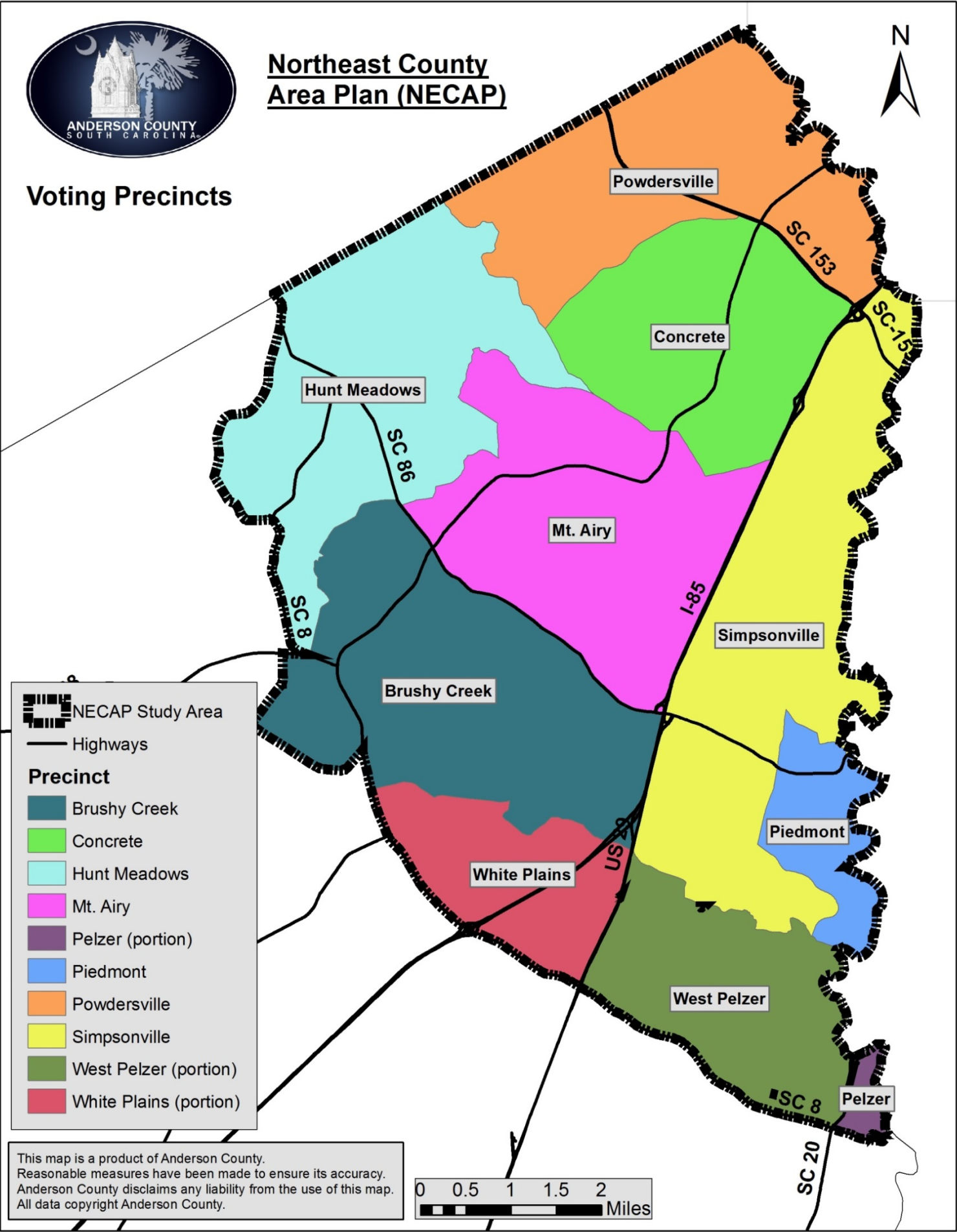
Source: U.S. Census and Anderson County

Note: The next United States Census will commence in the year 2020, with results available in 2021 at the earliest. Census data is the most reliable population tabulation available, therefore any numbers shown in these tables that are not tabulated using Census data are expressly presented as projections.

Many factors can influence these projections up or down, and it should be stressed that historical growth rates do not guarantee that future growth rates will be similar. However, historical growth rates are generally a useful tool for predicting future growth trends.

The NECAP area’s total population increased by 29% between 2000 and 2010 as discussed earlier, but as the table to the left shows, the area experienced by far the greatest growth for people over the age of 60. These aging trends are a common characteristic of the Nation as a whole, as well as at the State and local level.

Every age cohort in NECAP has experienced growth over the last decade.



Transportation Infrastructure

The NECAP area is served by I-85, with four access points onto the interstate. NECAP is also bisected by state highways S.C. 8, S.C. 20, S.C. 81, S.C. 86, and S.C. 153. The transportation network in the NECAP area is essentially funded by Anderson County, C-Funds, and GPATS (Greenville Pickens Area Transportation Study).

A healthy transportation network includes multiple forms of transportation, including safe bike/walk lanes, railways, and public transportation systems, allowing for ease of use and interconnectivity for all users; not just those in cars. Unfortunately, minimal sidewalks and bike lanes are available for use in the NECAP area. There is a significant need for biking trails and/or lanes, Safe Routes to School (walk to school initiative), 'Share the Road', ADA accessibility, and sidewalks.

Anderson County currently categorizes their road network by their intended road function with specific design requirements for each category. Road classifications relate land use intensity to the design function and carrying capacity of the county's road network. Arterial and Collector roads allow for unlimited trip generation, while local Major and Minor Local roads restrict total road capacity to 1000 and 500 trips per day, respectively. Each roadway classification is defined as shown below:

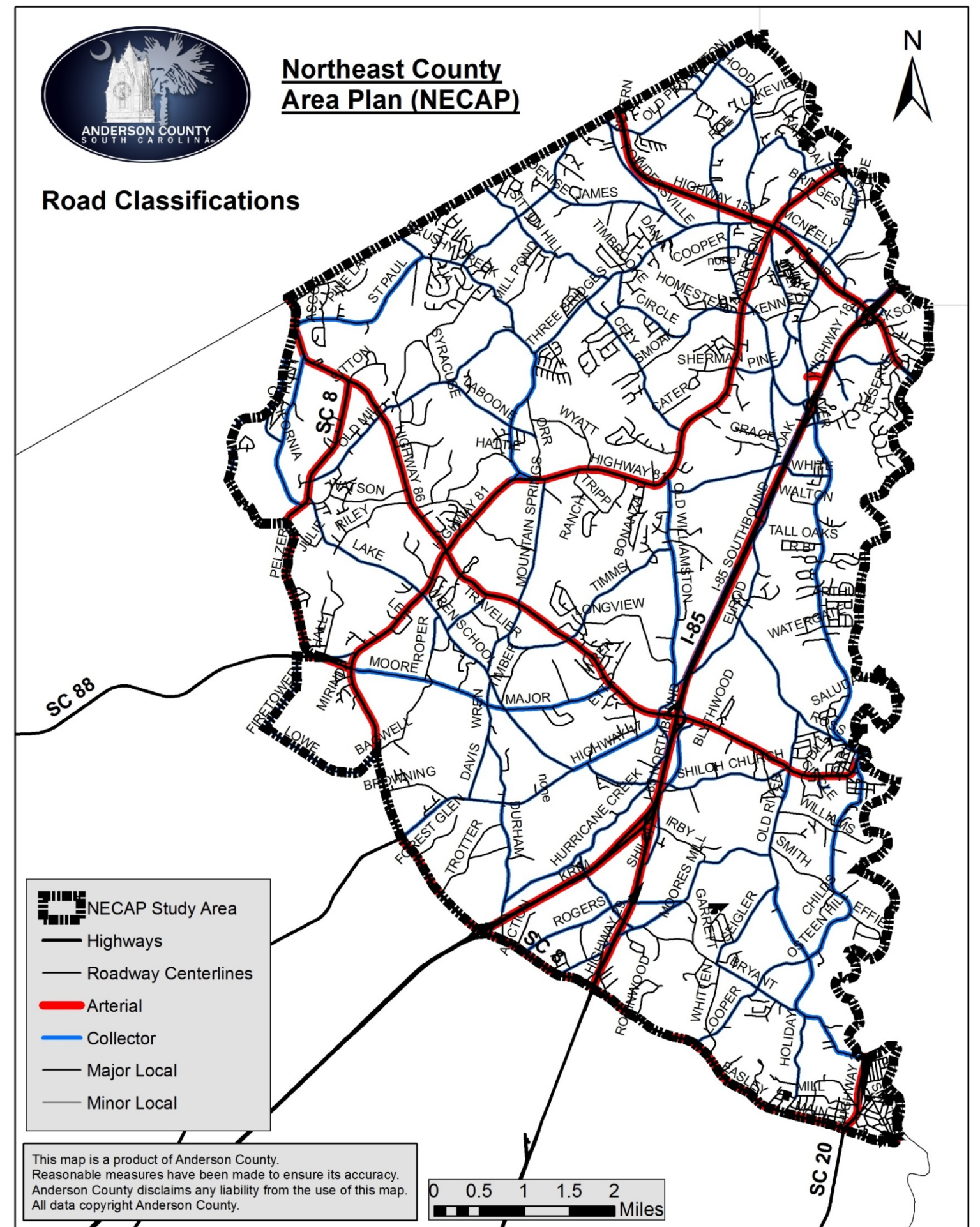
Arterial road: A road designed to carry through traffic and to carry intra-county traffic, with minimal ingress/egress points optimal.

Collector road: A road that connects local access roads to the highway systems major and high-speed arterial roads. Provides both land access service and traffic service within residential subdivisions, commercial and industrial areas.

Major local (access) road: Designed primarily to access abutting properties, with two or more access points.

Minor local (access) road: Designed primarily to access abutting properties with no more than two access points, usually terminating in a cul-de-sac.

As the NECAP area continues to grow, much of the study area will undergo a transformation from low density residential and rural land uses to suburban residential land uses at higher densities. During this transformation the existing collector road network, which is adequate for handling levels of traffic generated by the low rural population densities, will not be able to keep pace.



The lack of street connectivity between subdivisions and complimentary land uses places an extreme burden on the area’s arterial and major collector roads. Most roadways in the NECAP area are not intended nor are capable of handling the amount of traffic caused by this fragmented and disconnected development pattern. As this pattern repeats itself, area roads become more congested. This is especially obvious on Highway 153. As the traffic congestion worsens, the quality of life declines, and people spend more time and money behind the wheel.

Traffic congestion on Anderson County’s roadways is the most tangible and noticeable indicator of the impact on quality of life caused by new growth. Further discussion regarding a robust and connected transportation system becomes much more apparent and necessary as development continues to expand into the area.

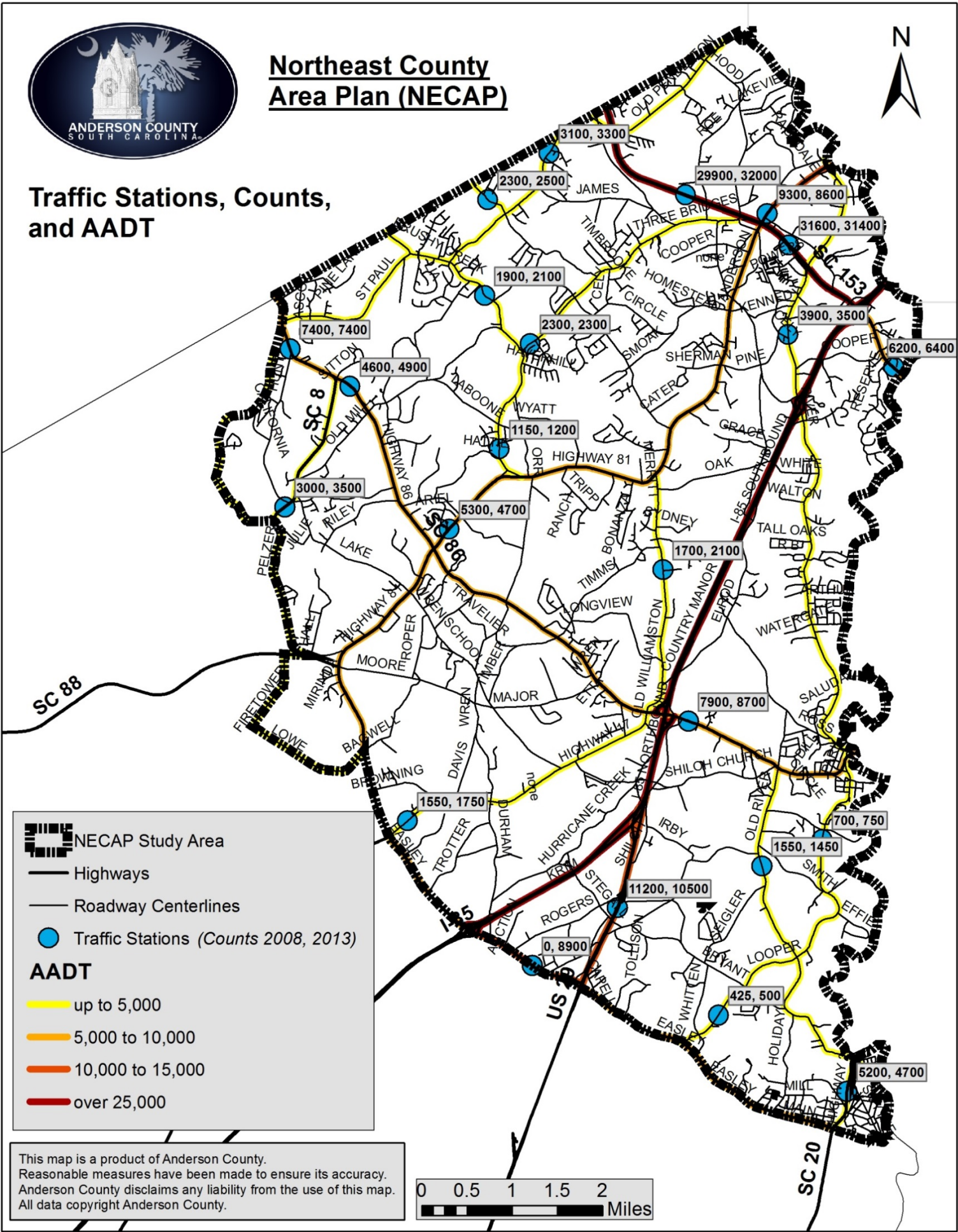
Traffic indicators are steadily increasing, as growth and development continue. The blue dots on the map to the right show Traffic Stations and corresponding traffic counts from the years 2008 and 2013. Also shown are the Annual Average Daily Traffic (AADT) lines with corresponding traffic amounts for select roads within the NECAP area.

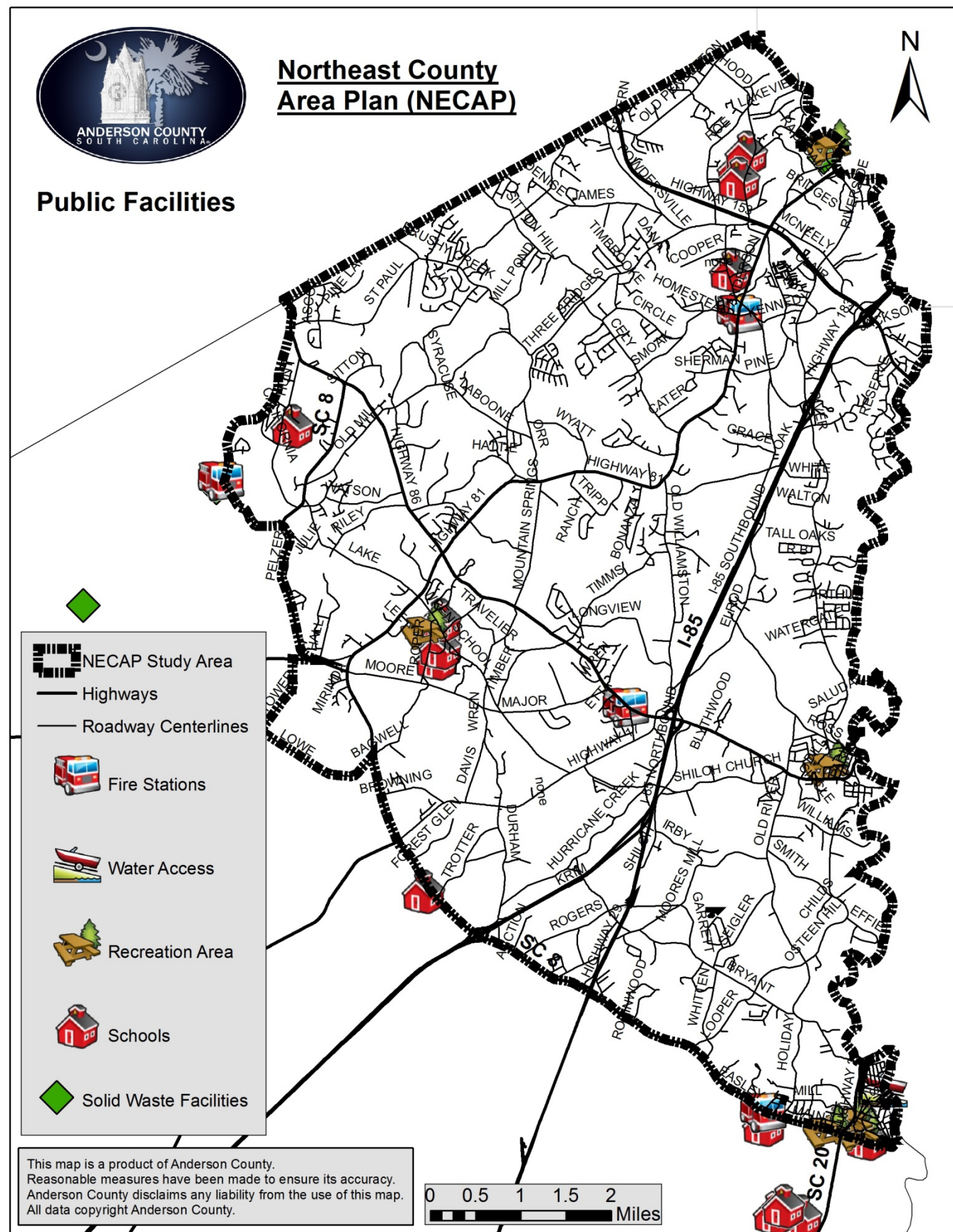
Accident Data for Certain Roads within NECAP

	2007	2008	2009	2010	2011	2012	2013	2014	2015
Hood Rd.	13	5	13	2	5	7	10	10	12
McNeely Rd.	1	0	1	1	1	0	12	6	15
Powdersville Main	2	8	4	6	6	8	5	4	6
River Rd.	18	25	25	20	29	24	30	23	32
SC 8	29	33	32	35	15	12	23	11	13
SC 81	53	44	54	50	56	44	61	32	86
SC 86	52	38	47	37	53	53	49	51	70
SC 153	88	94	93	74	99	114	124	96	131
Three and Twenty Rd.	3	1	3	5	6	8	4	3	3
Three Bridges Rd.	10	7	6	7	4	12	10	12	14
Wren School Road	8	10	5	4	8	3	3	3	2
Total	277	265	283	241	282	285	331	251	384

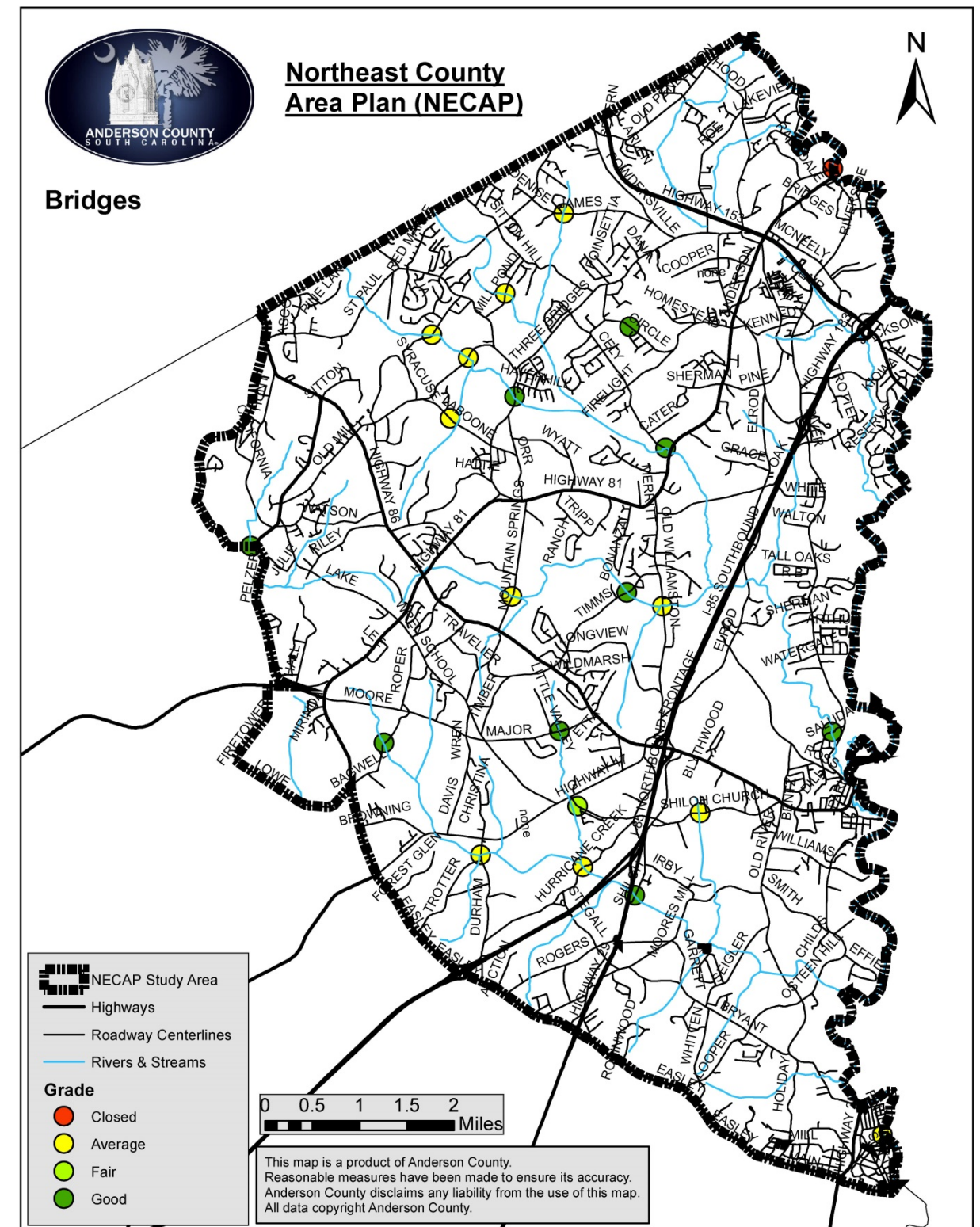
Accident records for certain roads within the NECAP area are shown above. The roads shown above average 288 accidents per year. 2015 is the latest year’s data available at the time of this area plan’s publication. As such, it is unclear if the year 2015 is the beginning of a major trend upwards, or is merely an outlier as it pertains to accidents.

Nineteen (19) total fatalities were recorded on these roads between 2007 and 2015.

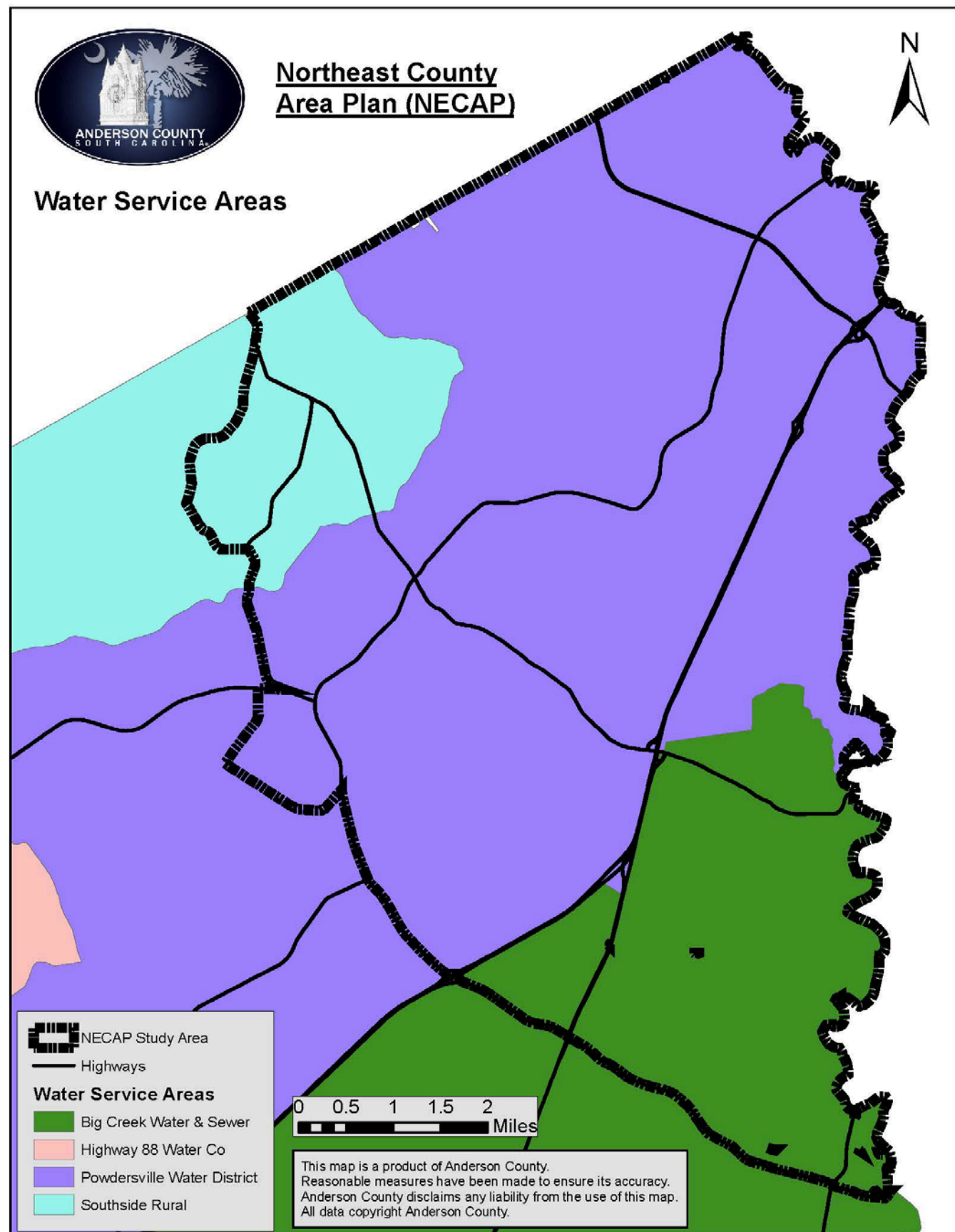




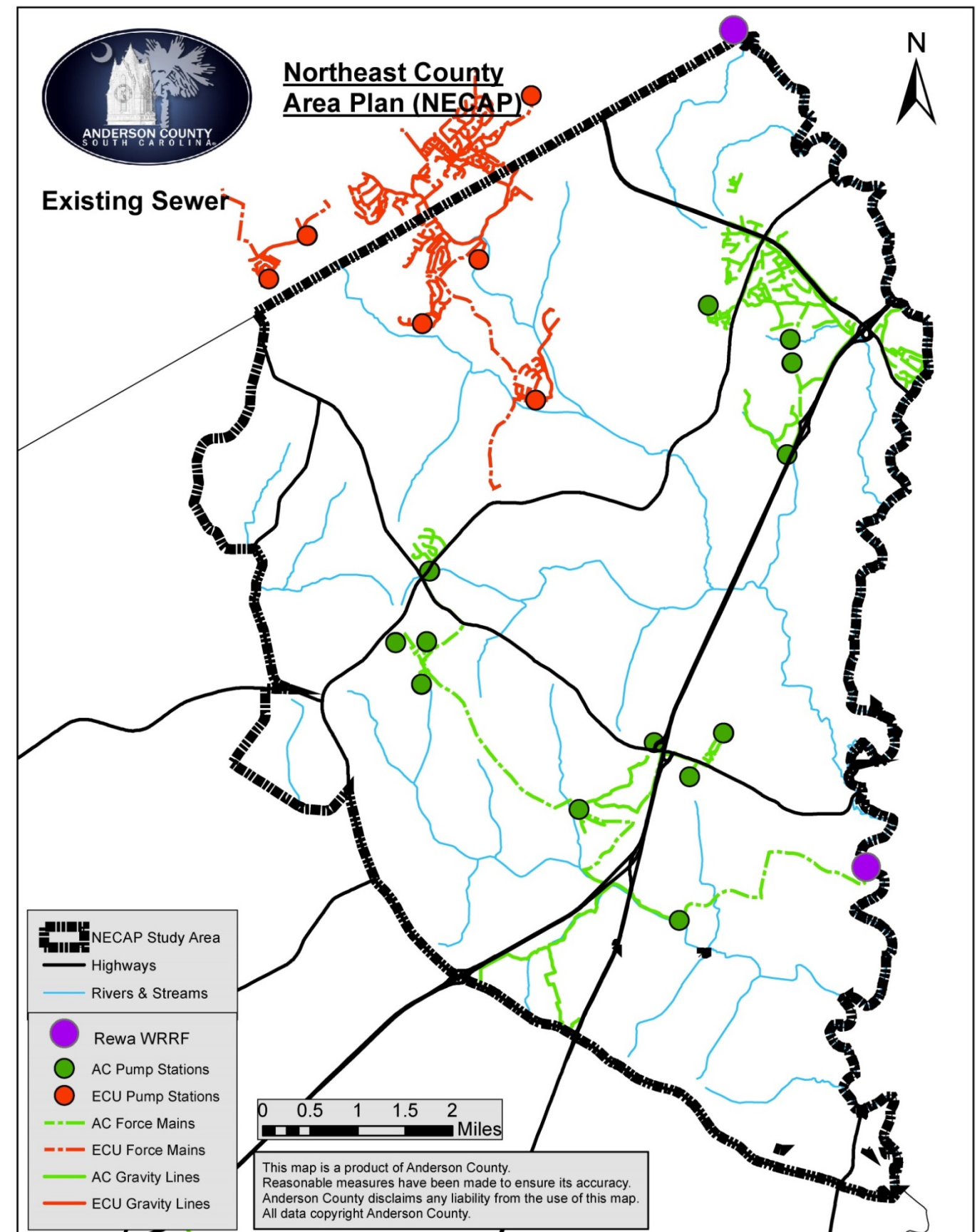
The map to the right indicates bridges located within the NECAP area, with the latest recorded grades for each bridge. The majority of the NECAP area bridges were inspected in 2016. All Bridges in the NECAP area scored as average or better at the time of their inspection.



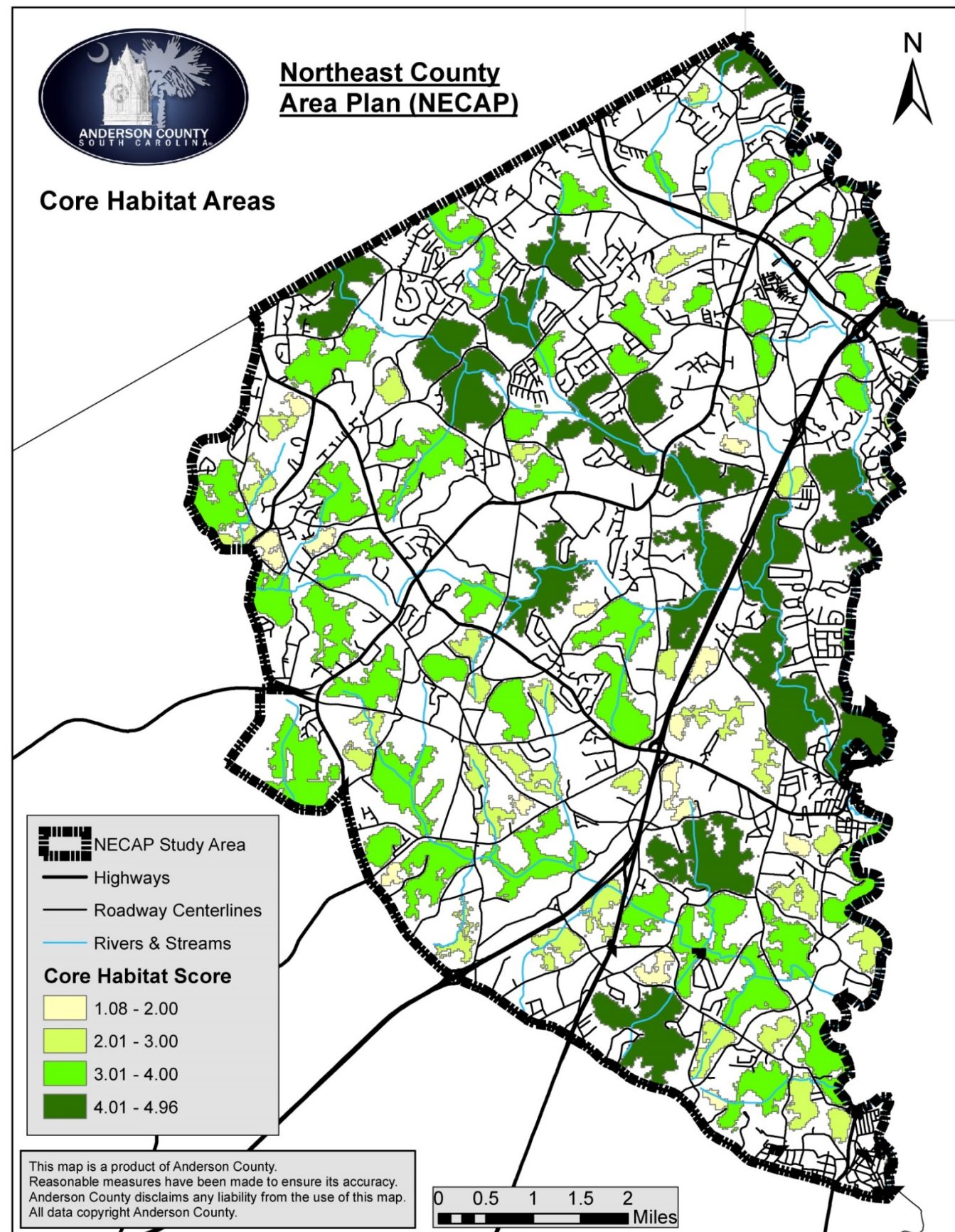
The map to the left indicates certain Public Facilities located within the NECAP area, including Fire Stations, Parks/Recreation areas, Schools, and Solid Waste Facilities. The NECAP area is entirely contained within the boundaries of Anderson School District 1, and includes three high schools, three middle schools, and eight elementary or primary schools. Four fire stations are located within the NECAP area (Powdersville, Three and Twenty, West Pelzer, and Wren). The Saluda River Blue Route runs along the eastern border of the NECAP area, and displays the natural resources of this area of Anderson County through kayaking and hiking.



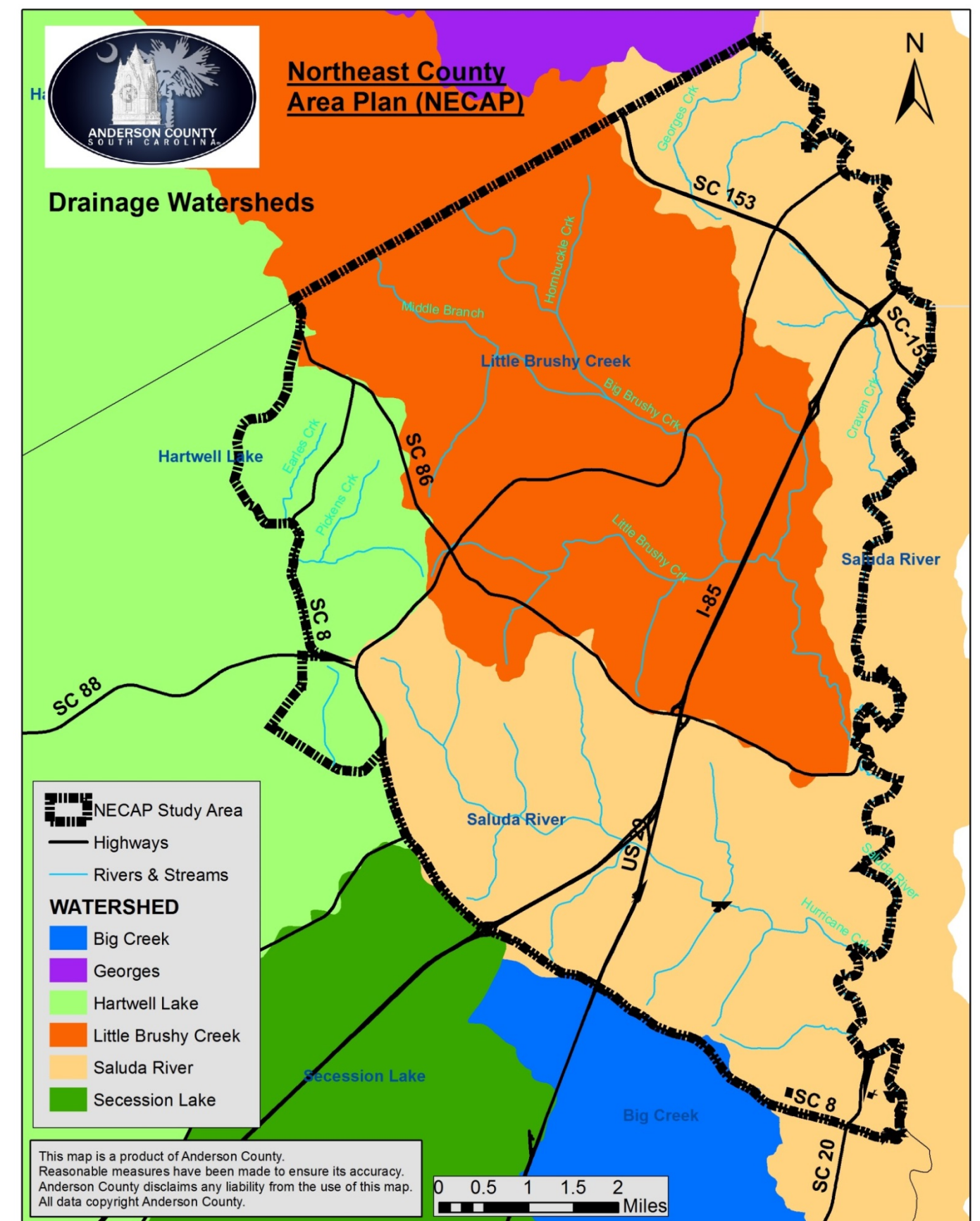
The map above indicates Water Service Areas within the NECAP area. The area is primarily served by Powdersville Water. Big Creek Water and Southside Rural are two additional water providers in the NECAP area.



The map above indicates existing sewer service to the NECAP area. Anderson County (AC) currently utilizes 13 pump stations in the area, Easley Combined utilizes three pump stations located within Anderson County. Renewable Water Resources (REWA) utilizes two Water Resource Recovery Facilities (WRRF) in or near Anderson County.



The map above indicates Intact Core Habitat Quality for the NECAP area as approved by Anderson County Council in November 2016. Core Habitats are scored based on a variety of factors, including area and thickness of land core, species abundance, richness and diversity, topographic and soil diversity, and percentage of wetland cover. Areas scoring highest show as dark green on the map and should be protected as practical.



The map above indicates Drainage Watersheds, with Rivers & Streams located near or within the NECAP area. The NECAP area is broken up into three major watersheds (Saluda River, Little Brushy Creek, and Hartwell Lake), with portions of three other watersheds as well. Major rivers and streams in NECAP include the Saluda River, Hurricane Creek, Big Brushy Creek, and Little Brushy Creek.

Land Characteristics

The map to the right indicates the Current Land Use designations for properties located within the NECAP area. Information was collected via multiple means, including tax assessor data, aerial photography, and ‘windshield’ surveying.

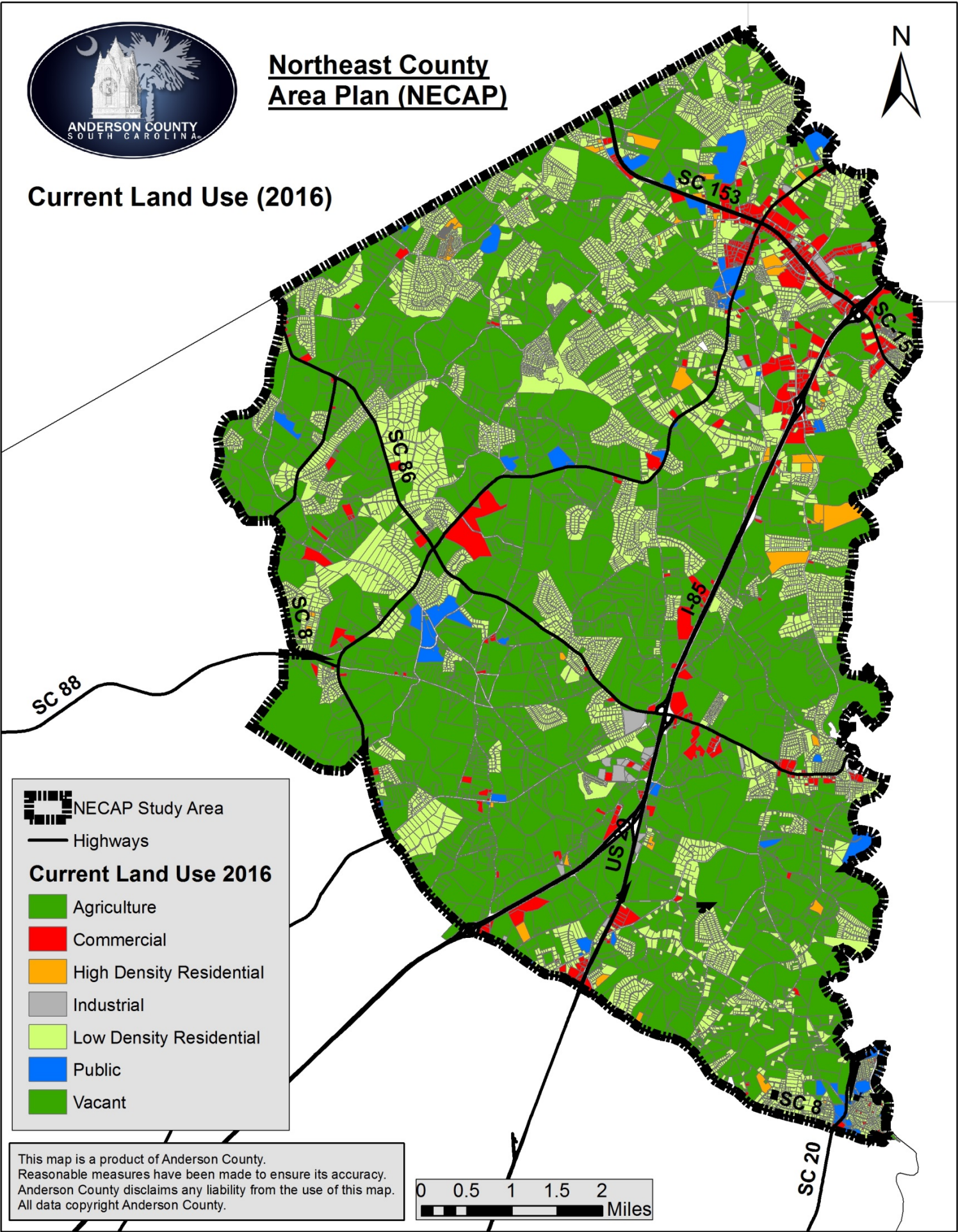
Current Use Acreage		
Undeveloped/Agricultural	23,668.27	66.44%
Developed / Existing		
Residential	9,714.07	27.27%
Commercial	1,395.50	3.92%
Public	687.87	1.93%
Industrial	158.99	0.45%
TOTAL	35,624.70 acres	

Developed Acreage Breakdown		
Residential	9,714.07	81.25%
Commercial	1,395.50	11.67%
Public	687.87	5.75%
Industrial	158.99	1.33%
Total	11,956.43 acres	

As shown on the map to the right, and reiterated in the tables above, the vast majority of historically developed acreage in the NECAP area has been developed for residential purposes. Pockets of commercial land uses are found outside the SC153 corridor, including along SC81, and SC86. The majority of industrial utilized acreage in the NECAP area can be found along the Interstate 85 corridor.

As shown on the table to the left, the NECAP area consists of 35,625 acres, of which 23,668 (or 66%) are characterized as agricultural or undeveloped. 9,714 (27%) acres are characterized as residential, 1,396 (4%) acres are commercial, 688 acres (2%) are public, and 159 acres (<1%) are industrial.

As shown on the table to the left, of the properties in NECAP that are developed, 81.25% are of residential use, with 11.67% commercial, 5.75% publicly used, and 1.33% industrial.

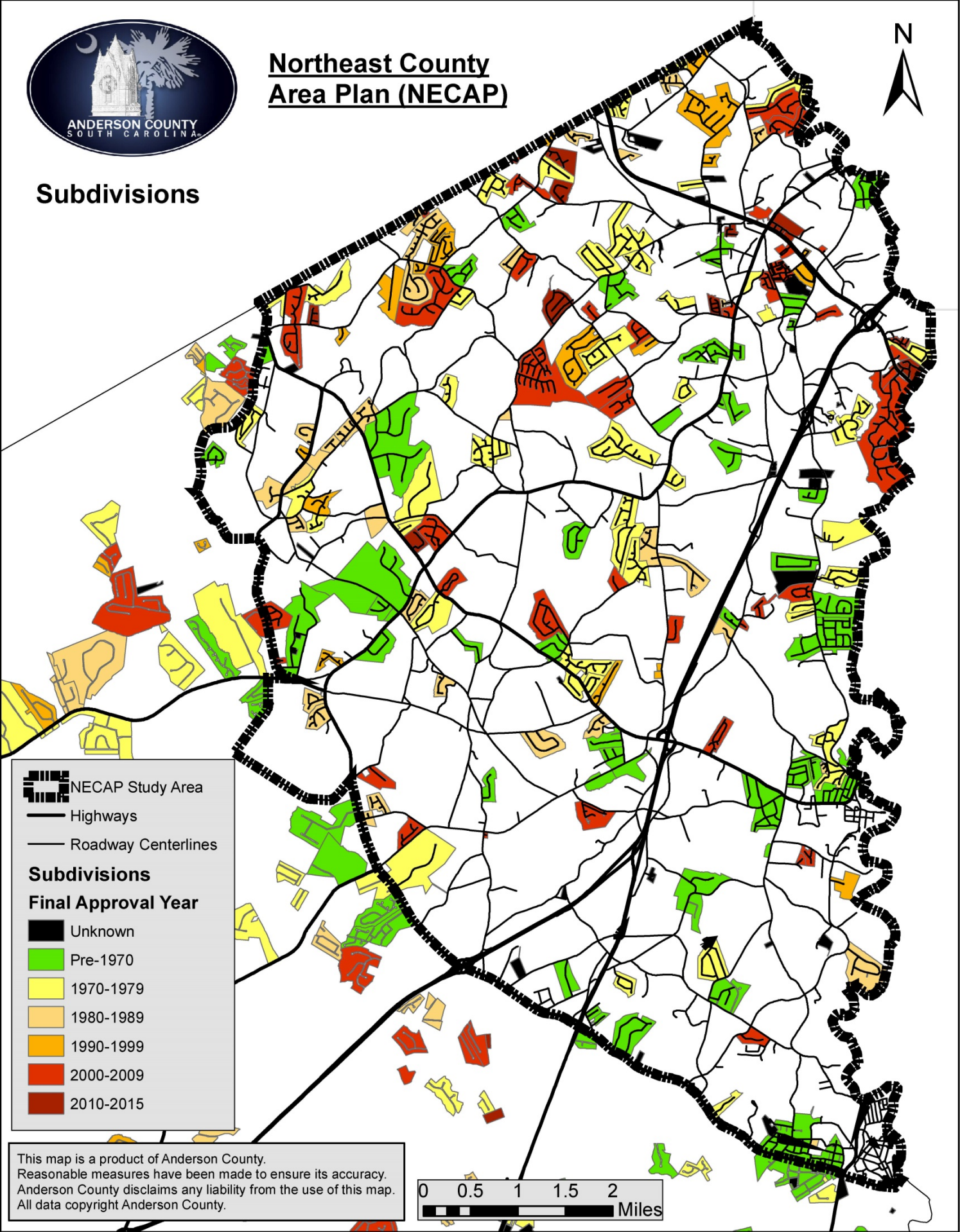


<u>Final Approval</u>	<u># of Subs</u>	<u>Total Acres</u>	<u>Total Lots</u>	<u>Lots/Acre</u>	<u>Avg Lot Size (acres)</u>
Unknown	15	841	761	0.90	1.11
Pre-1970	21	1038	714	0.69	1.45
1970 - 1979	39	1502	1781	1.19	0.84
1980 - 1989	22	630	690	1.10	0.91
1990 - 1999	11	293	501	1.71	0.58
2000 - 2015	36	1187	1923	1.62	0.62
NECAP Area Total	129	4650	5609	1.21	0.83

As shown in the table above as well as the heat map to the right, subdivision activity in the NECAP area has been relatively steady, with an uptick in the 1970's, as well as in the 21st century. Average subdivision lot size has generally trended smaller over the years, with newer lots averaging about half to two-thirds the size of lots built prior to 1990. Thirty four percent (34%) of the subdivision lots built in the NECAP area were developed after the year 2000.

Most of the subdivisions built in this area lack interconnectivity. They typically access arterial roads directly, and have not incorporated additional collector streets into their designs. As a result, much of the study area now lacks a functional network of collector roadways, with arterial roadways taking on the function of collector roadways with multiple access points. This trend can cause breakdowns in the safety and functionality of the entire road system as arterial roadways are not intended to serve in this function. Collectors support the arterial highway system by serving short-distance traffic, and providing the connectivity that allows neighborhood trips to avoid using and congesting regional highways.

Special consideration needs to be taken for all future subdivision development, the development of which should include an adequate network of interconnected collector and local roadways, so as to not put additional undue strain on the arterial network.



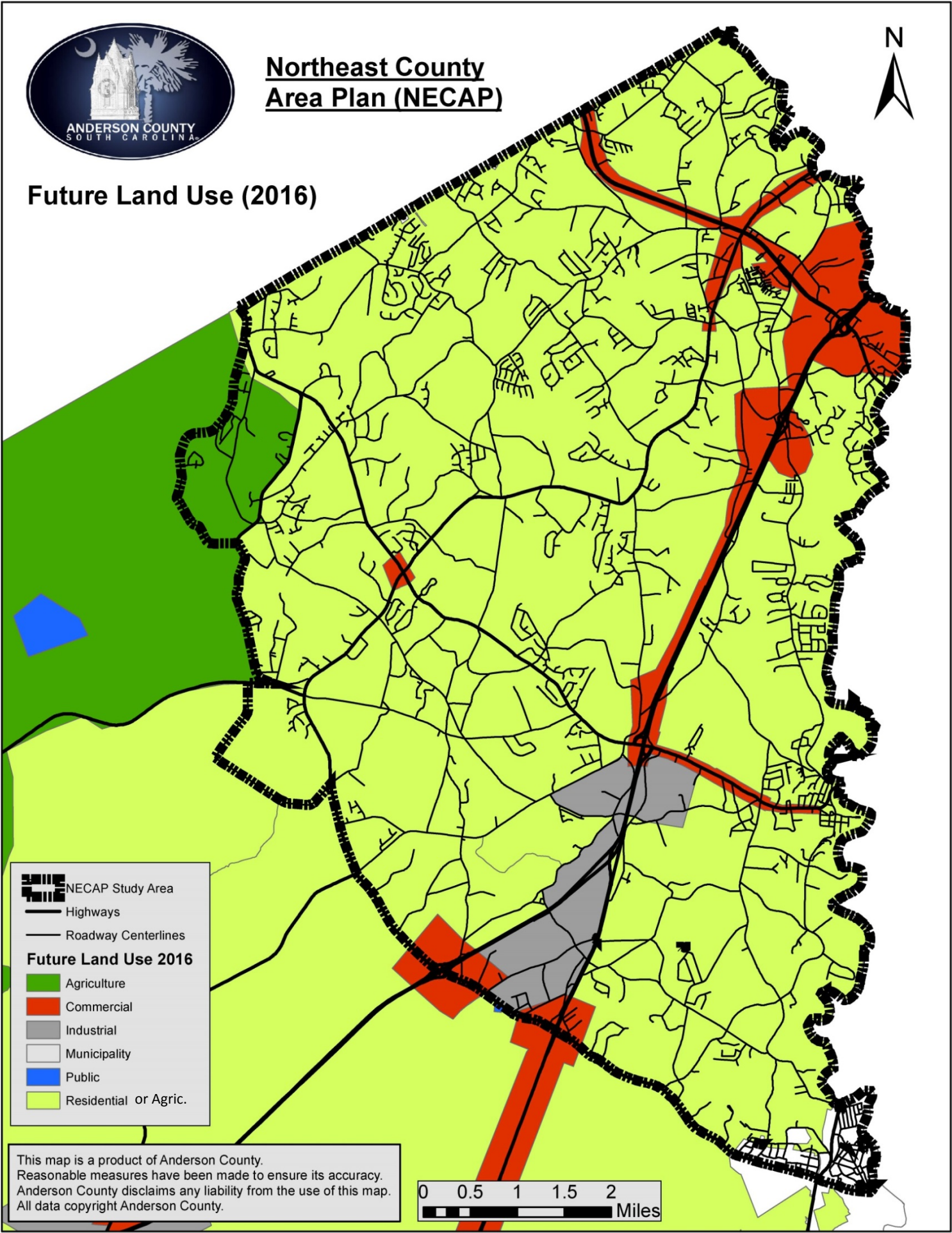
The map to the right shows a portion of the approved Future Land Use map from the County's 2016 Comprehensive Plan, with slightly modified designations for the NECAP area. The map represents a forecast for the next twenty years and was developed using multiple sources of information including the Current Land Use Map, the County's official Zoning Map, and community input. One function of the Future Land Use map is to extrapolate existing development trends and then project those trends forward up to twenty years.

The majority of the previously approved Future Land Use Map in the NECAP area is shown as potential for residential use, although agricultural use continues to be prevalent in the NECAP area. Anderson County fully supports agricultural and farming operations in the NECAP area, as well as County-wide. Certain lands along sections of major highways such as S.C. 153, U.S. 29, and Interstate 85 are designated as commercial use, meaning conditions exist to support potential commercial activity in the near or middle term future. The Future Land Use map designates certain areas along Interstate 85 and U.S. 29 as being suitable for industrial use as well.

The development pattern throughout the NECAP continues to transform from rural into a typical suburban sprawl, with low population densities, isolated single use residential areas, and poor or non-existent road connectivity between residential subdivisions and other compatible land uses.

As discussed previously, sidewalks and bicycle lanes are virtually non-existent in the NECAP area. As a result, it is practically impossible to bike or walk safely to local schools, churches, other subdivisions, and commercial destinations within the NECAP area. As such, automobile use is the predominant form of travel in the NECAP area.

It is unrealistic to expect existing roads to be widened at a pace equal to the rate of growth and development. One more realistic and achievable approach to handling traffic is to establish a more sustainable development pattern with a mix of interconnected land uses that allow trips to be captured internally. This approach, in coordination with strategic infrastructure improvements, is more cost sustainable in the long run and supports a transportation system that can relieve some of the demand on NECAP area roads.



Developable Parcels

The map to the right shows developable parcels within the NECAP area, as defined by the Anderson County Planning Department. For the purposes of this study, “Developable Parcels” are those parcels that are greater than five acres, are located with access or potential access to arterial or collector roads, and have no improvements or few improvements to the property at the time of this study.

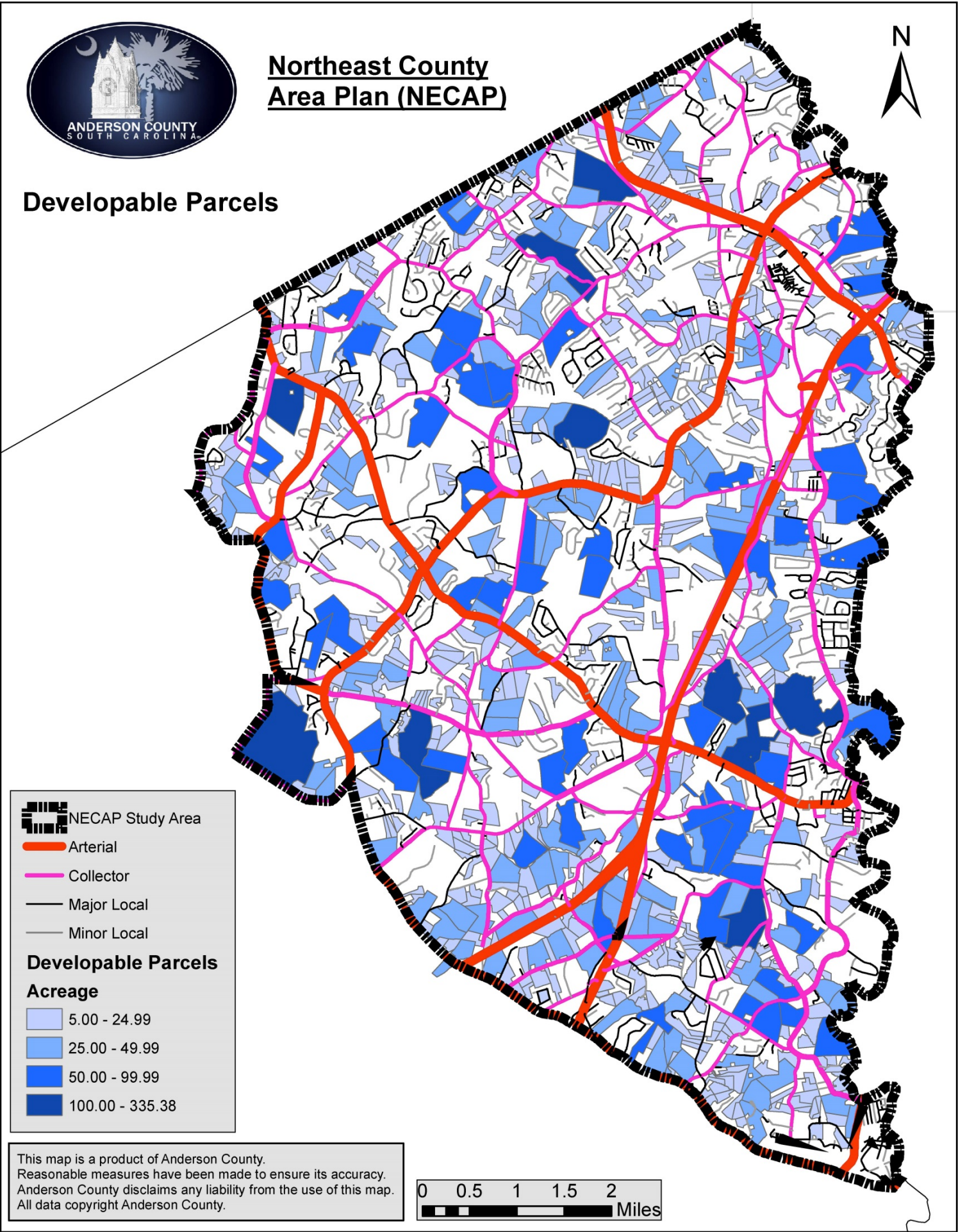
The total number of acres considered “developable parcels” as per this study in the NECAP area is 15,808 acres. The map also groups the parcels by acreage (5-25 acres, 25-50, 50-100, and 100+). These are shown in varying shades of blue, from light (small) to dark (large).

The Anderson County Wastewater Department, Renewable Water Resources, and Easley Combined Utilities continue to discuss various alternatives to upgrade sewer capacity within the NECAP area. The goal of these discussions is to provide an efficient, economical sewer system to the community. This particular map is not intended to consider the effect of growth from any sewer expansion projects.

It’s important to understand that even with a lack of additional sewer capacity new growth may not be entirely hindered, as historical trends have shown development occurring in the NECAP area without public sewerage. However, the haphazard nature of “leapfrog” or uncoordinated development over time puts a strain on all of the previously discussed systems such as the natural environment, transportation, sewer, etc. Costs to maintain systems that have been piecemealed together over time will eventually become unsustainable.

A more efficient and cost effective long term development trend would see growth as a natural offshoot of existing developed areas, with infrastructure already in place, or located nearby. To ensure an efficient, cost effective growth pattern, all future development in the NECAP area should coordinate development plans early in their respective planning processes.

Note: This map is not intended to show properties that Anderson County finds suitable for development, nor does it take into account parcels or portions of parcels that may have natural impediments to growth such as unsuitable slope. This map also does not take into account property owners’ interest or lack thereof in development of their property.



The Process

The process to develop a long term vision for the NECAP area formalized in earnest around 2011, when the Powdersville Planning Group was formalized. At the time, a study of SC 153 was undertaken, with recommendations for improvements to the SC 153 corridor discussed. Since those meetings occurred, a number of minor improvements have been made to the SC 153 corridor, most of which are smaller “band-aid” solutions for the corridor. Many good ideas were discussed at that time, and it should be noted that some of those discussions are still relevant today, and should be taken into account as the area continues to develop.

The process to develop the NECAP document began in August 2016, when Anderson County Council resolved to request County Administrator Rusty Burns to instruct County Planning staff to begin the process of creating an area plan for northeast Anderson County.

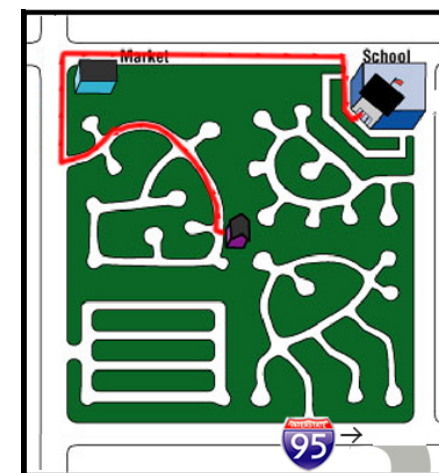
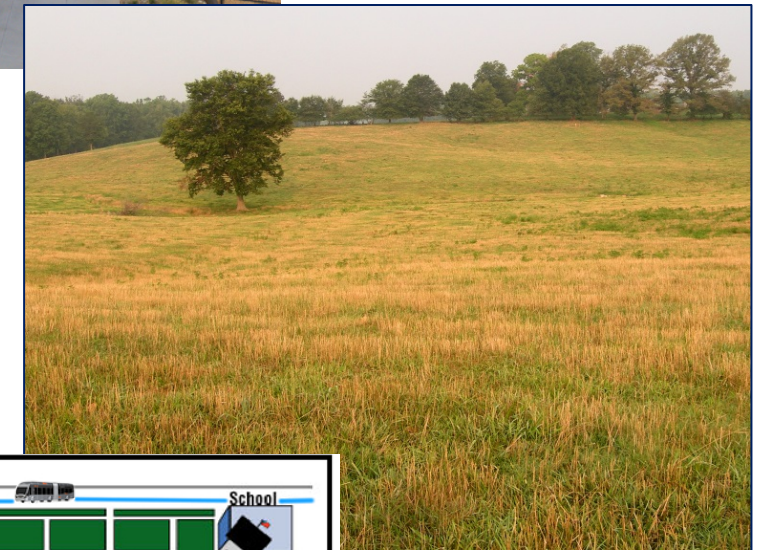
Using the newly adopted Anderson County Comprehensive Plan as a starting point, County Planning staff began preparing baseline conditions to present to the public. These conditions were condensed and formatted into pages 1 to 13 of this document.

Preliminary stakeholder meetings have also occurred during the time within which staff is preparing the baseline conditions report. These stakeholder meetings have occurred specifically with area water providers, sewer providers, Anderson School District 1, and others. The purpose of these stakeholders meetings was and is for data gathering.

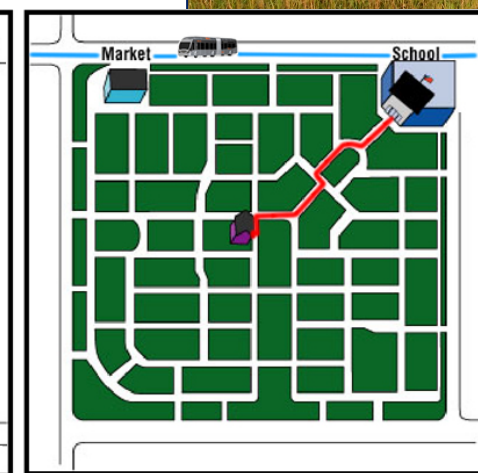
In an effort to gather community input regarding what issues are most important to NECAP residents, County Planning staff will conduct two community meetings, to be held at the Powdersville Library. The first meeting was held on February 13th, 2017, and was an overview of the baseline conditions process, with the initial dissemination of a survey to help prioritize citizen concerns. The second community meeting, to be held on April 24, 2017, will provide results from the survey process, growth management techniques for the community to consider, as well as recommendations from those survey results. The results from the second meeting will be incorporated into the final draft version of the NECAP plan that will move forward to a public hearing and formal recommendation from the Anderson County Planning Commission.

After the Anderson County Planning Commission holds their public hearing, the draft NECAP plan will move forward to County Council for a public hearing with three readings and eventual adoption. This process allows for fine tuning of the plan throughout the entire process, and the end result will be a living document as an addendum to the Comprehensive Plan after adoption by County Council.

The NECAP plan can then be employed by local leaders as an advisory tool for policy decisions in the area, and can be updated and refined in the future as warranted.



Driving-only transportation pattern



Walkable connected transportation network



Survey Results Available in Addendum 1

Hard copies and electronic copies were made available starting February 21st. A copy of the actual survey is shown below.

NECAP Community Assessment Survey

1. Are you a resident and/or employed in the Northeast Anderson County Area?

☐ Resident in the area

☐ Business owner/work in the area

☐ Property Owner but not resident of area

☐ None of the above

2. What are challenges facing residents or business owners in the Northeast Anderson County Area (up to 3)?

☐ Heavy traffic

☐ Lack of employment opportunities

☐ Lack of housing choices

☐ Lack of mobility choices - sidewalks, bike lanes, transit, etc.

☐ Lack of recreational facilities

☐ Lack of senior services - ability to age in place

☐ Poor road conditions

3. For Residents, what type of additional non-residential development would you prefer to see in the NECAP area (up to 3)?

☐ Big Box Retail (Wal-Mart, Publix, etc...)

☐ Cultural and Recreational (Libraries, Museums, Parks, etc.)

☐ Office (including medical facilities)

☐ Neighborhood Commercial (strip development)

☐ Restaurants

☐ None of the above, I want residential only in this area

☐ Not a resident of the NECAP area

4. What services or amenities would you be willing to spend more for (up to 3)?

☐ Emergency Services (Fire, Police, Ambulance)

☐ Existing Park and Cultural Facilities upgrades

☐ New Cultural Facilities (Library, Museum, etc.)

☐ New parks/recreational facilities

☐ Road network maintenance and upgrade

☐ Sidewalk/Bike network

5. Which method of funding would you prefer regarding your answers to question 4 (up to 3)?

☐ Community Fund Raisers

☐ Property Tax

☐ Special Service District Fee

☐ User Fee

☐ None of the above

☐ Other (please specify)

6. Please rank the following:

	Not Important	Not Very Important	No Opinion	Somewhat Important	Very Important
Access and connectivity (Transportation)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Business/Employment opportunities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Variety of housing types and prices	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Shopping opportunities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Parks and recreation opportunities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Sidewalks and pedestrian friendly streets	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Conservation of natural resources/Open space	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Sense of Community	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

7. What is your age?

☐ Under 35

☐ 35 to 49

☐ 50 to 64

☐ 65 and older

8. How many people live in your household?

☐ 1

☐ 2

☐ 3

☐ 4

☐ 5 or more

9. If you are a resident in the NECAP area, what do you call your community?

☐ Anderson

☐ Easley

☐ Greenville

☐ Pelzer/West Pelzer

☐ Piedmont

☐ Powdersville

☐ Other

10. Please provide any additional comments.

Growth Management Techniques

As shown in the baseline conditions report, the NECAP area is experiencing unprecedented growth pressures under unique constraints.

The preceding survey results show that growth pressures are important considerations that the NECAP community must consider. Unchecked growth has the potential to bring conflicts between existing property owners and new development, and can disrupt the natural environment with little to no recourse for remediation after the fact. New growth also brings new infrastructure costs to develop and maintain. Issues such as sewer and potable water capacity, new and existing road network support, and school capacity become much more pronounced if not managed properly.

For the purposes of this study, we are looking at three generally recognized methods for growth to be managed in this area. None of these methods are all encompassing, but all could be considered if the goal for the NECAP community is to produce a reasonable growth management strategy that is responsive to local needs.

The three techniques discussed in further detail are: 1) Incorporation; 2) Sewer access; and 3) Zoning (either through traditional or alternative zoning methods). It's important to remember that the historical NECAP development pattern has been without incorporation, with the lack of a robust sewer system, and with no zoning. This current development pattern is unsustainable in the long run, as the community will soon outgrow its ability to effectively maintain all the systems discussed herein.

Each of the three growth management techniques listed have advantages and disadvantages, and none are a “silver bullet” that will answer all potential growth issues in the NECAP area. Obviously, the conditions that are in place in the NECAP area did not occur overnight, and can not be remedied overnight, either.

Some of the advantages and disadvantages for each growth management technique are outlined to the right. Each of these techniques are wide ranging subjects that can not be fully summed up in one page. Rather than being all encompassing, staff outlines a few advantages and disadvantages to each technique.

This document is not a recommendation for all or any of these techniques. However, an intended outcome of this document is to facilitate an open discussion about growth in the NECAP area. Any or all of these techniques could be employed if the community decides these measures are necessitated by projected development patterns.

- A. Incorporation: Legally constituting a place and its residents as a municipality.
 - Advantages: Enables community to self-regulate, with local control of subdivision and land use; allows for establishment of specific services such as fire and police protection; provides eligibility for certain State and Federal funding sources; preempts/prevents annexation by nearby municipalities.
 - Disadvantages: Additional layer of government; additional taxation; NECAP is a large area (~55 square miles) that could not/would not feasibly be annexed as one jurisdiction.
- B. Sewer access: Connection to sewer infrastructure.
 - Advantages: Enables denser development; opens areas/properties for greater economical use; well maintained and updated systems are cost effective in the long term; would better accommodate heavy precipitation or surges that can overwhelm individual septic systems; environmentally friendlier than individual septic systems.
 - Disadvantages: High up-front costs; risk if development does not occur to offset costs; denser development will lead to straining of other systems (road network, potable water, schools) if not planned for accordingly; not necessarily cost effective for outlying areas.
- C. Zoning: Allows for the management of uses, form, design, effect, or compatibility of future development.
 - Advantages: Protects property owners from harmful or undesirable nearby uses; provides a level of certainty for the development of property in an area; required to implement design standards that would preserve existing community character; used as a tool for the implementation of a community's long term vision.
 - Disadvantages: Perceived by some as an unreasonable intrusion on individual property rights; NECAP broken up into nine different voting precincts, each would need to be zoned through separate referenda; additional layer of government; would not alter basic development dynamic in the NECAP area.

Recommendations

With or without the aforementioned growth management techniques discussed on page 20, broad recommendations specific to the NECAP area are made herein that could supplement existing Anderson County policy. Additional discussion is warranted for any or all of these recommendations.

Land development regulations are somewhat limited in their scope by State law (S.C. Sec 6-29-310 et al), and therefore could not have the same reach or effect as the more broadly reaching growth management techniques discussed on page 20. However, even slight tweaks to existing policy can have a positive effect on a community's health, safety, and well being.

Many of these recommendations echo the 2016 Anderson County Comprehensive Plan, as well as the 2016 Anderson County Green Infrastructure Plan. Both plans are available online at www.andersoncountysc.org/planning.

Existing Anderson County Land Development regulations are available online at www.andersoncountysc.org/development.

As discussed previously, this NECAP document is building upon previous discussions coordinated by the Powdersville Planning Group and others, and is the next step in what is an on-going discussion.

As such, a clear vision should be established that will help to reduce the potential for conflicts as growth and development continue in the NECAP area at a rapid pace. This conversation should not end with this document, as this document is not intended to be the final word in regards to growth and development in the NECAP area. Additional conversations should be led at the local level by local decision makers. This will ensure that the needs of the community are being met by those most closely affected by growth and development pressures.

- Overall
 - Form a Citizens Committee for the NECAP area made of residents, business leaders, and public sector leaders to continue these discussions moving forward
 - Coordinate with neighboring jurisdictions and agencies to provide infrastructure cost share where feasible
 - Consider Special Tax District/Special Purpose District as designated by State law to provide supplemental services
- Development
 - Direct new development into areas where public services are available
 - For residential growth, encourage open space development through clustering and/or conservation subdivisions
 - Encourage individual property owners to consider conservation easements
 - Promote mixed use developments along road networks that have the infrastructure ability to support them
- Transportation Infrastructure
 - Identify best practices for the upkeep and maintenance of existing road network
 - Discourage the practice of arterial roadways functioning as connectors through communication with the development community and SCDOT
 - Encourage interconnectivity of subdivisions and commercial uses within existing road network
 - Improve the safety and function of the road network to facilitate the free flow of traffic by providing safe alternatives for transportation
 - Create a pedestrian and bicycle plan that identifies and prioritizes sidewalks, bike lanes, and multi-use paths that link destinations
 - Identify bike and pedestrian infrastructure improvements in areas able to support them, and plan for connectivity to existing and proposed schools and parks
 - Develop a consistent funding mechanism for potential greenway and trail areas
- Environmental
 - Identify and preserve prime agricultural and forestry lands
 - Revise Anderson County Land Development regulations in regards to open space subdivisions and stream buffering
 - Set aside open spaces that are significant in size and contiguous where possible

Addendum #1

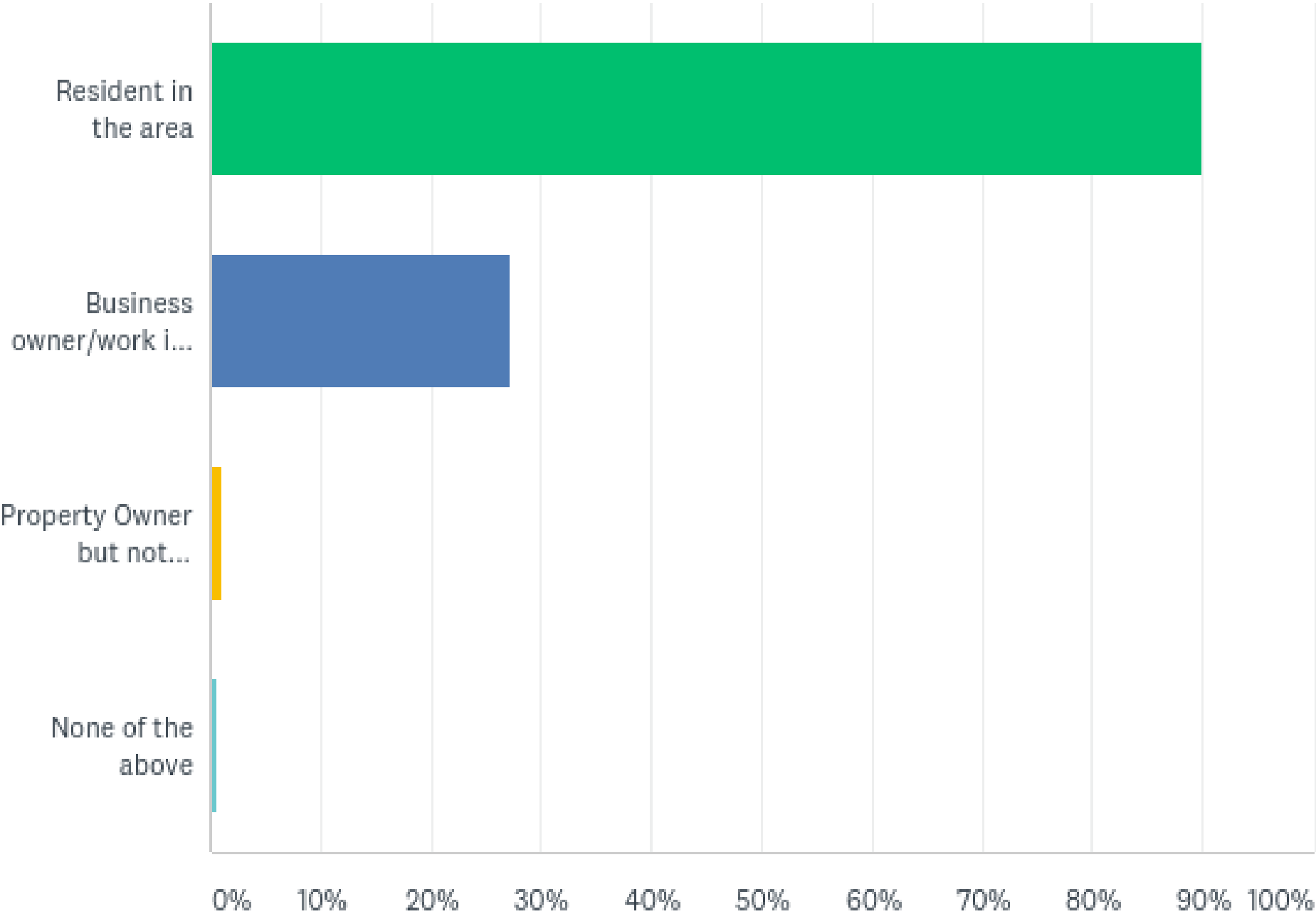
NECAP Community Assessment Survey

290 responses

Tuesday, October 10, 2017

Q1: Are you a resident and/or employed in the Northeast Anderson County Area?

Answered: 291 Skipped: -1



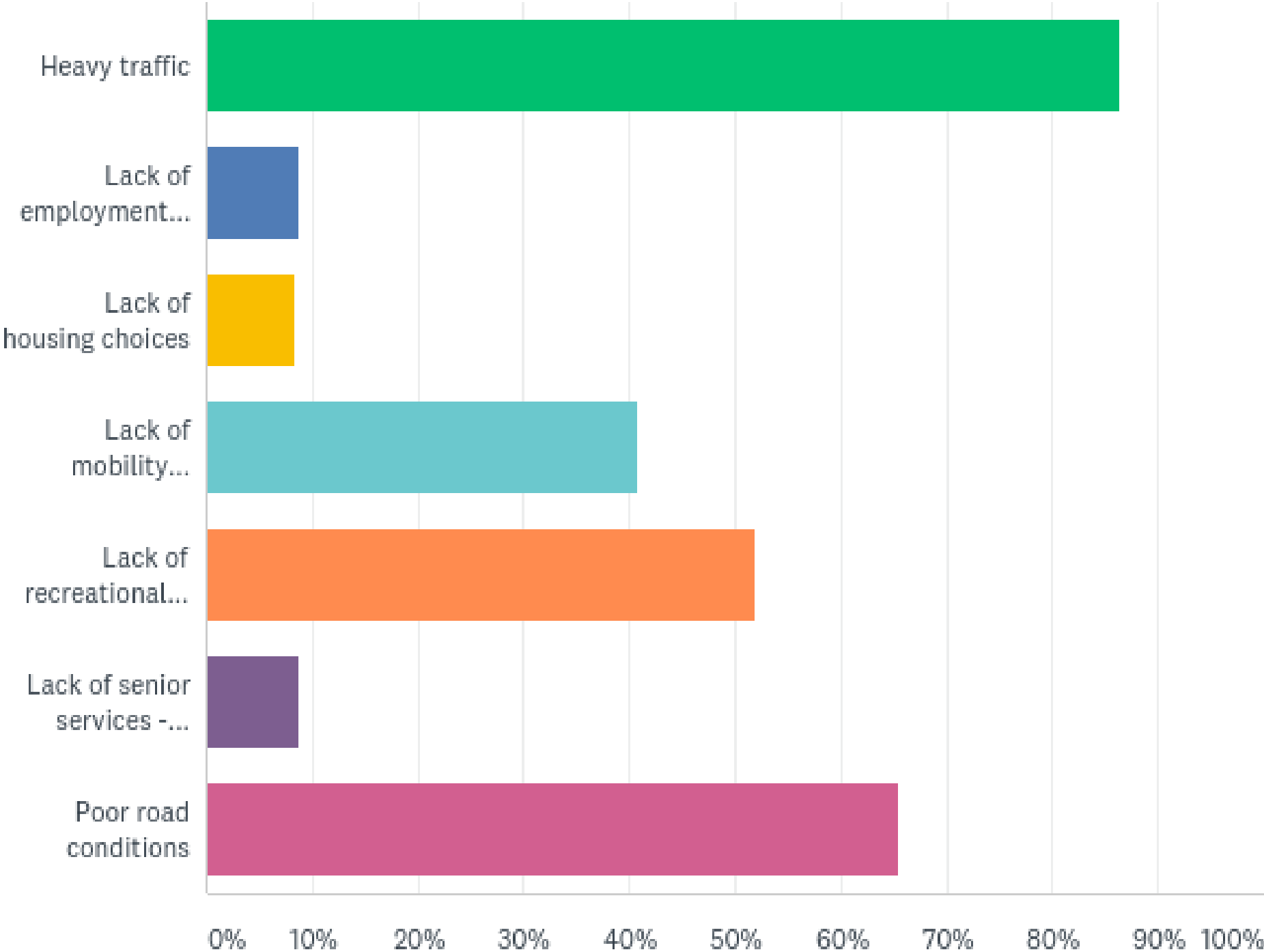
Q1: Are you a resident and/or employed in the Northeast Anderson County Area?

Answered: 291 Skipped: -1

ANSWER CHOICES	RESPONSES	
Resident in the area	90.03%	262
Business owner/work in the area	27.15%	79
Property Owner but not resident of area	1.03%	3
None of the above	0.69%	2
Total Respondents: 291		

Q2: What are challenges facing residents or business owners in the Northeast Anderson County Area (up to 3)?

Answered: 287 Skipped: 3



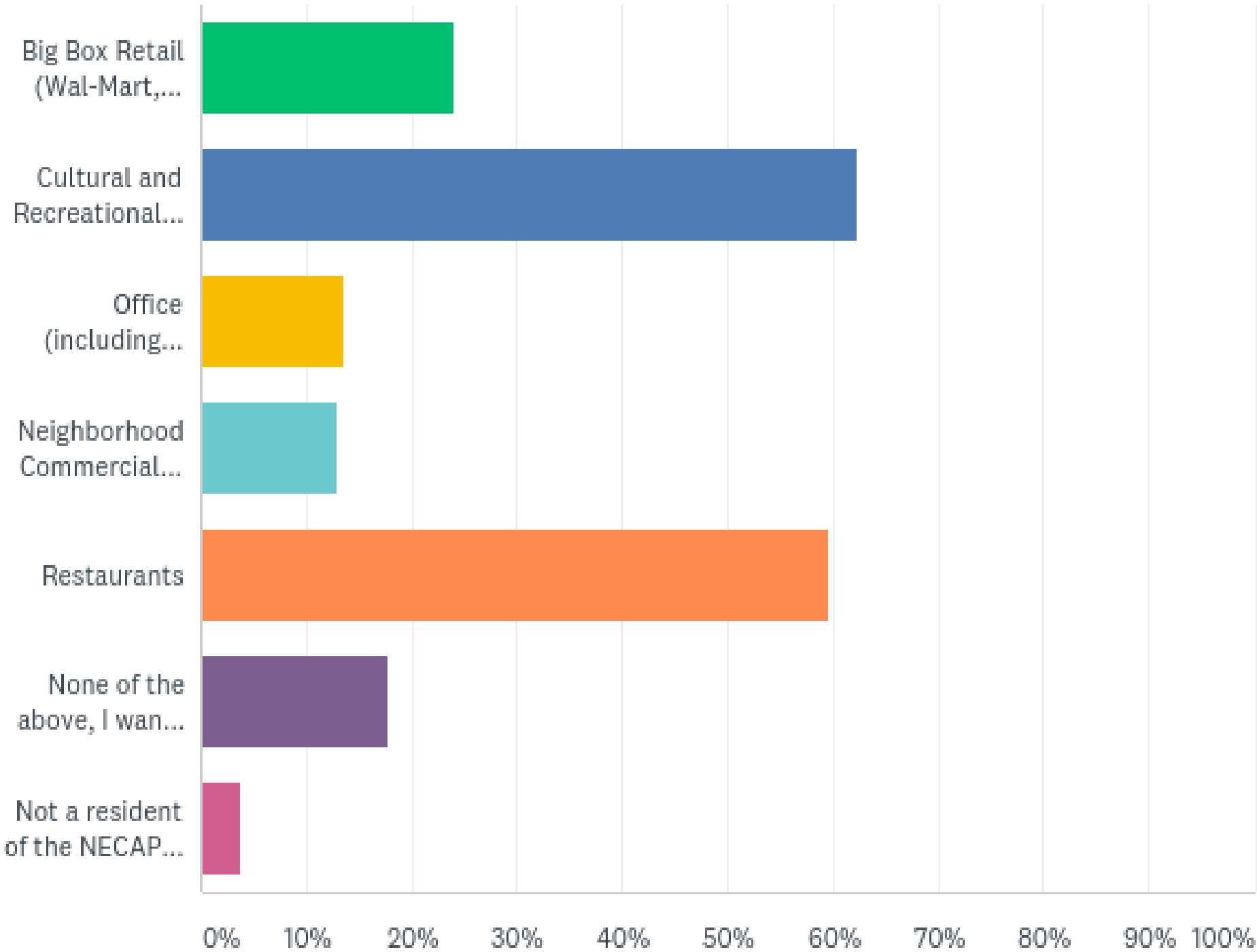
Q2: What are challenges facing residents or business owners in the Northeast Anderson County Area (up to 3)?

Answered: 287 Skipped: 3

ANSWER CHOICES	RESPONSES	
Heavy traffic	86.41%	248
Lack of employment opportunities	8.71%	25
Lack of housing choices	8.36%	24
Lack of mobility choices - sidewalks, bike lanes, transit, etc.	40.77%	117
Lack of recreational facilities	51.92%	149
Lack of senior services - ability to age in place	8.71%	25
Poor road conditions	65.51%	188
Total Respondents: 287		

Q3: For Residents, what type of additional non-residential development would you prefer to see in the NECAP area (up to 3)?

Answered: 287 Skipped: 3



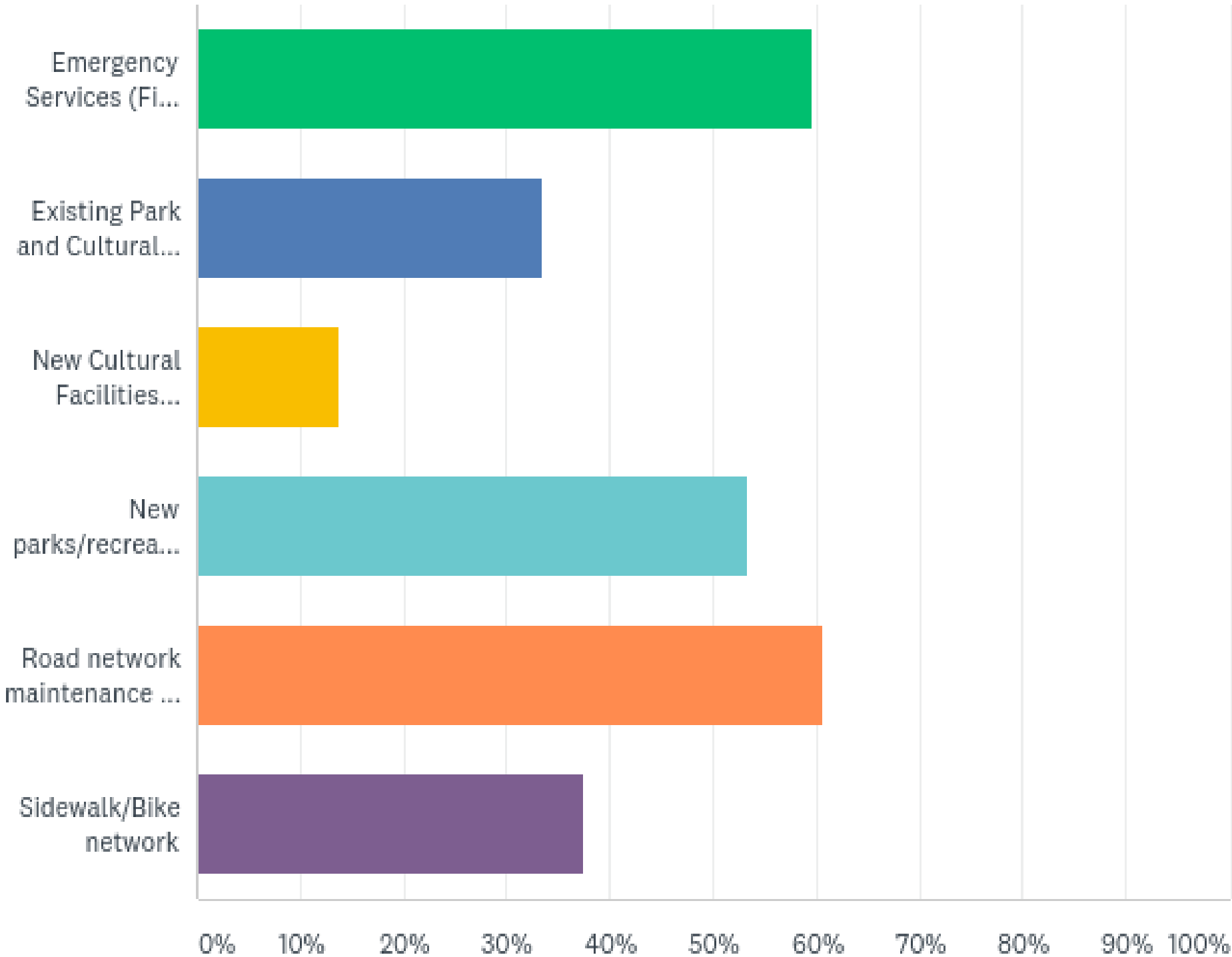
Q3: For Residents, what type of additional non-residential development would you prefer to see in the NECAP area (up to 3)?

Answered: 287 Skipped: 3

ANSWER CHOICES	RESPONSES	
Big Box Retail (Wal-Mart, Publix, etc...)	24.04%	69
Cultural and Recreational (Libraries, Museums, Parks, etc.)	62.37%	179
Office (including medical facilities)	13.59%	39
Neighborhood Commercial (strip development)	12.89%	37
Restaurants	59.58%	171
None of the above, I want residential only in this area	17.77%	51
Not a resident of the NECAP area	3.83%	11
Total Respondents: 287		

Q4: What services or amenities would you be willing to spend more for (up to 3)?

Answered: 277 Skipped: 13



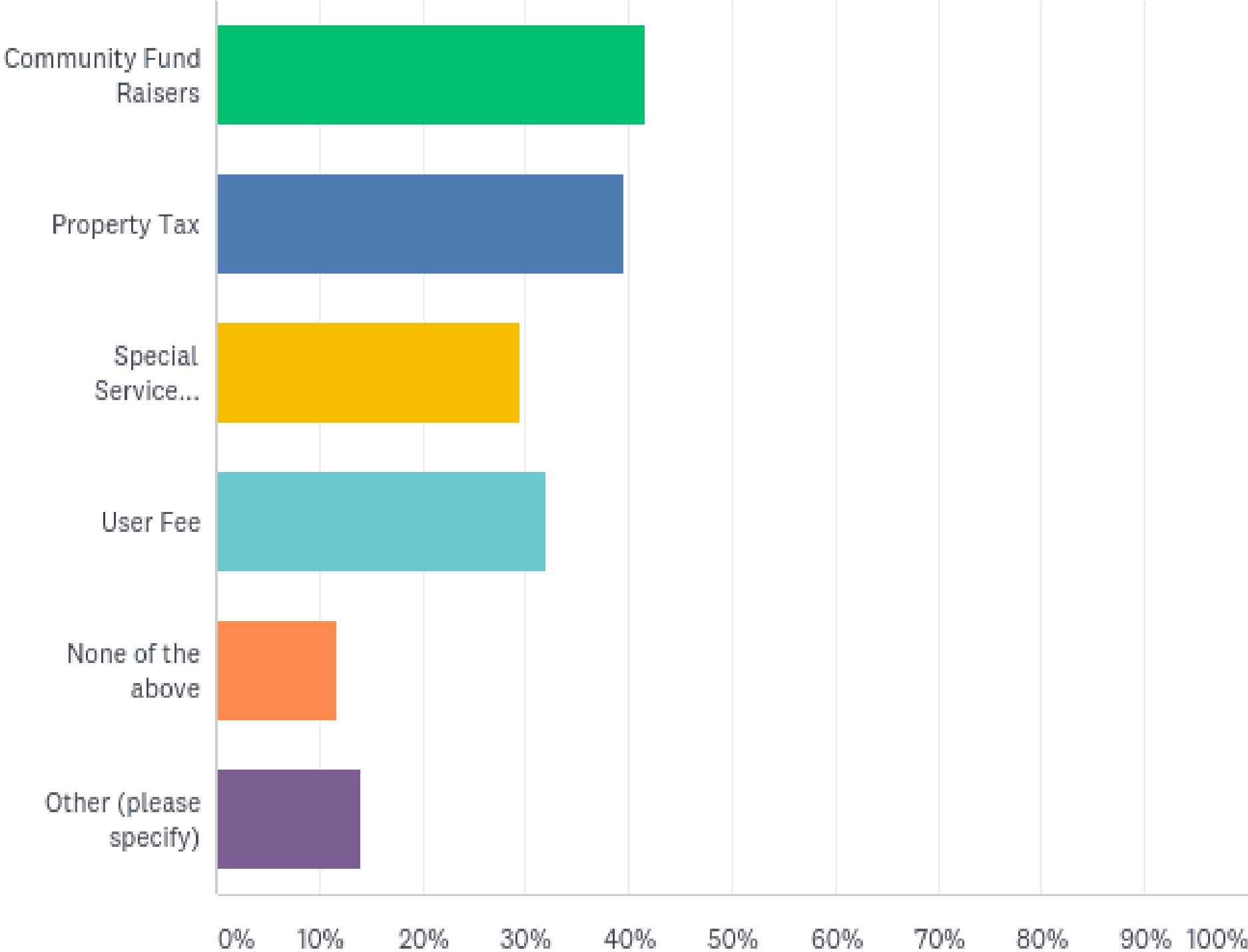
Q4: What services or amenities would you be willing to spend more for (up to 3)?

Answered: 277 Skipped: 13

ANSWER CHOICES	RESPONSES	
Emergency Services (Fire, Police, Ambulance)	59.57%	165
Existing Park and Cultural Facilities upgrades	33.57%	93
New Cultural Facilities (Library, Museum, etc.)	13.72%	38
New parks/recreational facilities	53.43%	148
Road network maintenance and upgrade	60.65%	168
Sidewalk/Bike network	37.55%	104
Total Respondents: 277		

Q5: Which method of funding would you prefer regarding your answers to question 4 (up to 3)?

Answered: 284 Skipped: 6



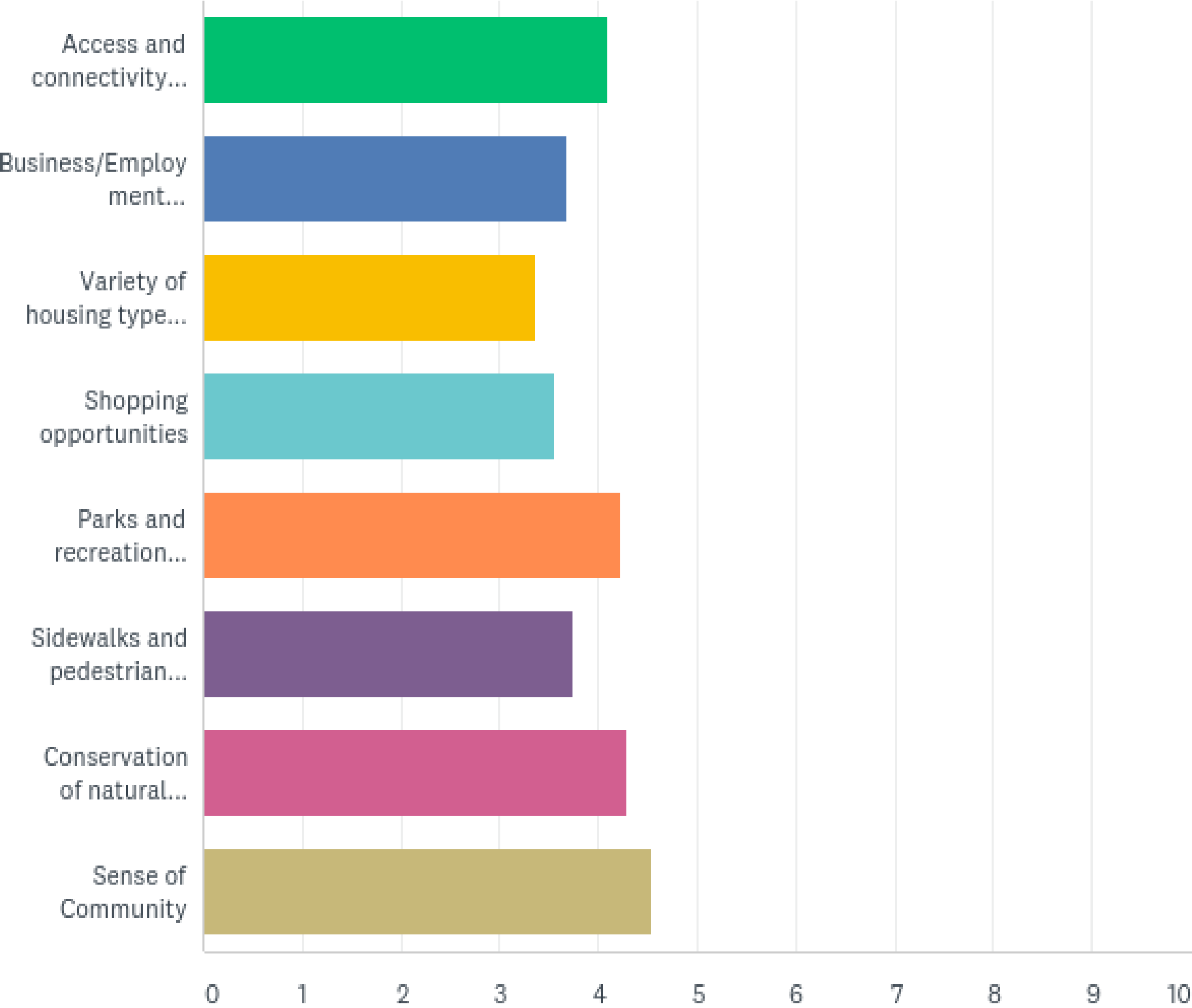
Q5: Which method of funding would you prefer regarding your answers to question 4 (up to 3)?

Answered: 284 Skipped: 6

ANSWER CHOICES	RESPONSES	
Community Fund Raisers	41.55%	118
Property Tax	39.44%	112
Special Service District Fee	29.58%	84
User Fee	32.04%	91
None of the above	11.62%	33
Other (please specify)	14.08%	40
Total Respondents: 284		

Q6: Please rank the following:

Answered: 289 Skipped: 1



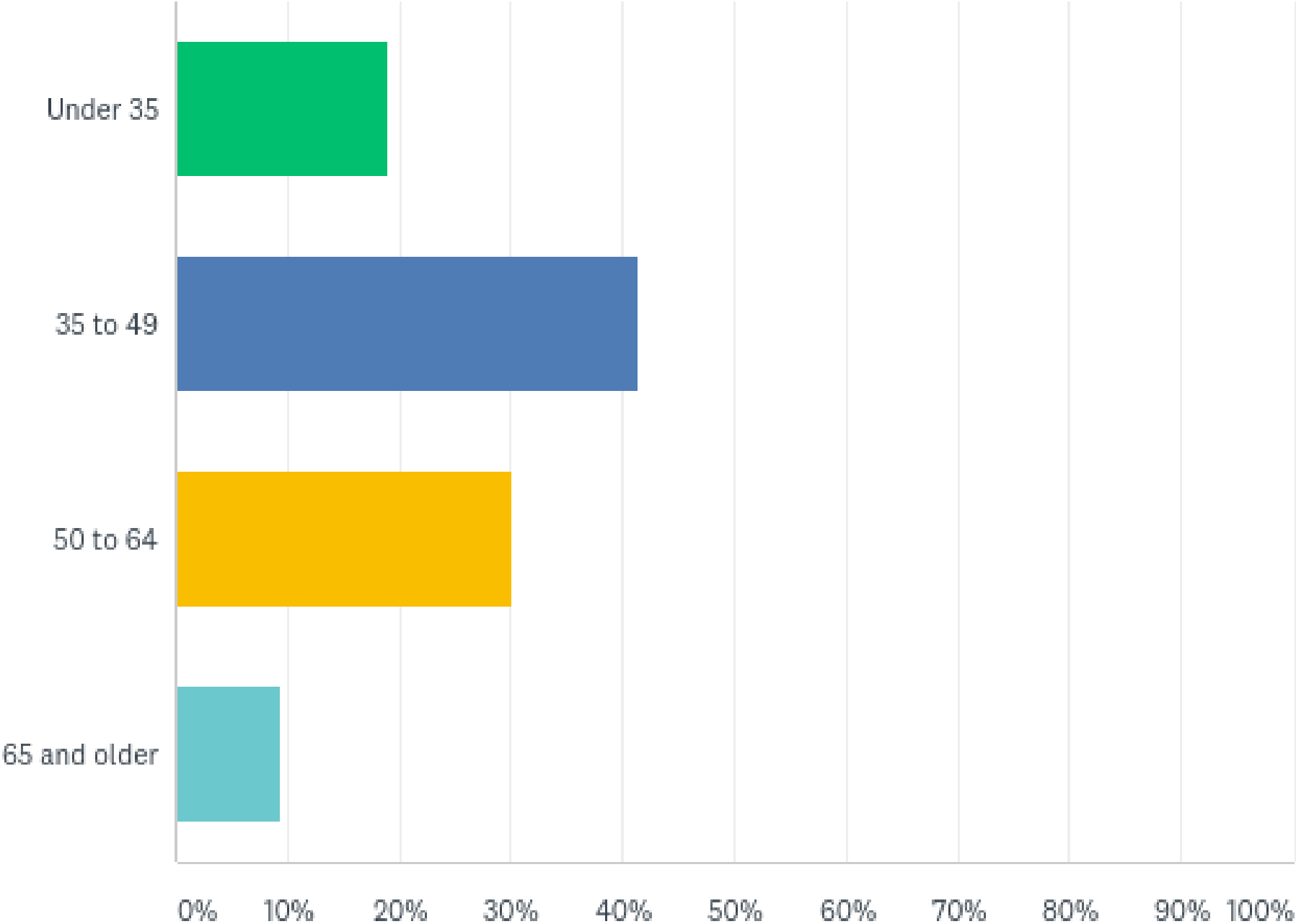
Q6: Please rank the following:

Answered: 289 Skipped: 1

	NOT IMPORTANT	NOT VERY IMPORTANT	NO OPINION	SOMEWHAT IMPORTANT	VERY IMPORTANT	TOTAL	WEIGHTED AVERAGE
Access and connectivity (Transportation)	8.42% 24	5.61% 16	6.67% 19	27.02% 77	52.28% 149	285	4.09
Business/Employment opportunities	6.62% 19	13.24% 38	14.29% 41	36.93% 106	28.92% 83	287	3.68
Variety of housing types and prices	14.89% 42	12.77% 36	14.89% 42	36.52% 103	20.92% 59	282	3.36
Shopping opportunities	11.85% 34	11.85% 34	9.41% 27	42.16% 121	24.74% 71	287	3.56
Parks and recreation opportunities	4.51% 13	3.47% 10	6.94% 20	35.76% 103	49.31% 142	288	4.22
Sidewalks and pedestrian friendly streets	9.34% 27	10.73% 31	10.03% 29	35.29% 102	34.60% 100	289	3.75
Conservation of natural resources/Open space	3.14% 9	3.48% 10	8.71% 25	31.71% 91	52.96% 152	287	4.28
Sense of Community	1.39% 4	1.39% 4	5.90% 17	23.26% 67	68.06% 196	288	4.55

Q7: What is your age?

Answered: 289 Skipped: 1



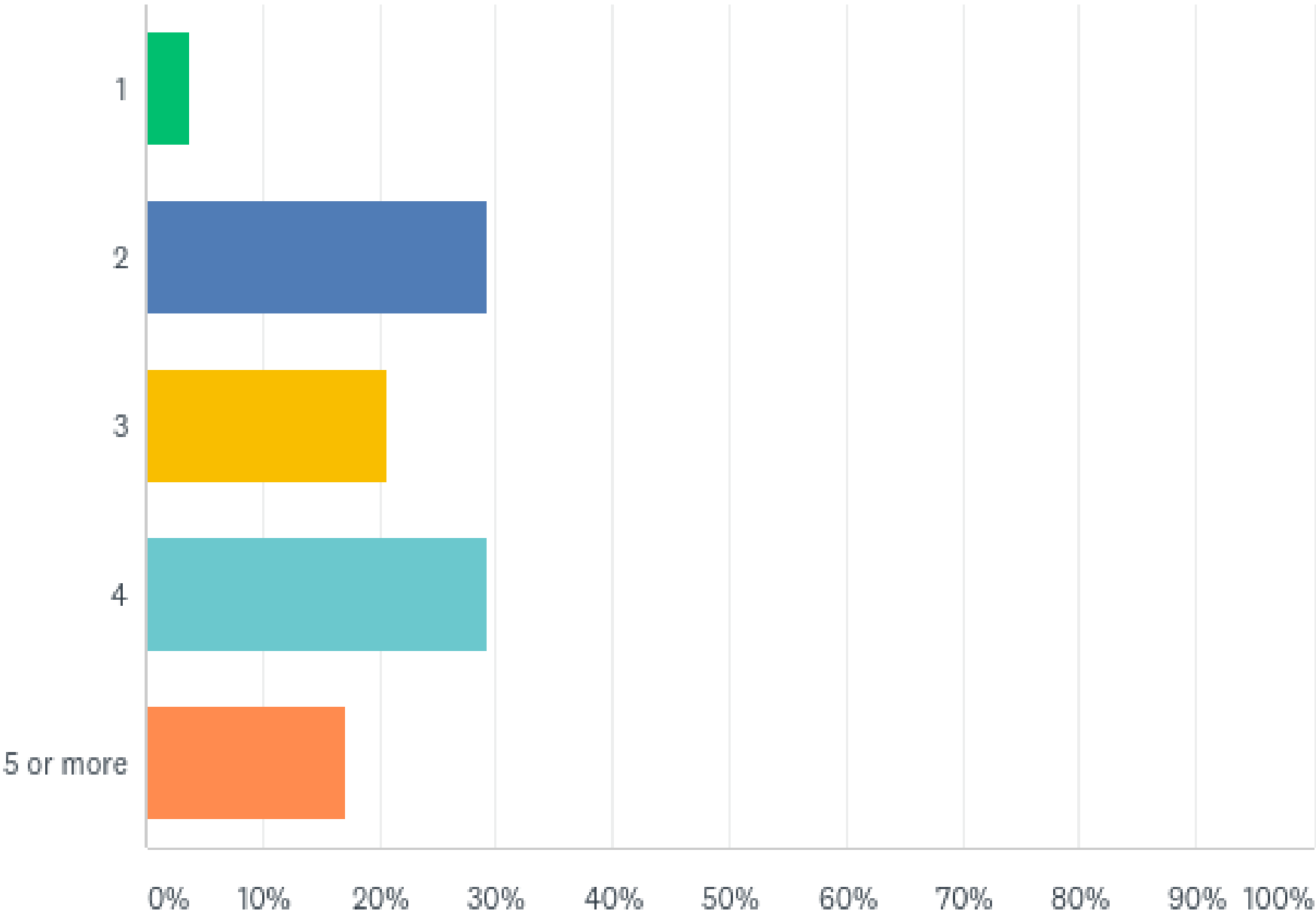
Q7: What is your age?

Answered: 289 Skipped: 1

ANSWER CHOICES	RESPONSES	
Under 35	19.03%	55
35 to 49	41.52%	120
50 to 64	30.10%	87
65 and older	9.34%	27
TOTAL		289

Q8: How many people live in your household?

Answered: 291 Skipped: -1



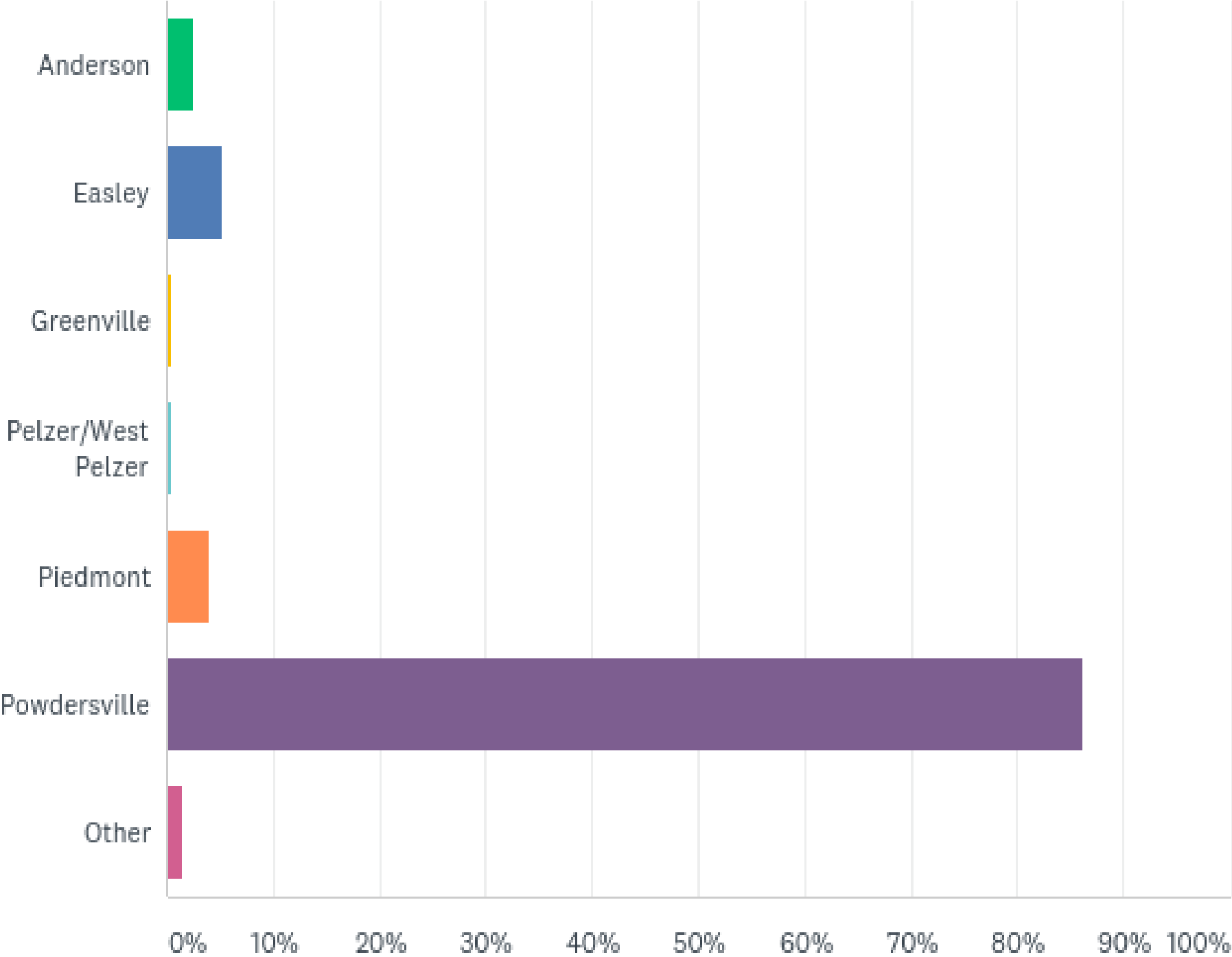
Q8: How many people live in your household?

Answered: 291 Skipped: -1

ANSWER CHOICES	RESPONSES	
1	3.78%	11
2	29.21%	85
3	20.62%	60
4	29.21%	85
5 or more	17.18%	50
TOTAL		291

Q9: If you are a resident in the NECAP area, what do you call your community?

Answered: 282 Skipped: 8



Q9: If you are a resident in the NECAP area, what do you call your community?

Answered: 282 Skipped: 8

ANSWER CHOICES	RESPONSES	
Anderson	2.48%	7
Easley	5.32%	15
Greenville	0.35%	1
Pelzer/West Pelzer	0.35%	1
Piedmont	3.90%	11
Powdersville	86.17%	243
Other	1.42%	4
TOTAL		282

Q10 Please provide any additional comments.

Answered: 92 Skipped: 193

#	RESPONSES	DATE
1	Zoning is the answer for our community (powdersville) between the Saluda River to Old Williamston highway, hwy 81,74, 486 and brushy creek road	9/1/2017 4:00 PM
2	Biggest concern is speed of 911 response and traffic	9/1/2017 1:08 PM
3	Too much uncontrolled growth on 153. A lot of housing going in that the schools can't accommodate. Localized crime because of lack of constant police presence.	9/1/2017 12:59 PM
4	Keep the RINO's coming!	8/31/2017 11:13 PM
5	I would like to see planned zoning for Powdersville.	8/31/2017 10:14 PM
6	We moved here 21 years ago because of the open country feeling. We didn't move here for sidewalks and walking paths. We are for limited zoning but don't want to see Pville incorporated.	8/31/2017 8:25 PM
7	I do not want my taxes to go up. I love my community exactly the way it is and I am sick and tired of outsiders coming in here and telling me that I need to change things. I live in the country because I love it here. Let's keep it this way. I certainly don't want to pay MORE taxes to make it more congested. If I want to go shopping, I'll drive an extra ten minutes to go to Greenville or Easley. If I wanted to be like them, I would move there. I do not want the taxes or the lifestyle of the city. Give me the simple life!	8/31/2017 3:57 PM
8	I have lived here 59 years and hate to see our country pastures and opened space turned into another Woodruff Road.	8/31/2017 2:03 PM
9	Would like to see design guidelines and growth planning. for example housing developments not approved along 153 or close to 153 but push for that area to be commercial. Design guidelines for commercial down Hwy 81. Expansion of Hwy 81 to 4 lanes.	8/31/2017 10:26 AM
10	We need: (1) Sheriff's Office substation in PVL (2) Special Purpose Fire District embracing PVL (3) sewer infrastructure (4) improved traffic control on major arteries (153 and the eights)	8/31/2017 9:29 AM
11	I will move if my property becomes city limits	8/31/2017 7:57 AM
12	our schools are the backbone of our community. I am an Anderson district 1 grad. We need to protect our classroom sizes at all costs. Please consider our academic success when making decisions.	8/31/2017 1:46 AM
13	Powdersville is growing too fast. Classroom sizes are getting to large. I live and work as a Realtor in the area. I remember when there was little more than cow pastures in Powdersville. I miss that small town feel, but enjoy the convenience of the Wal-mart, etc. Something needs to be done to accommodate the growth. I'm all for property owners rights, but until schools and roads catch up with the growth, there is a problem.	8/30/2017 11:33 PM
14	Any devlopment that is done in this area has to consider current traffic conditions. For example, building a large subdivision on a small back road that already has 3 schools would create a traffic nightmare! We have to plan our community growth around our roads or upgrade our roads to accommodate the growth!	8/30/2017 11:08 PM
15	We do not need any more traffic in this area. No more homes, no more apartments please.	8/30/2017 10:59 PM
16	We need law enforcement! Anderson county is too large for the number of deputies that we have. They are not readily available for the Powdersville area. The number of crimes are on the rise and we are going to have to do something if we want Powdersville to remain the wonderful place it is!	8/30/2017 10:30 PM
17	Thanks for conducting this research. Hopefully some eyes are opened. Builders are running wild with no concerns of how major housing projects are negetavely effecting our community. Growth is wonderful, but it needs to be healthy growth.	8/30/2017 10:17 PM
18	I am a member of a family who has a LONG history in Powdersville. Just want to see Powdersville prosper but make it unique.	8/30/2017 10:17 PM

19	We have allowed our quiet, peaceful community to be overrun with an underclass of criminals, panhandlers, drug dealers and folks that simply don't care about maintaining their property. This has decreased property values and driven people who have lived their entire lives from this community. Not sure what has been gained by the careless overdevelopment of Powdersville. The apartment complexes, Walmart and mobilhome parks have allowed the infestation of a criminal underclass that continues to grow and devalue our little community. The town should have been incorporated prior to opening the floodgates. Road development, emergency responders, police presence and other infrastructure development could have deterred many of our current plights. Planners seem to be too preoccupied with the easy money that is to be made rather than a long term sustainable vision of success!	8/30/2017 10:15 PM
20	We are new to Powdersville because of the schools and we are already involved, doing volunteer work. There is plenty of retail but lacking in residential home opportunities. Though I desire to see more home availability (we currently renting until we find a home), and feel there is plenty of land, I am cautious of over development and taking away from agricultural land to do so. Dolly Cooper Park is a great piece of land that should be completed for the community. There is such great opportunity there. I am sure there is grant money available to assist. My family and I feel so confident in our move here and are proud to call Powdersville home. Our only concern is how large it will actually grow.	8/30/2017 9:32 PM
21	Growth has to be controlled. It does not need to be controlled by a paid board it can be done voluntarily and any and all monies needed to increase services and amenities that the voters feel is important will go directly to those services chosen	8/30/2017 9:15 PM
22	We need road maintenance!!! No more small fried food places in powdersville! Help older strip malls get a real facelift	8/30/2017 8:25 PM
23	With all of the developments in the area and state taxes for roads there should be plenty of money to fix the horrible roads and include sidewalks!	8/30/2017 8:18 PM
24	Growth is here, let's be smart and plan accordingly with standards so Powdersville stays desirable and doesn't turn into another Berea(visually).	8/30/2017 8:09 PM
25	I would not necessarily be opposed to the business district being incorporated, however, the residential areas should remain outside any town limits. One of the reasons my family moved to this area is because it is outside town/city limits.	8/30/2017 7:33 PM
26	It will not serve the current residents to pack more people into Powdersville. Most here commute so the traffic will only increase and utilities be burdened. So many houses have been built in the past year our schools are at capacity. Invest in roads, school, utilities before over developing. No zoning makes for miserable growth and those that profit from cheap poorly constructed houses do not reside here. Minimums on lot size and quality homes protect the investments already here. Apartments charge exorbitant prices and gouge renters Not fair prices should reflect the quality so the quality should be better if they are allowed to build here. The current trend to remove all nature and flatten the landscape makes unsightly growth, all for the developers to save a buck. Not to mention flooding the market with new cheap housing makes it difficult to sell older yet quality built homes.	8/30/2017 7:27 PM
27	My main concern is not having enough law enforcers to protect our area. Also, I had to call 911 last year to report dangerous driving and I was transferred 2 times. Each time I was told it wasn't their area. The third time they told me they would have an Anderson county sheriff ride by when there was one available. No one ever came by. Do you want to know why there are so many traffic deaths of teenagers on the Powdersville back roads? Because there are not many law enforcement around and the kids know it so they drive fast & dangerous. And I want to be sure that I'll get a fast response if I call 911 if someone is breaking in my house or I am being threatened. I want that sense of security & I don't have it now. And I live close to Hwy 153 & Hwy 81.	8/30/2017 7:03 PM
28	Traffic is crazy and needs immediate attention from the community leaders to determine how to make it safer.	8/30/2017 5:18 PM
29	Commercial growth and public sewer is very important	8/30/2017 3:16 PM
30	We are Powdersville, not Easley or Anderson. We chose to specifically live in this area because it IS NOT Easley or Anderson. It should be managed and developed how Powdersville residents want, not what Easley or Anderson government officials want and not what developers want. We need community planning, not the random growth and development that has happened up to this point.	8/30/2017 1:04 PM

31	Our community is in need of more beautification. Our kids deserve more play space. Our morning commute to school should be addressed. It is being impacted by the community growth and is more of a struggle each year.	8/30/2017 12:41 PM
32	We need turning lanes revamped for traffic flow. The traffic flow on 153 has decent turning lanes but needs improvement. 153 to Roe Rd. needs a left turn signal as well as River Road onto 153. If you insist on adding housing on Circle Road please add a red light at Hwy 81 and Circle Road.	8/30/2017 12:12 PM
33	PVHS is nearing capacity. What are future plans?	8/30/2017 11:28 AM
34	The Powdersville schools, Elementary, Middle and High, are located on the same 2 lane road. With the additional apartments being built on the road, traffic will only get worse in the mornings and after school. There will be traffic accidents and then our public services will be needed and possibly unable to access due to blocked roads. Hood Road desperately needs to be widened. With the population exploding in Powdersville, the schools are bursting at the seams. In the middle school my daughter attends, average class size is 28-30. With the new apartments, there will be another increase in students to teacher ratios. Teachers are going to struggle with the additional students added to their now overloaded classes. Public services (police, fire) cannot keep up with the increased business and residential demand. We need a true police presence and full service fire department. As far as box stores and strip malls coming in and those currently in use, there should be something in the works to prevent these buildings from becoming empty shells, such as with the old Ingles. There should not be tax break given to these businesses. They are moving here to take advantage of a growing community demand and by getting tax breaks, they are truly taking advantage of the community. Typically, Walmart has a 7 or 8 year max on their buildings and then they vacate. If that happens with the one in Powdersville, then we probably have 4 years before that building is empty, and they potentially build another building to get tax breaks. And those old buildings don't typically get reused for a more positive image business. There is concern over the two motels near KFC, in particular the one behind KFC. What can be done to stop the drug and prostitution rings knowingly using these businesses? Lastly, the influx of repetitive business types is not good for Powdersville. How many auto parts stores, donation stores, drug stores, gas stations do we need in a 2 mile area? And the hotels being built at the intersection of 85 and 153 are going to cause traffic accidents. We are not prepared for this traffic.	8/30/2017 11:13 AM
35	Taxes are high enough already. Recreational development/improvements should be funded by fundraisers or private donation. Traffic issues need to be addressed before new development is allowed. More access to the schools is also needed. It was not the greatest idea to put 3 schools on a single road.	8/30/2017 10:36 AM
36	I would like to see some regulations for signage in Powdersville. Business signs look junky.	8/30/2017 10:09 AM
37	Allow more green space as in parks, specifically Dolly Cooper. Amazes me how quick Green Pond Landing has been developed and Dolly Cooper is just there, stagnant except for the Saluda River Rally.	8/30/2017 9:27 AM
38	Ragsdale road is a nightmare! Please re-surface it.. New teenage drivers cross the lane to avoid potholes!!! very dangerous..	8/30/2017 8:34 AM
39	Make our area safe for our elders and our children. Finish our park. Spearman park.	8/30/2017 8:30 AM
40	Controlling the growth and having the infrastructure to handle it in place first are my main concerns.	8/30/2017 8:29 AM
41	Everything we need done can be done from the county level. Right now I feel like we have taxation without much representation.....	8/30/2017 8:25 AM
42	We need full time fire and police	8/30/2017 6:00 AM
43	Traffic is a major issue from side roads entering hwy 81 and hwy 153. The turn lanes at McDonalds and Quick Trip on hwy 153 need to be completely closed off before someone gets killed there. The intersection at hwy 81 and McNeely rd needs a concrete median to prevent any traffic from crossing there. There have been too many accidents there making left turns onto hwy 81 or crossing hwy 81 from McNeely Rd. Traffic around the schools looks more like a parking lot in the mornings and afternoons. All three schools on Hood Rd need traffic lights for entry and exit. Hood road needs to be widened to allow for the amount of traffic that is seen there.	8/29/2017 11:46 PM
44	Traffic on I85S & 153 is horrible!	8/29/2017 6:14 PM
45	Powdersville needs a Chipotle :)---more restaurants above anything. Also, not building anymore residential communities...there are way too many as is, which are hard to accommodate in such a small town.	8/29/2017 4:39 PM

46	Concerned about the growth in the schools. The student/teacher ratio has grown and the school is running out of room to teach students.	8/29/2017 4:15 PM
47	Powdersville should be incorporated, have a paid fire district employees, have a zip code and a post office.	8/29/2017 11:55 AM
48	The Hwy 81 corridor is fraught with danger for drivers, pedestrians, and cyclists. Our region has grown in part due to the emmense natural resources and yet we have done little to support the interests and revenue they can generate from both locals and visitors. We need access and protection via road and right of way improvements, cycling lanes, and sidewalks to promote a healthier and safer community	8/29/2017 11:14 AM
49	I work here, so probably do most of my food expense & shopping here in Powdersville. Love the small community atmosphere, but would like to see better shopping opportunities, maybe closer to the interstate exits like 153 & River Rd areas. Too many housing developments are creating terrible traffic congestion...especially at roads such a Circle Rd that has no stop light. Better traffic control is a must!	8/29/2017 11:07 AM
50	Why don't we have a combination FD with a full time FF during the day time hours supported with volunteers ? Why doesn't the County pay for the Pelzer EMS Station 3 ? I understand that Pelzer EMS has to pay for these salaries ??	8/29/2017 11:00 AM
51	Apartment type housing (multifamily) should be limited.	8/29/2017 10:43 AM
52	Something has to be done about the congestion on Hood Road in the mornings and after school. School start times/dismissal times need to be staggered.	8/29/2017 10:34 AM
53	I think our area already has a huge variety both in styles and prices of living accommodations. The uncontrolled growth is causing great strain on our transportation infrastructure, and developers are reaping profits but not paying for the repairs and maintenance.	8/29/2017 10:25 AM
54	45 year resident and want to preserve Powdersville of just the concrete/Powdersville voting precincts	8/29/2017 10:10 AM
55	No more traffic on Hood Road, PLEASE.	8/29/2017 9:53 AM
56	Concerning my answer on #6- I think that we already have a variety of housing options from apartment complexes to million dollar single family residences. Our infrastructure, including our schools which are reaching capacity now, cannot sustain large apartment buildings with multiple family dwellings. The road system which services three schools in Powdersville is currently dangerous due to too much traffic during commute time for students and teachers. People are attracted to Powdersville and willing to pay higher home prices mainly because of the excelent job that our school do to provide a quality education. Apartment complexes are already charging higher prices than comporable housing in Easley and surrounding towns . Overcrowding classrooms will result in diminished education outcomes. Too many permits for even single family dwellings will drive the resale ability of older homes in our area down possibly causing established neighborhoods to deteriorate. I also think that priority should be given to local construction companies wishing to put in quality housing over companies that build prefab houses with little regard to the long-term stability, quality construction, respect of natural resources, and safety of the houses. I think it is time to consider having city planners and the community involved in the growth of our area. Having a vision for a small town of Powdersville somewhat like Peachtree City outside of Atlanta which serves the needs of the residents is the next step in sustaining Powdersville as a place that people come to raise families and enjoy a good life.	8/28/2017 8:14 PM
57	I live in the Powdersville area and teach at one of the Powdersville schools. I think that new housing in the area should include single family houses rather than apartments, which in general are more transient in the community. I do NOT want to see more apartments built off of Hood Road as that road is already incredibly hard to drive on to get to school in the mornings and afternoons.	8/27/2017 3:18 PM
58	I am not opposed to big box companies, but we have the same ones within a small radius. We do not need a Walmart here and 10 minutes away in Easley. It would be of more value to have had a Target. We don't need three drug stores on one corner. I am also not opposed to strip malls, but would prefer them to be more local vendors and restaurants. I feel that 153 is nothing but a fast food stop off 85, this region does nothing to build community it is all just cheap convenience. As far as residential concerns, I believe many people want to live here because they want convenience to Greenville, but still want land and space. If we add apartments and houses one on top of each other we will lose some of our fresh country feel. I understand the area is growing and things must be built, so separate single family homes are preferred.	8/25/2017 4:03 PM

59	I look forward to growth, but too much residential and commercial can be detrimental to a community. I would like to see less residential and more recreational or cultural aspects added/improved in this community	8/25/2017 3:30 PM
60	I hope the residential zoning does not include mostly apartments. Low cost or low rent apartments are transitional homes and are often a detriment to building community and quality neighborhoods. Apartment zoning should be at least equal to housing zoning (if not less). The degree to which homes (and not apartments) are added is important to the general appeal of the community for quality of life and businesses. Please consider this when planning zoning.	8/25/2017 12:41 PM
61	Growth is coming. Uncontrolled growth will be disastrous. County Council needs to do what is necessary to manage growth, including, if necessary, incorporating Powdersville.	8/25/2017 10:30 AM
62	sidewalking, landscaping/streetscaping, zoning in neighborhood commercial areas, safety in roads, curbs, smoke-free, signage, design guidelines	8/8/2017 9:11 AM
63	The Powdersville area needs County provided trash service, Parks, Playgrounds, and traffic control. Powdersville residents pay a fair portion of Anderson County tax but yet we see little done in the area with our tax money.	4/27/2017 8:21 AM
64	I would like to see Dolly Cooper Park completed as a community friendly place to enjoy the Great Outdoors, relax, walk/run track with paved asphalt, hike safely in nature around the Saluda River, or canoeing/kayaking, have covered shelters for family gatherings, lighted outdoor amphitheater with local concerts and festivals... Just a great outdoor space for ALL residents of NE Anderson County. Even the Steel bridge could be revitalized as a walking destination over the river.	4/24/2017 10:35 PM
65	Change question Four (4) to read other than spending money!	4/14/2017 8:47 AM
66	We pay a lot of tax money for services we aren't getting like police coverage.	2/13/2017 9:57 PM
67	NO MORE TAX INCREASES!!!	2/13/2017 9:38 AM
68	No additional taxes, If groups want something such as recreation areas, they should fund themselves with fundraisers, etc.	2/12/2017 11:30 PM
69	muti use path would be great	2/12/2017 10:43 PM
70	The area is growing too fast now. We don't need to spend more money to grow faster. We need to choose very carefully how we spend taxpayer money. Recreation needs should be addressed through fundraisers and private donation. Let those who want these thing so bad pay for them. Wren Youth Association has been very successful in using this method of funding. Learn from them. Don't raise taxes. Let me repeat. Do not raise taxes.	2/12/2017 10:11 PM
71	The housing boom has gotten out of control. The amount of people moving to the area is just too much. The school system and rural roads can not accommodate this influx and I am in fear that the reason we moved to a small community no longer exists.	2/12/2017 8:06 PM
72	I am in favor of a multi use path. We need zoning and planning for Powdersville based on the amount of growth projected.	2/12/2017 7:22 PM
73	I would like to see Dolly Cooper Park in Powdersville gain momentum again and live up to what I know could be an amazing area in our community!	2/11/2017 2:09 AM
74	Stop being so greedy Anderson County	2/10/2017 8:47 AM
75	Left turning lanes with designated traffic lights.	2/10/2017 6:31 AM
76	There are over eighty percent of us grandparents raising our grandchildren. Everything is high enough unless this State considers a way to pay us for this they sure will pay foster parents. On this note that ' s why a tax increase of any kind I would strongly oppose	2/9/2017 7:55 PM
77	Can we get a traffic light at the corner of Highway 81 and Circle Road? During the week the school and work traffic gets so busy on Hwy 81 that the cars on Circle Rd waiting to turn out onto 81 backs way way up and people take crazy chances pulling out into traffic on 81.	2/8/2017 6:11 PM
78	Please get Publix to locate a grocery store in Powdersville	2/8/2017 7:52 AM
79	I don't - there is no community.	2/8/2017 5:38 AM
80	Let's continue to make this community great!	2/8/2017 5:35 AM

81	we are missing opportunities as a county to offer & possibly profit more from parks & recreation in Powdersville! Wren has Hurricane Park - powdersville nothing there is an incredible explosion of residents and development , award winning schools, and now commercial development , Exit 40 can be Exit 19 with careful planning and structure . If it is ignored the county loses the potential of millions in tax dollars. Vision Powdersville as a future Simpsonville. Anderson county has had a GEM in northern anderson county for years and not even realized or embraced the vision . Planning & structure , green space, parks , landscaped areas,others will invest, if the county invests & believes in its future !!! Give us a means to get at least one Park w/ football, soccer, baseball fields for the kids, tennis courts , amphitheater for concerts! give us the opportunity to enjoy God's blessings , river, rolling pastures..... something..... green!!! Thank you for this survey!!	2/7/2017 8:32 PM
82	We really need to beef up our police force in Powdersville. We pay high taxes. Why, when Powdersville has such a concentration of higher priced homes that bring in tax money to Anderson County, don't we have a larger police force?	2/7/2017 4:35 PM
83	We could use some zoning laws.	2/7/2017 1:42 PM
84	Powdersville is so ugly... needs a facelift. Also needs a target and better grocery stores. Along with a little downtown with restaurants and shops. Can we get rid of Walmart? City needs to get going or residents, including us, are going to move back into town. The schools are also overcrowded. 30 kids in a class is unacceptable. We moved here for good schools and are disappointed.	2/7/2017 11:49 AM
85	Powdersville should have their own ZIP CODE. We currently either have a Greenville or Easley zip code. Also, we are closer to Greenville County distance wise but need to travel 20+ miles for anything Anderson County related. It becomes frustrating. It would be great to have a satellite Anderson County office in the Powdersville area.	2/7/2017 10:41 AM
86	Especially needed is attention to the section of road between BiLo shopping center and Walmart/CVS. The entrances on to 81 there are not clearly marked for direction on the BiLo side and it's extremely dangerous there - cars pulling out in front of traffic, not knowing which lane is for straight, left turn traffic. A traffic light is probably not the answer because of proximity to the light at 81 and 153 but it needs to be addresses.	2/7/2017 10:37 AM
87	Would love to see higher end shopping and restaurants - Publix or Harris Teeter (top choice is Harris Teeter), Target, more restaurants, no more fast food, book store, shops, closer Home Depot or Lowes	2/7/2017 10:16 AM
88	sewer service is maybe the biggest issue in this market.	2/7/2017 8:23 AM
89	NO MORE TAXES OR FEES. If we need parks, have fund raisers for and by the ones that want more of them, or improvements on the one we already have. There is more to life than just a ball field. I feel like Anderson County treats Powdersville area like a cash cow, take our money, give us a few crumbs to keep us happy. Powdersville is the fastest growing part of Anderson County, and what do we get for it? A tax notice!!! If we can't pay it, we are forced to move or get a public sale notice of our own property. Our tax structure for Anderson County, and our State, needs to be looked real hard and restructured. None of the concerns or choices listed above included anything about farming or raising any kind of produce or animals. Why? We need to encourage local produce and farming. All our acreage is being turned into places to plant houses or other buildings. What can we do without for a day? Food is not in that list.	2/6/2017 11:37 PM
90	need traffic signal at 81 and circle road for morning commute, need more police presence for speeders.	2/6/2017 6:59 PM
91	Make Powdersville the REAL address. Not Easley not Piedmont nor Greenville. Our own zip code.	2/6/2017 6:01 PM
92	This effort needs to get in "high gear" to catch up with the growth in our area!	2/6/2017 5:49 PM