



# The Gateway to Anderson Ordinance

An Overlay District for SC Highway 81



## Chapter 1 Overview

### Introduction

The Highway 81 Overlay was initiated via resolution by the Anderson County Council in January 2015. At that time Council acknowledged the potential for the Highway 81 Corridor (the Corridor) to be used as a tool for promotion of Anderson County, therefore Council made its desire known to promote a positive visual appearance for development along the Corridor. As such, the foundation of this Overlay will be the community's vision for enhancing the Corridor as a tool to promote Anderson County while creating a consistent and efficient pattern of development.

The Highway 81 Overlay is intended to serve as a complementary tool for implementing the development policies and guidelines set forth in the Anderson County 20-Year Comprehensive Plan. The regulations set forth in this document are supplementary to the regulations of the base zoning district to which it is overlaid.

### Process/Schedule/Time Frame

January 20, 2015	County Council passes Resolution #2015-005, requesting the Administrator instruct staff to begin the Highway 81 Overlay process
February 10, 2015	Staff presented Resolution #2015-005 to Planning Commission for informational purposes
March 12, 2015	Public kick-off meeting at Reed Road YMCA to solicit public input through survey
March 23, 2015	Last day to submit survey
March 26, 2015	Public meeting to present results of survey and draft
April 14, 2015	Planning Commission Public Hearing & recommendation of draft Overlay
May 5, 2015	County Council first reading and Public Hearing
May 19, 2015	County Council second reading
June 2, 2015	County Council third/final reading
June 3, 2015	Implementation of Overlay District Regulations



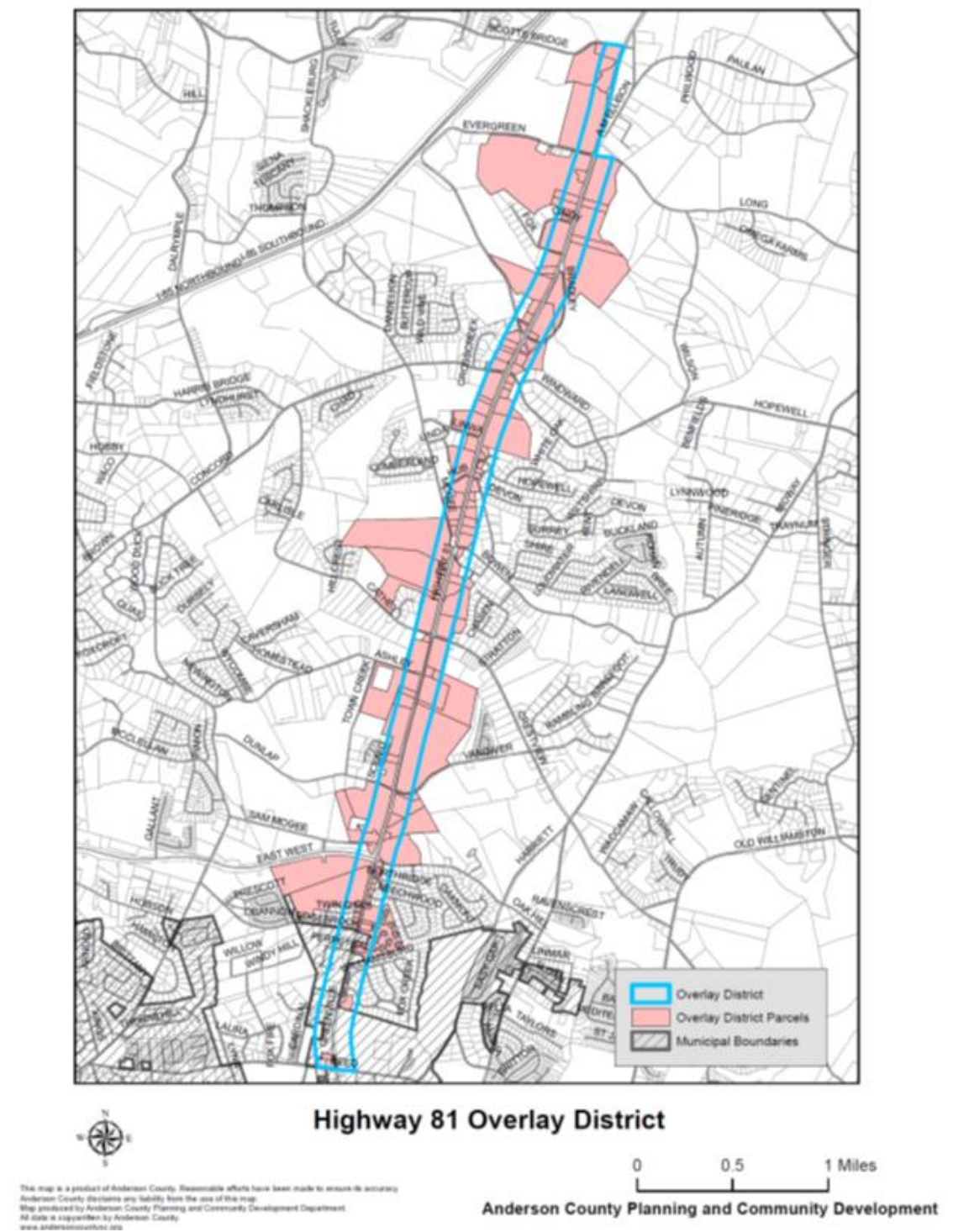
Map 1.1 Study Area



## Chapter 2 Existing Conditions

Understanding the present conditions in the Corridor related to land use, development, and traffic flow is an important first step in crafting guidelines to meet the community's vision. The maps that follow illustrate these conditions.

Map 2.1 at right indicates the Overlay District boundary and the properties subject to the guidelines established in this plan, as described in Chapter 4 below.



Map 2.1 Highway 81 Overlay District

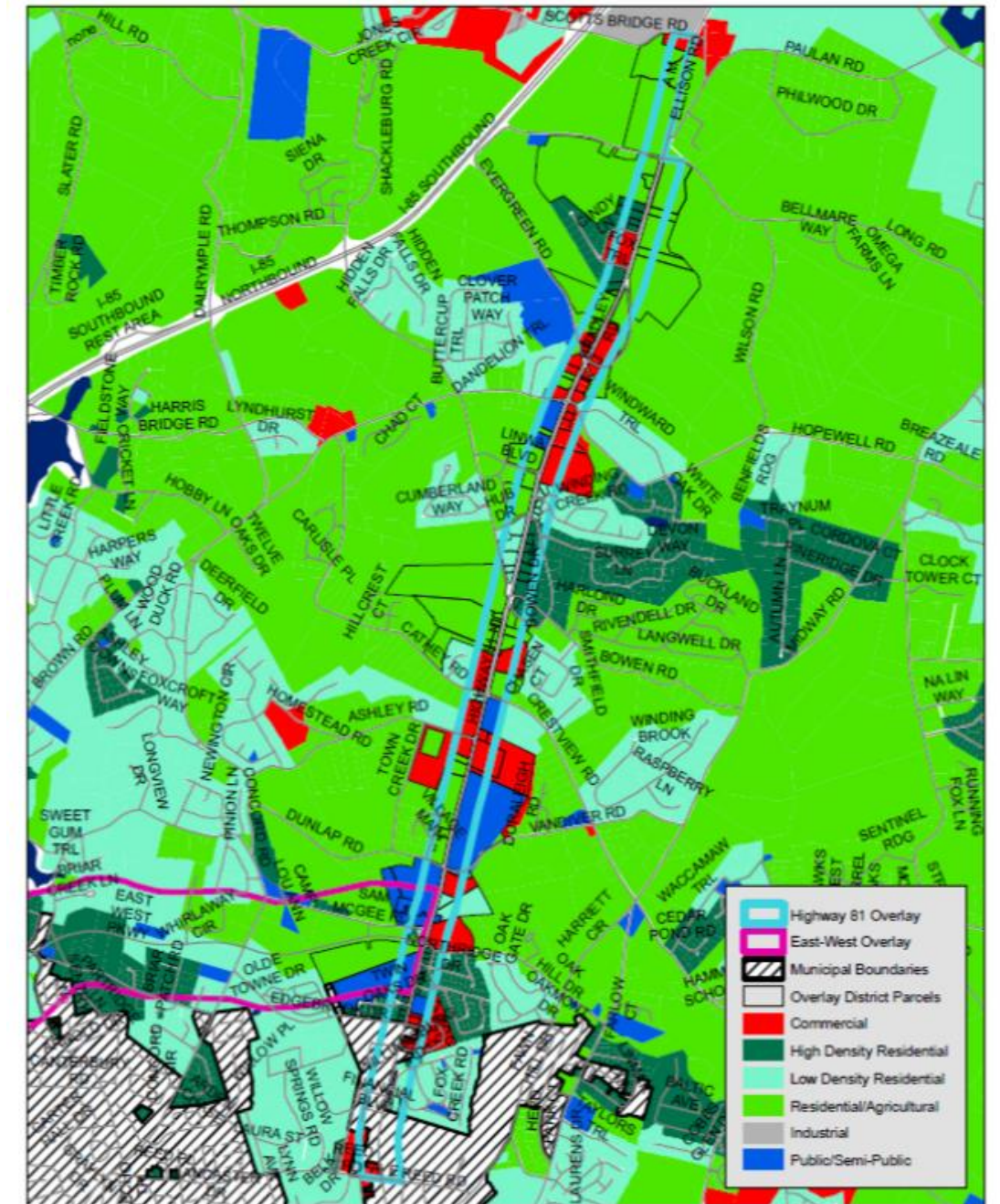


The current land uses in the Corridor are shown in Map 2.2.  
Table 2.1 below includes the amount of acreage in each use in the Corridor.

As Table 2.1 shows, most of the land in the Corridor is currently in a Residential Agricultural use (47% of the total acreage).

Table 2.1 Current Land Use in the Corridor

Land Use	Acres	Percentage
Commercial	241	22%
High Density Residential	37	3%
Low Density Residential	39	4%
Public/Semi-Public	178	16%
Residential Agricultural	517	47%
City	85	8%
	1,097	100%



Highway 81 Overlay District Current Land Use

This map is a product of Anderson County. Reasonable efforts have been made to ensure its accuracy. Anderson County disclaims any liability from the use of this map. Map produced by Anderson County Planning and Community Development Department. All data is copyright by Anderson County. www.andersoncountypc.org

Anderson County Planning and Community Development

Map 2.2 Current Land Use

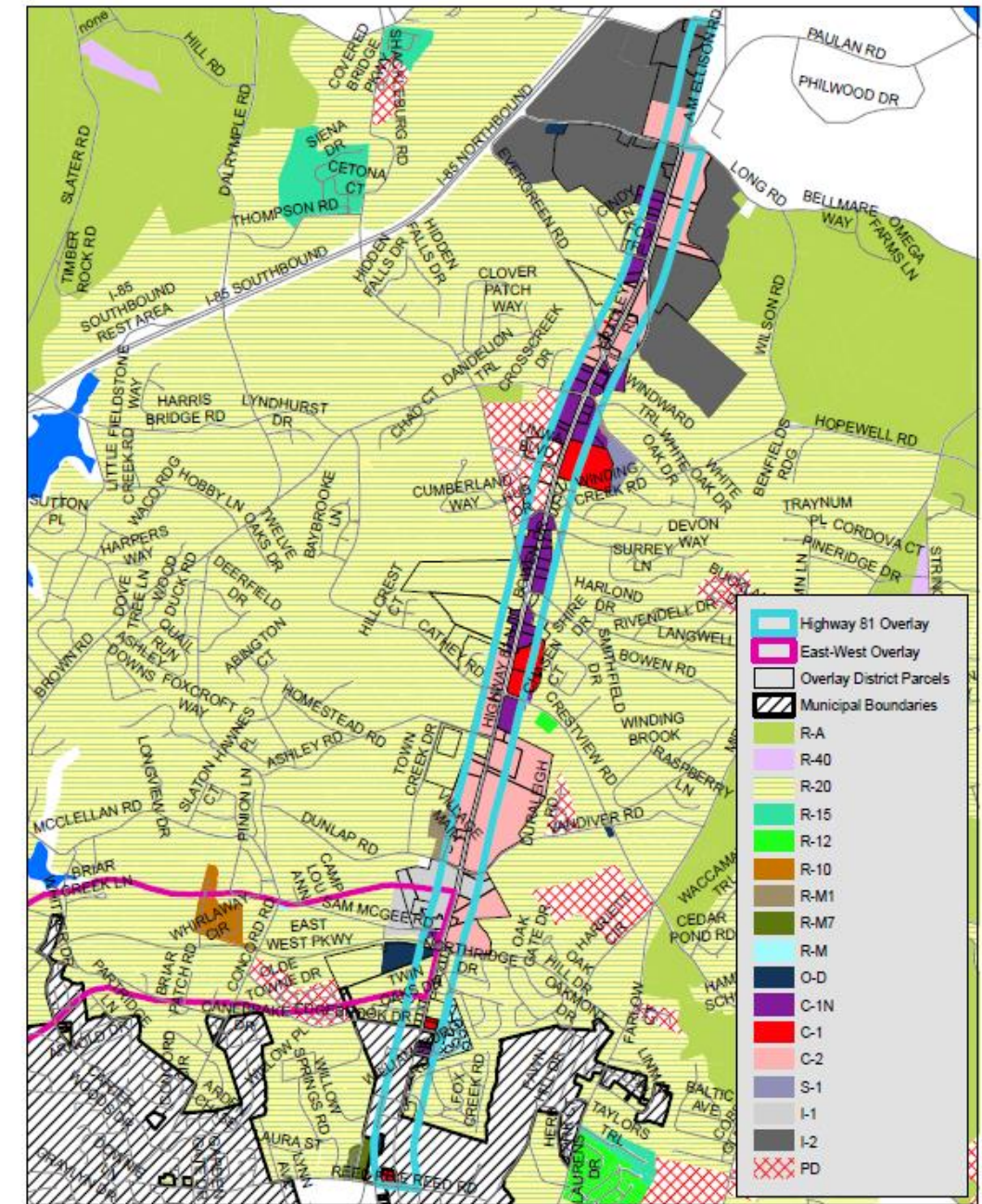


Map 2.3 shows the zoning classifications of the properties in the Corridor. Table 2.2 below includes the amount of acreage in each zoning category in the Corridor.

As Table 2.2 shows, most of the land in the Corridor has a commercial zoning designation, C-1, C-1N, or C-2 (41% of the total acreage)

Table 2.2 Zoning Designations in the Corridor

Zoning Category	Acres	Percentage
C-1	51	5%
C-1N	109	10%
C-2	287	26%
I-1	47	4%
I-2	200	18%
O-D	15	1%
PD	27	3%
R-20	260	24%
R-M	16	1%
City	85	8%
	1,097	100%



**Highway 81 Overlay District Zoning**

This map is a product of Anderson County. Reasonable efforts have been made to ensure its accuracy. Anderson County disclaims any liability from the use of this map. Map produced by Anderson County Planning and Community Development Department. All data is copyrighted by Anderson County. www.andersoncountync.org

0 0.5 1 Miles

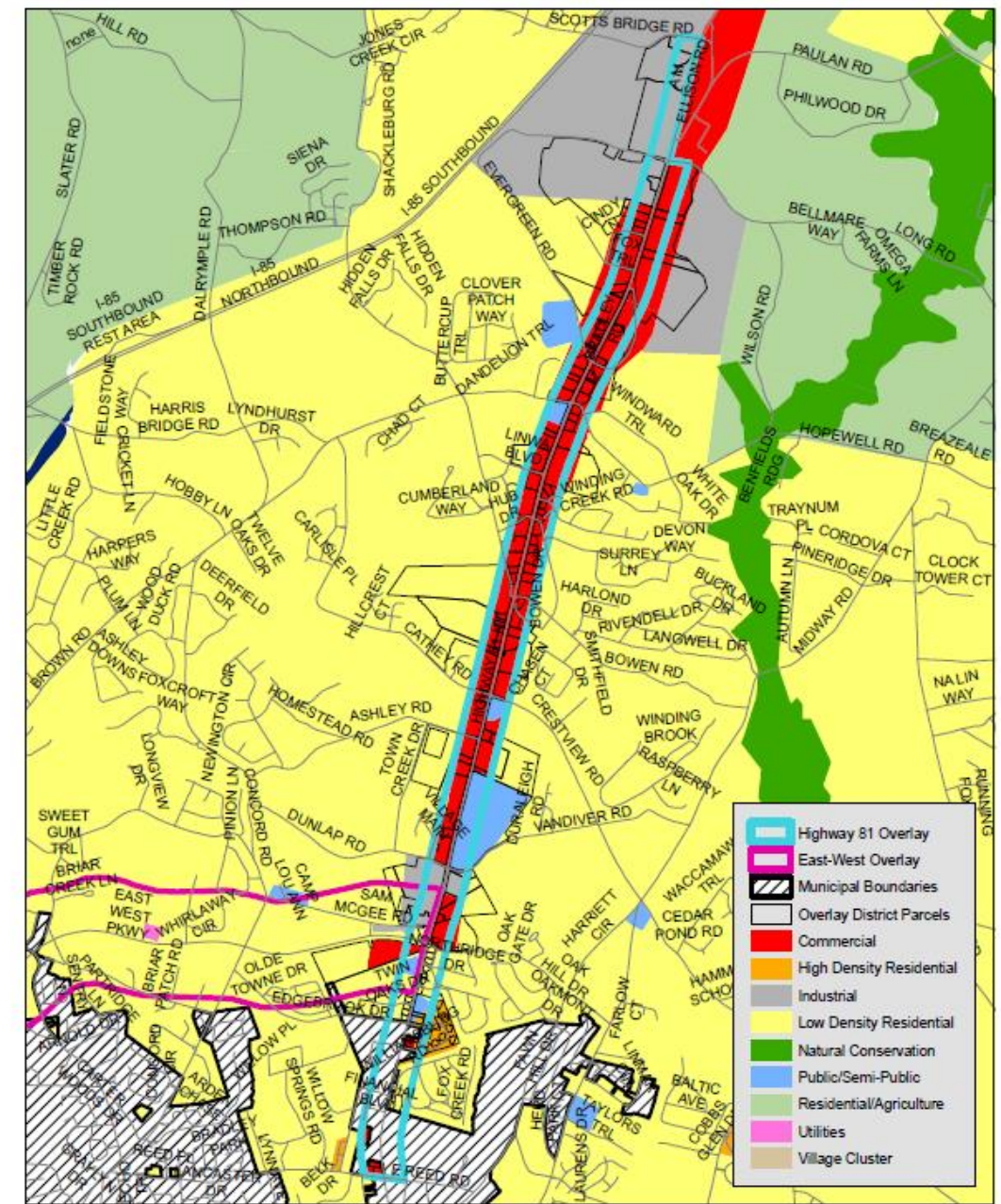
Anderson County Planning and Community Development

Map 2.3 Zoning



Map 2.4 at right shows the future land use in the Corridor. It is based on the Future Land Use map found in the Anderson County Comprehensive Plan. The Future Land Use map indicates expected land uses in specific areas based on existing and proposed services, and prevailing development patterns.

The Overlay District Future Land Use map clearly suggests the potential for commercial uses to occupy a considerable portion of the Corridor in the future. The guidelines outlined in this plan anticipate this future pattern of development.



**Highway 81 Overlay District Future Land Use**

This map is a product of Anderson County. Reasonable efforts have been made to ensure its accuracy. Anderson County disclaims any liability from the use of this map. Map produced by Anderson County Planning and Community Development Department. All data is copyrighted by Anderson County. www.andersoncountync.org

0 0.5 1 Miles

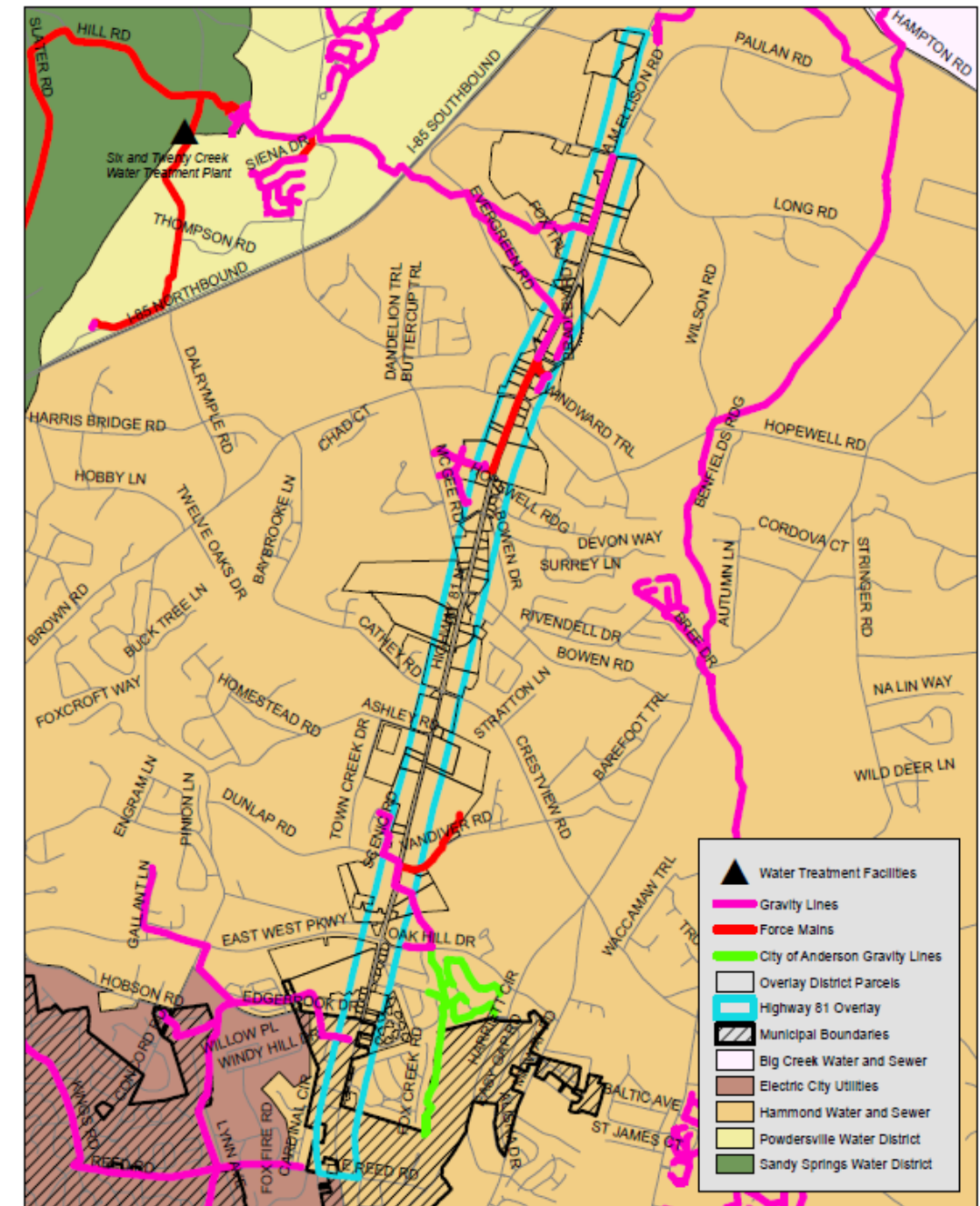
Anderson County Planning and Community Development

Map 2.4 Future Land Use



Some key infrastructure and service components in the Corridor are shown in Maps 2.5 and 2.6.

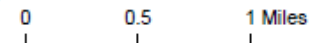
Map 2.5 indicates the presence of both force mains and gravity based sewer lines in the Corridor. Additionally, water service for the Highway 81 area is provided by Hammond Water and Sewer.



**Highway 81 Overlay District Water and Sewer Service  
as of December 2014**



This map is a product of Anderson County. Reasonable efforts have been made to ensure its accuracy. Anderson County disclaims any liability from the use of this map. Map produced by Anderson County Planning and Community Development Department. All data is copyrighted by Anderson County. www.andersoncountync.org

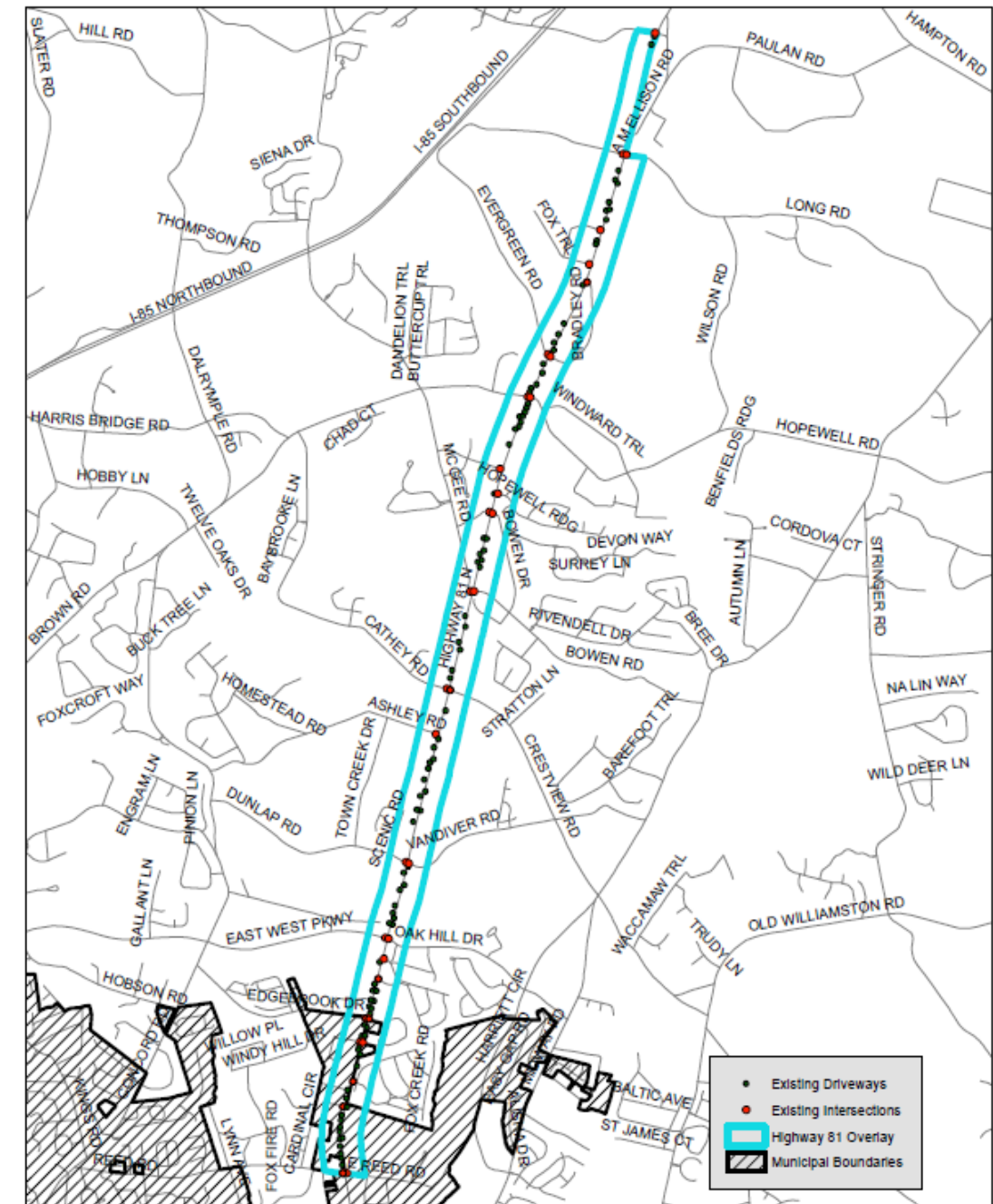


Anderson County Planning and Community Development

Map 2.5 Water and Sewer Service



Map 2.6 shows existing curb cuts on Highway 81. Curb cuts include both driveways and intersections, providing access to and from the Highway and the adjacent properties and roadways. At present, there are 34 intersections, 48 residential driveways, and 47 nonresidential driveways in the Corridor.



**Highway 81 Existing Curb Cuts as of March 2015**

This map is a product of Anderson County. Reasonable efforts have been made to ensure its accuracy. Anderson County disclaims any liability from the use of this map. Map produced by Anderson County Planning and Community Development Department. All data is copyrighted by Anderson County. www.andersoncountync.org

0 0.5 1 Miles

Anderson County Planning and Community Development

Map 2.6 Curb Cuts



## Chapter 3 Public Input

### Community Meetings

Two community outreach meetings were held for soliciting public input regarding the proposed Highway 81 Overlay. A total of 1400 property owners in the vicinity of the Highway 81 corridor were notified of the meetings.

During the kick-off meeting on March 12, 2015, the purpose of the overlay district was explained, survey forms were completed by meeting participants, and questions concerning the project were addressed. At the follow-up meeting on March 26, 2015, the results of the survey and the draft design regulations were presented. Both meetings were held at 6:00 PM at the Anderson Area YMCA at 201 East Reed Road. In all, 100 members of the public attended the community meetings.



Survey

The survey instrument gave citizens the opportunity to express their preferences regarding the nature of future development on Highway 81. The survey was distributed at the kick-off meeting on March 12 and was also available from the Planning and Community Development website, Twitter account, and the Planning and Community Development Department office at 401 East River Street in Anderson. A total of 56 completed surveys were returned to the planning staff.



Highway 81 Overlay Corridor  
For Anderson County, South Carolina

Please take a few minutes to respond to the following questions. Your responses will be incorporated into Anderson County's Highway 81 Overlay District. Your input is greatly appreciated.

Please circle the option that represents your ideal answer.

Connectivity

1. How should commercial developments connect to each other?
  - a. All development should be fully connected to minimize curb cuts (i.e. frontage roads)
  - b. Development should only be connected if within the same master planned area
  - c. Each development should have its own curb cut, with additional distances between cuts
  - d. Each development should have its own curb cut, at any distance

Signs

2. What additional sign regulations should be enforced within the Highway 81 Overlay?
  - a. No additional regulations beyond the existing County Sign Ordinance
  - b. Additional height, and size regulations on signs
  - c. Additional material regulations on signs
  - d. Only allow Monument Signage for new development

Parking

3. Where should parking lots be placed for commercial/industrial development along the Corridor?
  - a. At the front in view of Highway 81
  - b. At the side in partial view of Highway 81
  - c. At the rear out of view of Highway 81
  - d. All of the above are acceptable

Landscape/Aesthetics

4. What additional non-residential buffers should be required within the Highway 81 Overlay?
  - a. No additional regulations beyond the existing County Ordinance
  - b. Additional buffer regulations only between non-residential and residential developments
  - c. Additional buffer regulations on all non-residential developments
  - d. Additional buffer regulations only for large scale developments

5. What facade regulations should be required within the Highway 81 Overlay?
  - a. No additional regulations beyond the existing County Ordinance
  - b. New development should have minor additional architectural regulations
  - c. New development should have uniform architectural regulations along the entire Overlay
  - d. New development should face Highway 81

Siting

6. What additional siting requirements should be required within the Highway 81 Overlay?
  - a. Development should be set back further from Highway 81
  - b. Development should be set back closer to Highway 81
  - c. Depends on the type of development
  - d. No additional setback requirements should be required

Development Type

7. What is your preferred type of non-residential development for the Highway 81 Corridor?
  - a. Strip Commercial Development
  - b. Neighborhood Commercial and Office Development
  - c. Large Scale Commercial/Industrial
  - d. Mixed use or a combination of Neighborhood and Large Scale

Lighting

8. What additional lighting regulations should be required within the Highway 81 Overlay?
  - a. Prohibition of neon or other electric signage
  - b. Lights must have full cut-off features
  - c. No light trespass allowed between properties/developments
  - d. No additional lighting regulations should be required

Other

9. What other aesthetic and safety features are most important for the Highway 81 Corridor?
  - a. Connected sidewalks/multi-use paths between developments
  - b. Open space requirements for new development
  - c. Additional landscaping requirements within parking areas
  - d. None of the above

10. Do you live or own property in the Highway 81 Overlay as shown?
  - a. Live
  - b. Own Property
  - c. Both
  - d. Neither

Please provide any other constructive comments or suggestions:

---



---



---



---



---

Congratulations and thank you! You have reached the end of the survey.

Please return this survey to the Planning & Community Development Office.

Mailing address: PO Box 8002, Anderson, SC 29622

In Person: Planning & Community Development Office in the Courthouse Annex at 401 East River Street

Any questions, please contact the Planning Staff at (864) 260-4720.

Submissions are due by March 23, 2015.

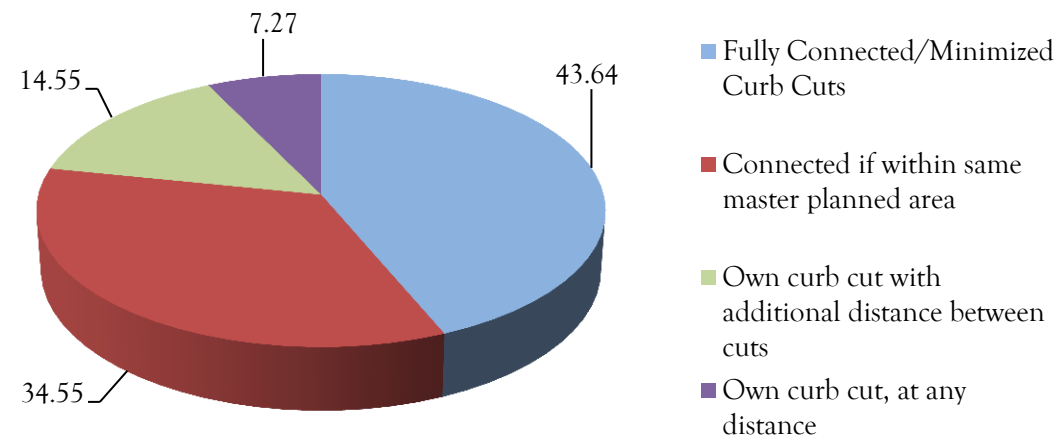




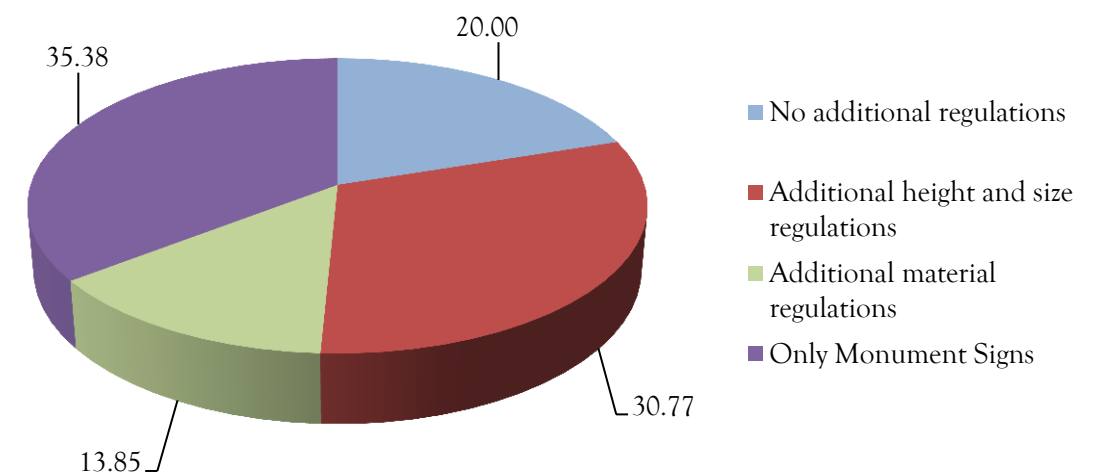
Survey Results

The charts on the following pages summarize survey results. Survey respondents favored connecting commercial developments to one another, placing parking areas in the rear of establishments, uniform architectural details for establishments, the availability of sidewalks, and other elements of a neighborhood-type development pattern.

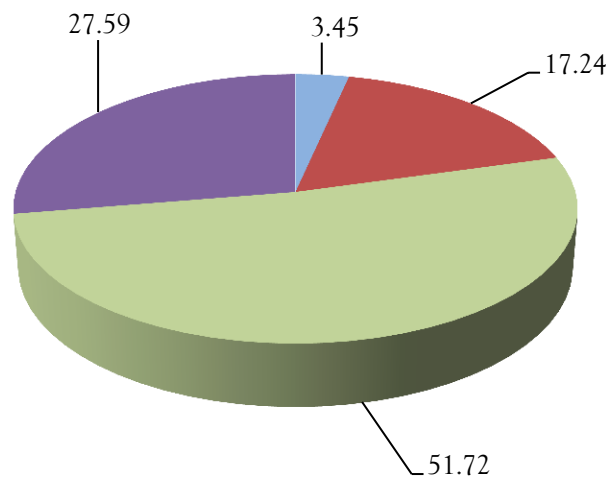
Connectivity



Signs



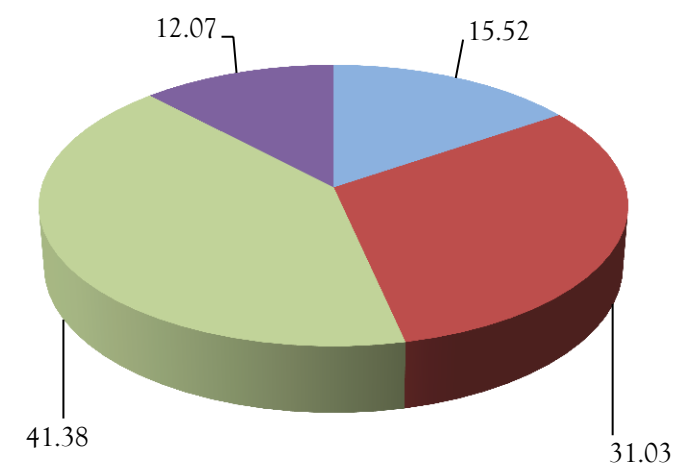
Parking



- Front, in view of Highway 81
- Side, in partial view of Highway 81
- Rear, out of view of Highway 81
- All are acceptable



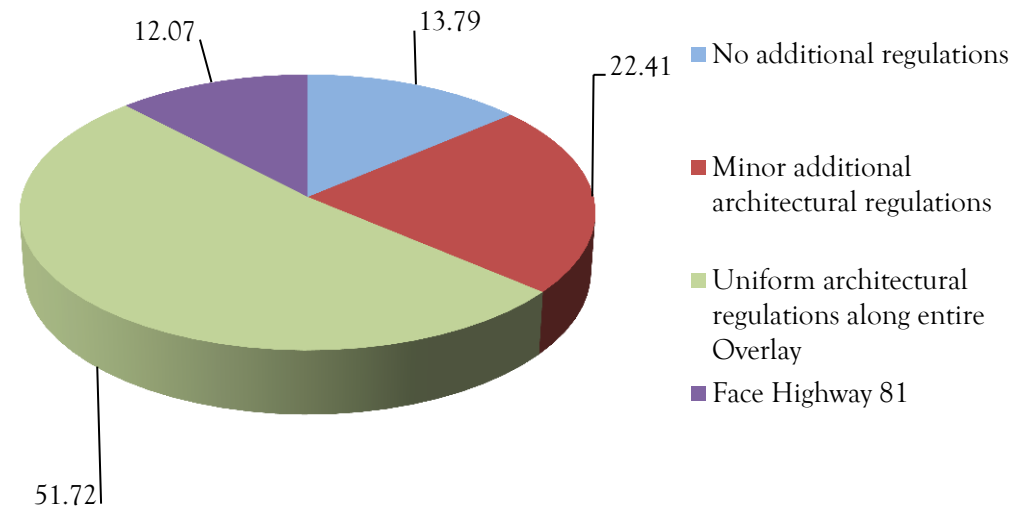
Landscape/Aesthetics



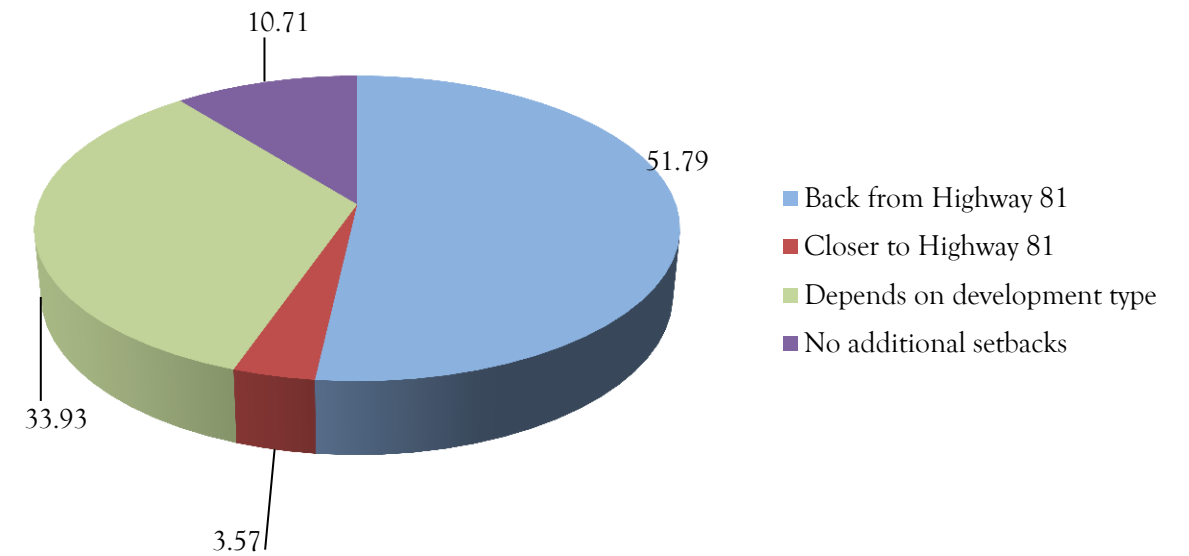
- No additional regulations
- Buffers between non-residential and residential
- Buffers between all non-residential
- Large-scale development buffers



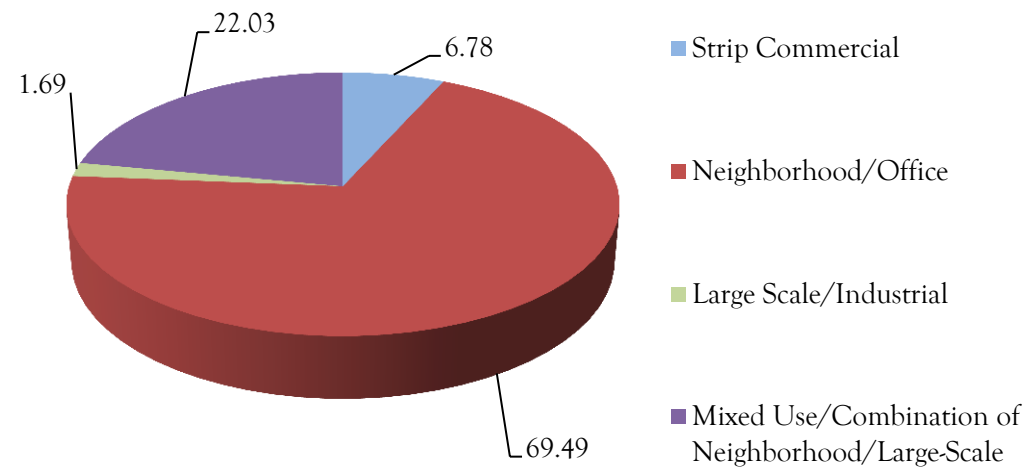
Landscape/Aesthetics



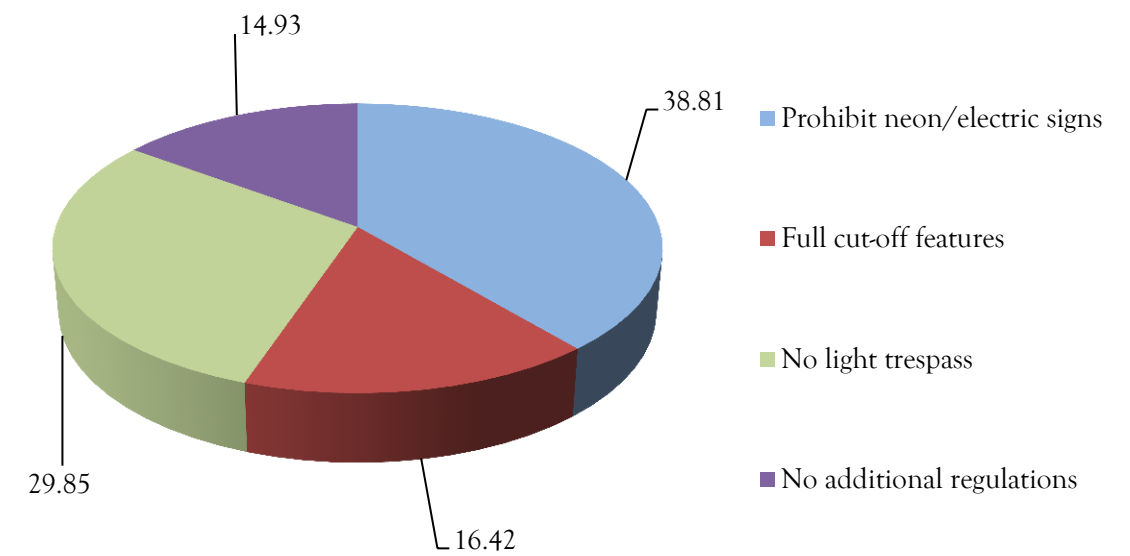
Siting



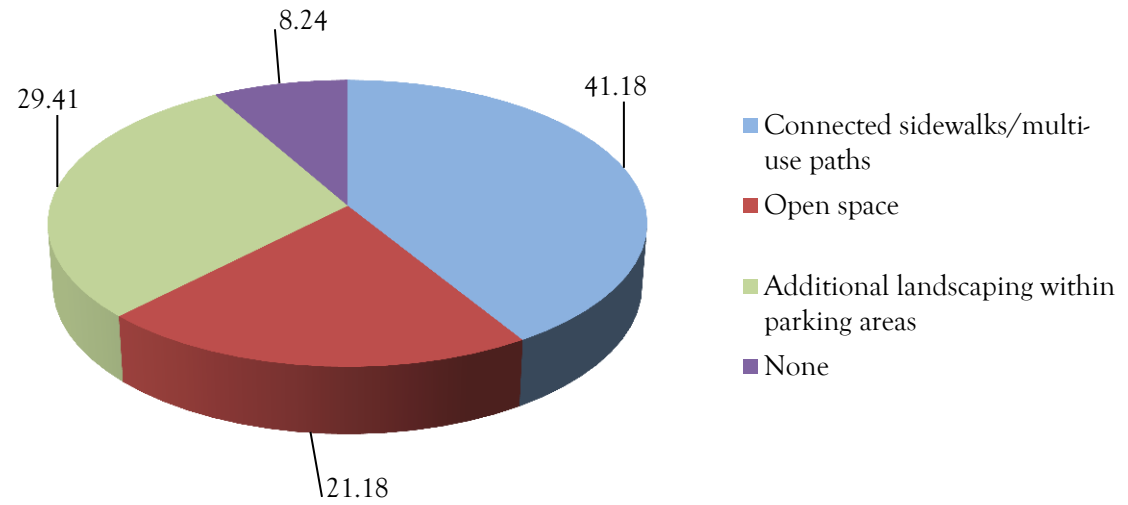
### Development Type



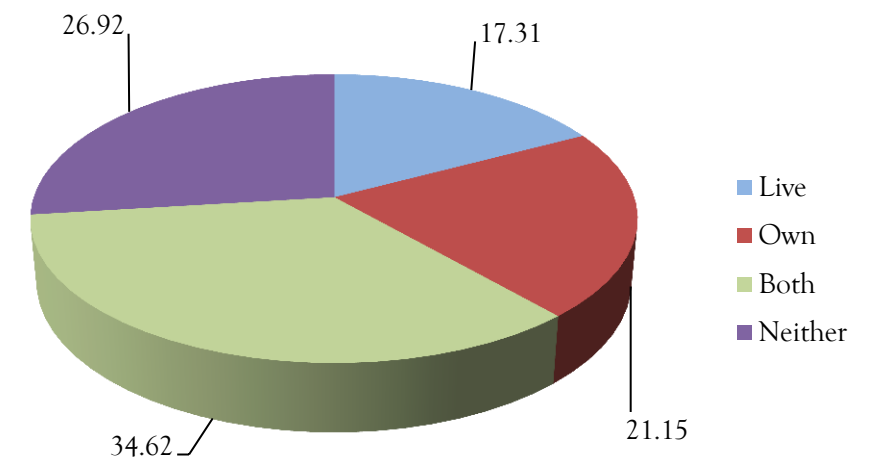
### Lighting



Other



Other



## Chapter 4 Overlay Regulations

### 4.1 Establishment and Purpose

Establishment of the Highway 81 Overlay District (the District) is proposed. It is the intent of the Anderson County Council to develop an Overlay District to promote a positive visual appearance along Highway 81 and to use the District as a tool for promotion of Anderson County. The Overlay District is intended to serve as a complementary tool for implementing the development policies and guidelines set forth in the Anderson County 20-Year Comprehensive Plan.

The Highway 81 District is a highly visible area connecting Interstate 85 with Downtown Anderson. As per the adopted County Comprehensive Plan, the District has been designated as having high potential for commercial uses. Higher levels of traffic along the District are anticipated as new commercial uses are established.

Therefore, it is the purpose of this Overlay District to ensure high aesthetic quality of development through the establishment of standards for future non-residential improvements such as signage, landscaping, lighting, and other improvements constructed on the properties within the identified Overlay District.

The boundaries of the Highway 81 Overlay District are hereby established as follows:

**ALL ZONED PROPERTIES OR PORTIONS OF PROPERTIES THAT ARE WITHIN 500 FEET OF THE CENTERLINE OF HIGHWAY 81, AND DIRECTLY ACCESS HIGHWAY 81; BOUNDED TO THE NORTHWEST BY THE CENTERLINE OF SCOTTS BRIDGE ROAD, TO THE NORTHEAST BY THE CENTERLINE OF LONG ROAD, AND TO THE SOUTH BY THE CENTERLINE OF REED ROAD**

### 4.2 Modification of Design Standards

Any modification to the design standards of this Overlay District shall be presented to the Anderson County Council for approval. Requests for modification of the design standards shall be considered at the time development plans are submitted for review and shall comply with all submittal requirements established in the zoning ordinance.

### 4.3 Applications and Exceptions

- (a) Existing uses and structures are exempt from these requirements.
- (b) These standards apply to sites (including all principal and accessory buildings) that are within the Overlay District unless otherwise specified herein, and apply to all non-residential use categories.
- (c) All residential uses, including single family, manufactured, and multi-family are exempt from these requirements.
- (d) The following standards coupled with existing County Zoning ordinances provide the minimum requirements that must be met in order to receive authorization to develop or redevelop property within the Overlay District. In the case of overlapping regulations, the more restrictive of the regulations shall apply.



## 4.4 Design Standards

### (a) Building Design.

- Building design shall incorporate materials to convey permanence, substance, timeliness, and restraint, with low maintenance. Recommended building materials include, but are not limited to; clay or masonry brick, stucco, natural stone, decorative masonry, decorative metals, or wood.



### (b) Outdoor Equipment.

- Exterior mechanical equipment, trash enclosures, and outdoor storage shall be located so that they are not visible from any road right-of-way or direct any nuisance to residential areas.



(c) **Signage.**

- All signage shall be permitted in accordance with the provisions set forth in the county sign ordinance;
- All new detached signage in this District shall be monument type only, and shall be architecturally designed to reflect the character of the structure for which they are advertising;
- Signage shall be limited to one sign at each entrance drive into the property from a public roadway. If more than one entrance to the property from a public roadway exists, signs must be a minimum of 100 feet apart;

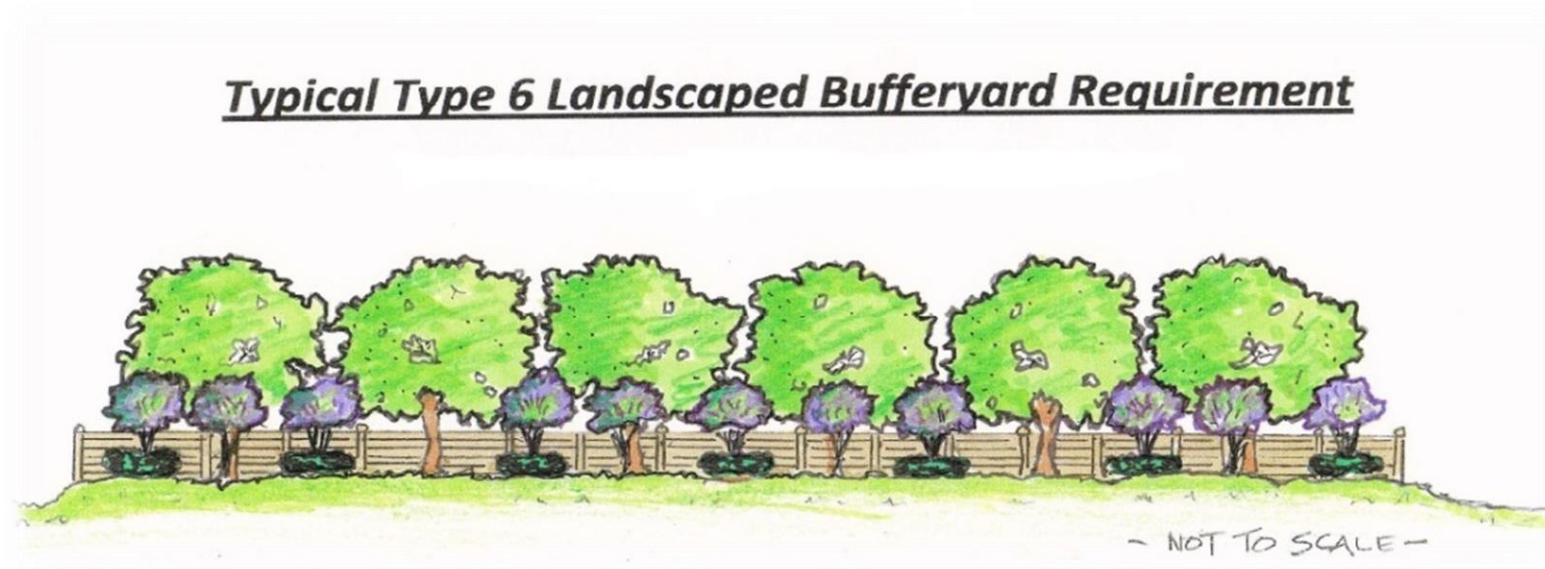


- The maximum height of a single tenant sign shall be 10 feet;
- The maximum height of a multi-tenant sign shall be 20 feet;
- Exterior attached wall signage shall not exceed 20% of the total area of the wall or facade on which the sign is placed;
- Electronic signs, animated signs, or signs with flashing lights are prohibited in the District. New billboards shall not be permitted in any instance.



(d) **Bufferyards.**

- All new non-residential properties shall follow the bufferyard requirements set forth in Section 38-122 of the Anderson County Code of Ordinances;
- When any non-residential property being developed abuts a residential property, a Type VI buffer shall be utilized between uses.



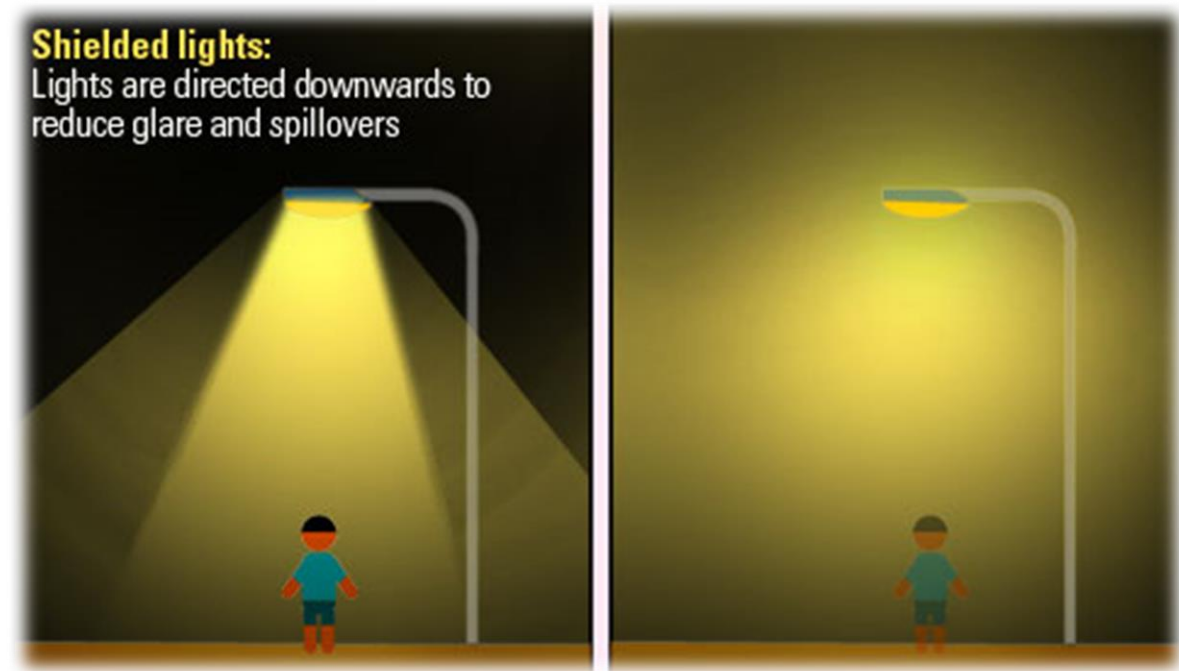
(e) **Berms.**

- When a berm is utilized to provide separation between non-residential and residential uses it shall adhere to the following:
  - (1) Have side slopes no greater than 2:1 that are stabilized with suitable groundcover. Any alternative designs shall be noted on all plans;
  - (2) Breaks in the berm may be allowed as for drainage or walkthroughs;
  - (3) All plants used for landscaping shall be indigenous to this climate and shall be properly maintained in a healthy, controlled manner by the property owner;
- No fence, berm, or landscape material shall be designed or located in a manner that obstructs the vision of vehicular traffic at street and/or driveway intersections.



(f) **Exterior Lighting.**

- Exterior illumination shall be carefully considered in order to promote safety and security while limiting light trespass and reducing glare;
- New lighting shall be mounted and shielded to obscure light pollution to the greatest extent possible;
- Fixtures must be mounted in such a manner that its cone of light does not cross any property line of the site;
- All exterior lighting designs shall meet minimum IESNA (Illuminating Engineering Society of North America) guidelines.



- No flashing lights are permitted within the Overlay;
- Emergency lighting for public safety and hazard warning and seasonal residential decorations are exempt from the provisions of the Overlay.

(g) **Access.**

*To be studied in greater detail with results to follow*





"Have green grass areas (i.e. dog park, playground, park) reserve area along Hwy 81 to keep it friendly and not all commercial/industrial. Protection to wild animals/birds, etc...Restrict future building until existing structures are utilized to better prevent empty, non-cared for buildings/homes."

"Bicycle lane; Sidewalks for walkers and joggers."

"Please consider some way to tie a path into existing E-W Connector. Please consider ways to minimize light pollution - the 'glow' continues to increase. Please consider regulations to maintain sidewalk on 81."

"I approve of the buffers and construction on the Parkway. I would like the same considerations for Hwy 81."

"I'm requesting the Planning Commission and County Council 'BE BOLD'. One of the attractions of Anderson is its current size. We don't 'need' growth. And what growth we do experience, let's make sure its special. BE BOLD. Demand Excellence. An attractive and well planned Hwy 81 corridor will be a benefit to all concerned, including future development."

"Please keep 81 looking Green and non-congested like Clemson Blvd. T/Y"

"We don't need another Clemson Blvd. Neighborhood friendly development would be nice. Places for people to gather...coffee shops, restaurants. Bike lanes would be great!!! Encourage people to ride bikes - sidewalks great for walking!!!"

"The sidewalks on Hwy 81 should be widen to allow more room on the sidewalk from the 81 Hwy."

"For the air quality of our County, we must keep and maintain large stands of mature trees. The present wholesale destruction of all growth on lots being prepared for land development may be cost effective but permanently destroys green space necessary for the future."

"Use the Clemson Highway as an example of what NOT to do!"

"Please note that I don't want 81 to look like Clemson Blvd. I would like it to look unified, active life, friendly and always have room to grow. Let's dream big, beautiful and earth friendly! Thank you."

"Please keep Hwy 81 from becoming another Woodruff Road."

"This area will undergo substantial development with commercial and residential interests colliding. Substantial buffering, both visual and audio, are a MUST."

"Limited curb cuts are top priorities; Landscaping in front of buildings to accent the building's features and to add décor to a blank building front."

"Green space, bike and walking pathways that connect to City plans."

"There is a need for more street lighting on Highway 81."

"Find some relief for traffic congestion."

