THE PIEDMONT AREA PLAN

Greenville County

Greenville County

The Piedmont Area Plan

Developed by
Greenville County Long Range Planning
in collaboration with **Anderson County**

Adopted by
Anderson County Council on **6/4/2024**
Greenville County Council on **--/--/----**

Table of Contents

Preface

Acknowledgements, 2
Executive Summary, 4
Theoretical Framework, 8
How to Use this Plan, 14
Glossary of Terms Used in this Plan, 18
Picture Piedmont Photo Collection, 24

Chapter One: Introduction and Background

Purpose of Study, 74
Previous Studies, 77
A Brief History of Piedmont, 78
Study Area, 100

Chapter Two: Existing Conditions

Demographics and Socioeconomic Conditions, 106
Land Use and Development, 118
Natural Resources, 128
Natural Hazards, 132
Mobility, 134
Transportation, 136
Resources and Services, 138

Chapter Three: Community Engagement

Meetings and Events, 140
Survey Results, 154
Community Priorities, 158

Chapter Four: Recommendations

Downtown Revitalization, 160
Land Conservation, 180
Parks and Recreation, 184
Nodes and Corridors, 188
Mobility, 190
Transit, 196
Transportation, 198
Housing, 200
Historic Preservation, 204
Design and Beautification, 210
Community Events and Participation, 214
Socioeconomic Development, 216
Future Studies, 220

Chapter Five: Strategies

Future Land Use, 224
Future Growth Scenarios, 240
Goals and Objectives, 244
Case Studies, 262

Acknowledgements

The Piedmont Area Plan was developed by Greenville County Long Range Planning in collaboration with Anderson County. The planning process involved input from stakeholders including residents, business owners, community leaders, elected officials, and more.

Greenville County Council Representatives

Rick Bradley, District 26
Ennis Fant, District 25

Greenville County Staff

Tee Coker, Assistant Administrator - Community Planning and Development
Rashida Jeffers-Campbell, Planning Director
A. Tyler Stone, Long Range Planning Manager
Suzanne Terry, Planner II
Austin Lovelace, Planner II (Project Manager)
Nicholas Hannah, Planner II
Lupe Franchi, Long Range Planning Intern
April Riehm, Long Range Planning Intern

Anderson County Council Representative

Jimmy Davis, District 6

Anderson County Staff

Jon Caime, Special Projects Manager
Alesia Hunter, Planning and Development Director

Special Thanks To...

Anderson County GIS and E911 Addressing
Greenville County Parks, Recreation, and Tourism
Greenville County Transportation Planning
Greenville Homeless Alliance
Piedmont Artists Guild
Piedmont Community Alliance
Piedmont Emergency Relief Center (PERC)
Piedmont Fire Department
Piedmont Historical Preservation Society
Saluda River Grill
South Carolina Office of Resilience
TreesUpstate
Upstate Cemetery Preservation Alliance
Upstate Forever
Upstate Greenways and Trails Alliance

A Special Note



Piedmont is an unincorporated community split between Anderson County and Greenville County jurisdictions. As a planner, this creates a unique opportunity for cross-government collaboration. People who are from Piedmont, love Piedmont. As a resident of Piedmont myself, I want to help paint a picture for why it is such a magical place.

My wife and I live in the historic mill village built in the late 1800s and early 1900s. We wake up to the sounds of crowing roosters and clucking hens, and open our door to find them in our front yard waiting for us to feed them. The chickens are not our own; they roam freely from yard to yard. They stop by again in the evening for dinner. On a walk around our neighborhood, we noticed other people feed them, too. We also learned that there are several other flocks of "wild" chickens. These chickens walk through people's yards and gardens, nest in their bushes and trees, and cause traffic jams all the time. In most neighborhoods in the Upstate, they would be considered a nuisance. In fact, chickens, especially roosters, are actually illegal or limited by most zoning codes. Yet here, among a diverse group of residents (homeowners, renters, and those experiencing homelessness), they not only aren't minded, but are taken care of. Of course, this anecdote is about more than chickens: it reflects the spirit of the Piedmont community as a whole.

I look forward to having ongoing conversations with the folks who live, work, or have interest in Piedmont—those that focus on what makes it distinct from anywhere else in the Upstate. Just as important, I look forward to the tougher conversations—those that focus on identifying areas for improvement.

Majora Carter said, “You don't have to move out of your neighborhood to live in a better one.”

Austin Lovelace, Project Manager

Executive Summary

The following sections outline the plan's framework, describing the community priorities identified as part of the community engagement process, overarching goals, and principles which guided the plan's development.

Community Priorities

As a result of the community engagement process, the following twelve priorities were identified to guide the development of the plan. These include:

Revitalize downtown. Restore the historic centerpiece of Piedmont and transform it into a hub of activity, commerce, culture, nature, and recreation, enhancing community pride and quality of life.

Preserve natural resources. Protect the natural environment, including forests, rivers, and wildlife habitats from clear-cutting and other harmful development practices.

Create green space and outdoor recreation. Designate open space for active and passive recreation, leisure, picnics, playgrounds, and public gathering spaces.

Promote the local economy. Support locally-owned businesses, farms, and organizations. This contributes directly to the local economy, supports community members, fosters a sense of community, and provides better access to fresh food.

Promote Smart Growth. Approach development and growth with strategies that promote economic prosperity, social equity, and environmental sustainability.

Improve active mobility options. Establish bike lanes, crosswalks, sidewalks, and trails to provide alternative, safe, and accessible ways of getting around Piedmont that don't require an automobile.

Improve community participation. Organize local gatherings such as farmers markets, festivals, holiday celebrations, pop-ups for small businesses, and block parties.

Design buildings and spaces thoughtfully. Enhance the functional and visual appeal of Piedmont through art instillations, facade improvements, contextual architecture, and human-scale urban design.

Preserve cultural and historic resources. Protect and maintain historic buildings, cemeteries, districts, landmarks, and other historic or cultural sites in Piedmont.

Plant native species of flowers, plants, and trees. Plant species that grow naturally in Piedmont to promote biodiversity and support local and migrating wildlife.

Repurpose old buildings and prioritize infill development. Use adaptive reuse and infill development to help prevent sprawl, revitalize neighborhoods, and preserve the character of the community.

Plan for equitable and sustainable socioeconomic development. Develop strategies that aim to ensure all community members benefit from Piedmont's growth without sacrificing environmental or social equity.

Project Goals

Organize: Knit the community closer together. Turn neighbors into collaborators; friends into planners. Build a cohesive community where collective action, shared goals, and social pressure lead to tangible improvements and stronger interpersonal connections that enrich the social fabric of Piedmont.

Revitalize: Reinvent Piedmont as a hub for outdoor recreation and experiencing nature. Create accessible, safe, and vibrant built environments that encourage walking, biking, and social interaction. Reduce reliance on automobiles by connecting neighborhoods to activity centers and surrounding areas through a network of multi-use trails that wind through a series of parks and open space. Promote adaptive reuse, contextual architecture, human-scale urban design, infill, and development that reflects the values of the community.

Naturalize: Protect what makes Piedmont special: rivers and creeks, trees that have been here longer than Piedmont itself, and abundant wildlife. Alleviate development pressure on natural and rural lands. Champion the idea of living in harmony with nature. Employ land stewardship, nature-based infrastructure, and sustainable architecture so that Piedmont's natural lands and scenic beauty will be safeguarded for future generations.

Localize: Support locally-owned businesses, farms, and organizations. Choose the corner store over the big box retailer; the farmstand over the supermarket. Create a place where local businesses are flourishing because they are backed by a community that values just that: community. Promote a self-sustaining economy where every dollar spent locally is a seed planted for the future.

Humanize: Make sure there is a seat at the table for everyone, especially those who have been left standing for too long. This includes affordable homes in neighborhoods where kids from all walks of life play together, where at-risk populations find companionship and support, and where everyone has access to the resources they need to live well. Recognize that Piedmont is only as strong as its most vulnerable members. Work to build an inclusive environment where no one is left behind.

Catalyze: Use the above goals, as well as the recommendations and strategies laid out in this plan, to catalyze a reimagined system of growth and prosperity in Piedmont, Anderson and Greenville counties, South Carolina, and beyond.

Guiding Principles

Access: A built environment that can be enjoyed and traversed by all residents and visitors regardless of ability, age, or mobility.

Change: Embracing the dynamic nature of economic, environmental, and societal shifts is key to sustaining an adaptable and vibrant community. Proactive planning and visionary thinking ensure readiness for the future, turning potential challenges into opportunities for growth and innovation.

Community: The fabric of thriving places is woven through the bonds between neighbors and community members. Prioritizing collective well-being, accessibility, and inclusive engagement creates a foundation where all Piedmont residents feel valued and involved.

Connection: The strength of a community is reflected in the quality of its connections, both physical and social. Thoughtful design of infrastructure and public spaces enhances mobility and social interaction, nurturing a sense of belonging among residents and visitors.

Nature: Integrating nature into built environments improves quality of life, supports sustainability goals, and cultivates mutual respect for the environment. Protecting green spaces and promoting biodiversity is critical for human and nonhuman health and well-being.

Place: The unique identity of a place—shaped by its history, culture, built environment, and natural landscape—should guide thoughtful development. Celebrating and preserving these characteristics strengthens community pride and enhances the distinctive sense of place that residents cherish.

Prosperity: Supporting local enterprises, promoting local ownership of land and assets, and opportunities that are accessible to everyone cultivate an economy that uplifts the entire community.

Proximity: Living in a community where you can easily walk to places to eat, shop, work, and play is more than just a matter of convenience: it's also about building a sense of connection and belonging. By supporting local businesses, we not only make our community a more vibrant and diverse place, but also create more job opportunities and stimulate economic growth that directly benefits the community instead of far-away interests.

Resilience: Preparing for and bouncing back from adversities, from economic slumps to natural disasters, is critical for long-term sustainability. A resilient community is not just about survival; it's about evolving stronger, more cohesive, and better prepared for the future.

“South Carolina faces many new challenges. We are experiencing changes in the intensity of our rainfall events. Sea levels are rising, putting pressure on our coastal communities. Our economic and population growth has led to increased pressure on our land resources.

“This places our state’s culturally and environmentally significant structures, monuments, lands, islands, and waters at risk to be lost to over-development, mismanagement, flooding, erosion, or storm damage. We must preserve and protect our history, our culture, and our environment, and the public’s access to them, before they are lost forever.

“We must take actions that increase our ability to anticipate, absorb, recover, and thrive as we face these environmental changes and natural hazards. Our communities, economies, and ecosystems are complementary, intertwined, and inseparable—each dependent on the other. To strengthen one is to strengthen the other. By taking a holistic view of our state’s current and future vulnerability to natural disasters we can begin to make wise investments into South Carolina’s communities, economies, and ecosystems.

“This is our moment to act—while we still can.”

Henry McMaster, Governor of South Carolina

From the **Strategic Statewide Resilience and Risk Reduction Plan** developed by the South Carolina Office of Resilience

Theoretical Framework

Development of the plan was guided by community feedback and draws from a robust theoretical framework influenced by leading theories and practices in urban planning, community development, and land conservation. This framework incorporates insights and research from a range of respected organizations, each contributing distinct perspectives on developing vibrant, sustainable, and equitable communities. These organizations include the Smart Growth Network, Strong Towns, the American Planning Association, Democracy Collaborative, and Green Infrastructure Center.

Smart Growth Principles

1. Mix land uses.
2. Take advantage of compact building design.
3. Create a range of housing opportunities and choices.
4. Create walkable neighborhoods.
5. Foster distinctive, attractive communities with a strong sense of place.
6. Preserve open space, farmland, natural beauty, and critical environmental areas.
7. Strengthen and direct development towards existing communities.
8. Provide a variety of transportation choices.
9. Make development decisions predictable, fair, and cost effective.
10. Encourage community and stakeholder collaboration in development decisions.

“Development decisions affect many of the things that touch people’s everyday lives—their homes, their health, the schools their children attend, the taxes they pay, their daily commute, the natural environment around them, economic growth in their community, and opportunities to achieve their dreams and goals. What, where, and how communities build will affect their residents’ lives for generations to come.

“Communities of all sizes across the country are using creative strategies to develop in ways that preserve natural lands and critical environmental areas, protect water and air quality, and reuse already-developed land. They conserve resources by reinvesting in existing infrastructure and rehabilitating historic buildings. They design neighborhoods that have homes near shops, offices, schools, houses of worship, parks, and other amenities, giving residents and visitors the option of walking, bicycling, taking public transportation, or driving as they go about their business. They provide a range of different housing types to make it possible for senior citizens to stay in their neighborhoods as they age, young people to afford their first home, and families at all stages in between to find a safe, attractive home they can afford. They enhance neighborhoods and involve residents in development decisions, creating vibrant places to live, work, and play. The high quality of life makes these communities economically competitive, creates business opportunities, and strengthens the local tax base.”

Smart Growth Network, What is Smart Growth?

“For thousands of years, humans built settlements scaled to people who walked. Even as inter-city transportation technology changed from domestic animals to trains and cities began to develop streetcar networks internally, the vast majority of daily trips were still made by foot.

“This, of course, changed with the advent of the automobile, a technology that became ubiquitous in America following World War II. Over the past two generations, we have reshaped an entire continent to accommodate this new technology, from interstates to connect our cities to the streets within them. That change seems normal to most of us because it's the only America we've ever known. But it's actually a massive experiment—one with consequences that we're still discovering today.

“The North American pattern of development is an unprecedented experiment. For thousands of years, humans around the world built their habitat in similar ways, at similar scales, in patterns still familiar. In the wake of the Great Depression and World War II, settlement patterns across the North American continent were completely reimagined. From the top-down, we transformed everything about how we live, discarding centuries of accumulated wisdom in the metaphorical blink of an eye.

“It’s difficult for us to think about the modern American city as a massive experiment because, for most of us, this collection of frontage roads, big box stores, strip malls, cul-de-sacs, franchise restaurants, and single-family homes are all we’ve ever experienced. Yet, take an ancient Roman and drop them into an American city of 1920 and they’d likely be impressed with the grand, yet familiar, setting. Set them loose in a typical American city of 2020 and they’d be completely disoriented.”

Charles Marohn, **Strong Towns**

“Use regulations identify the types of uses allowed by-right, conditionally, with discretionary review, or as accessory or temporary uses in different zoning districts, and often include standards to mitigate potential impacts of those uses. Whether they appear in form-based or use-based zoning districts, use regulations can disproportionately affect historically disadvantaged and vulnerable populations in several ways. Narrowly defined uses that focus on the name of the activity rather than its land use, traffic, or environmental impacts sometimes single out additional restrictions for negatively perceived forms of retail, sales, or production activities that are frequent sources of employment for these communities. The same is true for strict limits on home occupations based on their names rather than their impacts on the neighborhood, since these communities are more likely to need to use their homes to generate income to live and raise their families. Requirements for public hearings and discretionary approvals for specific uses also tend to have disproportionate impacts on these households, since they are often less able to invest the time and energy necessary to complete those procedures.

“Most of the land in most American communities is zoned for residential development and use. Historically, many zoning districts are grounded in idealized concepts of a small, nuclear, two-generation family that is no longer the norm. Many of these districts permitted only single-household, detached houses (and sometimes supporting civic uses like schools and places of worship). The wide use of these practices has contributed significantly to rising housing prices and the inability of historically disadvantaged and vulnerable households to find quality affordable housing in areas with quality schools and services and has led to long-standing demographic and income segregation in many communities.”

American Planning Association (APA), Equity in Zoning Policy Guide

“Land and property ownership is one of the main means of generating economic and political power, and the current state of land ownership is a major driver of wealth inequality in the United States and globally. A conventional economic development approach prioritizes the value of these assets strictly in economic terms, often for development, commodification, and speculation. The result is often displacement and gentrification, particularly in communities of color, and soaring costs of everything from housing to commercial rents.

“This is, of course, built on a historical legacy of removal and exclusion, firmly rooted in racism and discriminatory public policy as well as redlining practices by mortgage and lending institutions. The result is that access to land and housing has been fundamentally restricted, creating uneven and inequitable ownership dynamics, particularly for people of color and low-income communities. Today, these communities continue to face instability, unaffordability, and displacement, made worse by environmental degradation and collapse.

“The situation has only been made worse by the activities of private equity, which after the financial crisis of 2008 bought up more than 200,000 homes nationwide and bundled them as securities for investment. Such speculative activity in search of purely financial returns drives up land and housing costs and further increases unaffordability.”

The Democracy Collaborative, Action Guide for Advancing Community Wealth Building in the United States

“Land development for commercial and residential uses is the single greatest threat to our southern forests and potentially the most impactful practice to our landscape. Development in forested landscapes also can significantly impact water supply by removing trees that filter runoff or help recharge aquifers. When land is stripped—lot line to lot line clearing—it can take decades for newly planted trees to replace the values mature trees provided for shade and urban cooling, stormwater uptake, natural beauty, and real estate values. The habitat of a forest is lost when we replace woodland with street trees. However, we do not have to design in ways that are so impactful. Every development does not need to start with the landscape as a blank slate entirely stripped of its trees.

“In America, and especially in the southern United States, where we are rich in natural beauty and abundant water, it is easy to forget that our land is a finite resource.”

Green Infrastructure Center, Forest Connectivity in the Developing Landscape: A Design Guide for Conservation Developments

How to Use this Plan

The following section provides a brief overview of each chapter of the plan and guidance on how to navigate its text, charts, figures and images, maps, and other content.

Action Items

Cultivate: Foster a supportive environment for the plan's goals by nurturing community relationships, encouraging a culture of collaboration, and building a strong foundation of trust and mutual respect among all participants. As food security and agriculture are notable themes of the plan, this may also apply in a literal sense.

Educate: Read the plan to become familiar with its goals and strategies, implications and themes, and opportunities and priorities.

Associate: Share or discuss the plan with others to empower them to build connections with other residents and stakeholders in Piedmont and form partnerships with community groups, government agencies, and nonprofit organizations.

Participate: Be active in community meetings, events, and public forums to build relationships, share insights, and learn from the lived experiences of other residents and stakeholders.

Innovate: Apply creative thinking and new approaches to solve challenges identified in the plan, especially in collaborative or group settings.

Advocate: Voice public support for the plan's initiatives by encouraging elected and appointed officials to refer to the plan when making decisions affecting Piedmont and its residents.

Facilitate: Use all of the above to put the plan into action, transitioning from theoretical ideas on paper to tangible results in the real world.

Celebrate: Acknowledge and commemorate the milestones and successes achieved through the plan, using these occasions to reinforce community spirit and commitment to continued progress. Celebrations not only recognize hard work and achievements but also inspire ongoing participation and support from the community.

Motivate: Encourage other communities to adopt similar methods by highlighting the successes of the plan to demonstrate the tangible benefits of community-driven growth and development. This may foster a broader impact that extends beyond Piedmont, serving as a catalyst for new local, regional, or national planning strategies.

Evaluate: Regularly assess the effectiveness of the plan's initiatives, review progress towards achieving its goals, and make necessary adjustments. This continual evaluation helps to maintain the plan's relevance and effectiveness, adapting strategies to meet evolving needs and circumstances.

Navigating the Plan

Prologue

The prologue introduces the staff and stakeholders that helped make the plan possible, as well as the literature, research, and data that guided the development of the plan, and explains how to navigate and use the plan effectively. This chapter includes:

- Acknowledgements
- Executive Summary
- Theoretical Framework
- Glossary of Terms Used in this Plan
- Picture Piedmont Photo Collection

Chapter One: Introduction and Background

This chapter introduces the planning process, provides a brief history of the Piedmont community, and details the study area, its character areas, and the neighborhoods that fall within its boundary in Anderson and Greenville counties. This chapter includes:

- Explanations of Study Purpose, Area Plans, and Urban Planning
- List of Studies from Other Agencies that Feature Piedmont
- A Brief History of Piedmont, including:
  - Cherokee and Other Indigenous Populations
  - Early Settlers, American Revolution, and Civil War
  - Piedmont Manufacturing Company
  - J.P. Stevens and Company, Textile Industry Decline, and Suburbanization
  - Black History
  - Recent History and Current Events
- Historic Aerial Photographs of Piedmont from 1947, 1976, 1981, and 2006
- Maps of Piedmont Study Area, Character Areas, and Neighborhoods/Residential Areas

Chapter Two: Existing Conditions

This chapter lays out Piedmont's recent past—where and how it has grown, in terms of people and infrastructure—and describes where it might be headed based on an analysis of population and development trends. The chapter visualizes demographic data with charts and land use/development, natural resources/hazards, transportation, and other spatial data with maps. This chapter includes:

- Demographic Data from the U.S. Census Bureau
- Socioeconomic Data from the American Community Survey
- Demographic and Socioeconomic Data Projections from Esri
- Development/Land Cover Data from National Land Cover Database and U.S. Geological Survey
- Habitat and Wildlife Data and Making the Case for Trees from the Green Infrastructure Center
- Natural Hazard Data from the South Carolina Office of Resilience
- Land Use Policy Data from Anderson County and Greenville County
- Transportation and Mobility Data from Greenville-Pickens Area Transportation Study (GPATS) and South Carolina Department of Transportation (SCDOT)

Chapter Three: Community Engagement

This chapter recaps the community engagement process during summer 2023 and discusses the outcomes and results which guided the development of the plan. This chapter includes:

- **Summary of Meetings and Events**, including:
  - Kickoff Meetings
  - Public Meetings #1-4
  - Chalk Piedmont Event
  - Talk Piedmont Event
  - Public Workshop
- **Summary of Community Survey Results**
- List and Explanation of **Community Priorities** Identified as a Result of Community Engagement

Chapter Four: Recommendations

This chapter serves as a roadmap for the future of Piedmont, providing design, land use, policy, and socioeconomic development recommendations. It identifies key opportunities and priority investments. This chapter includes recommendations for:

Downtown Revitalization, including:

- Downtown Piedmont Future Land Use Map
- Rivertown Development Concept Map
- Various Maps of Opportunities, including: Piedmont Nature Preserve, Mixed Use Nodes, Bike and Pedestrian Infrastructure, Parks and Trails, Adaptive Reuse and Infill Development, and Community Welcome Signs
- Various Renderings, including: Main Street Bridge, Hotel Hill Park, On the Line Park, and Saluda Fork Street Pedestrian Plaza
- Examples of Branding, Marketing, and Wayfinding

Land Conservation, including:

- Importance of Native Plants from the South Carolina Native Plant Society
- Map of Piedmont Waterways

Parks and Recreation, including:

- Map of Potential Parks, Multi-Use Trails, and Conservation Areas
- Map of State Park Opportunities

Nodes and Corridors, including:

- Map of Potential Nodes and Corridors

Mobility, including:

- Map of Existing and Proposed Crosswalks and Sidewalks, Proposed Bike Lanes/Sharrows, and Potential Walkability
- Renderings of East Main Street Pedestrian Area and Swamp Rabbit Trail - Piedmont Line
- Map of Multi-Use Trail Opportunities

Transit, including:

- Map of Potential Bus Routes to Anderson (Electric City Transit) and Greenville (Greenlink)

Transportation, including:

- Map of Recommended Bridge Repairs, Intersection and Road Improvements, and Road Closures

Housing, including:

- Graphic Explaining Missing Middle Housing

Historic Preservation, including:

- Map of Potential Historic Buildings/Sites and Proposed Historic Districts in Piedmont
- Maps of Proposed Piedmont Mill Village, Grove Station, and Rehoboth Historic Districts
- Map of Individual Historic Designation Opportunities in Downtown Piedmont

Design and Beautification, including:

- Map of Locations for Community Welcome Signs in Piedmont and Piedmont Mill Village
- Example of Building Mural and Community Welcome Sign

Community Events and Participation

Socioeconomic Development

Future Studies, including:

- Map of Piedmont Activity Centers, Planning Areas, and Population Clusters

Chapter Five: Strategies

This chapter provides a strategic framework to implement the recommendations made in the previous chapter, setting clear goals and objectives. This chapter includes:

Future Land Use, including:

- Future Land Use Map and Descriptions
- Methodology

Future Growth Scenarios, including:

- Future Land Cover Change Analysis
- Future Growth Scenario Maps

Goals and Objectives, including:

- Downtown Revitalization
- Land Conservation
- Parks and Recreation
- Local Economy
- Resources for At-Risk Populations
- Smart Growth
- Housing Affordability
- Bike and Pedestrian Infrastructure
- Community Events and Participation
- Historic Preservation

Case Studies, including:

- Revitalization: Selma, North Carolina
- Socioeconomic Development: Saxapahaw, North Carolina
- Urban Design: River Arts District, Asheville, North Carolina

Glossary of Terms Used in this Plan

The following section defines key terms and concepts used throughout the plan.

Accessibility: Describes the degree to which people can safely and efficiently access and navigate environments, resources, and services regardless of ability, age, or mobility.

Activity Center: Describes areas within a ten-minute or half-mile walk of establishments that offer food or other essential items.

Adaptive Reuse: The process of repurposing old or underutilized buildings and sites for new uses while preserving their cultural and structural integrity. This practice conserves resources by minimizing the amount of new building materials and land development activity needed to become operational. It also supports economic development and cultural preservation initiatives.

Affordable Housing: Housing units that are financially accessible to those with low to moderate-income as defined by local government guidelines. This initiative aims to ensure individuals and families can afford housing costs, including utilities, without sacrificing the ability to meet other basic living expenses.

Anchor Institution: The Democracy Collaborative defines the term as: "Large public or non-profit institutions that are physically rooted in a specific geographic area and play a prominent economic role in their local communities. Examples of anchor institutions include: hospitals, universities, municipal governments, electric and water utilities, and museums, libraries, and other cultural organizations."

At-Risk (population): Refers to individuals or groups who are particularly vulnerable to experience social, economic, environmental, or health challenges that may impact their quality of life. These populations include people experiencing financial hardships, people with disabilities, people experiencing homelessness, and other groups facing barriers.

Beautification: Beautification in urban planning involves enhancing the visual and functional quality of built environments through the strategic implementation of aesthetic and functional improvements.

Bikeability: Measures how conducive a geographic area is for bicycling activities, focusing on safety, convenience, and connectivity of cycling infrastructure such as bike lanes, shared lane markings, and trails that are inaccessible to motorized vehicles.

Biodiversity: Refers to the variety of life in all its forms, including the diversity of species, their genetic variations, and the ecosystems they form. It is crucial for maintaining ecological balance and resilience, supporting ecosystem services such as pollination. Biodiversity also underpins agricultural systems and enhances the resilience of environments to natural disturbances and human impacts.

Black (capitalized): The Associated Press defines the term as: "AP's style is now to capitalize Black in a racial, ethnic, or cultural sense, conveying an essential and shared sense of history, identity, and community among people who identify as Black, including those in the African diaspora and within Africa. The lowercase black is a color, not a person. These changes align with long-standing capitalization of other racial and ethnic identifiers such as Latino, Asian American, and Native American."

Bottom-up: A strategic approach to planning and development that originates from community members or grassroots movements rather than top-down solutions and standardized practices. Top-down solutions often impose large, costly projects without adequate local input or consideration of long-term impacts. Bottom-up strategies empower local stakeholders, align development initiatives with the actual needs and long range vision of the community, and encourage social involvement and commitment to the outcomes.

Built Environment: The human-made spaces in which people live, work, and play on a day-to-day basis. This includes buildings, neighborhoods, parks, roads, utilities, and other physical structures that constitute the fabric of our urban and rural spaces. The design and quality of the built environment have profound impacts on quality of life, natural resources, and human health and safety.

Code, Form-Based: The Form-Based Codes Institute defines the term as: "A land development regulation that fosters predictable built results and a high-quality public realm by using physical form (rather than separation of uses) as the organizing principle for the code. A form-based code is a regulation, not a mere guideline, adopted into city, town, or county law. A form-based code offers a powerful alternative to conventional zoning regulation."

Collective Action: When a group of people work together to achieve a common goal or solve a problem. A situation in which all individuals would be better off cooperating but fail to do so because of conflicting interests is called the "collective action problem."

Community Land Trust: The Democracy Collaborative defines the term as: "Community-based non-profit organizations designed to ensure long-term community control and stewardship of land. CLTs can be used for many types of development (including commercial and retail) but are primarily used to ensure long-term housing affordability. Moreover, they are democratic institutions that are often governed by multi-stakeholder boards that can include residents, wider community representatives, and public officials."

Community Wealth Building: The Democracy Collaborative defines the term as: "An economic development model that transforms local economies based on communities having direct ownership and control of their assets."

Complete Streets: Smart Growth America defines the term as: "An approach to planning, designing and building streets that enables safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. While Complete Streets are a process and approach to street design, there is no singular design prescription for Complete Streets. Each one is unique and responds to its community context."

Cooperative (co-op): The Democracy Collaborative defines the term as: "Businesses governed on the principle of one member, one vote. There are several common types of co-ops (as well as hybrids—which combine more than one type), including cooperatives owned and operated by: the people working there (worker or employee-owned cooperatives); the people buying the co-op's goods or services (consumer cooperatives); the people collaborating to process and market their products (producer cooperatives); and groups uniting to enhance their purchasing power (purchasing cooperatives)."

Corridor, Mixed Use: These areas are primarily located along important thoroughfares and provide a mix of local and nonlocal businesses and services. These areas primarily serve local populations and incorporate pedestrian-friendly designs that enhance the public realm.

Corridor, Wildlife: The Green Infrastructure Center defines the term as: "Nature's highways that connect different habitat cores and forest fragments together. These strips of land allow animals and plants to travel safely from one habitat to another, which is especially important to keep animal and plant populations healthy and diverse. The wider these corridors are, the better they are for more types of animals to use them." The Saluda River is an example of a statewide corridor.

Decision-maker: Refers to individuals or groups within local government bodies, such as County Council and Planning Commission, who have the authority to make executive and legislative decisions that shape the development and policy direction of a community.

Development, Brownfield: The process of cleaning up and redeveloping properties that are complicated by the presence or potential presence of hazardous substances, pollutants, or contaminants. Brownfield development focuses on converting derelict or underused industrial and commercial properties, often in urban areas, into productive uses, thereby reducing urban sprawl and mitigating environmental hazards.

Development, Greenfield: The process of developing natural, rural, or undeveloped land. This process usually involves clear cutting sites that are several acres in size. Greenfield development typically allows for simpler stormwater design and construction since the land does not require remediation or the demolition of existing structures.

Development, Infill: The practice of developing vacant or underused parcels within existing urban areas that are already largely developed. Infill development aims to optimize the use of land, reduce sprawl, and enhance the vitality of established communities. This approach utilizes existing infrastructure and encourages denser, more efficient uses of urban and suburban space in favor of leaving natural and rural lands undeveloped.

Ecotourism: A form of sustainable travel to natural areas that conserves the environment, respects local cultures, and promotes economic opportunities for local communities. It emphasizes low-impact visitor behavior, sensitivity to the protection of ecological and cultural assets, and educational components to promote environmental awareness and advocacy among travelers.

Equity: The American Planning Association defines the term as: "Unlike equality, which connotes sameness, equity is responsive to difference; equitable policies actively mitigate the disproportionate harm faced by certain communities. Three cross-cutting issues related to social equity in planning include gentrification, environmental justice, and community engagement and empowerment."

Forest Fragment (patch): The Green Infrastructure Center defines the term as: "Smaller isolated areas of forest habitat surrounded by non-forest landscapes, often resulting from human activities like agriculture, construction of buildings and roads, or logging. These fragments disrupt the continuity of habitat, affecting biodiversity and ecosystem functions. Species living in these fragments often face 'edge effects' where the conditions at the boundary of a fragment are different from those in the interior, often leading to altered temperature, humidity, and high vulnerability to predators and invasive species. Fragmented forests struggle to sustain the same level of biodiversity and ecological functionality as larger, contiguous forests."

Fragmentation: The Green Infrastructure Center defines the term as: "When large areas of natural land are broken up into smaller pieces by human activities like constructing buildings and roads. This makes it harder for animals to find the space they need to survive and can lead to fewer types of plants and animals in the area, as they're cut off from the larger forests they need for a healthy life."

Green Infrastructure: The Green Infrastructure Center defines the term as: "Green infrastructure can be thought of as the sum of all our natural resources. It includes all the interconnected natural systems in a landscape, such as intact forests, woodlands, wetlands, parks and rivers, as well as those agricultural soils that provide clean water, air quality, wildlife habitat, and food."

Habitat Core: The Green Infrastructure Center defines the term as: "Intact natural landscapes large enough to support interior forest or marsh or wetland dwelling species. To be considered a habitat core, the natural landscape must encompass more than 100 acres of intact area. This acreage standard is based on studies evaluating the minimum acreage for terrestrial species to survive and thrive. Large, intact forest cores are less impacted by disturbances and can better support area-sensitive and extinction-prone species because they retain larger populations, and their habitat is less likely to degrade through time."

Historic (designation)

Historic building/site: Generally at least 50 years old and/or associated with important or distinct periods of activity, events, and development.

Historic district: Individual buildings that may not qualify for individual historic designation may qualify as part of an historic district, which preserves the general built fabric of the district as a whole rather than individual buildings within it.

Housing Affordability: Describes the extent to which individuals and families can afford market-rate housing without excessive financial burden, typically defined by spending no more than 30% of household income on housing costs. Housing affordability is a critical measure in assessing the economic and social health of communities, as it impacts access to safe and stable housing, which is fundamental to overall well-being.

Incremental Growth: A development strategy that emphasizes small-scale, gradual changes instead of large-scale transformations. This approach allows communities to evolve over time through continuous improvements and manageable modifications, making it easier to respond to failures and successes. Incremental growth is sustainable, as it reduces the risk and cost associated with large projects and enables a more organic form of urban development, reflecting real changes in community needs and conditions.

Land Conservation: The practice of preserving, protecting, and restoring land and its natural resources to ensure they are sustainably managed and remain available for future generations. Land conservation strategies can include setting aside areas for passive recreation, implementing sustainable land management practices, and utilizing legal tools such as conservation easements. This practice helps maintain biodiversity and mitigates the impacts of development on natural habitats.

Land Use: The American Planning Association defines the term as: “Designates the future use or reuse of the land within a given jurisdiction’s planning area, and the policies and reasoning used to arrive at the decisions in the plan. The land-use plan serves as a guide to official decisions regarding the distribution and intensity of private development, as well as public decisions on the location of future public facilities and open spaces. It is also a basic guide to zoning and subdivision controls, urban renewal, and capital improvement programs.”

Low Impact Development (LID): An approach to land development or redevelopment that works with nature to manage stormwater as close to its source as possible. LID employs principles and practices that use or mimic natural processes that result in the infiltration, evapotranspiration, or use of stormwater to protect water quality and associated aquatic habitat. This approach aims to minimize the impact on the environment, reduce urban runoff, and enhance the aesthetic and functional properties of the landscape.

Missing Middle Housing: Opticos Designs defines the term as: “House-scale buildings with multiple units in walkable neighborhoods. These building types, such as duplexes, fourplexes, cottage courts, and courtyard buildings, provide diverse housing options and support locally-serving retail and public transportation options. We call them 'Missing' because they have typically been illegal to build since the mid-1940s and 'Middle' because they sit in the middle of a spectrum between detached single-family homes and mid-rise to high-rise apartment buildings, in terms of form and scale, as well as number of units and often, affordability.”

Nonhuman: Not affected or produced by humans; naturally-occurring.

Piedmont (region): Commonly referred to as the “Piedmont region,” this term is used to describe a plateau region in South Carolina and broader Eastern United States located between the Appalachian Mountains and Atlantic Coastal Plain. The region is the namesake for the Piedmont community.

Resilience: The South Carolina Office of Resilience defines the term as: "The ability of communities, economies, and ecosystems to anticipate, absorb, recover, and thrive when presented with environmental change and natural hazards."

Smart Growth: Smart Growth America defines the term as: "An overall approach to development that encourages a mix of building types and uses, diverse housing and transportation options, development within existing neighborhoods, and robust community engagement. Smart growth means: reinvesting in America's downtowns and main streets, the economic engines of big cities and rural towns alike; creating homes for families of all income levels alongside one another in locations where daily needs are close by; diversifying our transportation system so Americans have a choice in how they get around; building streets that are safe for people walking, bicycling, or using any sort of assistive device, as well as driving; and protecting our open green spaces for generations to come."

Sharrow (shared lane marking): Road markings and signs that indicate where bicycles and automobiles should share a lane.

Social Value: The Democracy Collaborative defines the term as: "A term used to describe the difference an organization or project can make to the community in which they are operating to achieve positive and sustainable impact with regards to social, environmental, and economic outcomes. When considering social value, anchor institutions and enterprise must look beyond the financial cost of a contract to consider how the services they commission and procure can improve the economic, social, and environmental wellbeing of a community."

Socioeconomic Development: The process of implementing actions and strategies that improve the economic and social well-being of a community and its residents. This involves increasing access to basic needs such as healthcare, education, and housing, while also promoting job creation, income enhancement, and the equitable distribution of resources. Socioeconomic development aims to create sustainable economic growth that raises the quality of life and standard of living for all citizens in the community.

Sustainability: In the context of urban planning and development, sustainability refers to the ability to meet the needs of the present without compromising the ability of future generations to meet their own needs. This concept encompasses environmental, economic, and social dimensions, ensuring that development is balanced in a way that preserves natural resources, promotes economic viability, and fosters social equity. Sustainable practices seek to minimize environmental impact and maintain ecological balance through efficient resource use and innovative solutions.

Tactical Urbanism: Tactical Urbanist's Guide defines the term as: "Refers to a city, organizational, and/or citizen-led approach to neighborhood building using short-term, low-cost, and scalable interventions to catalyze long-term change. Tactical Urbanism projects can be led by governments, non-profits, grassroots groups, or frustrated residents. Though the degree of formality may vary, Tactical Urbanism projects share [a] common goal of using low-cost materials to experiment with and gather input on potential street design changes."

Top-down: Refers to a decision-making approach where ideas, plans, and policies are initiated and implemented by higher authorities or centralized entities before being passed down to lower levels of the hierarchy for execution. This approach contrasts with bottom-up processes, which are driven by stakeholders and community members at the grassroots level. Top-down strategies are often used in contexts where uniform policy application and swift implementation are required across broad areas.

Transit: The American Planning Association defines the term as: "Passenger services provided by public, private, or nonprofit entities such as the following surface transit modes: commuter rail, rail rapid transit, light rail transit, light guideway transit, express bus, and local fixed route bus."

Transportation: Encompasses systems and methods used to move people and goods from one place to another, particularly through the use of motorized vehicles. This includes infrastructure like bridges, roads, and railways. It also includes design that is safe for vehicles that travel on these networks, including intersections, and maintenance to ensure good pavement quality and other surface conditions.

Upward Mobility: Describes the ability for an individual or group to improve their economic status, typically measured in terms of income, education, and employment opportunities, over their lifetime or between generations. Upward mobility is facilitated by access to quality education, fair employment practices, inclusive economic policies, and social programs that reduce barriers and create ladders of opportunity.

Urban Design: The process of designing and shaping the physical features of cities, towns, and villages. The process involves the arrangement and design of buildings, public spaces, transit systems, and the broader landscape in order to make urban environments attractive, functional, and sustainable. Urban design blends elements of architecture, landscape architecture, and urban planning.

Urban Sprawl: Describes the uncontrolled expansion of urban areas into the surrounding rural land, often characterized by low-density residential development, single-use zoning, and heavy dependency on personal automobiles for transportation. Urban sprawl can lead to increased traffic, loss of natural and rural lands, and greater public expenditure on infrastructure and services.

Unzoned: Properties not subject to any zoning or land use regulations.

Walkability: Measures how conducive a geographic area is for walking as a safe, convenient, and enjoyable mode of transportation and recreation. Walkability is a function of the safety, convenience, and comfort of walking conditions, influenced by factors such as sidewalk quality, street design, traffic patterns, and accessibility to local amenities like shops, schools, and parks. High walkability can improve public health, reduce reliance on automobiles, encourage social interactions, and enhance local economies.

Wayfinding: Refers to the use of directional signs, maps, symbols, colors, and other communication elements to help individuals navigate through, and understand the layout of, a geographic area.

Zoning: The American Planning Association defines the term as: “A police power measure in which the community is divided into districts or zones within which permitted and special uses are established as are regulations governing lot size, building bulk, placement, and other development standards.”

Picture Piedmont Photo Collection

These photos were taken in Piedmont by the Piedmont community, showcasing the essence of Piedmont at this point in time—during this planning process—highlighting its charm, natural beauty, people, and spirit. The photos were taken between 2020 and 2024.



Dozens of photos were submitted by residents and local business owners. The following series of images aims to tell a story of Piedmont and the people who call it home in the early 2020s, highlighting its historic charm and jaw-dropping beauty of abundant nature and wildlife. The Piedmont Artists Guild intends to display a selection of these photos in the Piedmont Community Building.

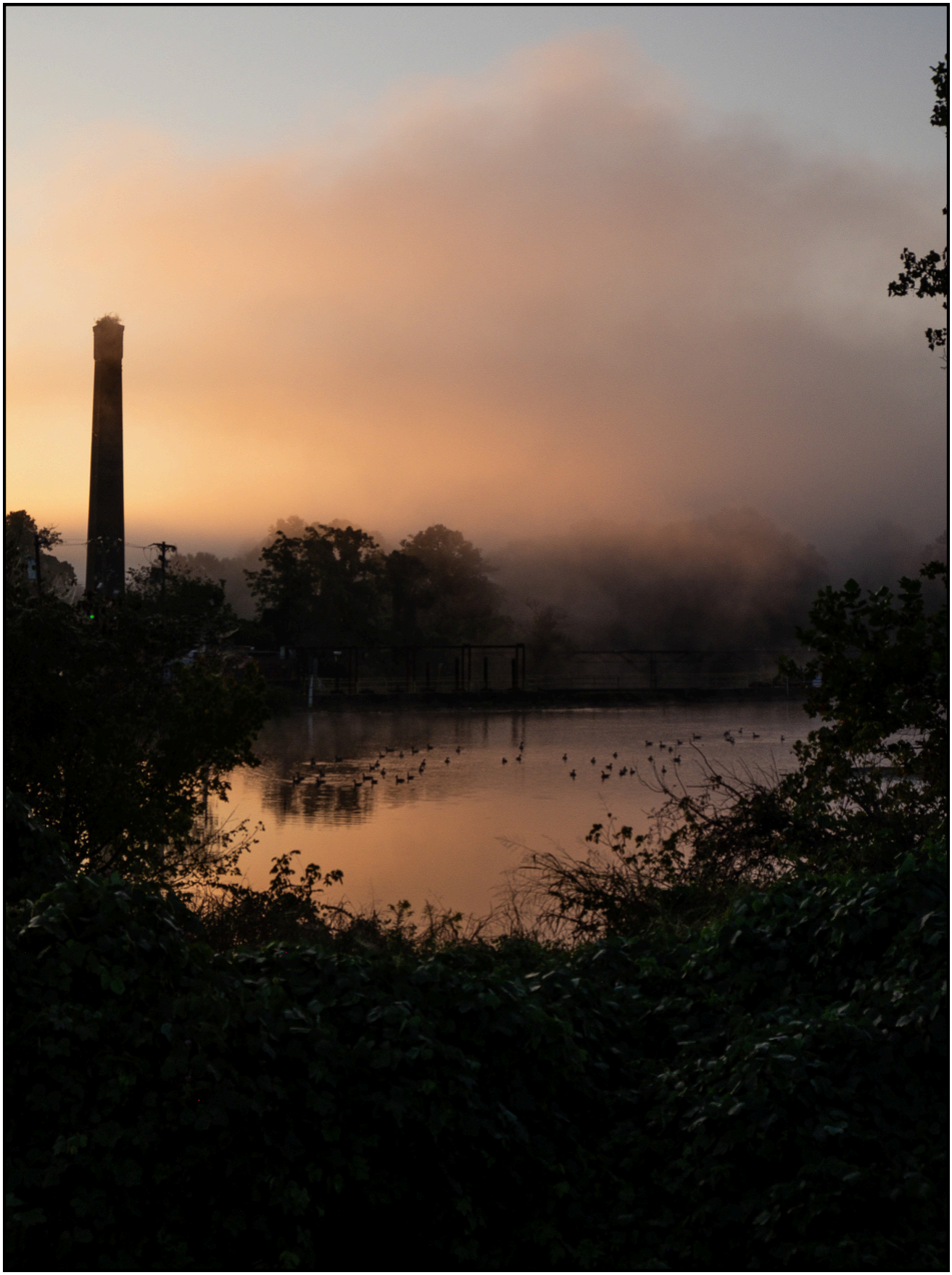


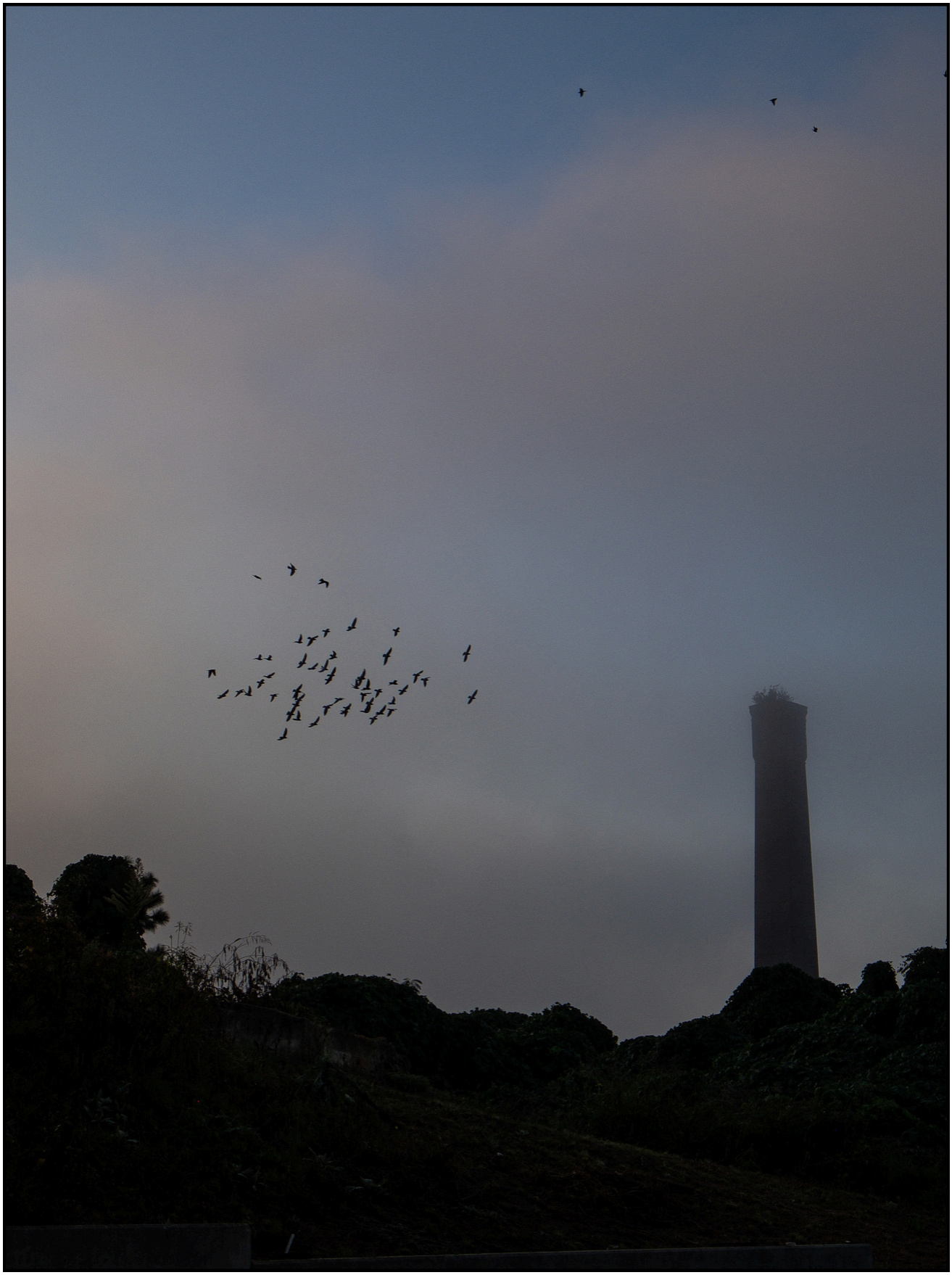
















































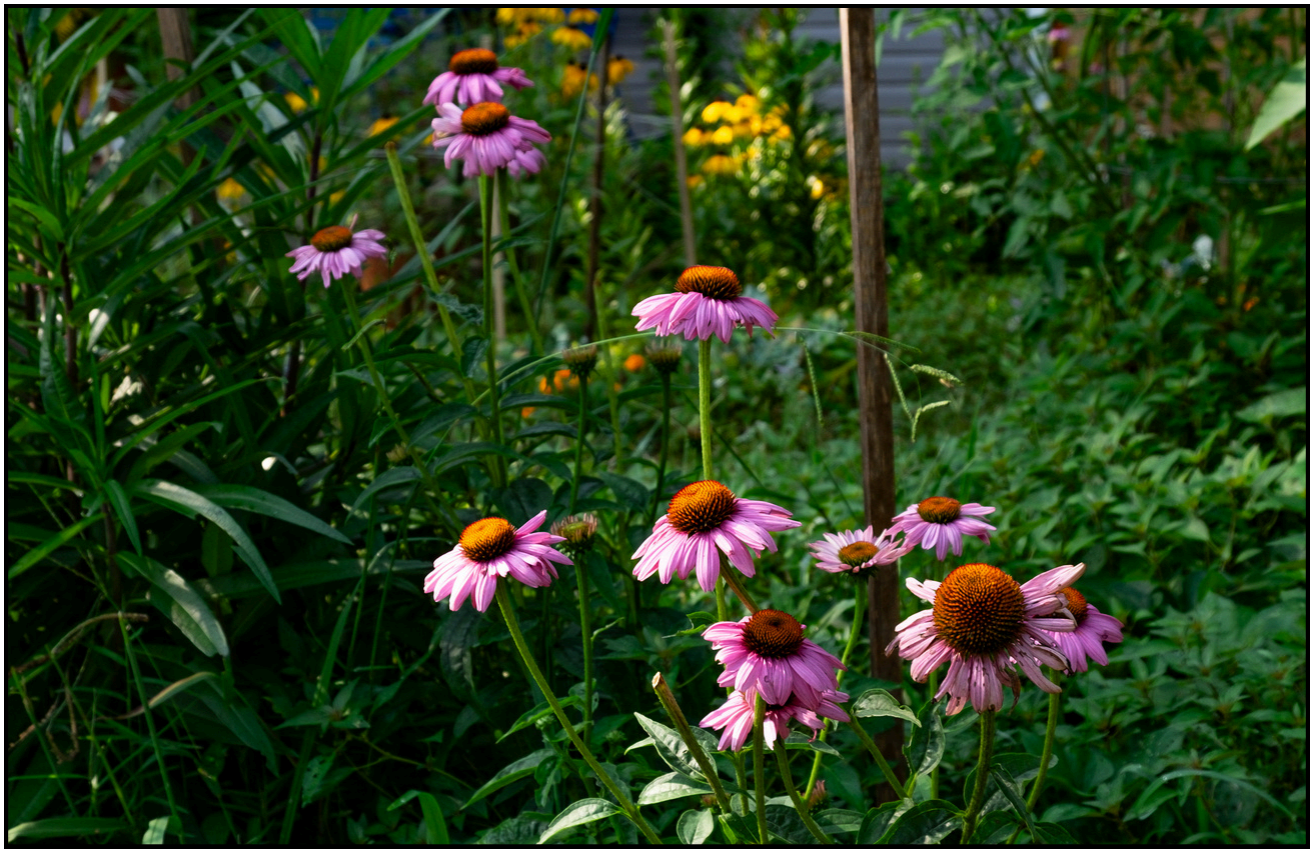






































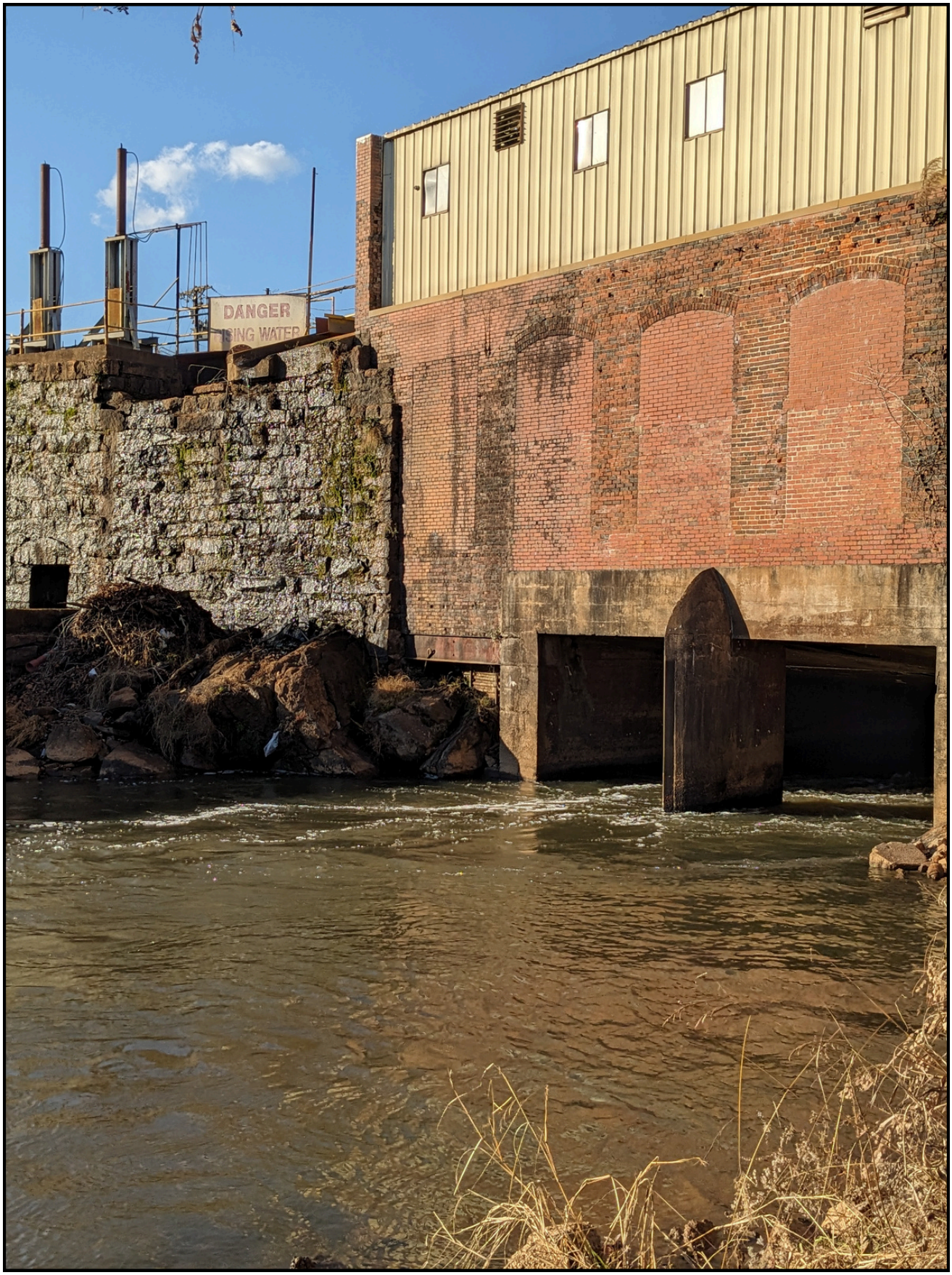







Saluda
River




DANGER





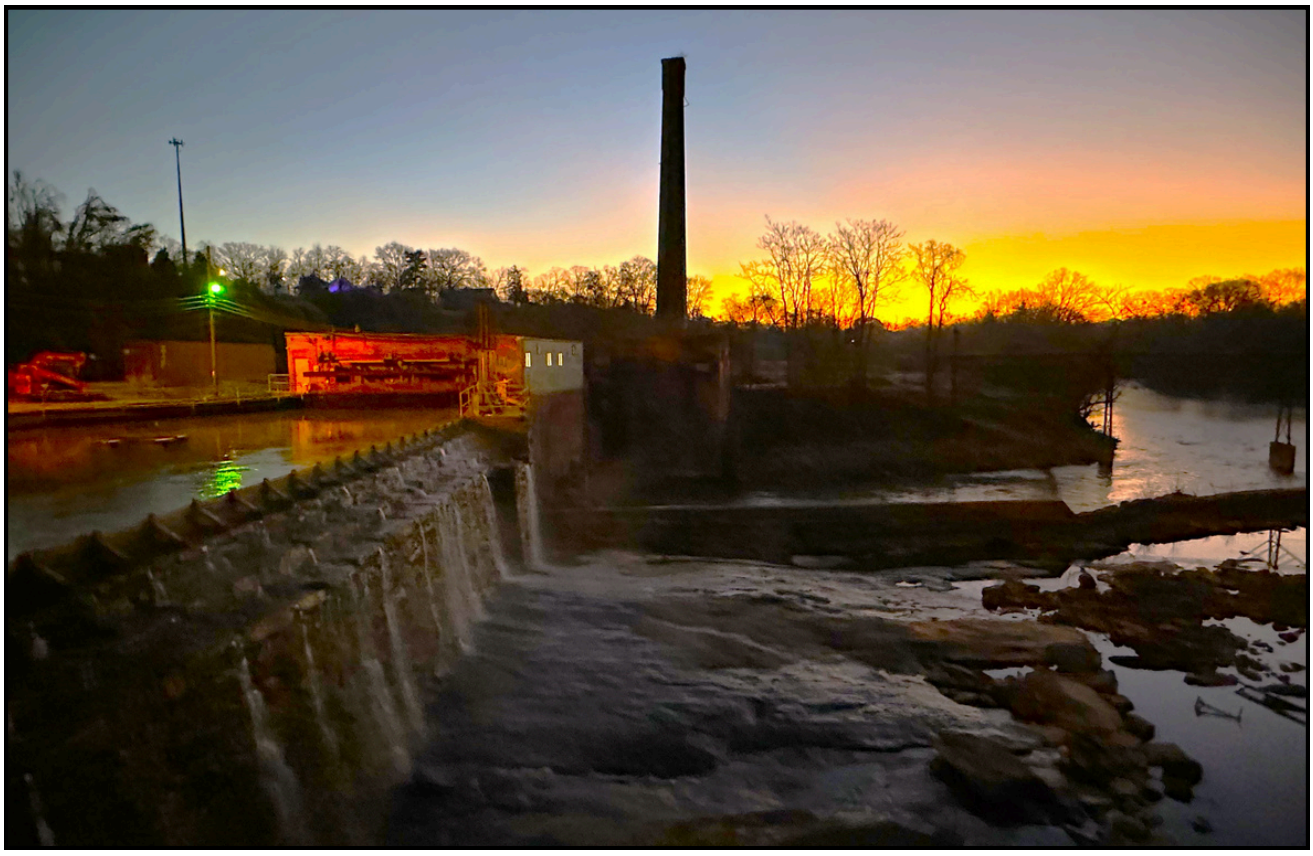






















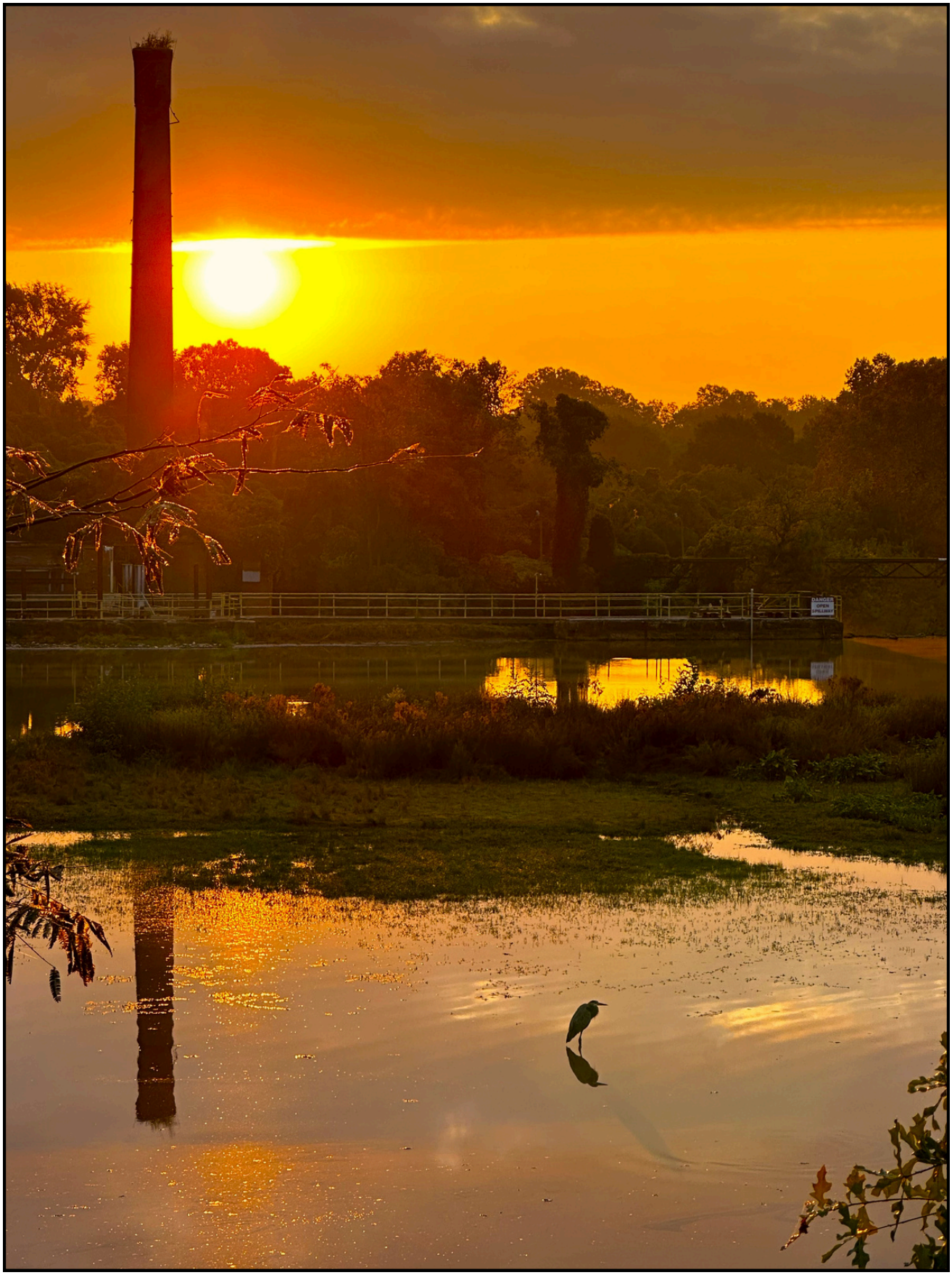








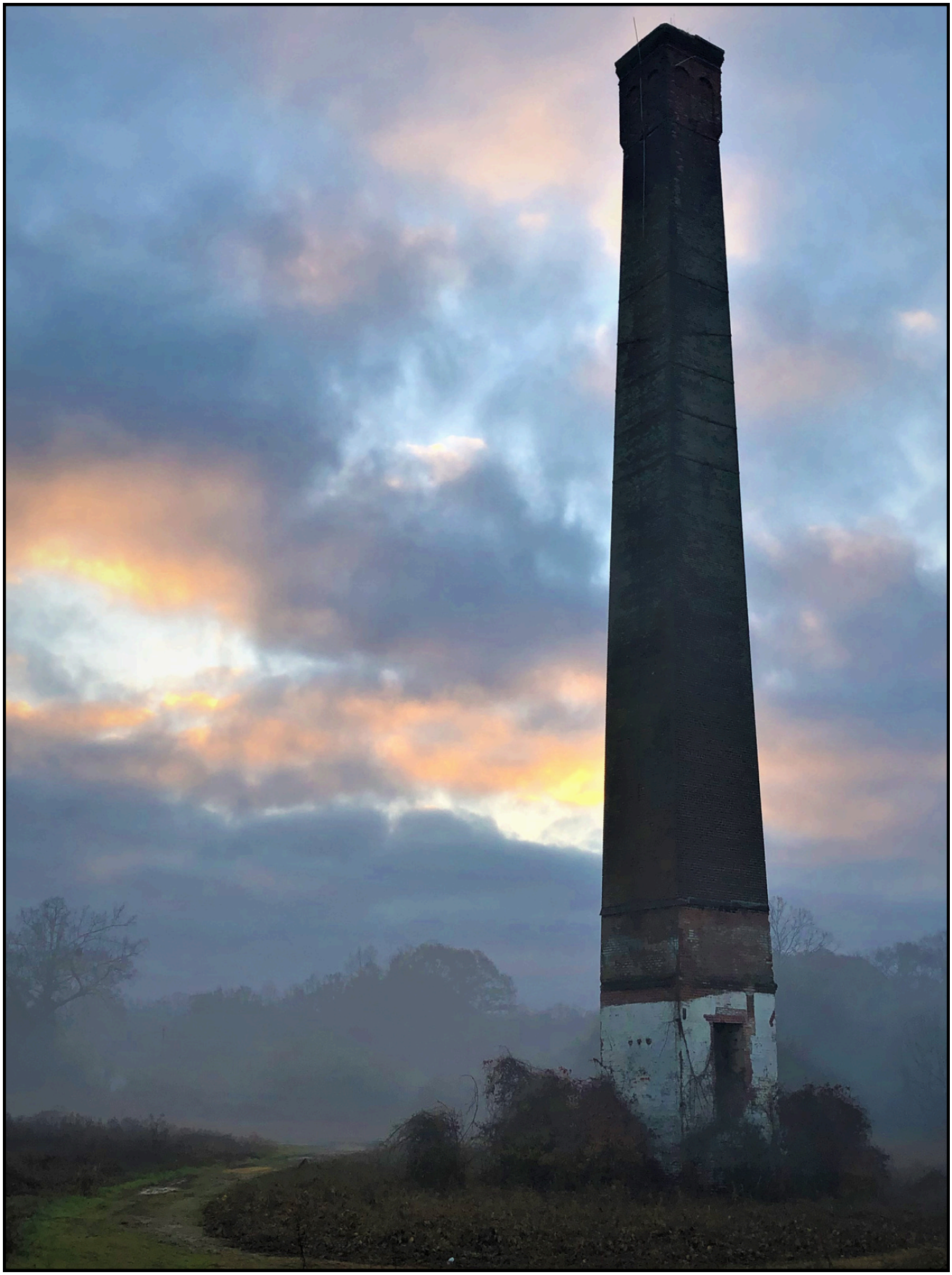



DANGER
OPEN









Chapter One:
Introduction and Background



Purpose of Study

Piedmont, for all intents and purposes, is a town. There are even road signs to prove it. However, it is not incorporated as a city or town with its own self-governing capabilities like other nearby communities such as Pelzer. Throughout the past century and a half, no such efforts were accomplished in Piedmont. Instead, the community is governed by two separate County governments, divided by an arbitrary, invisible line that restricts its ability to evolve cohesively with a unified vision among its people. Therefore, Piedmont is arguably more vulnerable to losing its historic and natural resources than any other community in the Upstate through unchecked land development as a result of rapid population growth.

The success of this plan relies on effective community engagement, which requires planners to make meetings accessible and information as easy to understand as possible. To achieve this, planners can utilize a variety of resources that help break down barriers and encourage broad participation so that all community members have opportunities to participate. Therefore, this planning process aims to provide accessible meeting formats and alternating meeting times so that all people can participate based on their own needs. It is important that the outcomes of this process reflect the demographic makeup of the community, including age, income, and race, among others, such as established residents and newcomers. In doing so, the process must include individuals and groups who have historically been underrepresented or marginalized in the planning process, such as those experiencing homelessness, people with disabilities, and renters. The goal is to gather qualitative data and immeasurable insight through honest conversations, using the lived experiences and unique perspectives of a diverse group of people to build a better Piedmont for all, by all.

When making decisions, planners and community leaders must consider:



Source: American Planning Association PAS Memo No. 110. Kyle Ezell, “Three Essentials for Better Planning.”

Throughout its history, the bridge has been an important symbol to the Piedmont community. Since 1888, a footbridge spanning the lengths of the Saluda River has connected the community in more ways than one. In 2020, the footbridge was destroyed during a storm, chipping away at an already dwindling list of remaining structures. The community, brought together in its devastation, honored the footbridge by placing ribbons along the Highway 86 bridge. This moment in Piedmont’s history, while somber, should also be remembered as a moment of strength as it reflects a history of the community's resilience in spite of hardships. This study aims to be just that—a bridge—connecting the Piedmont community in order to actualize its vision. A former Piedmont newspaper, The Bridge, used the motto: “Cross the bridge and help each other.”

What is an area plan?

An area plan is a strategic document that guides the future development and growth of a specific community as a result of a community-driven effort that involves input from various stakeholders, including citizens, businesses, nonprofit organizations, and government agencies, among others. Overall, an area plan provides a roadmap for the physical, social, and economic development of an area, guiding decision-making, promoting coordinated growth, and fostering a desirable and resilient future for the community. The final document, while non-binding, will serve as a guide to Anderson and Greenville County councils, boards, and commissions when making decisions affecting the Piedmont community, created by the Piedmont community.

What is the role of planning?

Planning aims to guide meaningful and thoughtful development and growth. Planning considers various factors, including, but not limited to: community engagement; design; economic development; historic preservation; housing; land use; natural resources; parks and recreational facilities; social equity and well-being; and transportation and mobility. It is important to note that planners are not decision-makers or engineers. Rather, planners serve as facilitators and mediators between the community and decision-makers. We aim to bring people together with a huge range of perspectives and different ways of knowing and help them learn, from each other, how to make places that can improve their lives.

What can this study do?

- Start a conversation about planning the future of Piedmont;
- Initiate an organized, community-driven planning effort in the study area;
- Bring stakeholders to the table to encourage conversations and promote resource pooling, which could lead to unique opportunities or solutions;
- Give the community a platform to express their concerns, hopes, and needs;
- Help the community develop and realize a vision using community engagement and planning strategies;
- Develop goals and objectives based on community input;
- Apply for grants or identify potential sources of funding;
- Create an advisory document, reflecting the outcomes of the planning process, to guide decision-making; and
- Promote the Piedmont community and its values.

What can this study not do?

- Codify any result of the document, nor create any new law or regulation;
- Establish authority to develop or redevelop property;
- Implement road or transportation improvements;
- Incorporate Piedmont as a city or town;
- Limit or restrict land uses or building-types; or
- Zone or rezone property.

Previous Studies

Piedmont, or sections of it, have been included in several plan documents from Anderson and Greenville counties. These plans are largely concerned with land use, though some focus on specific strategies such as identifying potential multi-use trails or sustainability initiatives.

Anderson County Comprehensive Plan (2016)

Anderson County Green Infrastructure Plan (2016)

Greenville County Comprehensive Greenways Plan (2010)

Northeast County Area Plan (2017)

Plan Greenville County Comprehensive Plan (2020)

South Greenville Area Plan (2017)

A Brief History of Piedmont

This section includes an account of historic and prehistoric events related to Piedmont. The information is a compilation of research conducted as part of this study, including analysis of archives and special collections at Clemson University and Furman University; historic aerial imagery and maps; documents and newspapers, personal interviews, and publications. See the end of this section for a complete list of sources.

Prehistory

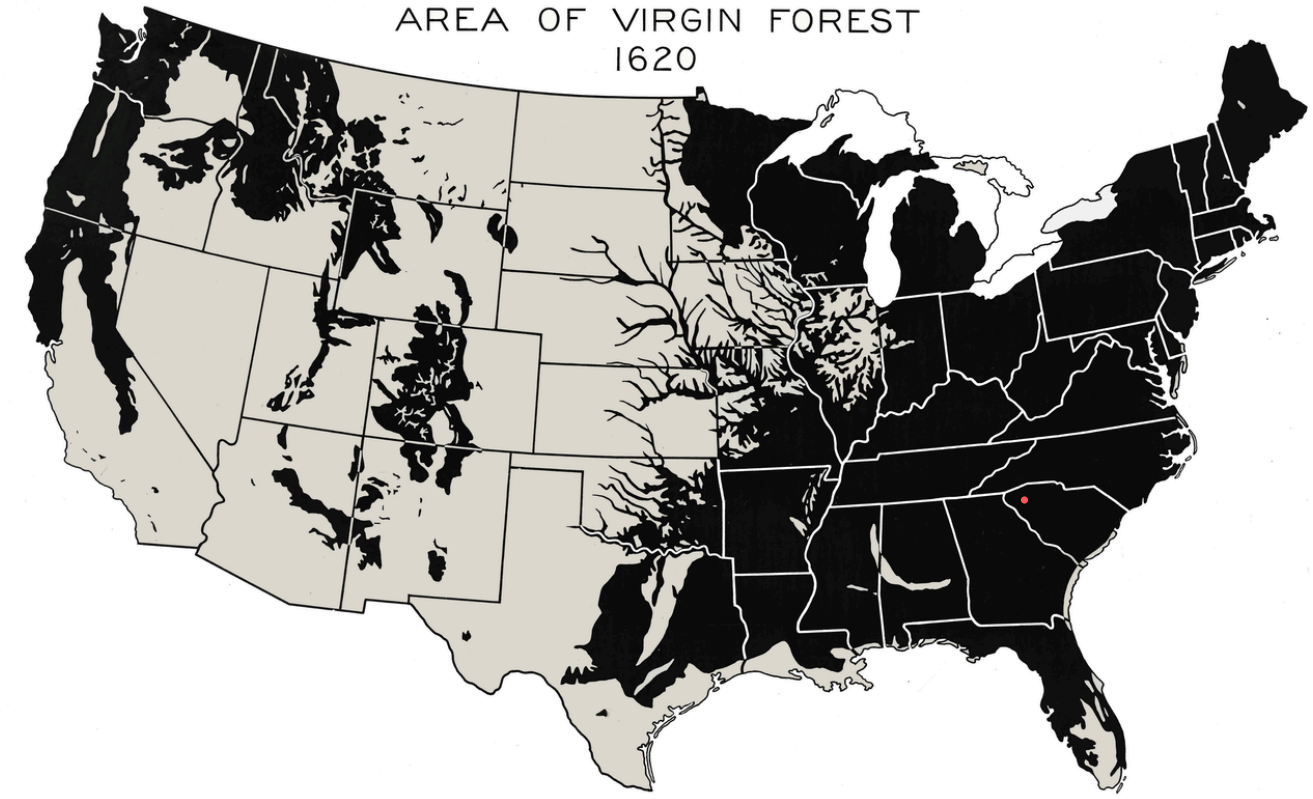
Indigenous populations, pre-1777

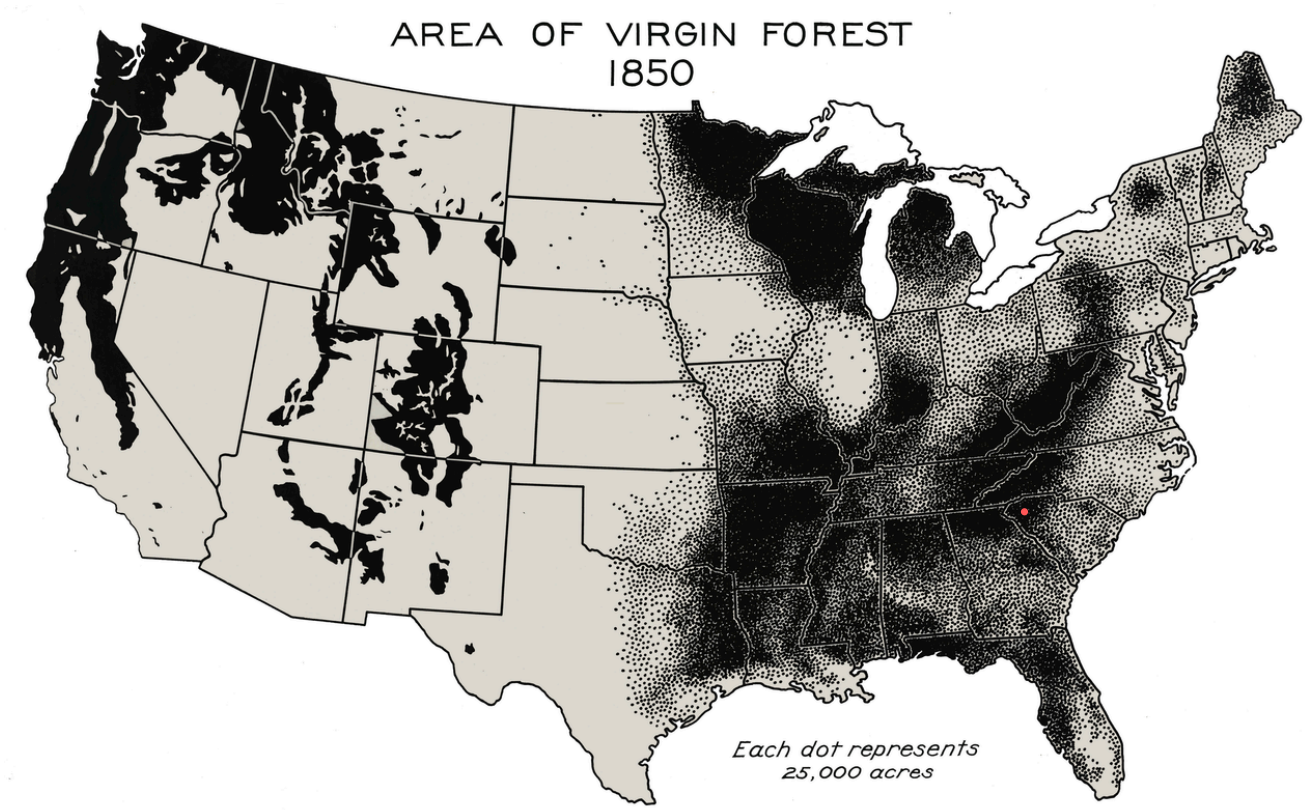
Piedmont, specifically the area around the present-day Saluda River dam, has been called many names and used by many people for many years. The spot, a ford at the shoals of the Saluda River, was a popular crossing and fishing spot for Cherokees who called it the “Big Shoals of the Saluda.” Tradition suggests the name “Saluda” is derived from the Saluda people, a Shawnee tribe that occupied the lower reaches of the river in the 1670s before traveling through the foothills to Pennsylvania. The English word “Saluda” came from the Cherokee word "Tsaludiyi" meaning "green corn place." According to legend, Tsaludiyi was a chief of the Cherokee Nation. The spelling of the name was anglicized. (1)

During the late Mississippian period, which spanned from around 800 to 1600, people residing in the Anderson County area along the Savannah River experienced significant social changes. Archaeological evidence suggests that these societies abandoned their towns suddenly. The cause of the evacuation is unknown, but archaeologists have suggested several reasons, including political and military conflict and drought. The southernmost Cherokee towns were situated north of Anderson County, and with the abandonment of the towns along the central Savannah River Valley, the area remained a semi-wilderness. (2) In fact, the entire Upstate, as well as the majority of the eastern United States, was heavily forested with old-growth trees before their logging by European settlers (see figure on next page).

The Cherokees were a recent immigrant group in South Carolina, moving southeast in the 1500s to areas previously occupied by the Creeks. Despite this, the Cherokees claimed present-day Anderson County as their hunting territory, constructing only temporary shelters or camps. During the 1540s, European explorers entered the Piedmont (region) of South Carolina. At that time, the Cherokee Nation occupied a vast area, living in the mountains and foothills of South Carolina, North Carolina, Georgia, and Tennessee. In South Carolina, the Cherokee were the largest group of Iroquoian-speaking people living in the Piedmont. Their strength and vast land holdings made the Cherokee an essential trading partner with South Carolina colonists. The Cherokee traded deerskins for cloth, guns, and ammunition. By 1759, there were several thousand settlers in the upcountry. (3)

The Cherokee settled in towns located along rivers or streams, with portions of the surrounding forests cleared for the cultivation of corn, beans, and squash. The Cherokee utilized present-day Greenville County as a vast hunting ground. The Cherokee population was greatly affected by European diseases in the eighteenth century. In 1738, a smallpox epidemic decimated the Cherokee Nation, reducing their population by almost 50 percent within a year. The first permanent settlers began arriving in the Piedmont in the 1740s. These settlers primarily migrated from Virginia and Pennsylvania, moving south through the valleys of the Appalachian Mountains. The colonial traders became the colony's primary connection to the Cherokee, trading deerskins for cloth, guns, and ammunition. (2, 3)





Source: United States Forest Service

The events that occurred during this period, as well as the settlers' continued encroachment into Cherokee land, were the catalysts for the Cherokee War of 1759. Following their defeat and a smallpox epidemic that was brought to their lands by colonial troops from Charleston, the Cherokees agreed to cede their southern lands. Between 1761 and 1766, the Cherokees held discussions and signed treaties that established a specific line dividing their territory from that of the colony. This line was referred to as the "Dividing Line," the "Proclamation Line," or the "Indian Boundary" and consisted of a 50-foot wide area with marked trees. The present-day borders between Abbeville and Anderson counties and Greenville and Spartanburg counties closely follow this line. (2)

During the Revolutionary War, agents of both the British and patriot sides tried to win the loyalty and support of the Cherokee people. Despite efforts from both factions, the majority of Cherokees chose to align with the British. When colonists settled on Cherokee land in the Holston River Valley of northeastern Tennessee, the Cherokees attacked their settlements. As a result, patriot leaders in the Southeast called for the destruction of the Cherokee people. An army composed of soldiers from multiple colonies was assembled in 1776 to attack Cherokee towns and food stores. At a Cherokee settlement in South Carolina, the army destroyed six thousand bushels of corn. The South Carolina government offered a bounty for Cherokee scalps, and the army was paid. This full-scale assault put an end to Cherokee participation in the Revolutionary War, and in 1777, the Cherokees ceded most of their land in South Carolina. Although land grants were not issued for the newly acquired territory until 1784, some people trying to avoid service in the Revolutionary War may have temporarily settled in the area. The Hopewell Treaty was signed in 1785, opening the region for legal settlement. (2, 13)

Even though the land was open for settlement in 1784, the General Assembly did not establish "Greeneville County" until March 1786. A few days prior, legislators appointed nine landowners to be part of the county's first court, which probably took place at John Ford's plantation on “Golden Grove Creek” in May 1786. This creek, running through fertile "red land" near the Saluda River, carried waters tinged yellow by the soil, its banks shimmering from ground mica, amethyst, and granite, hence its name. This was where Greenville, as we know it, began. (16)

Early settlers, 1777-1873

In 1785, the colonial judicial districts were separated into counties, and the Cherokee lands became a part of the Ninety-Six District. Afterward, in 1789, the territory was split into two new counties: the western two-thirds became Pendleton County, and the eastern third became Greenville County. The counties then became part of the new Washington District in 1791, which formed the present-day counties of Anderson, Greenville, Oconee, and Pickens. (2)

The area around the present-day Piedmont Dam was the site of a small fort during the Revolutionary War constructed by Tory soldiers, or colonists who supported the British during the American Revolution. Here, a skirmish between Patriot and Tory soldiers unfolded, leaving many dead on both sides of the Saluda River. In 1797, Sheriff Robert Maxwell of the newly-formed Washington District was ambushed and killed here. (4)

Plantations in Golden Grove transformed the once-fertile landscape by over-planting with corn and later cotton over a few decades. The topsoil was stripped, and the bottomlands were eroded after they were cleared for planting. As a result, many plantation owners were lured to the fertile black soil of Alabama and Mississippi in the mid-1830s. During this time, the Greenville Mountaineer advertised Golden Grove plantations for sale almost weekly. (16)

The earliest extant homes of present-day Piedmont were constructed as early as 1830, decades before “Piedmont” existed. At least two of these homes still stand today: an unidentified house on Elrod Road built as early as 1830, and the Richey house on River Road built as early as 1850. These homes were built decades before the textile mill and village. A home dating back to as early as 1830 on Osteen Hill Road—the present-day REWA site—called the Wilborn-Clardy-Seawright House was demolished in 2013.

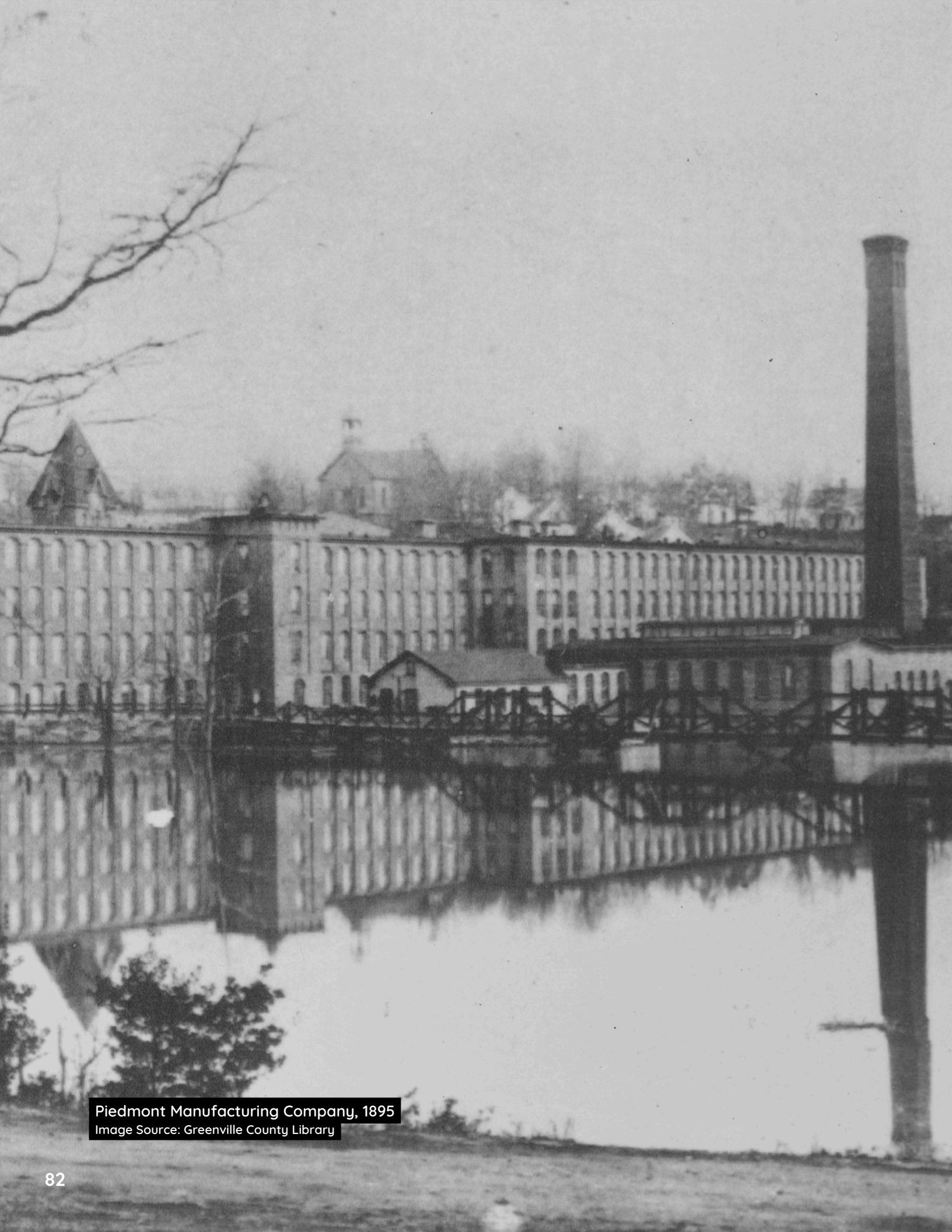
In 1843, David Garrison of Greenville County built a home on a knoll overlooking the Saluda River near present-day Hotel Hill in Piedmont, as well as a grist mill and log cabin on the Saluda River near the present-day dam. (3) In 1850, a covered wooden bridge, the first known bridge to span the Saluda River at this spot, was constructed. (5)

Julius Smith settled in Golden Grove in 1848 on a plantation to cultivate tea. Smith established an experimental garden in 1849. After achieving success, he published the first extensive American publication on tea cultivation in the United States. The following year, he purchased 269 acres of land in Golden Grove, "on both sides of the road to Wilson's Ferry"—present-day Pelzer—where he began tea cultivation. This is the first well-documented tea cultivation experiment in the United States. (16, 17) Smith’s house and plantation site may still exist today on Old Pelzer Road (4) [see Appendix C].

The Columbia and Greenville Railroad was established in the mid-nineteenth century, leading to a new era of development in the Piedmont region. The railway ran from Columbia to Newberry, then crossed the Saluda River into the Ninety-Six District before heading northeast to Greenville. As a result, numerous towns emerged along the railway line, transforming the agrarian landscape and society. (2) One such town was Grove Station, which had lacked a proper center before 1853, although it had a post office as early as the 1830s. However, with the arrival of the railway—the last stop before the terminus in Greenville—a blacksmith, church, cemetery, and general store were built there, quickly becoming a “thriving little community.” (16)

In 1861, Silas Trowbridge of Grove Station introduced Henry Hammett to the Saluda River at Garrison Shoals. Ironically, this event led to Hammett and William Bates purchasing 415 acres of land there to construct a cotton mill and supporting town, which effectively ended Grove Station’s heyday. However, Hammett’s plans were disrupted by the Civil War, which ended in 1865. The last battle of the war is believed to have taken place in Piedmont near present-day Old Williamston Road. (4, 10) A hurricane destroyed Garrison’s grist mill in 1865. (23)

After the Civil War, emancipated people returned to their farms or worked for wages. Plantation owners divided land into smaller parcels for tenant farming and sharecropping. The system allowed workers to farm in exchange for a share of the crop yield, but low prices for crops led to debt and poverty. Due to the low prices of cotton and other crops, many sharecroppers and tenant farmers became trapped in a cycle of debt known as debt peonage. As a result, they were often unable to pay off the loans taken out for seeds, tools, and other expenses, leaving them owing more than they had earned. This system of indebtedness kept both Black and white tenant farmers in a state of poverty, which contributed to the stagnation of the southern economy. (11) Following the war, northern states went through a period of rapid technological advancement and industrialization known as the Second Industrial Revolution. The Second Industrial Revolution led to unprecedented economic growth in the North. Supporters of the "New South" movement sought to bring similar economic growth to the southern states. They aimed to transform the region into an industrial powerhouse, much like the North. The "New South" movement was primarily characterized by the establishment of textile mills in the Appalachian Mountains and Piedmont region of Georgia, North Carolina, and South Carolina. (12)



Piedmont Manufacturing Company, 1895
Image Source: Greenville County Library

Piedmont Manufacturing Company

Early Years (1873-1880)

In 1873, the Piedmont Manufacturing Company was established at the Greenville Court House. It was decided that the village and the station on the Columbia and Greenville Railroad would be named “Piedmont,” which means “foot of the mountains.” This name was chosen as a result of the town lying in the Piedmont region of South Carolina where most of the founding members were from. Henry Hammett was chosen as the president. After the company was chartered in 1874, Hammett began to build a self-sufficient community using the resources of the surrounding wilderness and the efforts of hundreds of workers. This allowed Hammett to construct the facility even though the effects of the 1873 financial crisis still lingered. Hammett also convinced the Whitin Machine Works of Massachusetts to accept shares in the Piedmont Manufacturing Company in return for providing the factory's machinery. (5,6)

In 1876, Mill No. 1 was opened at Garrison Shoals on the eastern bank of the Saluda River in Greenville County. The founder, Hammett, had gained experience working at Batesville, South Carolina for his father-in-law, William Bates, at the Batesville Mill. Piedmont soon became a model town for many other mill towns in the Carolinas due to its early success and welfare work. Although the town's elevated position above the Saluda provided a natural power source for the mill, there was no pre-existing infrastructure aside from the river. To establish the town, the mill proprietors had to build a brick works, saw mill, and iron works to create the necessary materials. (6) These materials were excavated from the same sites where the mill and homes were later constructed, as well as an area referred to as the "Brick Yard" near the mouth of Big Brushy Creek. A wooden bridge crossing Big Brushy Creek existed until at least 1886 (see image on next page). Due to the excavation, a lake formed on the site, known as "Brick Yard Lake." The mill owners built one hundred homes for the workers who came to Piedmont. The majority of the homes were two-story frame houses with a one-story addition. Other homes were modest single-story houses, which were designed to mimic the style of the larger houses. Additionally, a school, a union church, and a series of frame commercial buildings were constructed. Piedmont was the first large-scale textile mill town in the Upstate. The mill owners chose to build a traditional downtown with separate buildings for various trades and suppliers, rather than one large mill store that was operated by the mill and provided a broad variety of supplies for the workers. In Piedmont, these supplies were broken out by suppliers and included mercantile shops, dry goods stores, millinery and furniture shops, a barber, lawyers, a coffin manufacturer, and a post office. (6, 7)

In 1880, Mill No. 2, was constructed. The same year, Pelzer Mill was also being built on the Saluda River downstream from Piedmont. By then, Piedmont had become the primary business district in the area, surpassing Grove Station. The leaders of Williamston, a nearby town, were anxious that their town would suffer the same fate as Grove Station after the Piedmont factory was built. (22) Piedmont became the largest mill in South Carolina by 1883 and shipped its products to China. The mill flourished, but the first signs of unionization began nearby. The Knights of Labor started organizing workers in Augusta. Hammett, the mill owner, ordered the superintendent to stop any "Yankee-inspired organizing activity" at his mill, discharge anyone associated with the Knights, and close the mill at the first sign of union recruiting. Hammett had reason to fear a union considering the wages he paid his workers. One worker said he earned $5.10 for his first month's work in 1889 (for four 72-hour weeks). His wages later increased by $1.50 per week. Hammett, on the other hand, earned $416.66 per month. More than 50 percent of Hammett's workers were women and children, some as young as eight years old. Management successfully prevented efforts by the South Carolina Legislature to forbid the employment of children under sixteen years of age by arguing that such a move would decrease mill profits by 25 percent. (18)



Image Source: Greenville County Library

Boom Years (1880-1927)

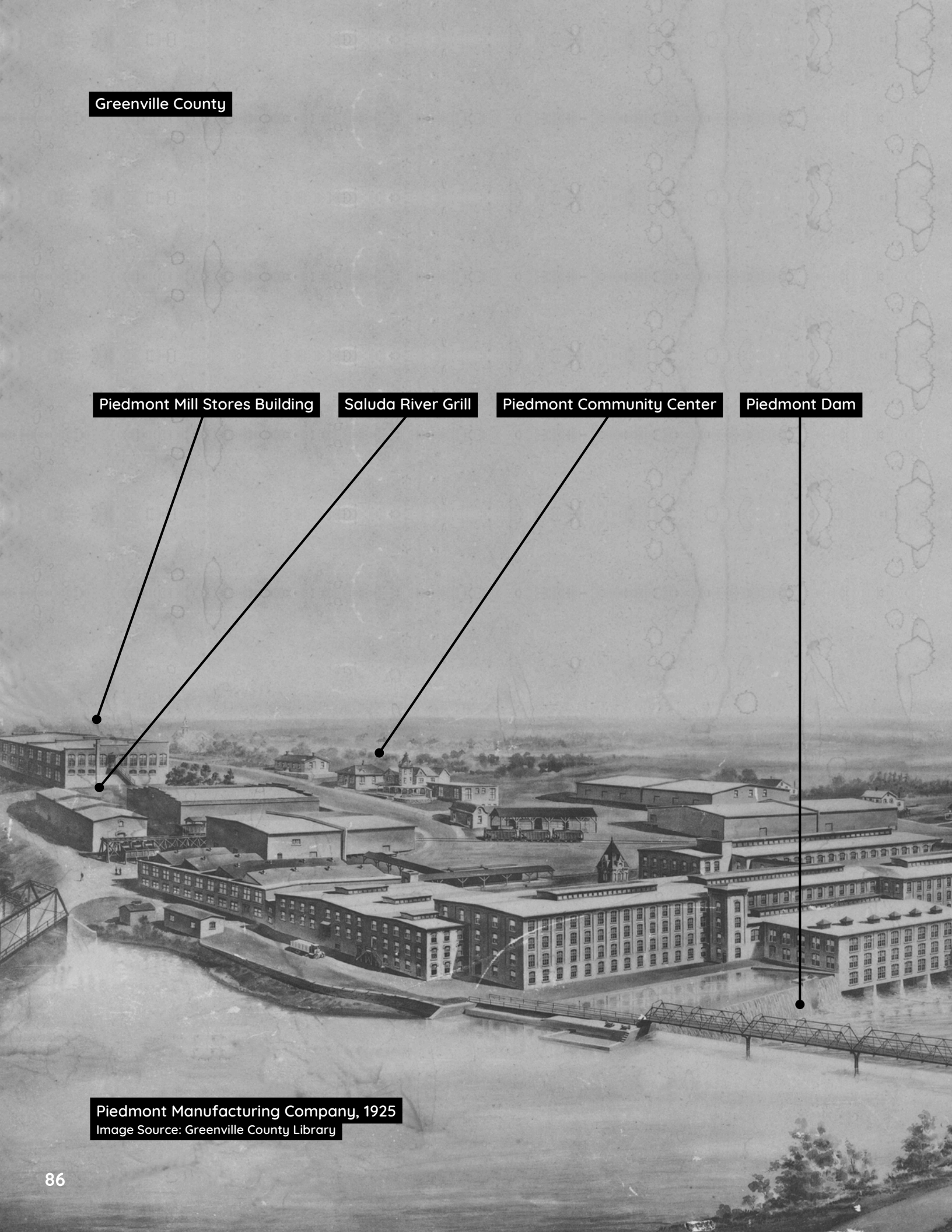
Growth at the Piedmont Manufacturing Company resulted in the expansion of the mill and housing stock that spanned the Saluda River. This second wave of construction was initiated by the construction of Mill No. 3 on the Anderson County side in 1888. 118 single-story frame homes and 94 two-story frame homes were built on both sides of the river. (7) The mills and villages were connected by a wooden pedestrian bridge until 1888 when a new steel bridge was built on top of the dam. The original bridge was in use until at least 1895, when its last known photograph was taken. (18) By 1889, several "large and well-stocked" general stores, a drug store, a three-teacher public school, a church with a high wooden steeple, and a large hotel were town landmarks. In a visit to Piedmont, the Greenville Enterprise wrote, "We do not exaggerate when we say that each [store] does nearly as much retail trade every year as the largest store in Greenville city." (23)

The mill workers and their families needed recreational outlets. Piedmont was secluded, making it difficult for its inhabitants to access other communities during their limited leisure time. Hammett acknowledged that the primary purpose of the mill was to generate profit for the proprietors, and any benefit to the community was incidental and secondary. However, to remain profitable, the mill owners realized the contentment of their workers was key to avoiding costly strikes. As a result, mills such as Piedmont created welfare work initiatives to provide their employees with entertainment and community-building opportunities. These programs also helped the mill recruit new workers by providing incentives to relocate to Piedmont. The company erected a large, Queen Anne-style YMCA, known as the "Lyceum," next to the mill for male workers. It included a hot shower, rooms for public meetings, and a museum. The company also built a community center, bank, library, and YWCA, as well as churches and schools, primarily located on Main Street. These structures, together with the many wooden commercial buildings, created a bustling business district. (9)

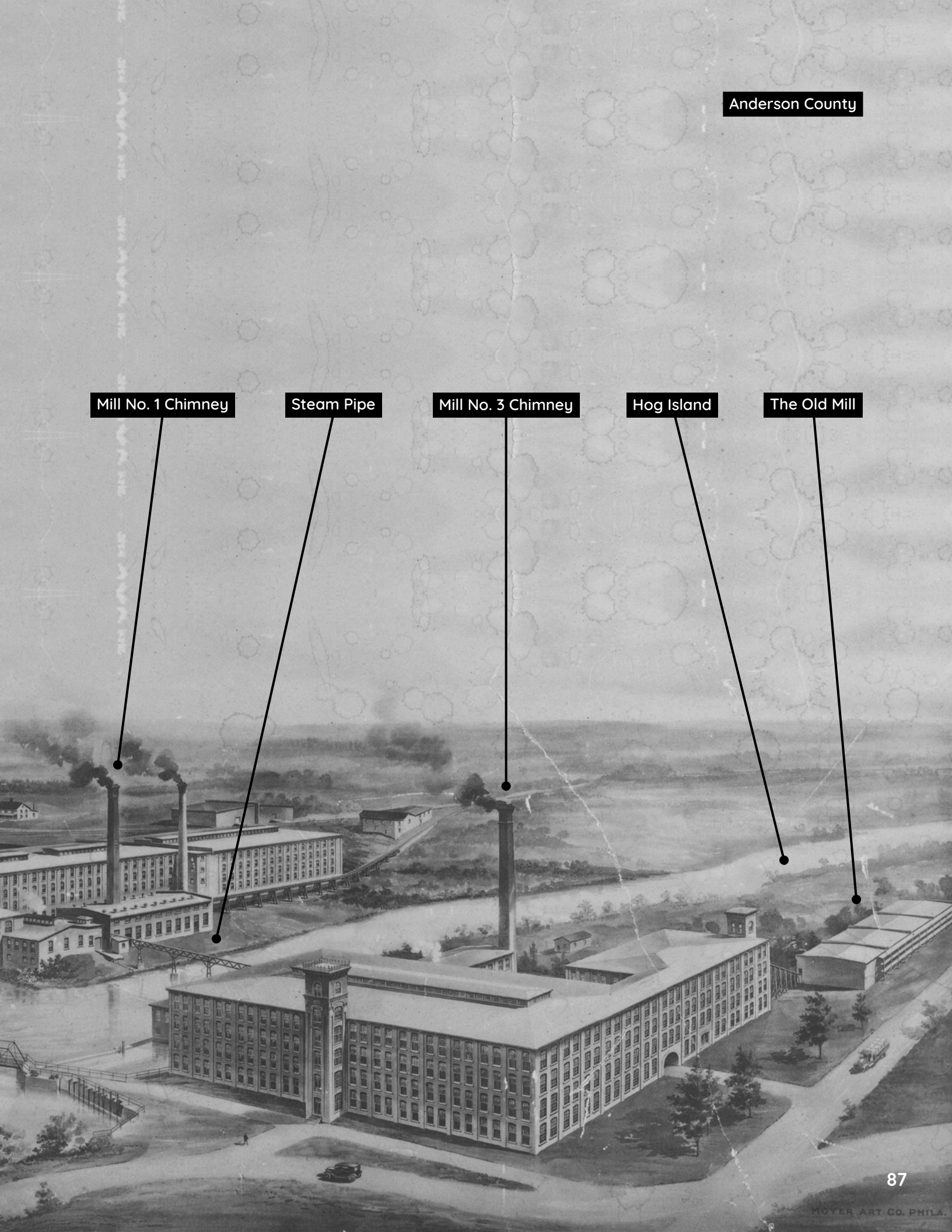
Nineteenth-century visitors to textile mill villages frequently criticized the repetitive housing seen in early mill communities, where all homes built during the initial two phases were uniformly one- or two-story structures. Subsequent building phases took heed of Daniel Tompkins, a mill architect who advocated for a variety of architectural styles in streetscapes of twentieth-century developments. (7) Tompkins said, “The whole matter of providing attractive and comfortable habitations for cotton mill operatives in the South may be summarized in the statement that they are essentially a rural people. They have been accustomed to farm life, where there is plenty of room. While their condition is in most cases decidedly bettered by going to the factory, the old instincts cling to them. The ideal arrangement is to preserve the general conditions of rural life and add some of the comforts of city life.” (8) In Piedmont, the replication of the initial style of houses ceased after 1890. Dwellings constructed in 1905 and 1915 featured front-gabled cottages, while those built between 1920-1940 were primarily modest bungalows. (7)

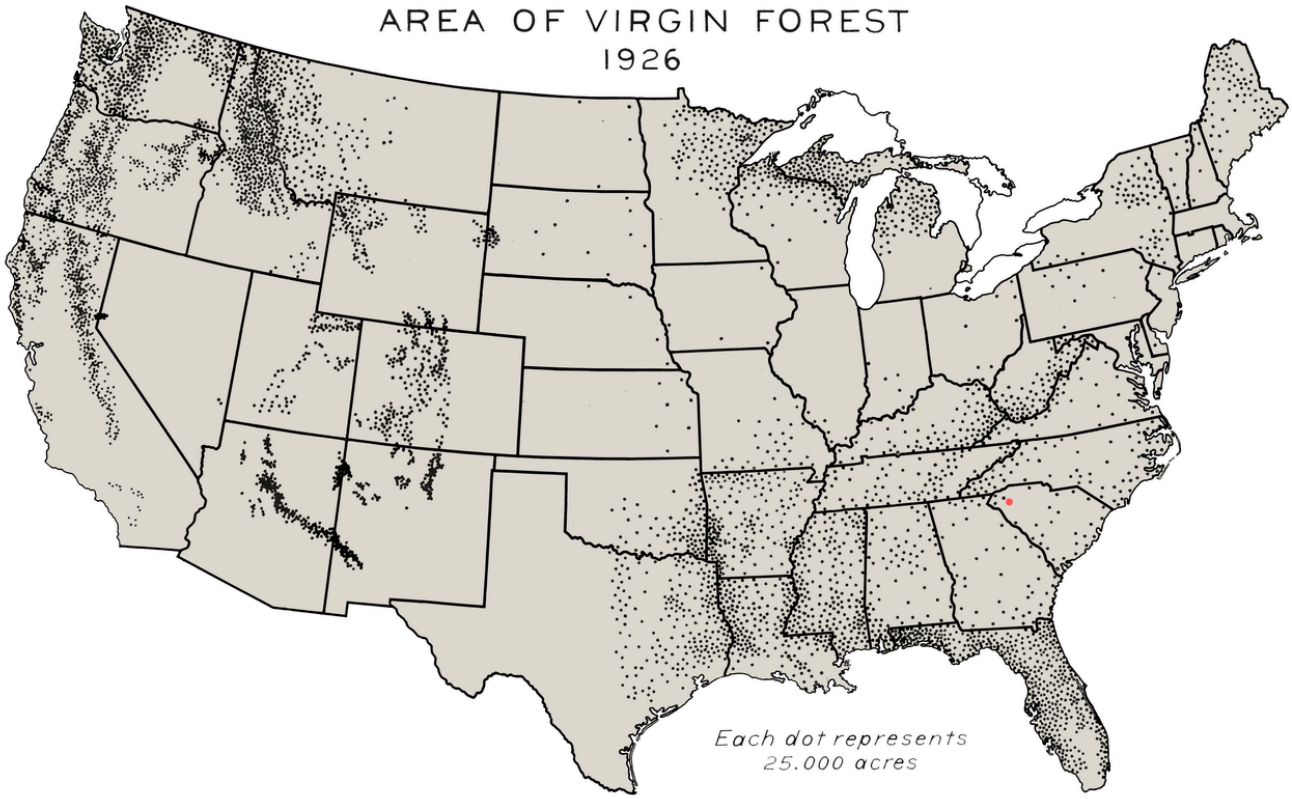
In 1903, a fire broke out in the business district of Piedmont, causing significant damage to most of the buildings in the area. By 1905, the construction of a new brick, mixed-use building had been completed, effectively filling the void left by the fire. This type of mixed-use building was not common in mill villages during that period. Typically, mills would have their own stores where employees could purchase goods using mill script, which furthered their dependence on the mill. The mill would then deduct the cost of these purchases from their wages, making it difficult for workers to save money or seek employment elsewhere. Some mill communities located closer to large cities had small commercial buildings, while others in more isolated areas had larger spaces that could accommodate a wider range of goods. However, no other mill store building in the Upstate at that time had a mix of uses like this one. It is possible that Joseph Sirrine, a renowned local mill architect who designed many of the mills in the Upstate, including Piedmont Mills No. 2, 3, and 4, was responsible for the design of this building. (6)

In 1917, Piedmont was electrified. In 1920, Piedmont High School was constructed by the company. With the work week reduced to 55 hours during the 1920s, the people of Piedmont had more free time to engage in leisure activities. Residents who were musically inclined formed a brass band that frequently performed at various town events. Baseball double-headers, featuring the town's arch-rival Pelzer, drew significant crowds. Following the establishment of the Southern Textile Basketball Tournament in 1924, basketball became a popular pastime in Piedmont. (18)



Piedmont Manufacturing Company, 1925
Image Source: Greenville County Library


Anderson County
Mill No. 1 Chimney
Steam Pipe
Mill No. 3 Chimney
Hog Island
The Old Mill
MOYER ART CO. PHILA.



Source: United States Forest Service

Later Years (1927-1946)

In 1927, the Piedmont Manufacturing Company was sold to the family of William Beattie. Despite the economic challenges of the Great Depression during the 1930s, the mill in Piedmont remained operational, although the demand for Piedmont's products decreased in the domestic market while war in China nearly eliminated exports. Wages, which had increased during the 1920s, were gradually reduced. Workers' salaries fell to $7.00 per week. In the late summer of 1934, many Piedmont workers went on strike which eventually lasted nearly six weeks. During this time, many workers faced hunger without salaries or benefits. Although armed National Guardsmen were stationed on the roof of the mill during the General Textile Strike in September, union organizers bypassed Piedmont, and the strike was broken in September. Union leaders "didn't get nothing they asked for," and disappointed employees never attempted to organize again. Many Piedmont residents served in the armed forces during World War II. (18)

Black History

Following the end of the Civil War, Black populations in Anderson and Greenville counties responded to continued political and social oppression by building their own communities. They established churches to unite citizens and provide religious and secular leadership. Often, churches and schools became the impetus for community development. (2) Those specific to the Piedmont study area include New Golden Grove Methodist Church on Oil Mill Road; Sweet Canaan Baptist Church on Mountain Springs Road; Mount Sinai A.M.E. Church on Blossom Branch Road; and New Mount Bethel School on Highway 86, known locally as the "Who'da Thunk It School." None of the original structures are still standing.

According to 1868 voter registration records for the Grove Station precinct, 57% of voters were Black males. In the 1870 census, 48% of Grove Station's total population was Black—significantly higher than surrounding townships. Black men were granted citizenship in 1868 as a result of the Fourteenth Amendment, meaning the majority of Black men in Grove Station were registered to vote before the passage of the Fifteenth Amendment two years later gave them a constitutional right to do so. (6)

Rehoboth Baptist Church on Old Pelzer Road included both Black and white members through the abolishment of slavery. (6) In 1875, Black members of the church bought property on present-day Oil Mill Road. The property was deeded to the trustees of Golden Grove Chapel of the Methodist Episcopal Church. Here, members met in a brush arbor made of bushes, mud, and sticks for nearly two decades until the construction of a two-story chapel in 1894. In 1927, this was replaced with a large one-room building. This building was destroyed by fire in 1982, and its replacement was built in 1994 at another location on Old Bessie Road, now called the New Golden Grove United Methodist Church. A cemetery dating back to the nineteenth century was left along with the ruins of the chapel and a shed that still stands today.

Black people were employed at Piedmont Manufacturing Company since the beginning of its operation, a rarity of the period. Black employees even helped construct the mills. According to documents archived by Christina Griswold with the Upstate Cemetery Alliance, at least two Black employees are known to have helped build the mills: Paul Thompson of Grove Station helped build Mill No. 2 in Greenville County, and Fletcher Sherid, who was a member of Golden Grove Methodist Church, helped build Mill No. 3 in Anderson County in 1888. While the homes of the mill villages were built for employees, the company did not provide housing for its Black employees. (14) Instead, they formed communities of their own on the outskirts of town. One early example of this was east of the Piedmont train station and railroad tracks near present-day Gin Road. A Greenville News article from 1914 called this area "Darktown," [sic] describing it as "a corner of the village of Piedmont" that "is just beyond the depot" and "usually very quiet and orderly," being populated entirely by Black people, "many of whom are respectable and industrious." Later, another part of this area would become known as the "Oil Mill Tract," as seen on a 1924 plat which included present-day Boyce Street and Patterson Street. (14) However, it is likely the community formed years before then when the oil mill was built. A Sanborn map of Piedmont from 1902 shows the oil mill, including a ginnery and seed house, labeled "Anderson Phosphate & Oil Company." By 1908, as depicted on a Sanborn map of Piedmont from the same year, this was the Saluda Oil Mill, a branch of the Willmont Oil Mills, and had grown to include a hull house and lumber shed. By 1925, the site had expanded to include two operations: The Piedmont Gin Company and the Piedmont Lumber Company, including multiple new buildings and structural expansions, as depicted on a Sanborn map of Piedmont from the same year—the last map of its type known to exist. This was the first of the Piedmont Sanborn maps to include the facility on the same sheet as the mill village rather than an inset map. Because of this, we can see just how close it was to the intersection of Church Street and Liberty Street, just across the Charleston and Greenville Railroad tracks to the east. We can also observe other nearby structures between here and the Piedmont and Northern Railroad tracks, three of which are dwellings and two structures used for storage. To view the historic Sanborn maps of Piedmont, see Appendix A.

By 1950, this section of the mill village had been expanded to include homes along East Main Street, Flanagan Road, Gin Road, and On the Line Drive, as well as a school and playground. A 1962 plat of "Shady Acres" depicts the final expansion to this part of the mill village, including Oakhill Drive—present-day Oak Hill Court—and Timm Avenue, which ran between Oak Hill Court and On the Line Drive. This neighborhood also included a baseball field between On the Line Drive and Playground Road known as "Ball Hill," the remnants of which can still be observed in aerial imagery.

Post-War Era

Industry Decline and Suburbanization, 1946-1995

Much changed in Piedmont following the end of World War II in 1945. In the years following the war, the United States experienced a period of robust economic growth and industrial expansion. Initially, this growth was rooted in local and regional markets, with a strong manufacturing base providing a wide range of jobs that supported middle-class lifestyles in cities and towns across the country. Advancements in technology and transportation, such as the development of container shipping and improvements in logistics, made it easier and more cost-effective to move goods across long distances. At the same time, deregulation and policies aimed at reducing trade barriers opened up international markets to U.S. businesses. These changes laid the groundwork for companies to expand their operations globally. As globalization took hold, many manufacturing jobs began to move overseas to countries with lower labor costs. This transition was part of a broader shift in the U.S. economy from manufacturing to services, including finance, healthcare, retail, and technology (24). Many smaller towns and cities that had depended on manufacturing—such as Piedmont—suffered from job losses, population decline, and economic stagnation.

In 1946, the Piedmont Manufacturing Company was sold to J.P. Stevens and Company. In 1948, Highway 86—connecting Highway 81 to present-day Piedmont Highway—was constructed directly through the center of the mill village. This permanently altered the connectivity of the street grid and required the razing or relocation of many buildings, including the Piedmont YWCA and several homes. It was later extended to connect to Augusta Road. This was a common practice throughout communities in the United States following World War II, as suburbanization and urban sprawl became the dominant pattern of development. After the war, there was a significant housing shortage in the United States due to the halt in construction during the war and the return of millions of soldiers. This shortage, combined with the economic prosperity of the post-war era, fueled the rapid expansion of suburbs. This new development pattern reshaped the American landscape and social fabric forever. This shift, though initially celebrated for promoting the “American Dream” of homeownership and spacious living, gradually revealed its darker implications. Suburbanization led to a sprawling development pattern that stretched infrastructure to its limits, necessitating significant public investment to maintain roads and utilities across vast distances. This sprawling landscape fostered car dependency, eroding the social fabric of communities by diminishing public spaces and reducing opportunities for pedestrian interaction, as well as environmental degradation, social isolation, and the undermining of local economies (24).

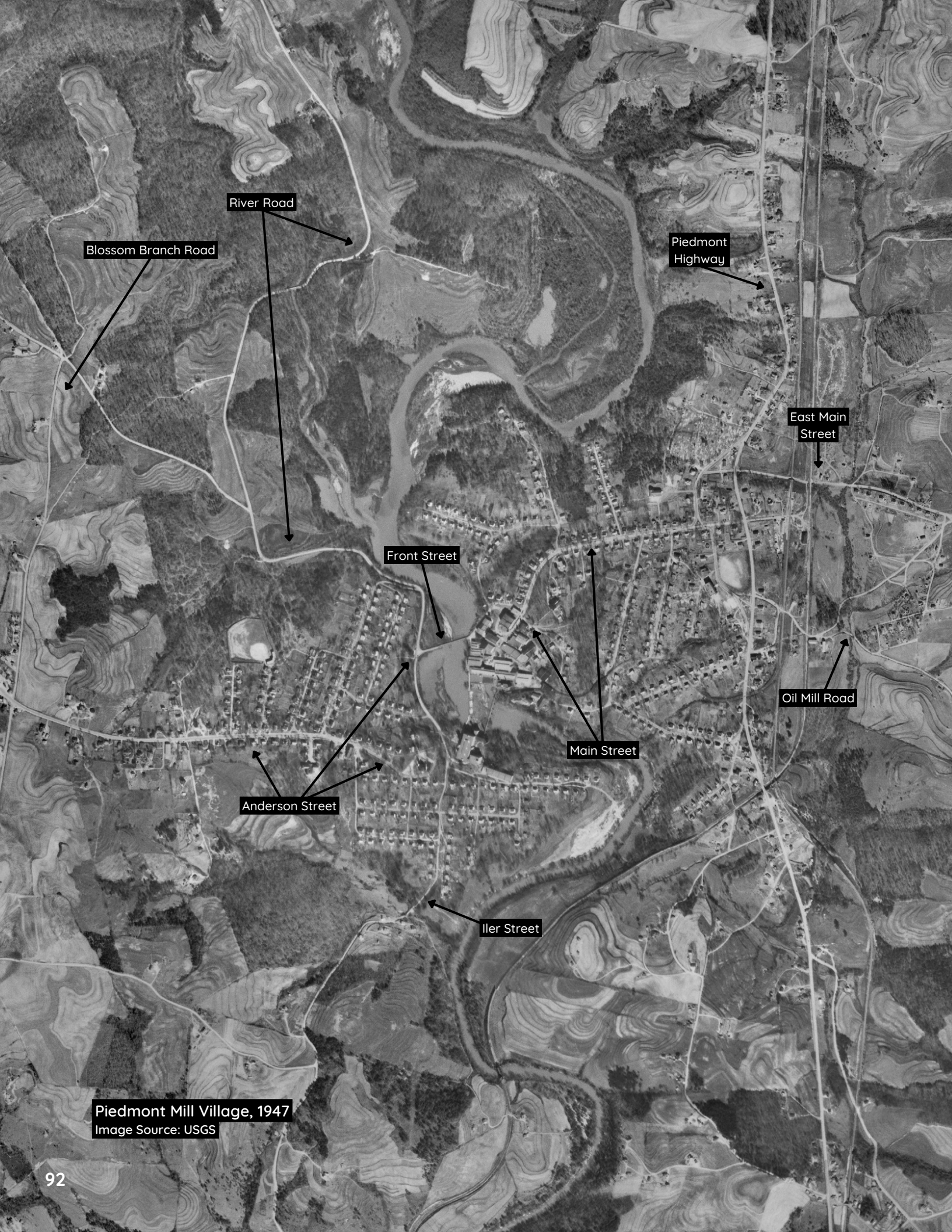
In 1950, the J.P. Stevens and Company sold the homes in the village, mostly to former renters. They also discontinued support of Piedmont High School and deeded the Piedmont Hotel to the Greenville County school district as a residence for teachers. The school district demolished the structure soon after. In 1955, Sue Cleveland Elementary School was opened to children who lived in Greenville County. (4) This building was eventually replaced with the present-day building on Woodmont School Road. In 1962, following years of controversy pertaining to the Piedmont school district, Piedmont High School was closed. This decision, which was highly contested by Piedmont residents, came after a recommendation made to the Greenville County School District by consultants from New York. Students began attending classes in their respective counties—Anderson County students attended Wren High School, while Greenville County students were transferred to either Carolina High School or Ellen Woodside High School. The next year, students of Ellen Woodside High School and the Piedmont community merged to form Woodmont High School. (21) A new school was constructed on Augusta Road where the present-day Piedmont Athletic Complex is located. Woodmont High School later relocated to its current location on West Georgia Road.

During this time, it was common for cities and towns across the United States to demolish large swaths of their buildings, often even entire neighborhoods, to accommodate the automobile and to clear blight and slums [sic]. These efforts by local, state, and federal governments—known as urban renewal—involved the use of eminent domain, demolition of historic structures, and displacement of residents. Many urban renewal projects led to the demolition of culturally and historically significant buildings and neighborhoods, resulting in a loss of heritage and identity for many communities. The irony was stark: in attempting to improve these cities and towns, these efforts often destroyed the very elements that made them vibrant and resilient. Piedmont was not immune. In addition to the construction of Highway 86 in 1948, many buildings in Piedmont were demolished in the years following to make room for the automobile. In Anderson County, Piedmont Presbyterian Church, built in 1893 on Prospect Street, was razed in the 1960s to provide a parking lot for mill employees. (4) In Greenville County, several homes along Mill Street were razed for the same reason. It is likely that the nineteenth-century Piedmont Mill Office, which stood at the corner of Main Street and Ridge Row Street, was also demolished during this time to make room for the present-day parking lot beside the community building. The construction of Interstate 85 was completed in 1967, bisecting the western portion of the Piedmont study area. Its construction permanently altered the connectivity and routes of many country roads in western Piedmont and Wren. The interstate was routed through mostly agricultural land acquired by eminent domain. This was almost certainly responsible for the cessation of farms and the demolition of buildings in the area.

This era did not only bring destruction to Piedmont. Many buildings and subdivisions were constructed during this time that still stand today. Piedmont Golf Course opened in Golden Grove in 1955, and a handful of subdivisions in the area soon followed. In 1956, Monticello Estates was platted south of Piedmont. In the 1960s, the bank at the corner of Main Street and Ridge Row Street, the Piedmont Fire Department building, and the former post office building were built. In 1963, J.P. Stevens began construction of a large, modern textile mill outside of the mill village called the Estes Plant on Old Pelzer Road. Production at the Estes Plant began in 1964. The 1970s brought an explosion of new housing, often in the form of subdivisions—particularly in Golden Grove, Moonville, and Wren—as well as the redevelopment of the Simpsonville area immediately west of downtown Piedmont in Anderson County. Before this time, the area had mostly consisted of homes and open space. This decade saw the construction of the Piedmont Center, the present-day FGS Hardware building, present-day Piedmont Family Pharmacy building, the Blossom Branch subdivision, Forest Acres subdivision, Piedmont Park subdivision, and Piedmont Apartments. Many subdivisions were built on River Road during this time.

Following relocation to the Estes Plant, the old Greenville county mill was converted into a rug plant which operated until 1971, when it reverted to a warehouse. A corduroy-cutting unit operated in the basement with 150 employees through the 1970s. (19) In 1978, the site was added to the National Register of Historic Places. Because Mill No. 3 had been altered significantly by this time, it was not included.

Suburban development continued through the 1980s. In 1981, J.P. Stevens discontinued all activity at the Greenville County mill and sold the building to Aquenergy Systems. (7) The community building was given to the town and operated by the “Piedmont Improvement Association.” This group also sponsored the construction of medical offices on Beattie Park Road. The decade also saw the construction of Piedmont Plaza on Highway 86. (19) In 1983, the Greenville County mill was destroyed by fire. The buildings that once made up one of the largest textile mills in the world were reduced to rubble as the community watched. (4) All affected buildings were subsequently razed, leaving behind one chimney and three cotton warehouses. The Anderson County plant was shut down in 1985, leaving 165 people without employment. The following year, the Estes Plant was sold to Delta Woodside Industries. Mill No. 3 was demolished in 1995; today, only its chimney and cotton warehouse remain standing. (5, 6, 7)



Piedmont Mill Village, 1947
Image Source: USGS



Piedmont Mill Village, 1976
Image Source: USGS



Piedmont, 1981
Image Source: USDA



Piedmont, 2006
Image Source: USDA



Modern Era

Decline (1995-2020)

The Estes Plant continued to be a significant source of employment for those living in Piedmont, yet the discontinuation of textile milling in the area fundamentally changed the town's essence. Previously, Piedmont's identity was deeply linked to the mill, a connection that weakened after the mill village was sold. With the cessation of milling activities and the destruction or demolition of the mill buildings, the community felt a lingering loss, as if a piece of its heritage had vanished. (7) This was amplified by the destruction of other historic buildings and structures, including the destruction of multiple homes by fire; the razing of two cotton warehouses and the train station in 2011; the ongoing razing of several structures, mostly homes, in the Simpsonville business district on Highway 86 since 2013; the destruction of the footbridge atop the Piedmont Dam in 2020; and the razing of the Who'da Thunk It School and other structures on Highway 86.

As the built environment and economy of Piedmont declined, many residents began seeking work outside of the town elsewhere in the Upstate. As a result, Piedmont largely became a commuter town—a populated area that is primarily residential rather than commercial or industrial, resulting in residents who do not work in the community where they live. Commuter towns often have limited local job opportunities, making them heavily reliant on the economic health and stability of nearby urban centers. This only exacerbated the decline of the community, as residents were forced to travel outside of town not only for work, but for entertainment, healthcare, nightlife, recreation, and shopping, among others. With many residents spending a large part of their day outside of Piedmont, there was less time and opportunity for social interaction, participating in local events, or volunteering.

During the 1990s and 2000s, suburban development continued in Piedmont, though at a slower pace. Notable developments during this period include the nursing home on Bentz Road; Blythwood Commons and subdivision on Highway 86; Piedmont Business Park on Highway 86; Budweiser of Greenville, Pilot Travel Center, and Spinx on Highway 86; practically all of the existing commercial, industrial, and residential developments on, or just off of, Bessie Road; and completion of the Interstate I-185 Southern Connector. During this time, the nearby city of Greenville, also a former textile hub, experienced a remarkable transformation driven by a combination of public and private investments and urban planning. The city made strategic investments in public spaces, including a walkable urban environment and the development of Falls Park on the Reedy, a stunning urban green space that features gardens, waterfalls, walking trails, and the iconic Liberty Bridge. The Swamp Rabbit Trail was another pivotal achievement for Greenville, as well as for the nearby city of Travelers Rest, the latter of which experienced a period of significant growth and transformation as a result. These successes undoubtedly had effects on nearby communities like Piedmont. Those effects may be interpreted as positive or negative depending on who you ask, but at the very least, they initiated a period of change.

In 2010, Saluda River Grill opened in the last remaining cotton warehouse in Greenville County. That summer, the first Saluda River Rally was held. This event, which has been held every year since, sees kayakers float down the Saluda River from Dolly Cooper Park in Powdersville to downtown Piedmont. Towards the end of the decade, there was significant buzz around Piedmont's revitalization, including plans for a riverfront park and townhome development on the Greenville County mill site; plans to renovate the Piedmont Mill Stores Building, which was added to the National Register of Historic Places in 2020; and the purchase of the Anderson County mill site, including the cotton warehouse, by a local business owner. In 2018, a Greenville News headline pondered, "Is Piedmont the next Travelers Rest?" (20)

Growth and Revitalization Efforts (2020-present)

Piedmont is currently undergoing a new period of growth and development as a result of urban sprawl catalyzed by Greenville's revitalization. According to Esri projections, since 2020, the total population of the Piedmont study area has grown at double the rate of Greenville County, and more than double the rate of Anderson County, the Upstate, and South Carolina. During that same period, more than 3,000 housing units have been approved, permitted, or constructed in the study area. Piedmont has also seen a considerable amount of industrial development during this time, particularly in Anderson County.

In 2023, Greenville County initiated the development of this plan in collaboration with Anderson County to provide the Piedmont community with a planning document that reflects their goals and values. As a result of the planning process, other projects dedicated to the revitalization of Piedmont have emerged, including the formation of the Piedmont Community Alliance, a nonprofit organization focused on planning issues; and the commencement of the Piedmont Dam and Footbridge Master Plan by a local landscape architect.

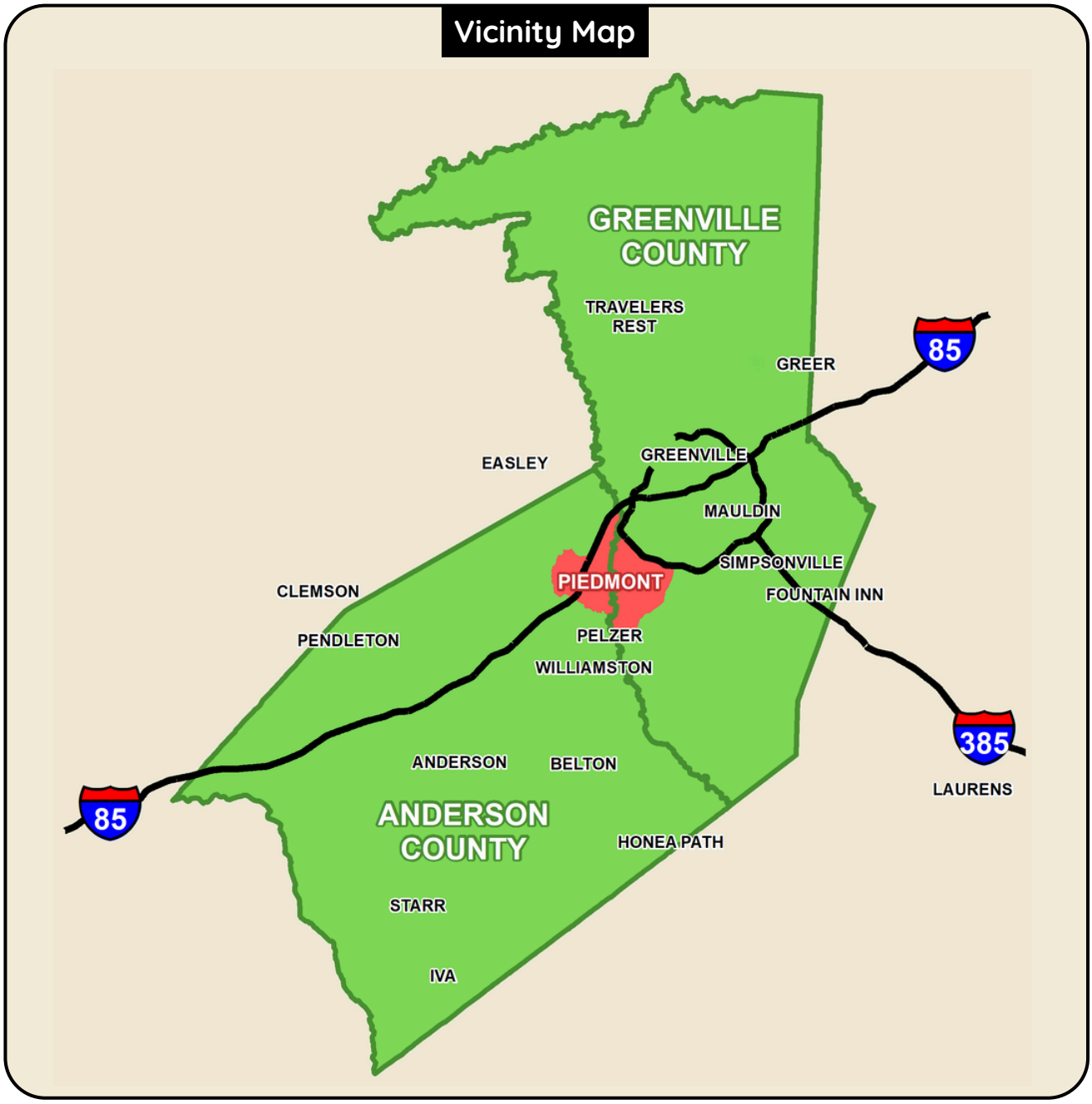
Sources

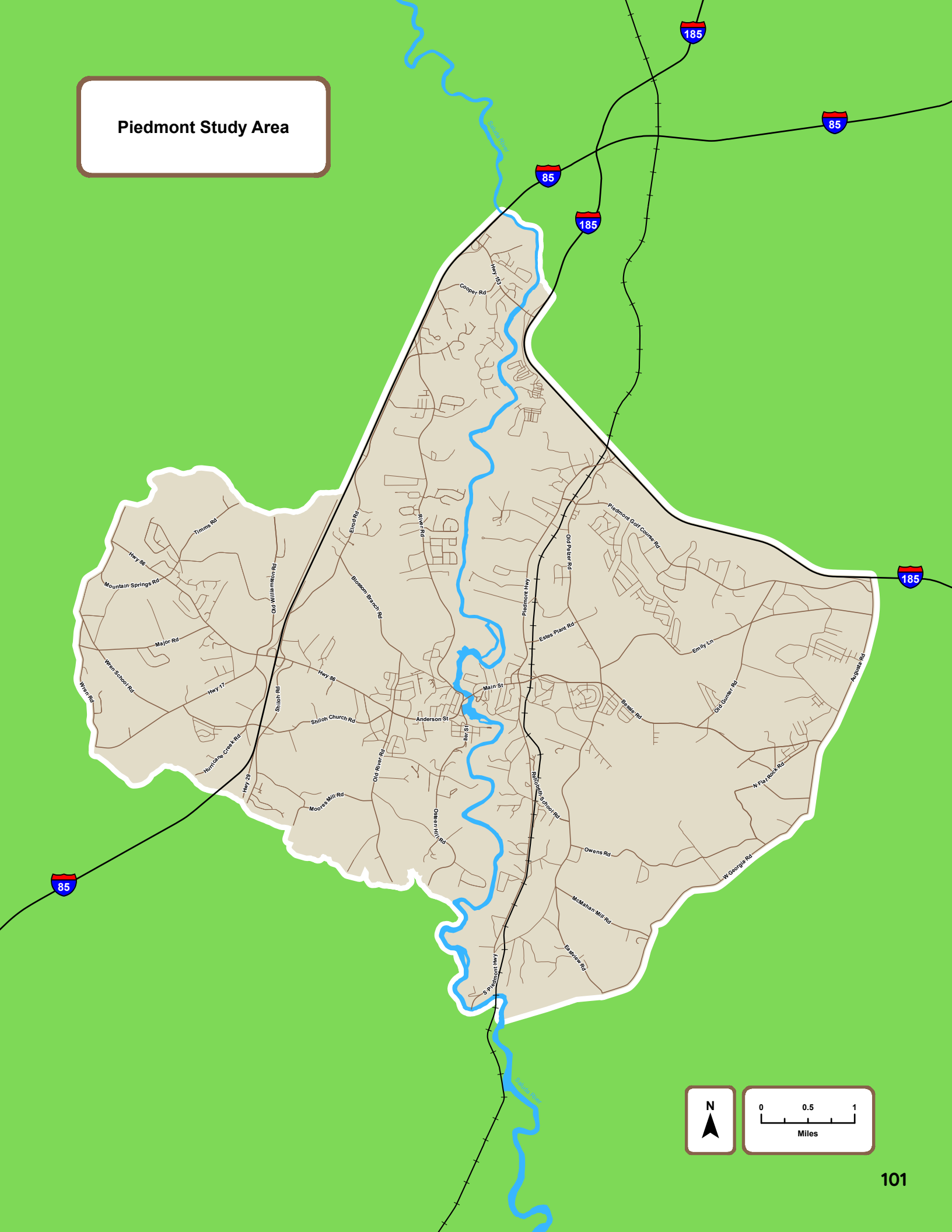
1. "A Brief History of Saluda's Origin." Polk County, NC.
2. "Historical and Architectural Survey of Anderson County, South Carolina." Columbia, SC: TRC, 2002.
3. "Greenville County, South Carolina Historic Resources Survey." Brockington and Associates, 2013.
4. Bonnes Amies Club, "Piedmont." Charleston, SC: Arcadia Publishing, 2014.
5. Roper, Don, "Piedmont History." Williamston, SC: The Journal, 2012.
6. Piedmont Mill Stores Building, National Register of Historic Places Registration Form, 2019
7. Jamieson, Claire E., "Change in the Textile Mill Villages of South Carolina's Upstate During the Modern South Era." Master's Thesis, University of Tennessee, 2010.
8. Tompkins, Daniel, "Cotton Mill, Commercial Features: A Textbook for the Use of Textile Schools and Investors." Charlotte, NC: self-published, 1899.
9. Saluda Sam. "Two Footbridges over the Saluda."
10. "Last Battle of Civil War." Greenville Mountaineer.
11. Amy Dru Stanley, "From Bondage to Contract: Wage Labor, Marriage, and the Market in the Age of Slave Emancipation." Chicago, IL: University of Chicago Press, 1998.
12. C. Vann Woodward, "The Origins of the New South." Baton Rouge, LA: Louisiana State University Press, 1951.
13. Michael P. Morris, "Cherokee." Columbia, SC: University of South Carolina Institute for Southern Studies, 2016.
14. Griswold, Christina
15. Greenville, SC: Greenville News, Sunday, December 6, 1914.
16. Bainbridge, Judith, "What is now Greenville County was Cherokee hunting ground before American Revolution." Greenville, SC: Greenville News, 2018.
17. Jackson, Sherry, "Greenville's pioneering tea plantation." Greenville, SC: Greenville Journal, 2020.
18. Bainbridge, Judith, "The Rise and Fall of Piedmont Manufacturing Company." Greenville, SC: Greenville News, September 8, 2019.
19. Palmer, Marcy, "History of Piedmont." Piedmont, SC: The Piedmont Informer, April 28, 1990.
20. Connor, Eric, "Is Piedmont the next Travelers Rest? Bridge, waterfall could be the key." Greenville, SC: Greenville News, May 7, 2018.
21. Shirley, Glenn; Weeks, Hellen Glenn, "History of Piedmont High School." October 13, 1989.
22. Greenville, SC: Greenville News, January 8, 1881.
23. Clemson University Archives
24. Marohn, Charles, "America's Growth Ponzi Scheme." Strong Towns, May 18, 2020.

This page is intentionally left blank.

Study Area

The Piedmont study area measures 36 square miles and largely follows the boundaries of voting precincts 054 and 062 in Anderson County and the Piedmont Fire District in Greenville County, with additional space provided west of Interstate 85 in Anderson County and east of Grove Creek to Highway 25 in Greenville County. Since the boundaries of Piedmont are undefined and interchangeable—a census-designated place, county subdivision, or zip code boundary, ranging in size from single-digit to dozens of square miles, could all correctly describe Piedmont—the study area boundary aims to reflect the character of the community. Boundary landmarks, clockwise from due west, include Wren Road, Singing Hall Road, Mountain Springs Road, Little Brushy Creek, Interstate 85, Saluda River in the north, Interstate 185, Highway 25, West Georgia Road, Saluda River in the south, and Hurricane Creek.




Piedmont Study Area
185
85
Cooper Rd
Hwy 153
Timms Rd
Hwy 86
Mountain Springs Rd
Old Williamston Rd
Elrod Rd
River Rd
Blossom Branch Rd
Piedmont Golf Course Rd
Old Pelzer Rd
Piedmont Hwy
Estes Plant Rd
Emily Ln
Augusta Rd
Major Rd
Wren School Rd
Wren Rd
Hwy 17
Hwy 86
Shiloh Rd
Shiloh Church Rd
Main St
Anderson St
Iler St
Bessie Rd
Old Gunter Rd
Hurricane Creek Rd
Hwy 29
Moores Mill Rd
Old River Rd
Osborn Hill Rd
Reynolds School Rd
N Flat Rock Rd
Owens Rd
W Georgia Rd
McMahan Mill Rd
Eastview Rd
S Piedmont Hwy
N
0
0.5
1
Miles

Character Areas

The study area is further organized into eight character areas: Downtown Piedmont, East Piedmont, Golden Grove, Moonville, North Piedmont, South Piedmont, West Piedmont, and Wren. These character areas will guide the recommendations provided in chapter four of this document.

DOWNTOWN PIEDMONT

2023 population: 1,298 | **Area**: 1.27 sq mi | **Density**: 1,022 people/sq mi | **Character**: Traditional | **Landmarks**: Piedmont Mill Village, Piedmont Community Building, Piedmont Dam, Piedmont Mill Stores Building, Piedmont YWCA, Rose Hill Cemetery, Brick Yard Lake, New Golden Grove Methodist Church Cemetery, Simpsonville Business District, Old Sue Cleveland Elementary School | **Main thoroughfares**: Main St, Anderson St, Iler St, Oil Mill Rd, Piedmont Hwy

EAST PIEDMONT

2023 population: 2,056 | **Area**: 6.39 sq mi | **Density**: 322 people/sq mi | **Character**: Rural, Suburban | **Landmarks**: Grove Creek, Piedmont Athletic Complex, Old Woodmont High School, Woodmont Schools | **Main thoroughfares**: Bessie Rd, Emily Ln, N Flat Rock Rd, Old Gunter Rd, Old Pelzer Rd, Owens Rd, Woodmont School Rd

GOLDEN GROVE

2023 population: 3,448 | **Area**: 4.77 sq mi | **Density**: 723 people/sq mi | **Character**: Suburban, Traditional | **Landmarks**: Grove Station Community, Estes Plant, Freemans Lake, Grove Station Farms, Lakeview Golf Course | **Main thoroughfares**: Piedmont Hwy, Estes Plant Rd, Furr Rd, Old Pelzer Rd, Piedmont Golf Course Rd

MOONVILLE

2023 population: 1,975 | **Area**: 1.97 sq mi | **Density**: 1,003 people/sq mi | **Character**: Suburban | **Landmarks**: Greenville Memorial Gardens, Handee Mart, Valley Brook Community | **Main thoroughfares**: Augusta Rd, Emily Ln, Piedmont Golf Course Rd, Pine Dr

NORTH PIEDMONT

2023 population: 1,673 | **Area**: 2.19 sq mi | **Density**: 764 people/sq mi | **Character**: Suburban | **Landmarks**: Acadia Community, Craven Creek, Woodson Pond | **Main thoroughfares**: Hwy 153, Cooper Rd, Woodson Rd

SOUTH PIEDMONT

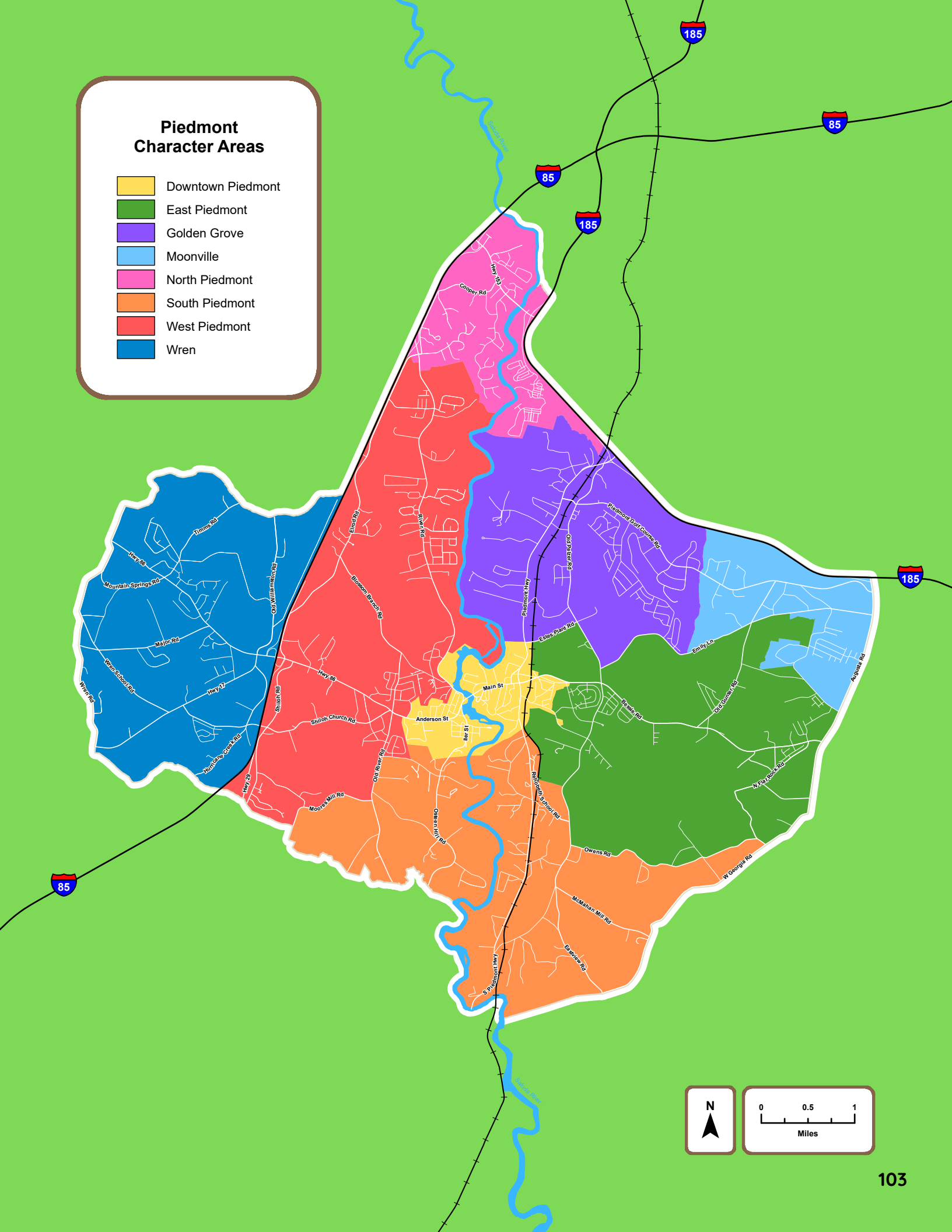
2023 population: 2,286 | **Area**: 6.59 sq mi | **Density**: 347 people/sq mi | **Character**: Rural | **Landmarks**: Hurricane Creek, Crystal Springs Fishing Lake, Old Rehobeth School | **Main thoroughfares**: S Piedmont Hwy, Old Pelzer Rd, Old River Rd, Osteen Hill Rd, W Georgia Rd, Eastview Rd, McMahan Mill Rd, Moores Mill Rd, Rehobeth School Rd

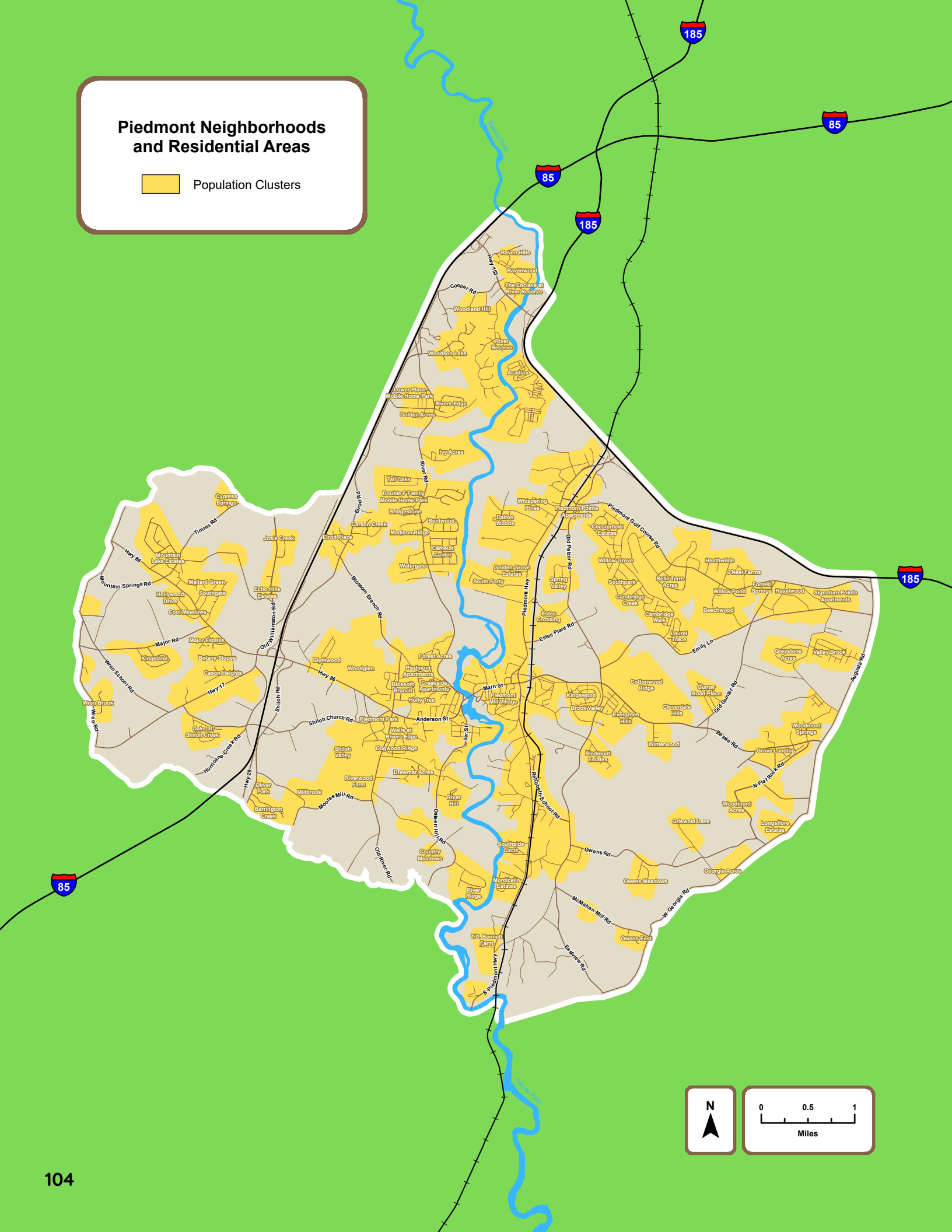
WEST PIEDMONT

2023 population: 3,453 | **Area**: 7.32 sq mi | **Density**: 472 people/sq mi | **Character**: Suburban, Rural | **Landmarks**: Big Brushy Creek, Blythwood Commons, Piedmont Center, Piedmont Plaza, Cancun Mexican Restaurant, Mt. Sinai AME Church Cemetery, Richey House | **Main thoroughfares**: Hwy 86, River Rd, Blossom Branch Rd, Elrod Rd, Shiloh Church Rd, Shiloh Rd

WREN

2023 population: 2,678 | **Area**: 6.06 sq mi | **Density**: 442 people/sq mi | **Character**: Rural | **Landmarks**: Newell Post Office, Old Singing Hall, Wren Schools | **Main thoroughfares**: Hwy 86, Hurricane Creek Rd, Hwy 17, Major Rd, Mountain Springs Rd, Old Williamston Rd, Timms Rd, Wren School Rd, Wren Rd


Piedmont Character Areas
Downtown Piedmont
East Piedmont
Golden Grove
Moonville
North Piedmont
South Piedmont
West Piedmont
Wren
185
85
Saluda River
Hwy 153
Cooper Rd
Timms Rd
Hwy 88
Mountain Springs Rd
Old Williamston Rd
Major Rd
Wren School Rd
Wren Rd
Hwy 17
Hurricane Creek Rd
Hwy 29
Shiloh Rd
Elrod Rd
River Rd
Blossom Branch Rd
Hwy 86
Shiloh Church Rd
Moores Mill Rd
Old River Rd
Osteen Hill Rd
Anderson St
Main St
Iler St
Piedmont Hwy
Old Pelzer Rd
Piedmont Golf Course Rd
Estes Plant Rd
Emily Ln
Bessie Rd
Old Gunter Rd
Augusta Rd
N Flat Rock Rd
Rehobeth School Rd
Owens Rd
W Georgia Rd
McMahan Mill Rd
Eastview Rd
S Piedmont Hwy
N
0
0.5
1
Miles


Piedmont Neighborhoods and Residential Areas
Population Clusters
185
85
Saluda River
Raven Hills
Ravenwood
The Enclave at River Reserve
Cooper Rd
Woodland Hill
River Reserve
Woodson Lake
Acadia
Lower Place Mobile Home Park
Rivers Edge
Golden Acres
Ivy Acres
River Rd
Tall Oaks
Double F Family Mobile Home Park
Bridgestone
Bentwood
Carson Creek
Madison Ridge
Elrod Place
Elrod Rd
Cypress Springs
Timms Rd
Josie Creek
Hwy 86
Mountain Lake Estates
Mountain Springs Rd
Mallard Green
Hollywood Drive
Southgate
Cool Meadows
Echo Hills Estates
Old Williamston Rd
Major Rd
Major Estates
Kingsland
Botany Slopes
Cason Heights
Wren School Rd
Wren Rd
Wren Brook
Hwy 17
Oaks at Shiloh Creek
Hurricane Creek Rd
Hwy 29
Shiloh Rd
Blythwood
Woodglen
Hwy 86
Shiloh Church Rd
Piedmont Park
Shiloh Valley
Dogwood Ridge
Drewmar Acres
Riverwood Farm
Millbrook
Moores Mill Rd
Oliver Park
Barrington Creek
Blossom Branch Rd
Forest Acres
Piedmont Apartments
Blossom Branch
Creekside Apartments
Holly Tree
Anderson St
Walls at Rivers Edge
Iler St
Main St
Piedmont Mill Village
Camelot Center
Watergate
Golden Grove Estates
South Forty
Dalton Woods
Whispering Pines
Piedmont Pointe Apartments
Piedmont Hwy
Old Pezer Rd
Spring Valley
Estes Crossing
Estes Plant Rd
Piedmont Golf Course Rd
Chesterfield Estates
Willow Grove
Southpark
Cambridge Creek
Cambridge Walk
Belle Terre Acres
Heathwilde
O'Neal Farms
Forrest Springs
Willow Pond
Haselwood
Signature Pointe Apartments
Beechwood
Laurel Trace
Emily Ln
Greystone Acres
Valley Brook
Augusta Rd
Cottonwood Ridge
Gunter Road Place
Old Gunter Rd
Kingswood
Brook Valley
Evergreen Hills
Cloverdale Hills
Winterwood
Piedmont Estates
Besse Rd
Woodmont Springs
Grove Landing
N Flat Rock Rd
Woodmont Acres
Griswold Lane
Longshore Estates
Rehoboth School Rd
Owens Rd
Georgia Acres
Owens Meadows
W Georgia Rd
McMahan Mill Rd
Owens East
Eastview Rd
S Piedmont Hwy
T.D. Bennett Farm
River Ridge
Monticello Estates
Southside Circle
Country Meadows
Old River Rd
Osborn Hill Rd
River Hill
N
0
0.5
1
Miles

This page is intentionally left blank.

Chapter Two: Existing Conditions

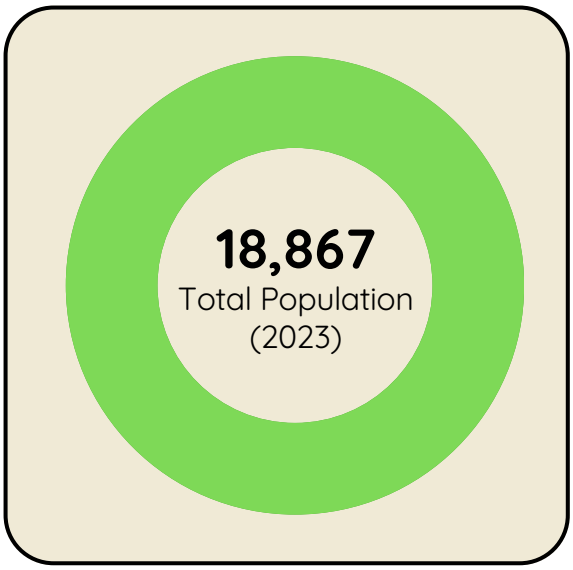
Demographics and Socioeconomic Conditions

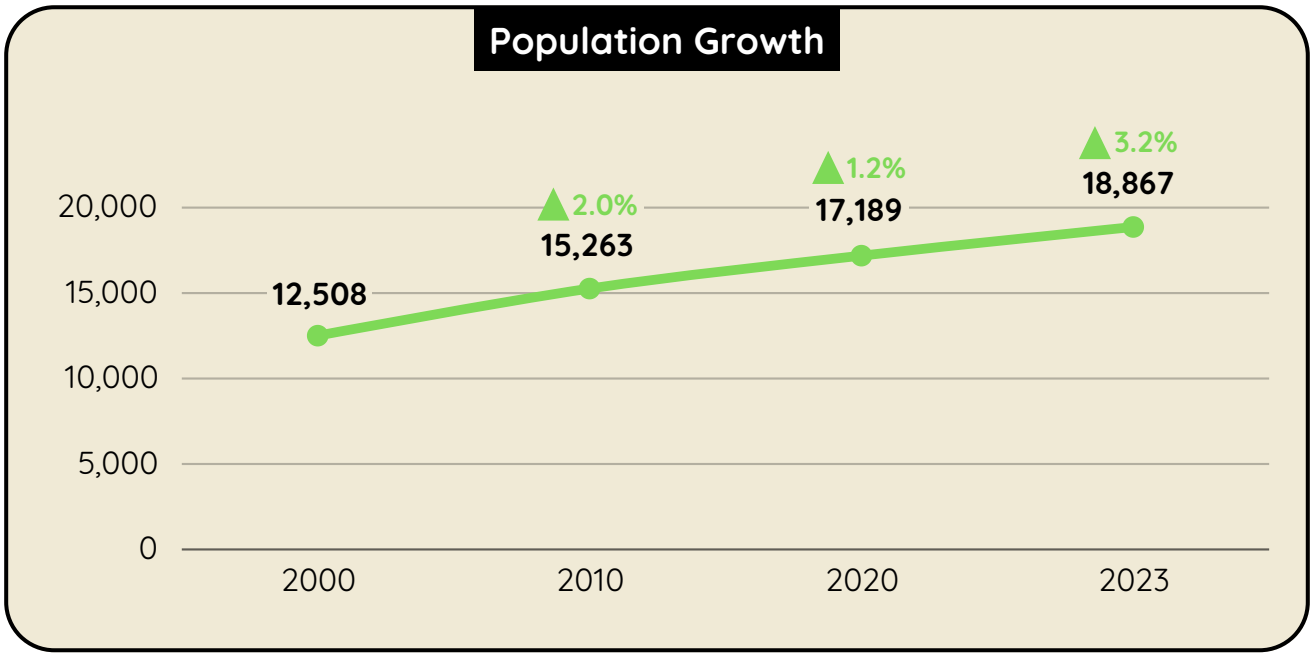
The following data provides insights into the population and housing dynamics, household and family characteristics, population by age and sex, race/ethnicity, employment and occupation, as well as education and marital status. These details offer a comprehensive overview of the demographic and socioeconomic aspects of the study area. Data is provided by Esri except where noted.

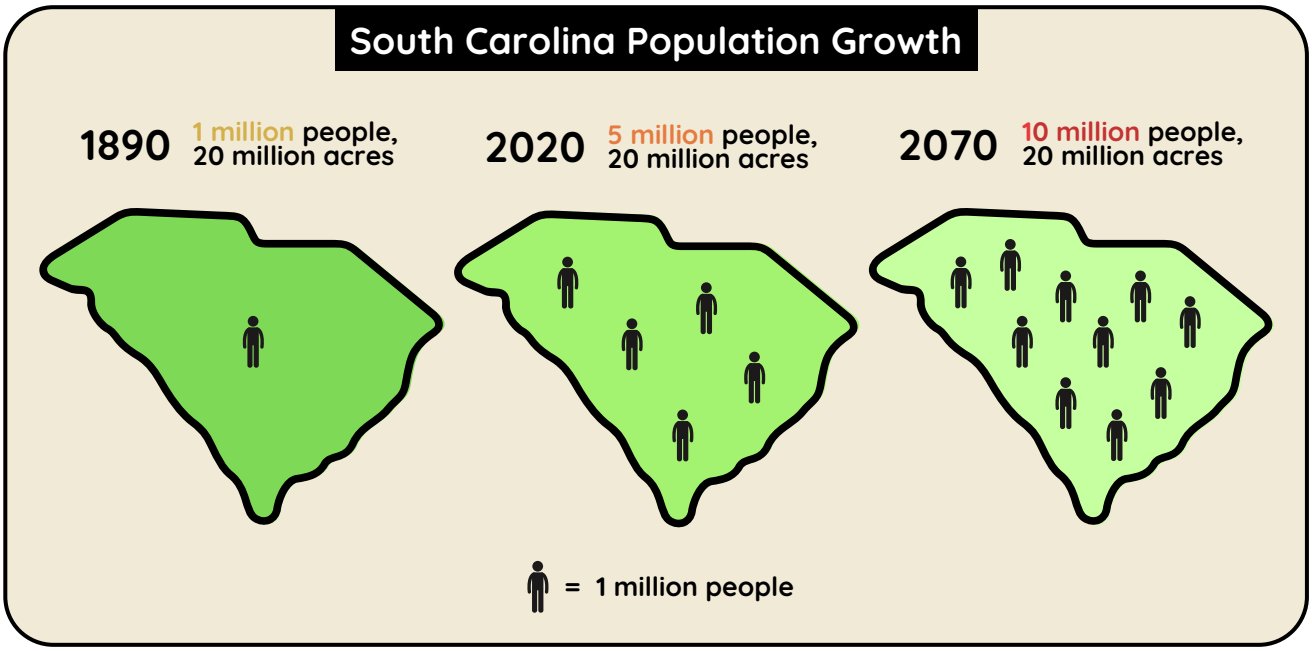
Population

Population refers to the entire number of people living in a specific geographic area at a given point in time. This number influences various aspects of planning, including housing needs, infrastructure requirements, and service provision.

The population of the Piedmont study area is estimated to be 18,867 in 2023. This estimate is provided by Esri and is based on U.S. Census data. This should not be confused with the 2020 Census count for the Piedmont CDP, which was estimated to be 5,866 in 2023, or the Golden Grove CDP, which mostly lies within the study area. Its population estimate was 4,489 in 2023. The **population density** of the study area, at 36.56 square miles, is 516 people per square mile.

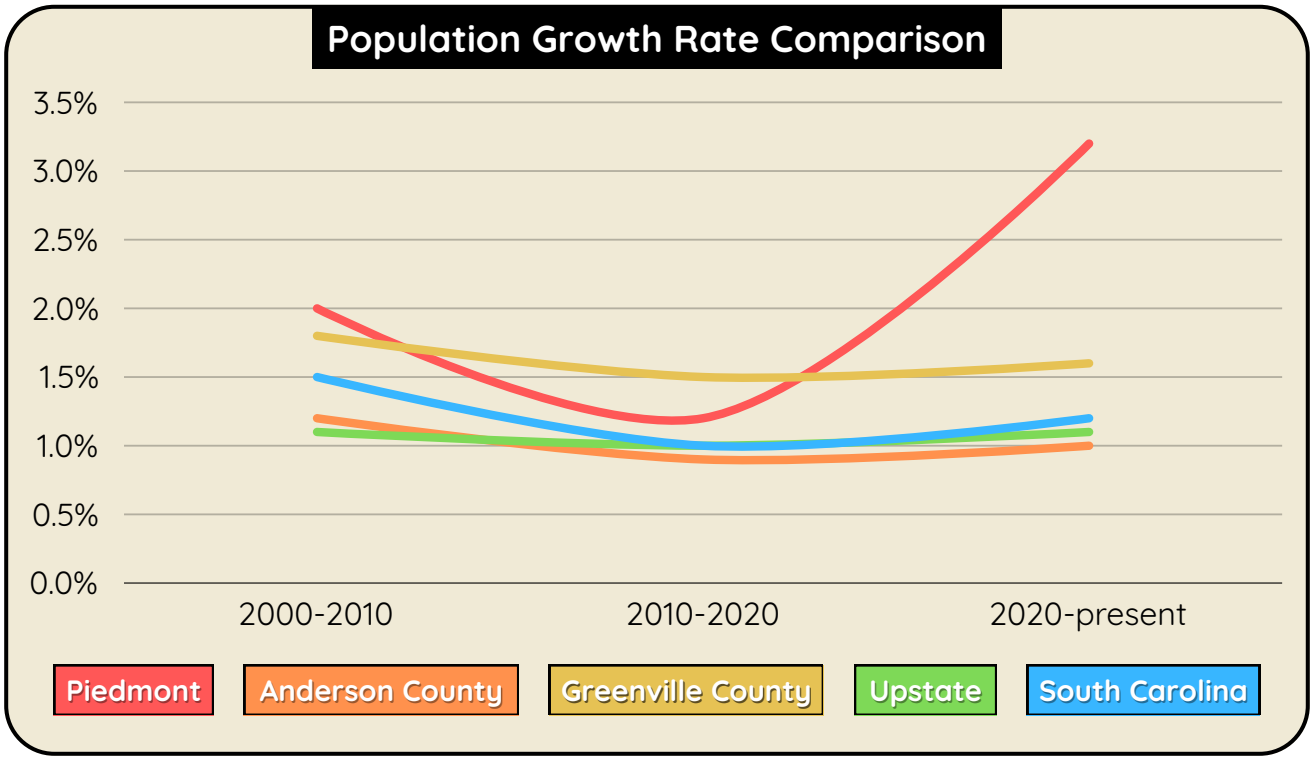




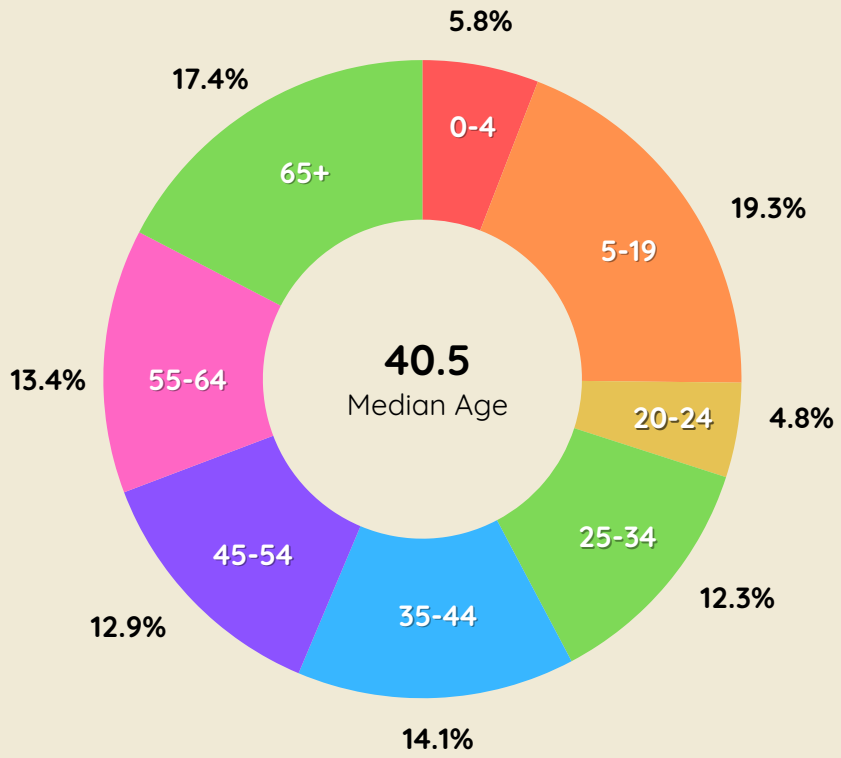


Source: Sustain South Carolina

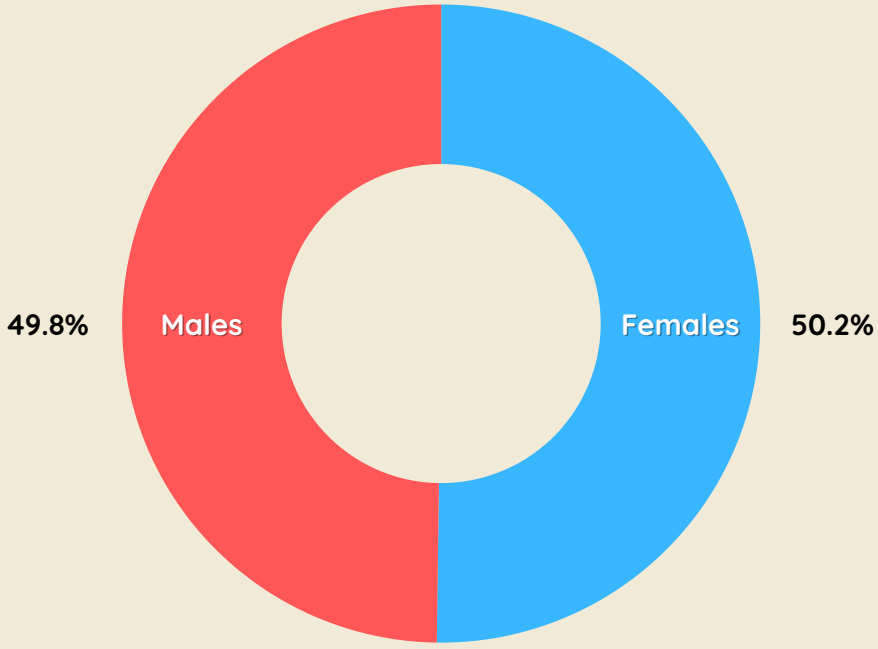
The population of the Piedmont study area has been steadily increasing since at least 2000. Since 2020, the average annual growth rate is estimated to have nearly tripled. While this data is somewhat skewed as it only represents a three-year growth period, compared to a ten-year growth period like the others, it indicates a population boom, especially when correlated with development trends during that same time period. As evident in the chart below, Piedmont, during the same period, grew at double the rate of Greenville County, and at triple the rate of Anderson County, the Upstate region, and the state of South Carolina.



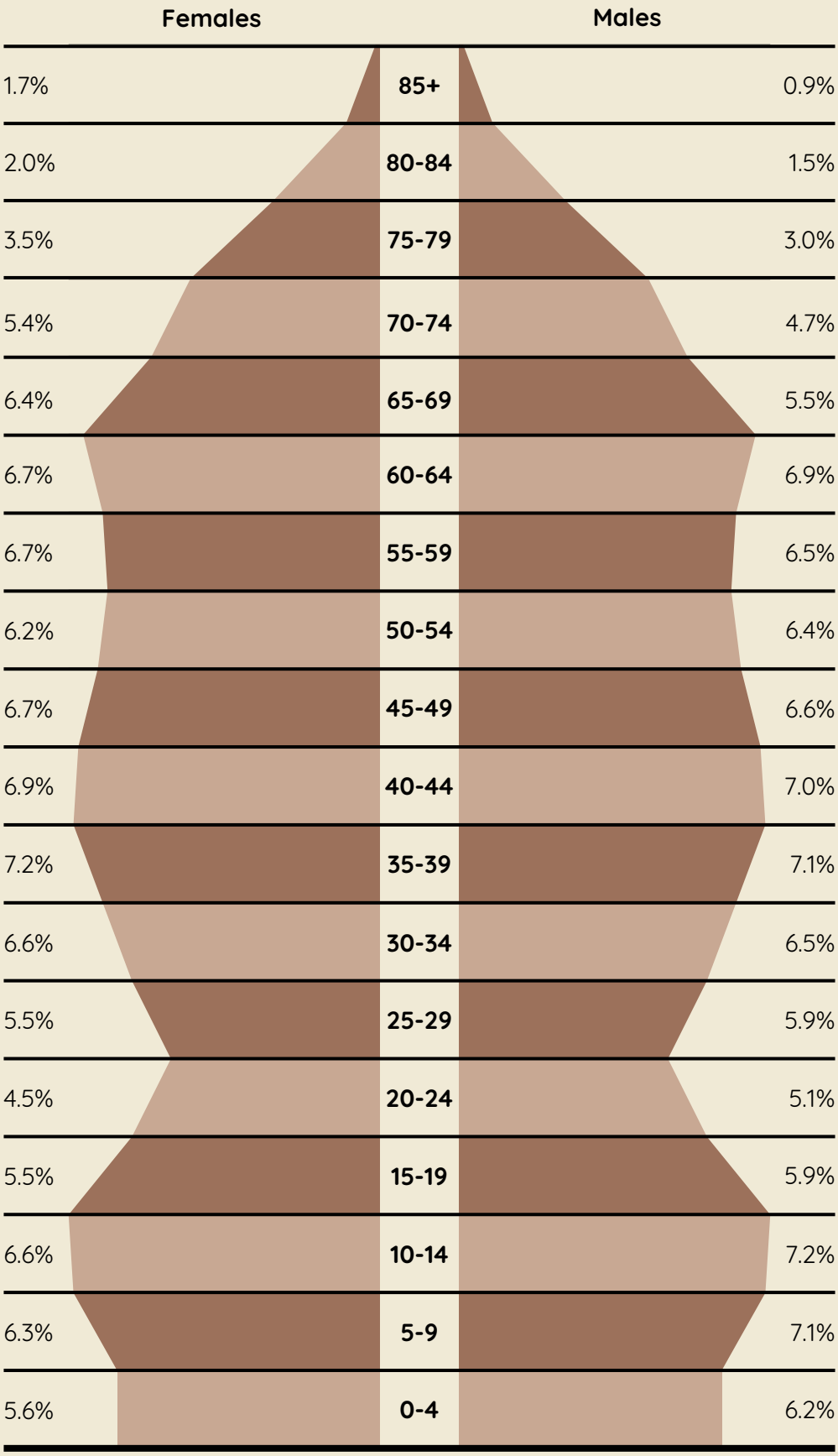
Population by Age

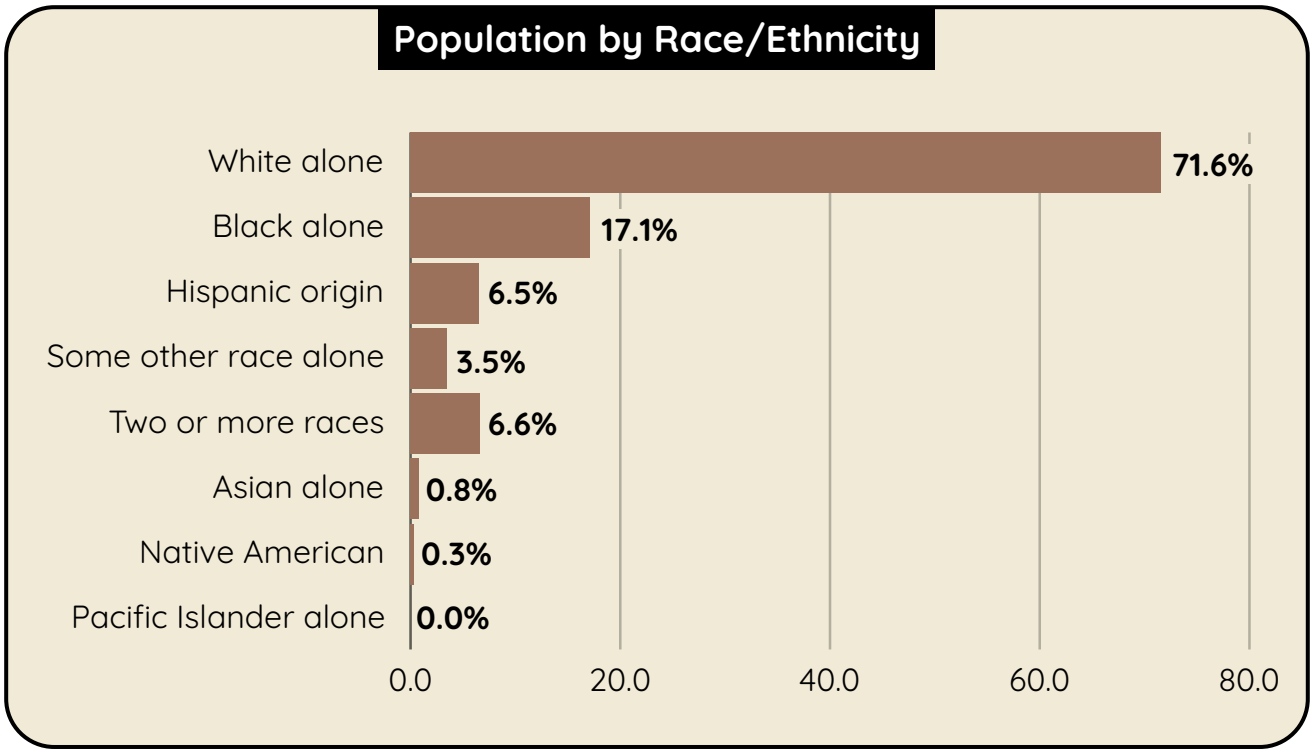


Population by Sex



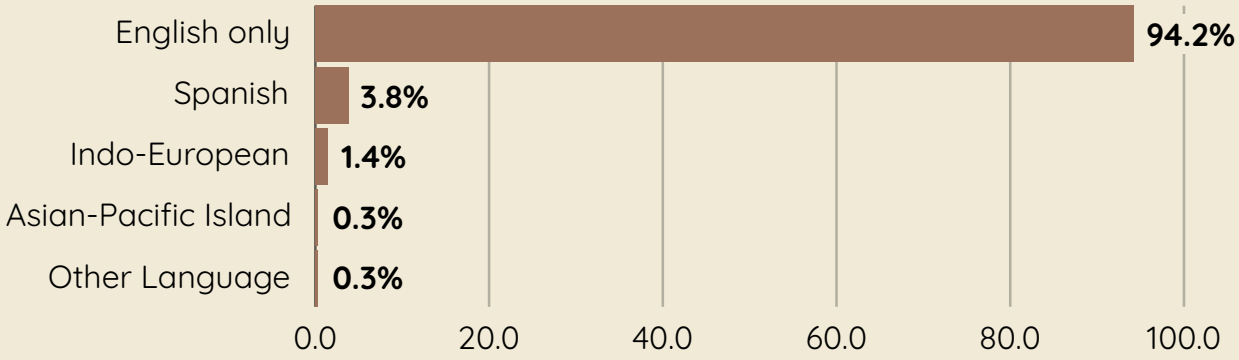
Age Profile


Females
Males
1.7%
85+
0.9%
2.0%
80-84
1.5%
3.5%
75-79
3.0%
5.4%
70-74
4.7%
6.4%
65-69
5.5%
6.7%
60-64
6.9%
6.7%
55-59
6.5%
6.2%
50-54
6.4%
6.7%
45-49
6.6%
6.9%
40-44
7.0%
7.2%
35-39
7.1%
6.6%
30-34
6.5%
5.5%
25-29
5.9%
4.5%
20-24
5.1%
5.5%
15-19
5.9%
6.6%
10-14
7.2%
6.3%
5-9
7.1%
5.6%
0-4
6.2%

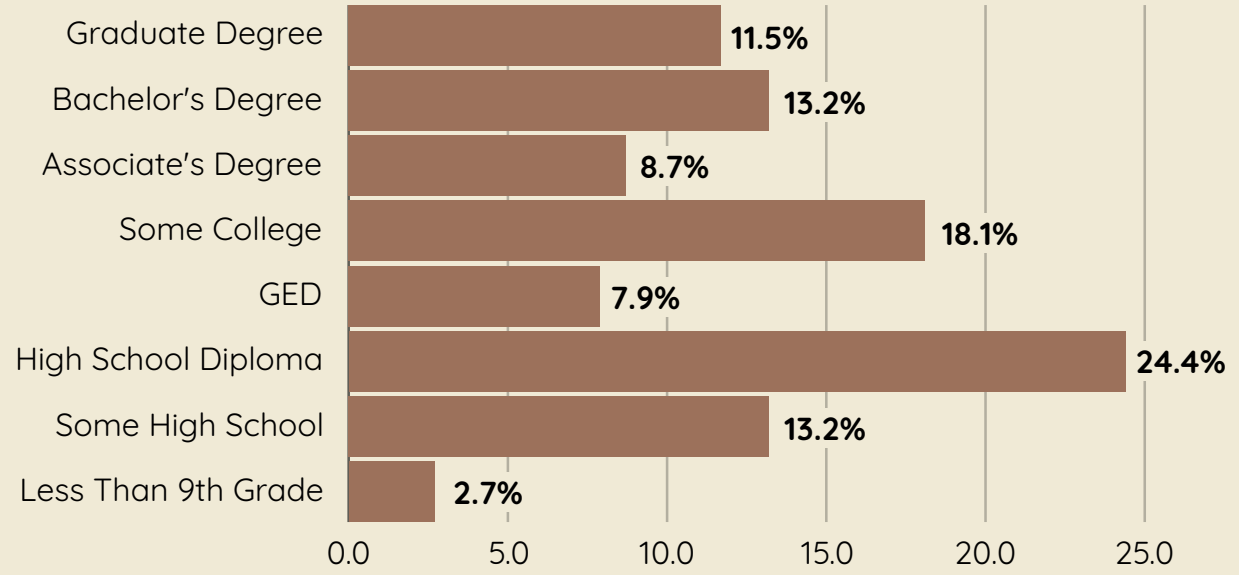


The U.S. Census Bureau defines **race** based on self-identification and social definitions, not biological, anthropological, or genetic. **Ethnicity** determines whether a person is of Hispanic origin or not. **Hispanic origin** refers to a person's heritage, nationality, lineage, or country of birth before arriving in the United States, for either themselves or their ancestors. It is important to note that race and ethnicity are independent of each other, and both Hispanics and non-Hispanics may identify as any race or combination of races. The Census Bureau defines five categories of race: **White alone**, including people of European, Middle Eastern, or North African origin; **Black alone**, including people with origins in any of the Black racial groups of Africa; **Native American**, including people having origins in any of the original peoples of North and South American, including Central America, who maintain tribal affiliation or community attachment; **Asian alone**, including people with origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent; and **Pacific Islander**, including people with origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands. **Two or more races** refers to combinations of two or more of these categories. **Some other race alone** refers to those who don't identify with any of these categories or Hispanic ethnicity.

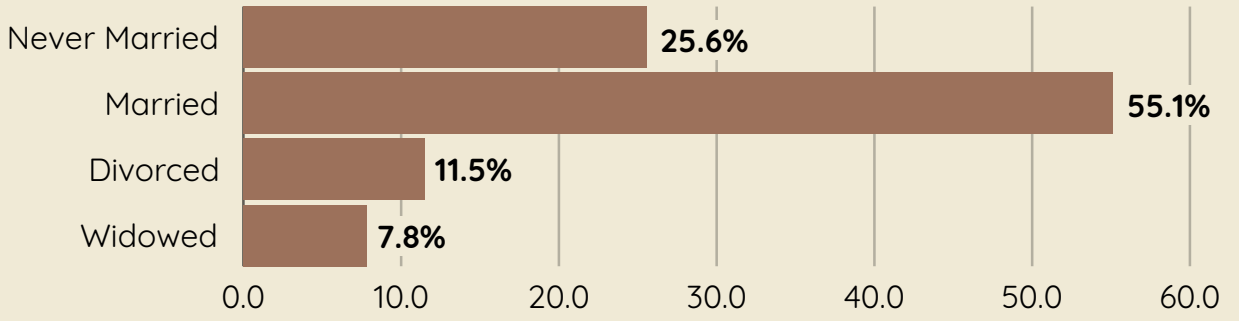
Population by Language Spoken



Population 25+ by Educational Attainment



Population 15+ by Marital Status

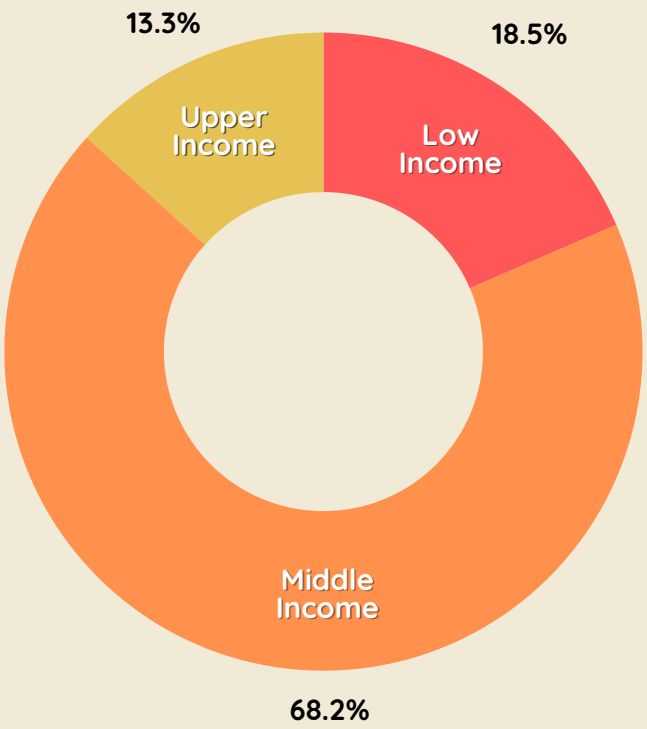


Household and Family

2.65
Average Household Size

3.16
Average Family Size

Households by Income



Household Income

$86,639
Average Household Income

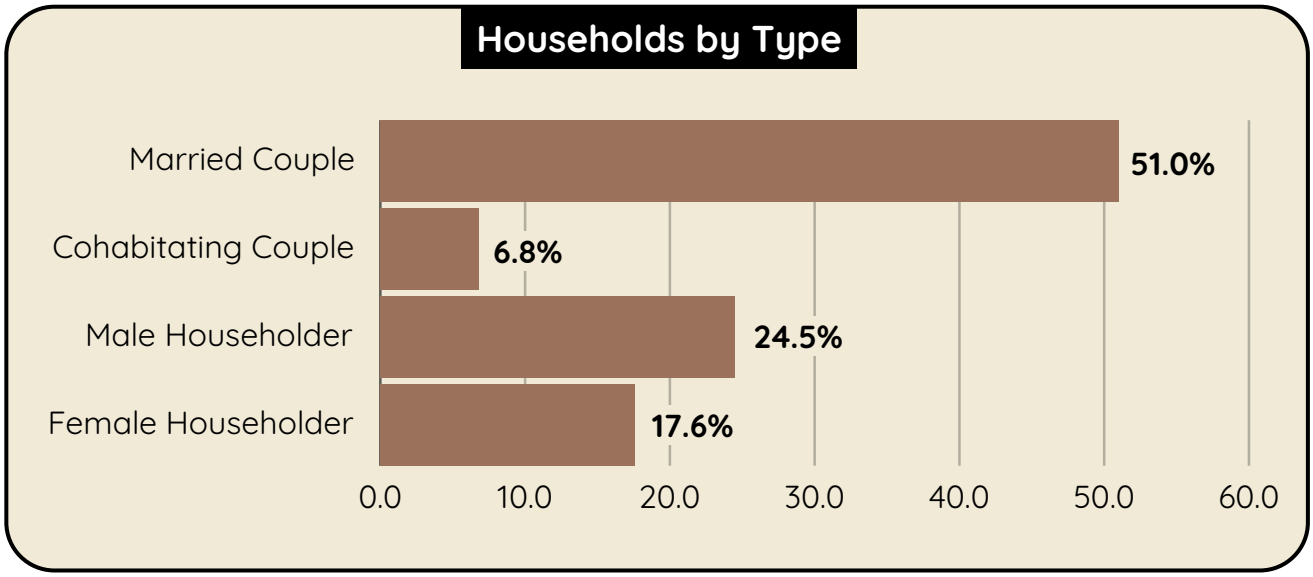
Calculated by dividing the total income of all households by the number of households, it gives an overall picture of income distribution but can be skewed by outliers.

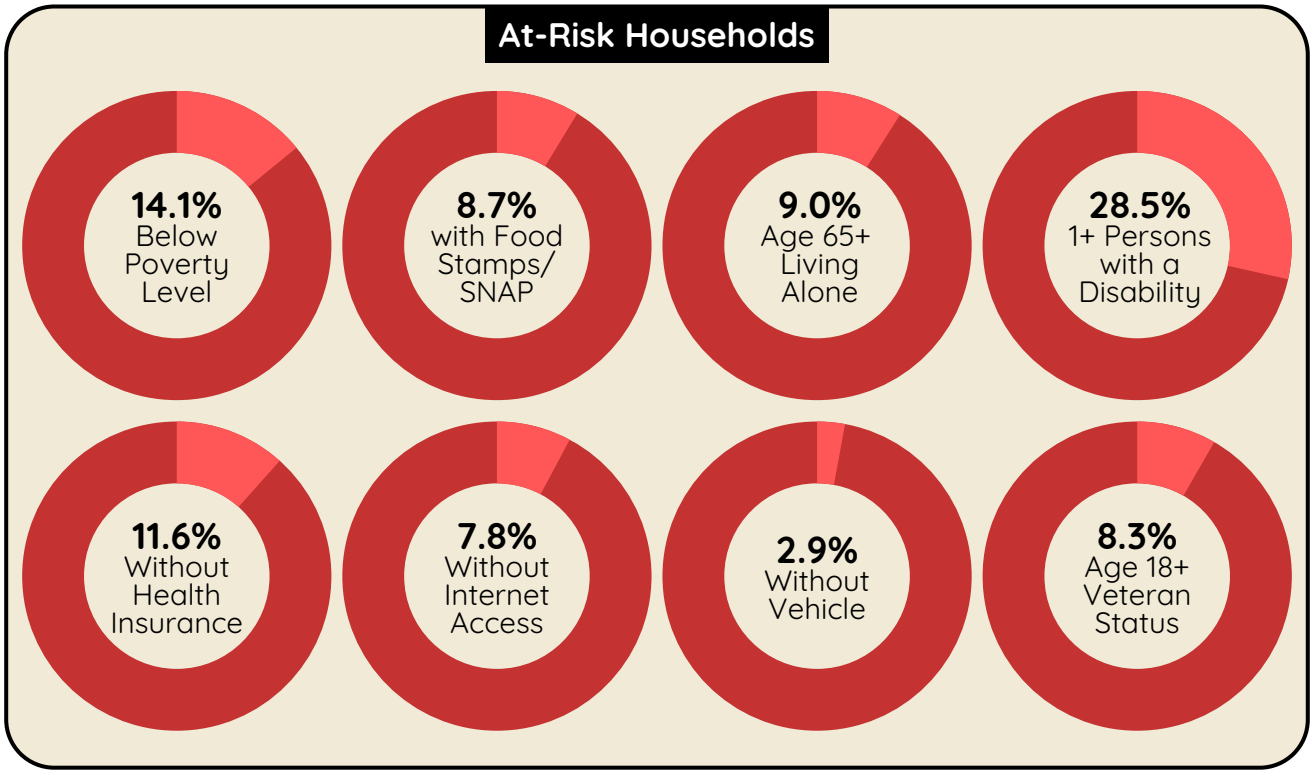
$57,833
Median Household Income

Represents the middle value of household incomes when arranged in ascending order, providing a more robust measure of central tendency that is less affected by extreme values.

$32,692
Per Capita Household Income

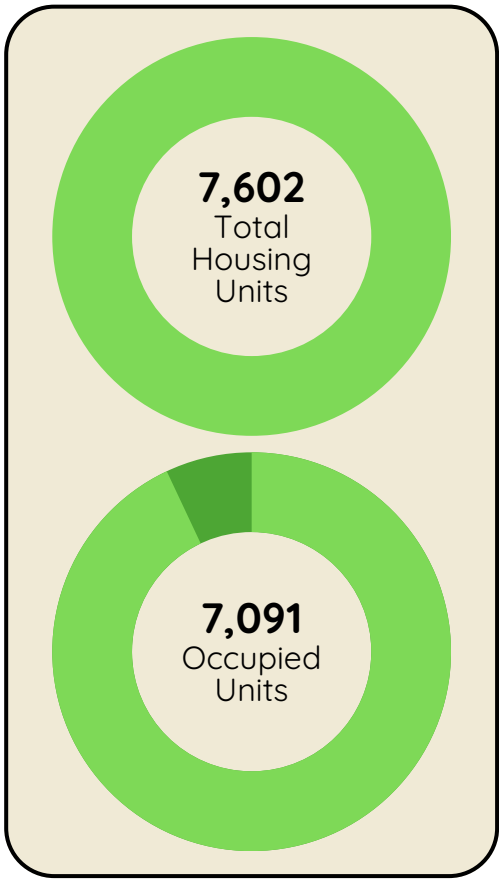
Reflects the average income per person within households, calculated by dividing total household income by the total population of households, offering insight into individual income levels within households.

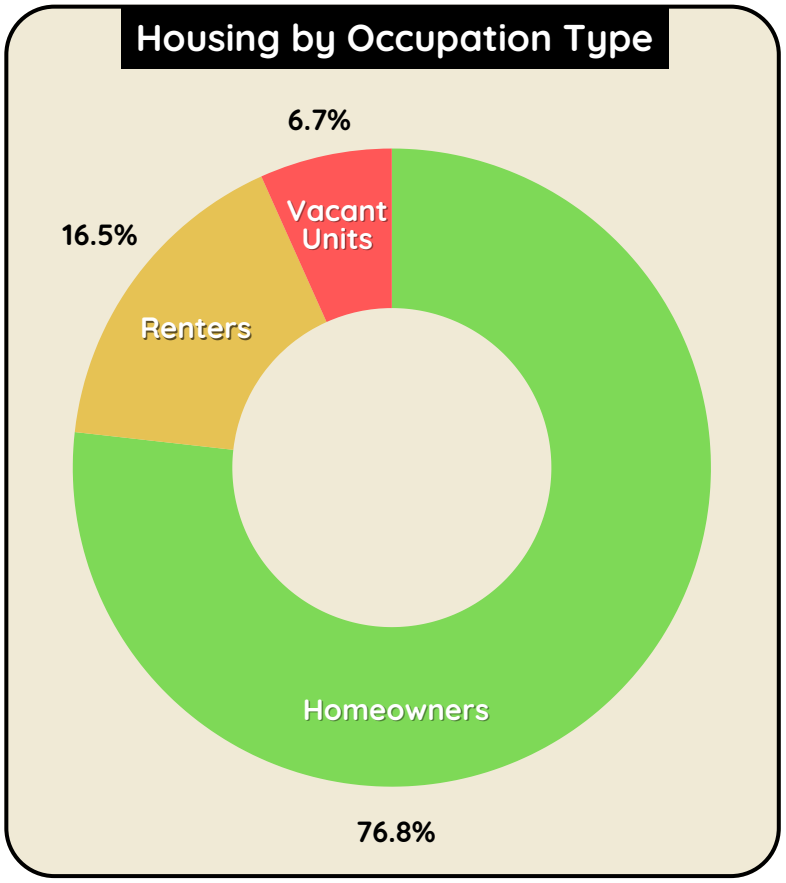


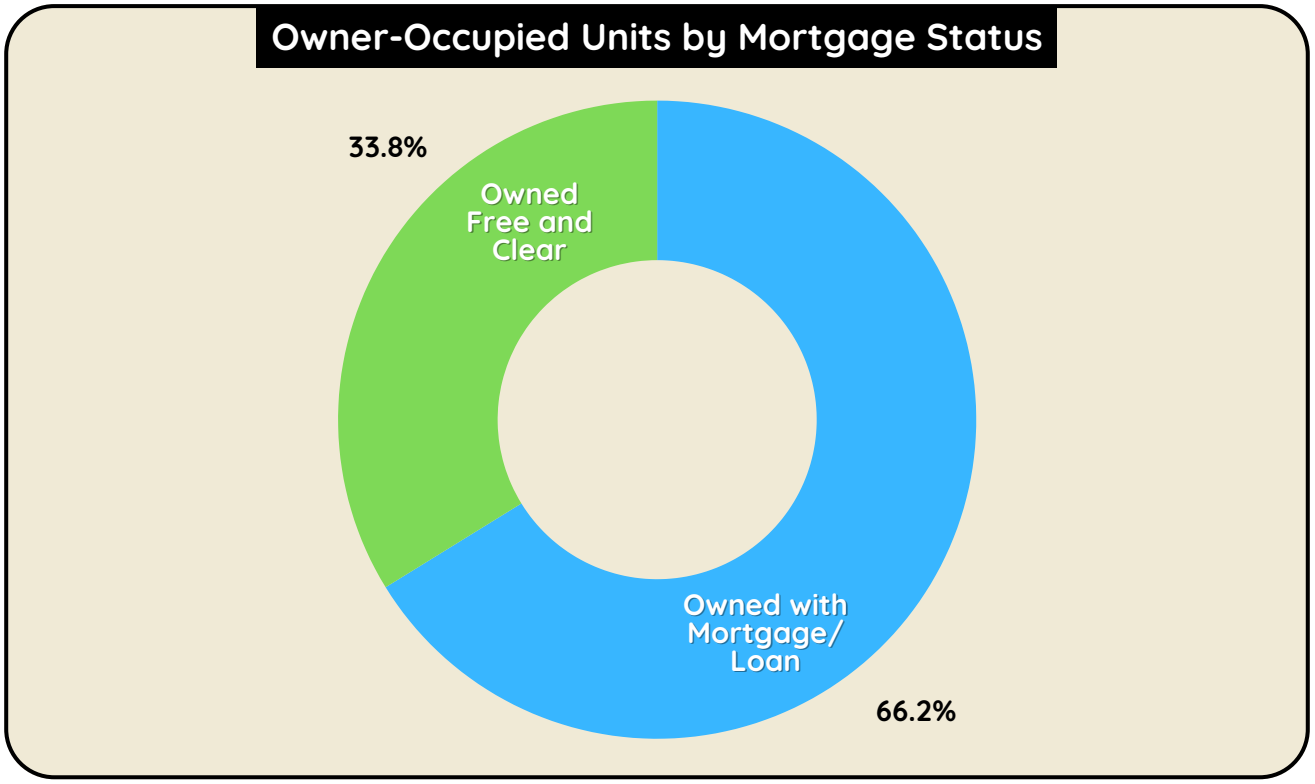


Source: American Community Survey

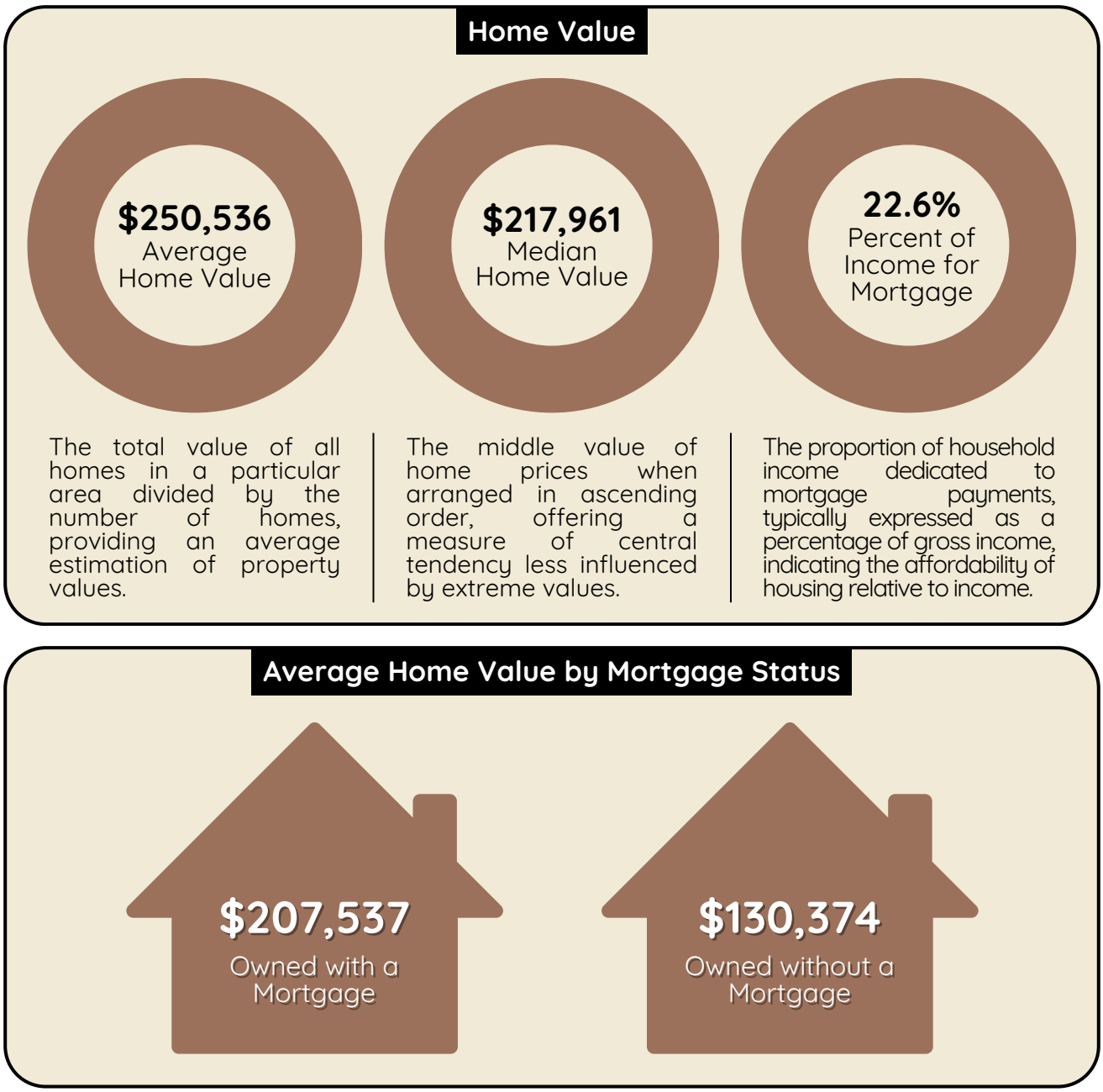
Housing







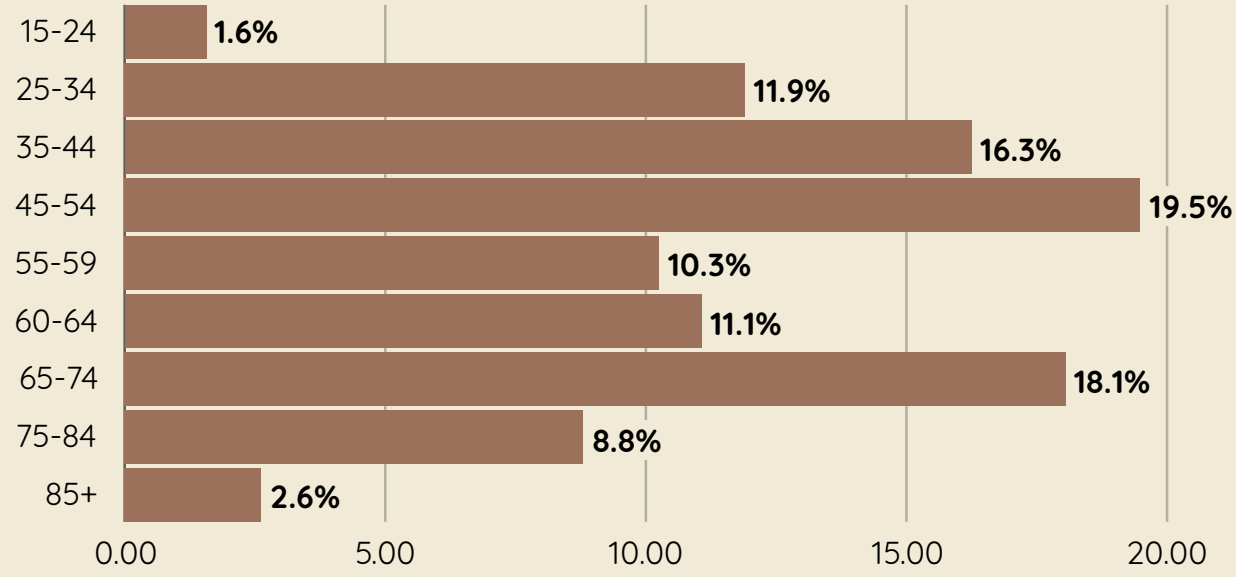
Source: American Community Survey



Source: American Community Survey

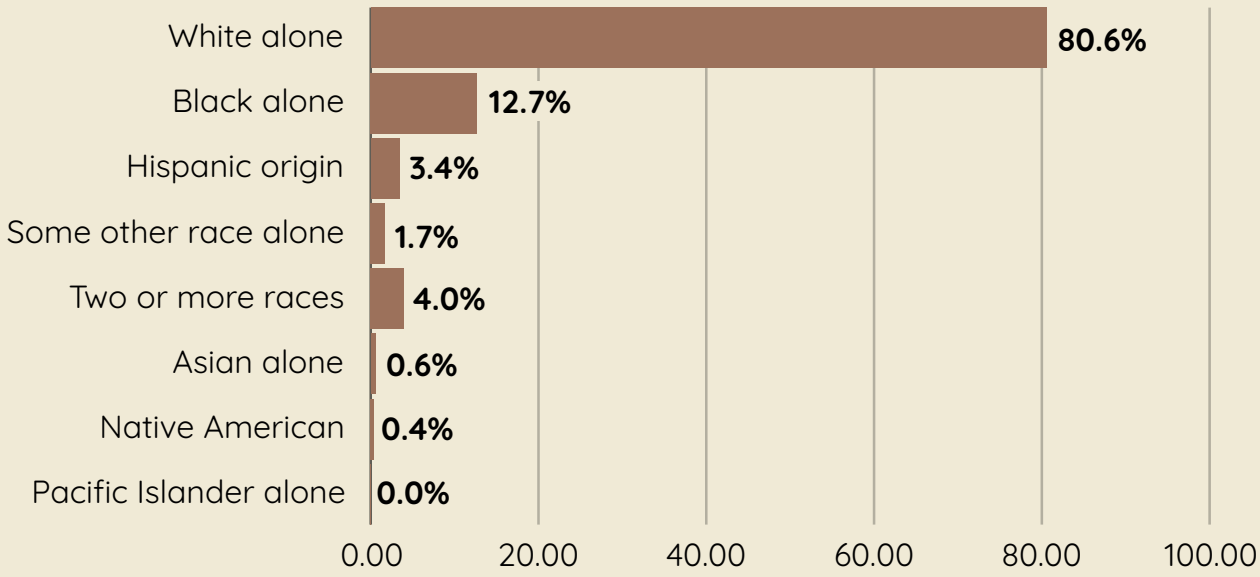
Average home value evaluates all property values equally, while the **median home value** represents the midpoint of home prices, providing a more balanced perspective of typical property values that isn't influenced by extreme values. **Percentage of mortgage for income** denotes the portion of a household's income that is allocated to mortgage payments. For instance, if a household's monthly mortgage payment is $1,500 and their monthly income is $5,000, the percentage of mortgage for income would be 30%. This measure assists in assessing the affordability of housing for individuals or households. A higher percentage implies that a larger proportion of income is devoted to housing costs, which may indicate financial stress, while a lower percentage implies greater affordability.

Homeownership by Age



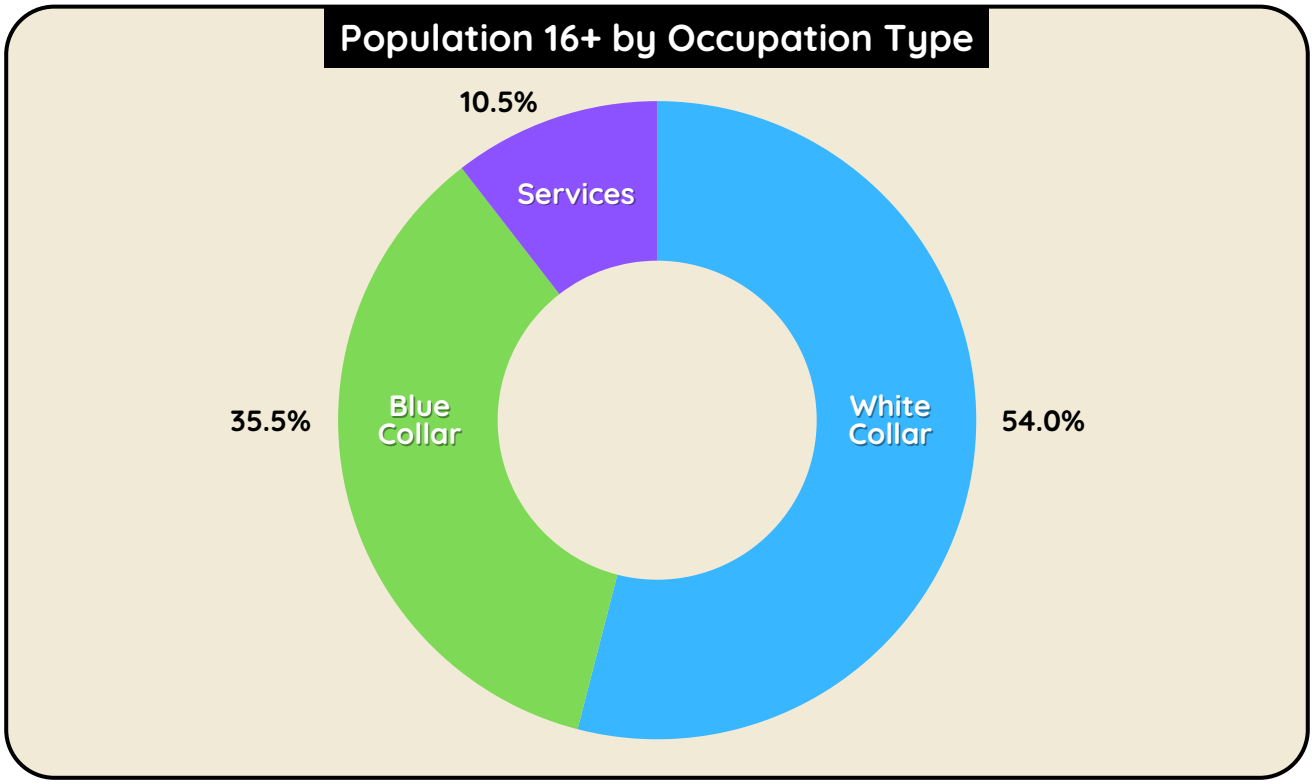
Source: American Community Survey

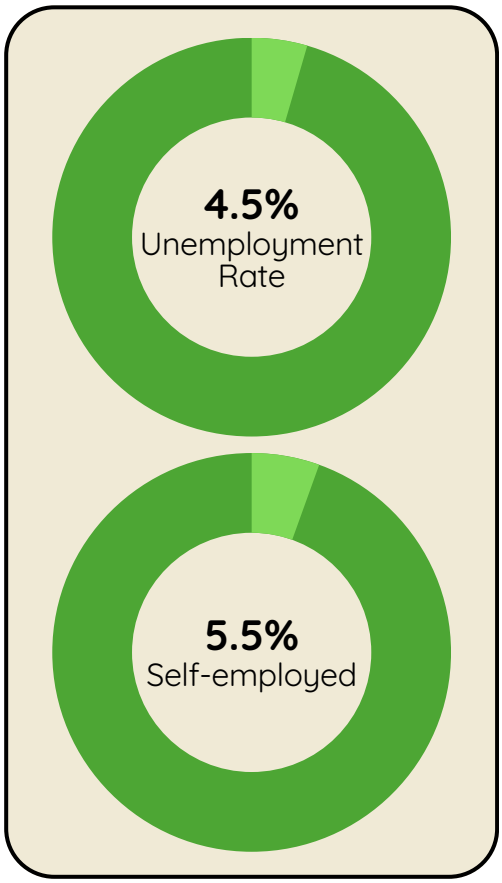
Homeownership by Race/Ethnicity

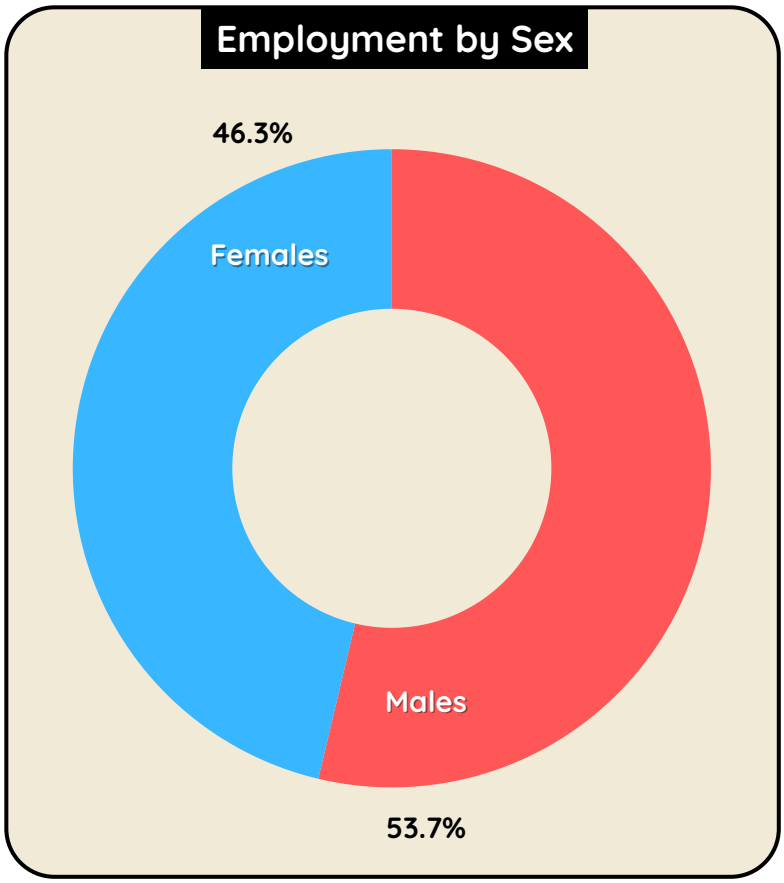


Source: American Community Survey

Employment


Population 16+ by Occupation Type
10.5%
Services
35.5%
Blue Collar
White Collar
54.0%


4.5%
Unemployment Rate
5.5%
Self-employed


Employment by Sex
46.3%
Females
Males
53.7%

Land Use and Development

The following data provides insights into how land in Piedmont is used and where it is—and is not—developed.

Land Cover

The Land Cover Map visualizes the intensity of developed land in Piedmont and how it is used. Specifically:

Open Water: Areas of open water, generally with less than 25% cover of vegetation or soil.

Developed, Open Space: Areas with a mixture of some constructed materials, but mostly vegetation in the form of lawn grasses. Impervious surfaces account for less than 20% of total cover. These areas most commonly include large-lot single-family housing units, parks, golf courses, and vegetation planted in developed settings for recreation, erosion control, or aesthetic purposes.

Developed, Low Intensity: Areas with a mixture of constructed materials and vegetation. Impervious surfaces account for 20% to 49% percent of total cover. These areas most commonly include single-family housing units.

Developed, Medium Intensity: Areas with a mixture of constructed materials and vegetation. Impervious surfaces account for 50% to 79% of the total cover. These areas most commonly include single-family housing units.

Developed, High Intensity: Highly developed areas where people reside or work in high numbers. Examples include apartment complexes, row houses and commercial/industrial Impervious surfaces account for 80% to 100% of the total cover.

Barren Land (Rock/Sand/Clay): Areas of bedrock, desert pavement, scarps, talus, slides, volcanic material, glacial debris, sand dunes, strip mines, gravel pits and other accumulations of earthen material. Generally, vegetation accounts for less than 15% of total cover.

Deciduous Forest: Areas dominated by trees generally greater than 5 meters tall, and greater than 20% of total vegetation cover. More than 75% of the tree species shed foliage simultaneously in response to seasonal change.

Evergreen Forest: Areas dominated by trees generally greater than 5 meters tall, and greater than 20% of total vegetation cover. More than 75% of the tree species maintain their leaves all year. Canopy is never without green foliage.

Mixed Forest: Areas dominated by trees generally greater than 5 meters tall, and greater than 20% of total vegetation cover. Neither deciduous nor evergreen species are greater than 75% of total tree cover.

Shrub/Scrub: Areas dominated by shrubs; less than 5 meters tall with shrub canopy typically greater than 20% of total vegetation. This includes true shrubs, young trees in an early successional stage or trees stunted from environmental conditions.

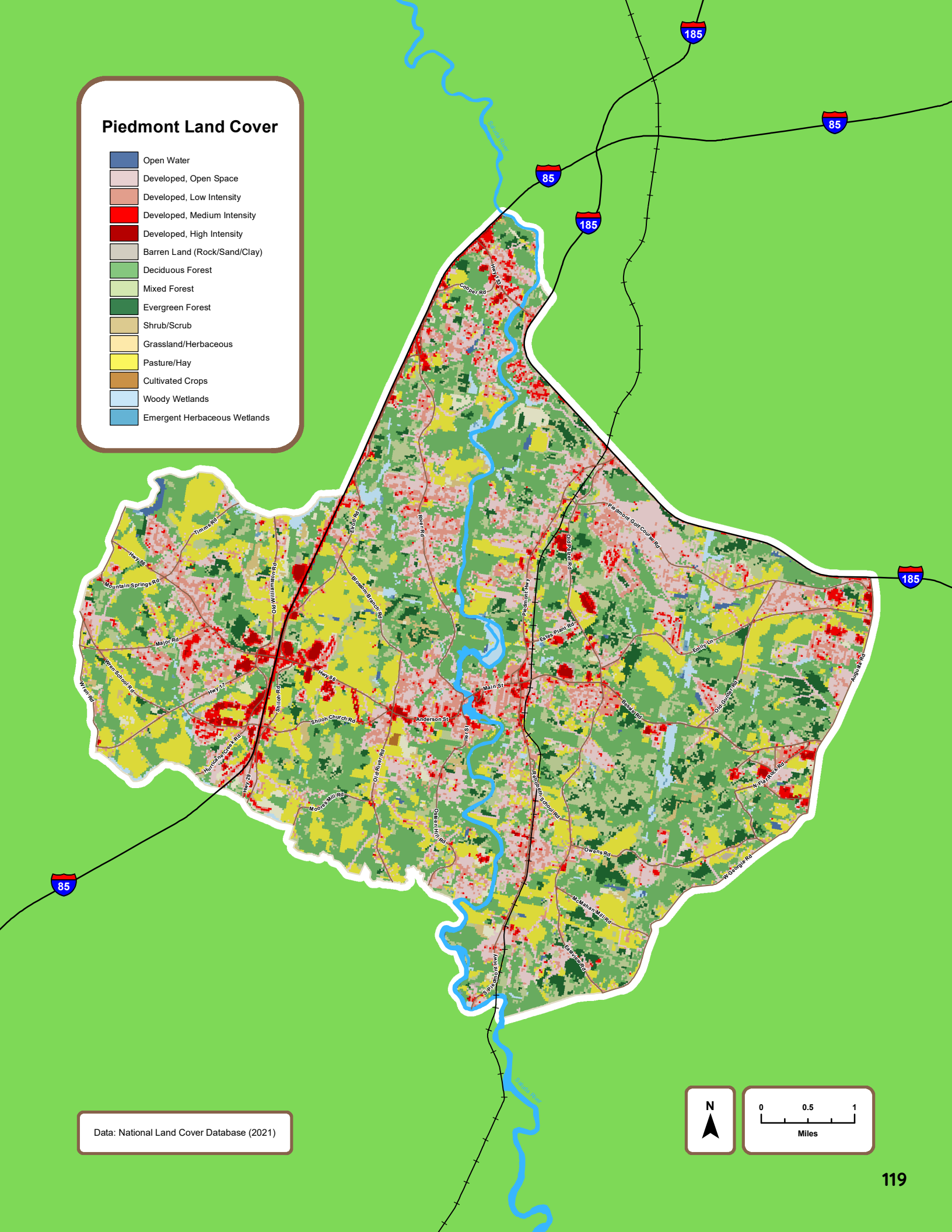
Grassland/Herbaceous: Areas dominated by graminoid or herbaceous vegetation, generally greater than 80% of total vegetation. These areas are not subject to intensive management such as tilling, but can be utilized for grazing.

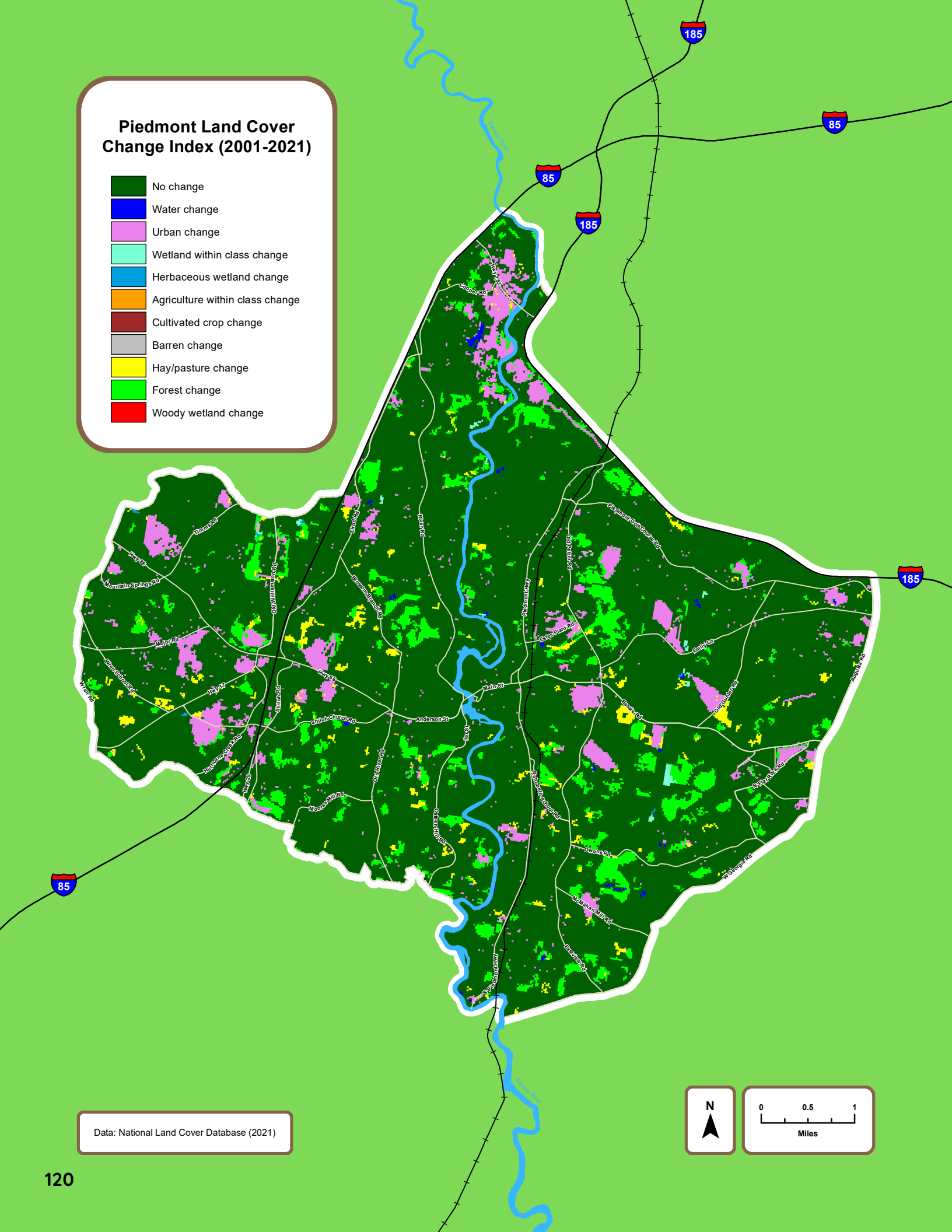
Pasture/Hay: Areas of grasses, legumes, or grass-legume mixtures planted for livestock grazing or the production of seed or hay crops, typically on a perennial cycle. Pasture/hay vegetation accounts for greater than 20% of total vegetation.

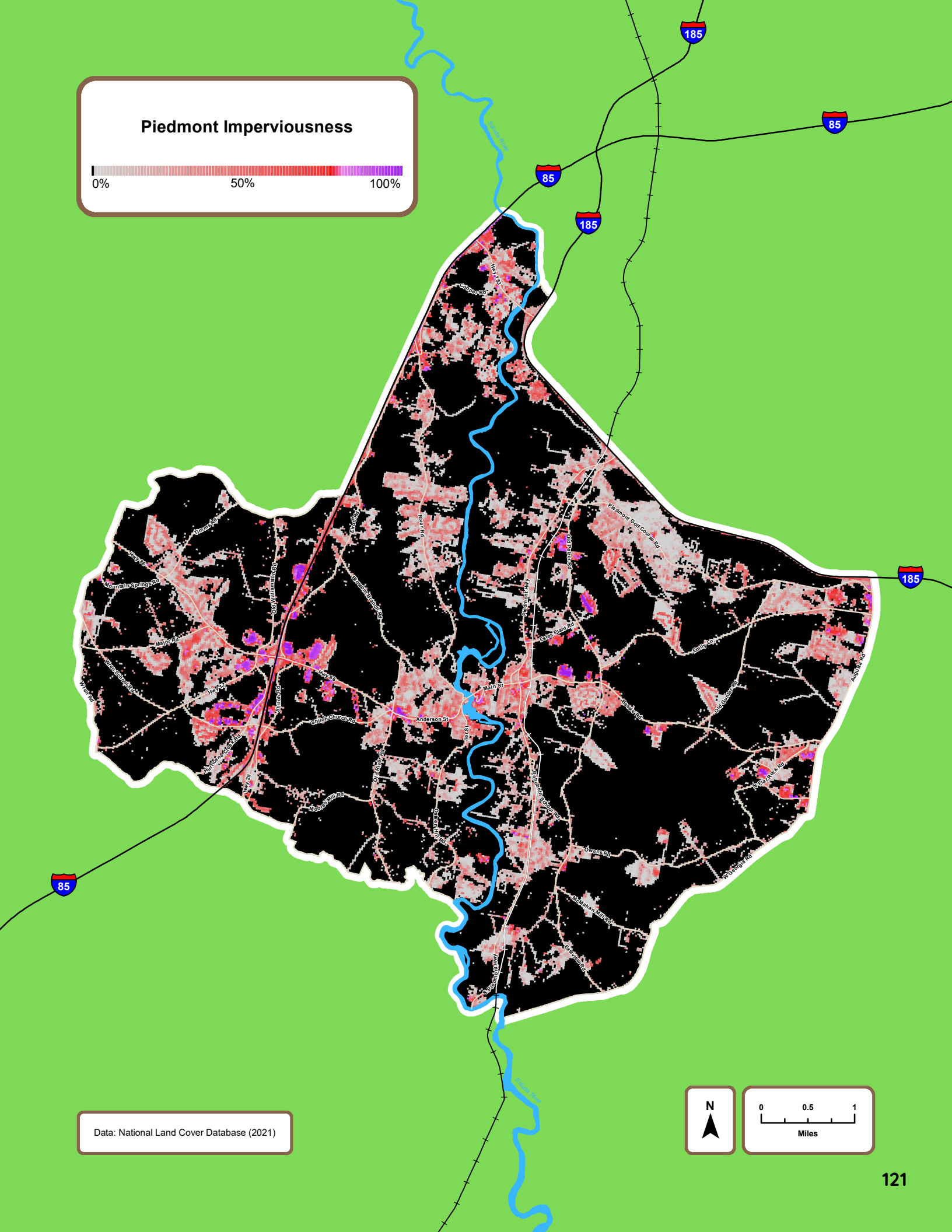
Cultivated Crops: Areas used for the production of annual crops, such as corn, soybeans, vegetables, tobacco, and cotton, and also perennial woody crops such as orchards and vineyards. Crop vegetation accounts for greater than 20% of total vegetation. This class also includes all land being actively tilled.

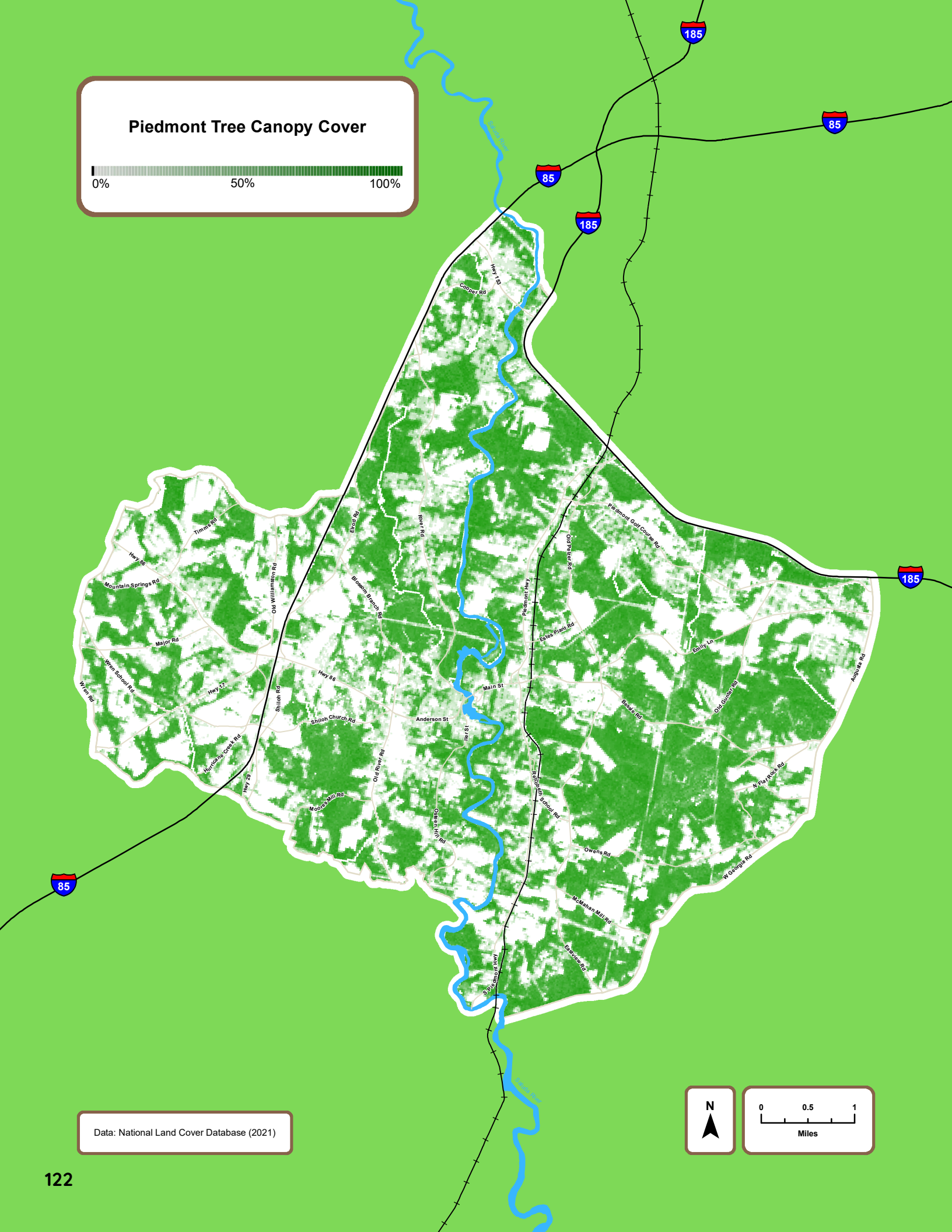
Woody Wetlands: Areas where forest or shrubland vegetation accounts for greater than 20% of vegetative cover and the soil or substrate is periodically saturated with or covered with water.

Emergent Herbaceous Wetlands: Areas where perennial herbaceous vegetation accounts for greater than 80% of vegetative cover and the soil or substrate is periodically saturated with or covered with water.


Piedmont Land Cover
Open Water
Developed, Open Space
Developed, Low Intensity
Developed, Medium Intensity
Developed, High Intensity
Barren Land (Rock/Sand/Clay)
Deciduous Forest
Mixed Forest
Evergreen Forest
Shrub/Scrub
Grassland/Herbaceous
Pasture/Hay
Cultivated Crops
Woody Wetlands
Emergent Herbaceous Wetlands
Data: National Land Cover Database (2021)
N
0
0.5
1
Miles
85
185
Cooper Rd
Hwy 153
Timms Rd
Hwy 86
Mountain Springs Rd
Major Rd
Wren School Rd
Wren Rd
Hwy 17
Old Williamston Rd
Shiloh Rd
Shiloh Church Rd
Hurricane Creek Rd
Hwy 29
Moores Mill Rd
Old River Rd
Blossom Branch Rd
Elrod Rd
River Rd
Anderson St
Main St
Ilar St
Osteen Hill Rd
Piedmont Hwy
Old Pelzer Rd
Piedmont Golf Course Rd
Estes Plant Rd
Emily Ln
Bessie Rd
Old Gunter Rd
Augusta Rd
N Flat Rock Rd
Rehobeth School Rd
Owens Rd
W Georgia Rd
McMahan Mill Rd
Eastview Rd
S Piedmont Hwy
Saluda River


Piedmont Land Cover Change Index (2001-2021)
No change
Water change
Urban change
Wetland within class change
Herbaceous wetland change
Agriculture within class change
Cultivated crop change
Barren change
Hay/pasture change
Forest change
Woody wetland change
185
85
Data: National Land Cover Database (2021)
N
0
0.5
1
Miles


Piedmont Imperviousness
0%
50%
100%
Data: National Land Cover Database (2021)
N
0
0.5
1
Miles


Piedmont Tree Canopy Cover
0%
50%
100%
Data: National Land Cover Database (2021)
N
0
0.5
1
Miles
85
185
Hwy 153
Cooper Rd
Etrod Rd
River Rd
Timms Rd
Hwy 86
Mountain Springs Rd
Old Williamston Rd
Blossom Branch Rd
Piedmont Hwy
Old Pelzer Rd
Piedmont Golf Course Rd
Estes Plant Rd
Major Rd
Wren School Rd
Wren Rd
Hwy 17
Hwy 86
Shiloh Rd
Main St
Emily Ln
Augusta Rd
Old Gunter Rd
Bessie Rd
Shiloh Church Rd
Anderson St
Iler St
Hurricane Creek Rd
Hwy 29
Old River Rd
Moores Mill Rd
Osteen Hill Rd
Rehobeth School Rd
N Flat Rock Rd
Owens Rd
W Georgia Rd
McMahan Mill Rd
Eastview Rd
S Piedmont Hwy
Saluda River

Making the Case for Trees

Green Infrastructure Center

Trees increase property values and revenues in shopping districts, improve community health, make the community more resilient to climate change, and make it more attractive to new businesses and entrepreneurs. Trees will pay their way through more economic activity and better tax revenues from increased property values. Trees have been shown to take up stormwater, reduce standing water, lower surface temperatures, extend pavement life, and improve air quality in terms of reduced particulates, greater ozone and fewer volatile organic compounds, while sequestering carbon to mitigate climate change, and, if yours is a coastal community, trees also provide a buffer against storms, reduce storm damage to infrastructure, minimize coastal erosion, and so on. Trees clean both the air and water and reduce flooding at a cost far cheaper than engineered solutions, such as stormwater ponds.

Well-treed communities have better respiratory health and fewer hospital visits from chronic conditions, such as asthma. Trees encourage people to walk and bicycle more and farther, thus encouraging heart and lung health and reduced onset of Type II Diabetes. Furthermore, patients heal up to 30% faster when they can see or access green spaces. Children who suffer from Attention Deficit Hyperactivity Disorder (ADHD) benefit from living near forests and other natural areas, and children who live closer to green areas have improved cognitive function. Parks with good tree canopy are more inviting and healthier for users, for all the reasons outlined above. Trees also provide shade, and thus more options for diverse uses in parks, such as picnics, studying, hiking, or outdoor education. Larger natural parks increase the value of nearby parcels more than skate parks or other developed parks, such as golf courses. They also provide greater biodiversity and the opportunity to increase the variety of trees in the city.

Skilled professionals (also called the “creative class”) seek out communities that are greener and have protections in place for their parks, street trees, and open spaces. So, a green community helps recruit skilled, higher-paid workers with more money to spend in the local community. In general, businesses and cities that are perceived as being green gain a competitive advantage. Less crime occurs in well-treed neighborhoods and trees have been shown to improve metabolic rates and moods. Since they increase walkability, more people strolling, jogging, or generally out and about around a neighborhood equates with safer communities and people who interact more as a community and watch out for each other. Trees do not hide criminals or make it easier to rob a home and well-treed areas have lower crime rates. What’s more, property values are, on average, 18% higher for well-treed developments. They also save the average household about 20% on its summer energy bills.

Native trees support beneficial insects and pollinators, which we need for a healthy food supply. Although trees in forests are usually pollinated by the wind, understory plants and some broadleaf forest trees rely on pollination services and so provide forage for native pollinators. A mature oak tree supports up to 534 species of insects, including moths and butterflies—key pollinators—which is more than any other native tree species. Trees support a number of mammals, which also aids biodiversity and a healthy environment, especially if there is a large, wooded area adjacent to the development. They also clean the air and water of pollution and support healthy soil formation. In addition, tree shade reduces heat stress on both animals and people. If you are the owner of a significant forested landscape, it’s important to know its extent and its health. A privately owned forest provides many public benefits and may serve as a critical connector to other, off-site woodland areas. Forests provide habitat to pollinators that support our food supply, they sequester and clean greenhouse gases such as carbon dioxide and ozone, filter air pollutants and support native wildlife and songbirds, and capture stormwater pollutants from water and recharge aquifers. They also provide buffers against noise and road impacts. Surveys for pests, invasive species, or other diseases can help flag problems that need to be addressed early to ensure a healthy forest long into the future.

Land Use Policy

The following sections provide insights into Anderson and Greenville County policies that shape land use.

Existing Future Land Use Classification Descriptions

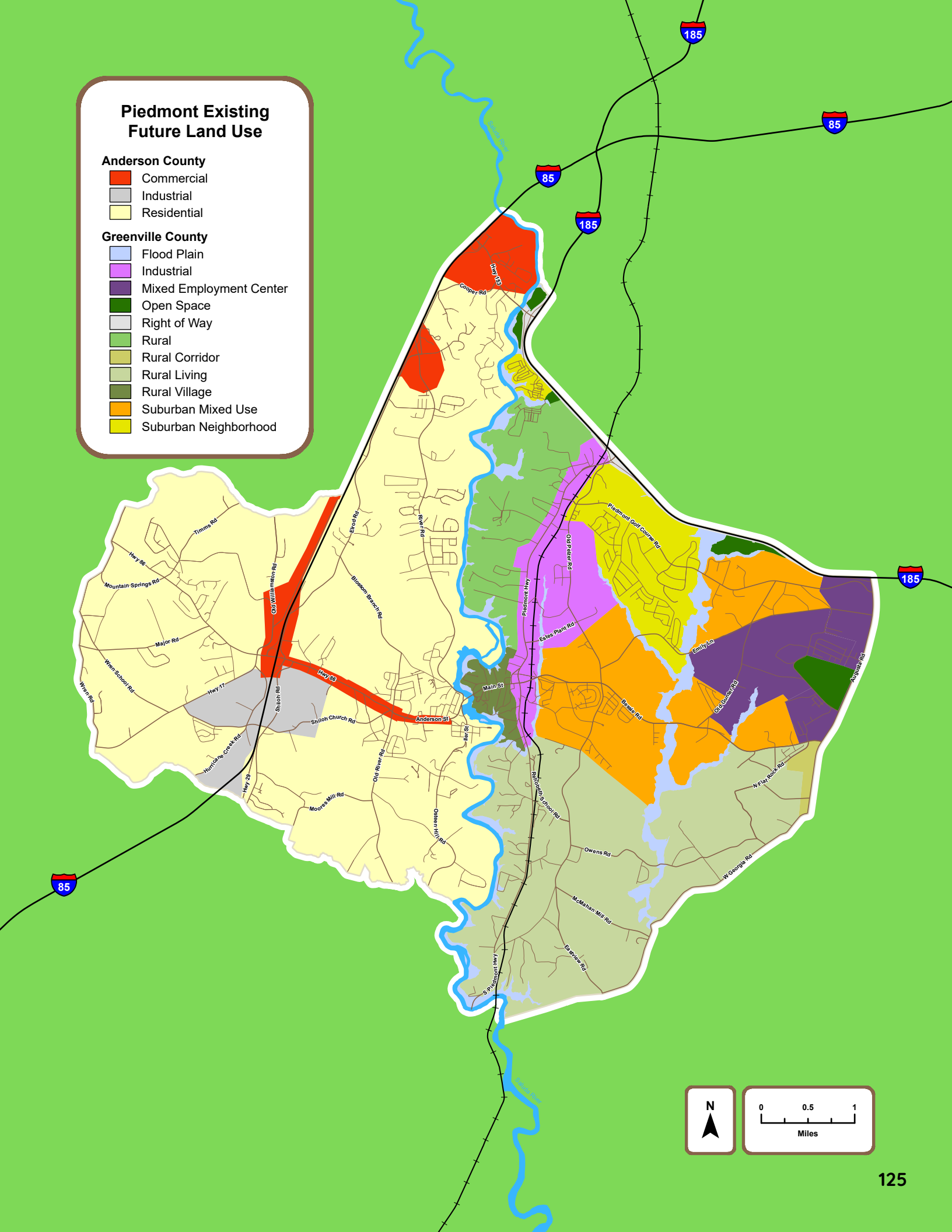
Future land use maps are featured as part of each county's comprehensive plan. These maps, while not regulatory or legally-binding, inform future land development and zoning regulations, as well as decision-making for proposed future land development in unincorporated areas of each county.

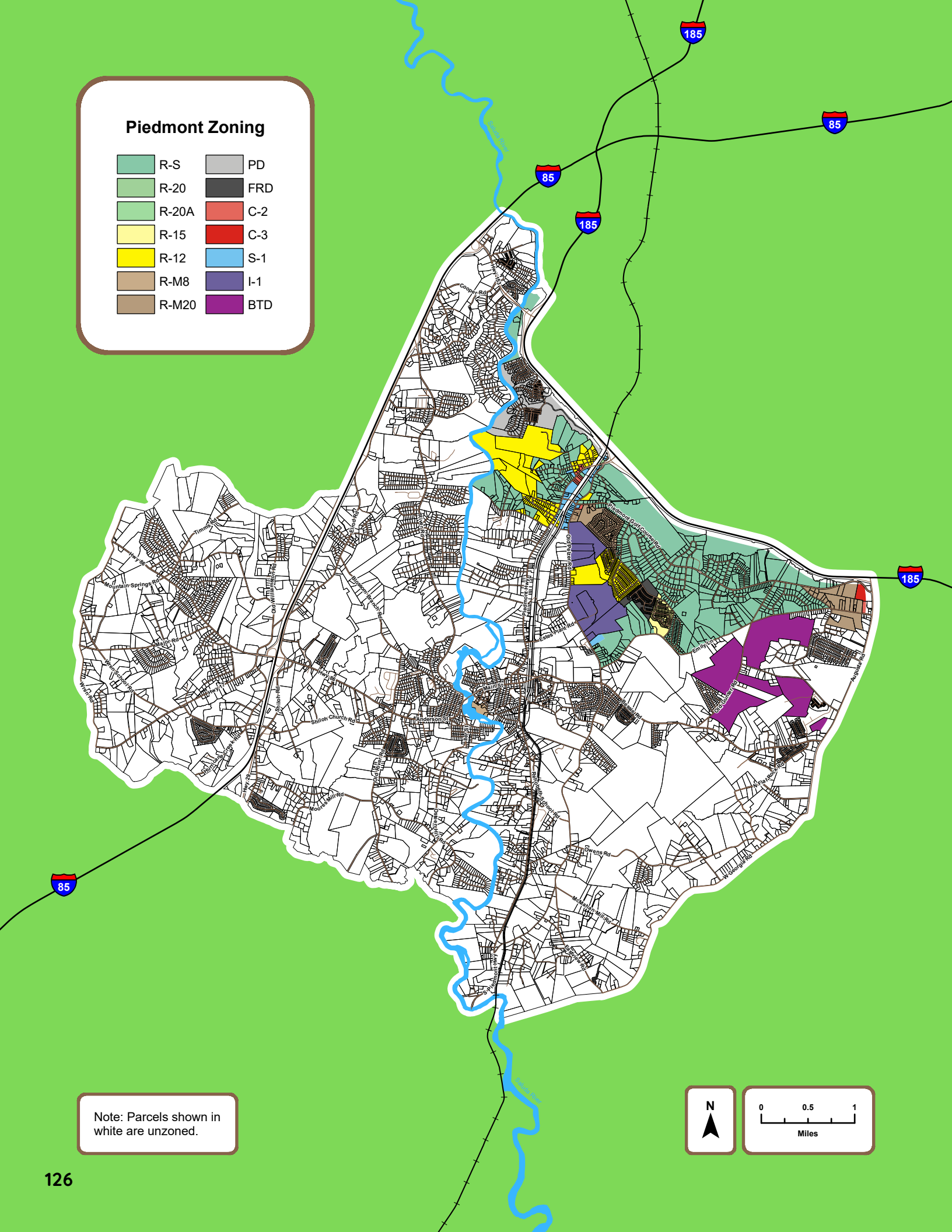
Anderson County

The Anderson County Comprehensive Plan (2016) provides three future land use designations for the Piedmont study area: **Commercial**, **Industrial**, and **Residential**. These designations were determined using multiple sources of information, including current land uses and zoning and community input. Thus, they are a significant tool for the implementation of growth management and development policies within Anderson County.

Greenville County

The Plan Greenville County Comprehensive Plan (2020) provides eight future land use designations for the Piedmont study area: industrial, mixed employment center, rural, rural corridor, rural living, rural village, suburban mixed-use, and suburban neighborhood. **Industrial** may accommodate large format users with back-of-house spaces for industrial and warehouse uses as well as front-of-house office and commercial space. Landscaping requirements should screen development from the right-of-way and neighboring properties. **Mixed Employment Center** place types are a new type of office park or corporate campus-like developments geared toward meeting the needs of mid-to-large businesses. Typical features include signature architectural elements and a campus-style development pattern that connects jobs to amenities and places of residence in a well-organized fashion. **Rural** place types include working farms actively used for agricultural activities, including cultivated cropland, pastures, and raising livestock. The physical environment may consist of fences, tree rows, wooded areas, ponds, or large swales to drain cropland. Rural place types also support the primary residence of the property owner and any out-buildings associated with the activities of a working farm—otherwise, these are places characterized by natural or cultivated landscapes with minimal development. **Rural Corridor** place types contain a mix of mostly lower-density residential uses with agricultural, service, or industrial uses. Rural Corridors are typically located along arterial highways and may connect to denser suburban or urban areas. **Rural Living** place types are transitional areas that offer opportunities for low-intensity development that is well-integrated with the natural landscape and agricultural uses. Residential development may occur as individual single-family structures on large lots, or clusters of homes designed to preserve large amounts of interconnected open space. Hobby farms on large lots with residential homesteads are common land uses. **Rural Village** place types, as business districts for rural communities, contain a mix of commercial (mostly retail and neighborhood support) and residential uses. They are typically in older areas, with development that is automobile-oriented, yet walkable. These character areas are the center of rural life and centers for commercial and civic activities. **Suburban Mixed-Use** place types include a variety of single-family (detached and attached) and multi-family building types. Housing types should be designed as a cohesive, connected neighborhood, rather than isolated subareas. Buildings should be of a high-quality design, and developments should include common neighborhood amenities and open space connections. **Suburban Neighborhood** place types are generally shaped by residential subdivisions of medium-lot homes with relatively uniform housing types and densities. Homes include attached garages. Local streets are laid out in a curvilinear pattern with occasional cul-de-sacs. Streets may or may not include sidewalks. New single-family subdivisions should be designed with sidewalks, street trees, neighborhood parks, and community open space connections.


Piedmont Existing Future Land Use
Anderson County
Commercial
Industrial
Residential
Greenville County
Flood Plain
Industrial
Mixed Employment Center
Open Space
Right of Way
Rural
Rural Corridor
Rural Living
Rural Village
Suburban Mixed Use
Suburban Neighborhood
185
85
Saluda River
Hwy 153
Cooper Rd
Timms Rd
Hwy 86
Mountain Springs Rd
Major Rd
Wren School Rd
Wren Rd
Hwy 17
Old Williamston Rd
Elrod Rd
River Rd
Blossom Branch Rd
Hwy 86
Shiloh Rd
Shiloh Church Rd
Anderson St
Hurricane Creek Rd
Hwy 29
Moores Mill Rd
Old River Rd
Osteen Hill Rd
Iler St
Main St
Piedmont Hwy
Old Pelzer Rd
Piedmont Golf Course Rd
Estes Plant Rd
Emily Ln
Bessie Rd
Old Gunter Rd
Augusta Rd
N Flat Rock Rd
Rehobeth School Rd
Owens Rd
W Georgia Rd
McMahan Mill Rd
Eastview Rd
S Piedmont Hwy
N
0
0.5
1
Miles


Piedmont Zoning
R-S
R-20
R-20A
R-15
R-12
R-M8
R-M20
PD
FRD
C-2
C-3
S-1
I-1
BTD
Note: Parcels shown in white are unzoned.
N
0
0.5
1
Miles

Zoning Classification Descriptions

Zoning is a method in which a local government divides land into districts, each of which has a set of regulations for new development that differs from other zoning districts. These regulations determine how the property can or cannot be used or developed. Zoning districts may regulate the types of buildings allowed, their size, and their setbacks from other property lines or rights-of-way, as well as minimum parking requirements. A property may be rezoned from one zoning district to another upon consideration by County Council, Planning Commission, or other decision-making bodies of local government.

Anderson County

Piedmont, in Anderson County, is completely unzoned.

Greenville County

Piedmont is largely unzoned in Greenville County with the exception of the Golden Grove and Moonville character areas, as well as a handful of parcels in Downtown Piedmont and East Piedmont. Fourteen zoning districts make up the zoned areas of Piedmont, including single-family residential, multifamily residential, commercial, services, industrial, and special review districts.

According to the Greenville County Zoning Ordinance, the zoning regulations and districts in Greenville County "have been made in accordance with a comprehensive plan and are designed to lessen traffic congestion; to secure safety from fire, panic, and other danger; to promote health and the general welfare; to provide adequate light and air; to prevent the overcrowding of land; to avoid undue concentration of population; and to facilitate the adequate provisions of transportation, water, sewerage, schools, parks, and other public requirements."

The **R-S, Residential Suburban District** provides reasonable safeguards for areas that are in the process of development with predominantly single-family dwellings but are generally still rural in character. The **R-20**, **R-20A**, **R-15**, and **R-12 Single-Family Residential Districts** are established as areas in which the principal use of land is for single-family dwellings, both attached and detached. The **RM-8** and **R-M20 Multifamily Residential Districts** provide varying population densities. The **PD, Planned Development**; **FRD, Flexible Review District**; and **BTD, Business Technology District** are special review districts that provide a way for inventive design to be accomplished and to permit development that cannot be achieved through conventional zoning districts. The **C-2** and **C-3 Commercial Districts** provide for the development of commercial and light service land uses that are oriented to customers traveling by automobile located in non-residentially zoned areas and along major thoroughfares and for the convenience of local residents. The **S-1, Services District** provides a transition between commercial and industrial districts by allowing commercial uses which are service related and uses which involve light industry having a minimal effect of adjoining properties. The **I-1, Industrial District** provides for manufacturing plants, assembly plants, and warehouses.

Natural Resources

The following sections provide insights into the forests, waterways, and wildlife habitats of Piedmont.

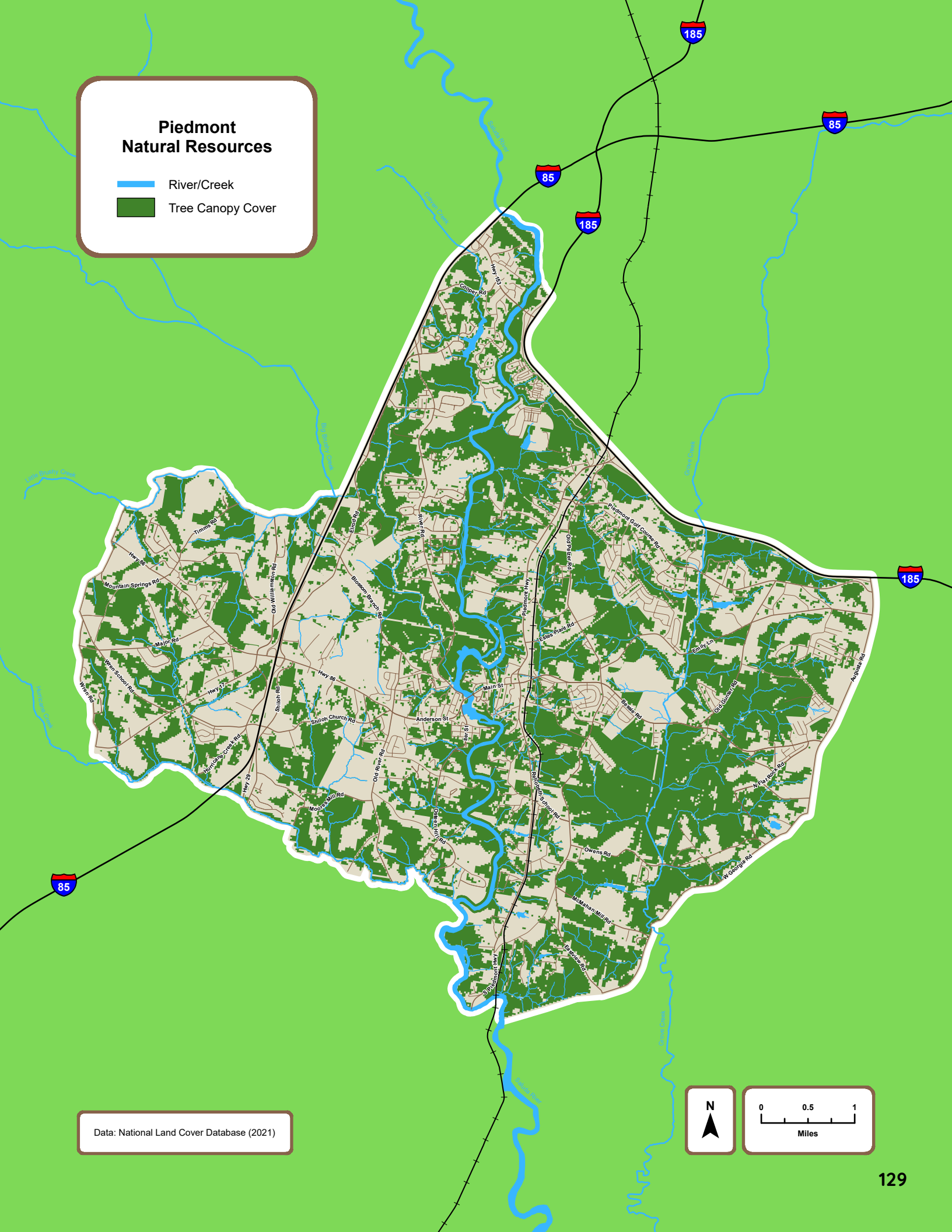


Land

More than half of the study area is natural or undeveloped land. This includes forests and woodlands, stream buffers and wetlands, and wildlife corridors and habitats.

Water

Piedmont is home to many creeks and tributaries that feed into the Saluda River. These include Big Brushy Creek, Craven Creek, Grove Creek, Hurricane Creek, and Little Brushy Creek. The study area falls within the Saluda Watershed.


Piedmont
Natural Resources
River/Creek
Tree Canopy Cover
Data: National Land Cover Database (2021)
N
0
0.5
1
Miles
185
85
Hwy 153
Cooper Rd
Elrod Rd
River Rd
Piedmont Golf Course Rd
Old Peizer Rd
Piedmont Hwy
Estes Plant Rd
Emily Ln
Augusta Rd
Old Gunter Rd
Bessie Rd
Main St
Anderson St
Ilar St
Rehobeth School Rd
N Flat Rock Rd
Owens Rd
W Georgia Rd
McMahan Mill Rd
Eastview Rd
S Piedmont Hwy
Old River Rd
Osteen Hill Rd
Moores Mill Rd
Hwy 29
Hurricane Creek Rd
Shiloh Church Rd
Shiloh Rd
Hwy 86
Hwy 17
Wren School Rd
Wren Rd
Major Rd
Mountain Springs Rd
Timms Rd
Old Williamston Rd
Blossom Branch Rd
Saluda River
Craven Creek
Big Brushy Creek
Little Brushy Creek
Grove Creek
Hurricane Creek

Wildlife

Large swaths of natural and undeveloped land in Piedmont are identified as habitat cores by the Green Infrastructure Center. These areas are critical for biodiversity and plant and wildlife ecosystems.

Habitat Cores

Habitat cores are intact natural landscapes large enough to support interior forest or marsh or wetland dwelling species. To be considered a habitat core, the natural landscape must encompass more than 100 acres of intact area. This acreage standard is based on studies evaluating the minimum acreage for terrestrial species to survive and thrive. For example, interior forest dwelling birds such as cerulean warblers need 100 acres of interior forest habitat for adequate foraging and nesting habitats. Large, intact forest cores are less impacted by disturbances and can better support area-sensitive and extinction-prone species because they retain larger populations, and their habitat is less likely to degrade through time.

In 2023, habitat cores make up around 16% of the total study area adjusted for new development activity. The most notable cores are located along Big Brushy Creek, Shiloh Church Road, and the bend of the Saluda River in Anderson County; and Bessie Road, Freemans Lake, Owens Road, and West Georgia Road in Greenville County, the latter of which falls outside of the study area but is protected from development. This core consists of more than one thousand acres along Grove Creek in Pelzer.

Forest Fragments

Forest fragments, also known as patches, are smaller isolated areas of forest habitat surrounded by non-forest landscapes, often resulting from human activities like agriculture, construction of buildings and roads, or logging. These fragments disrupt the continuity of habitat, affecting biodiversity and ecosystem functions. Species living in these fragments often face 'edge effects' where the conditions at the boundary of a fragment are different from those in the interior, often leading to altered temperature, humidity, and high vulnerability to predators and invasive species. Fragmented forests struggle to sustain the same level of biodiversity and ecological functionality as larger, contiguous forests. In 2023, forest fragments make up around 14% of the total study area adjusted for new development activity.

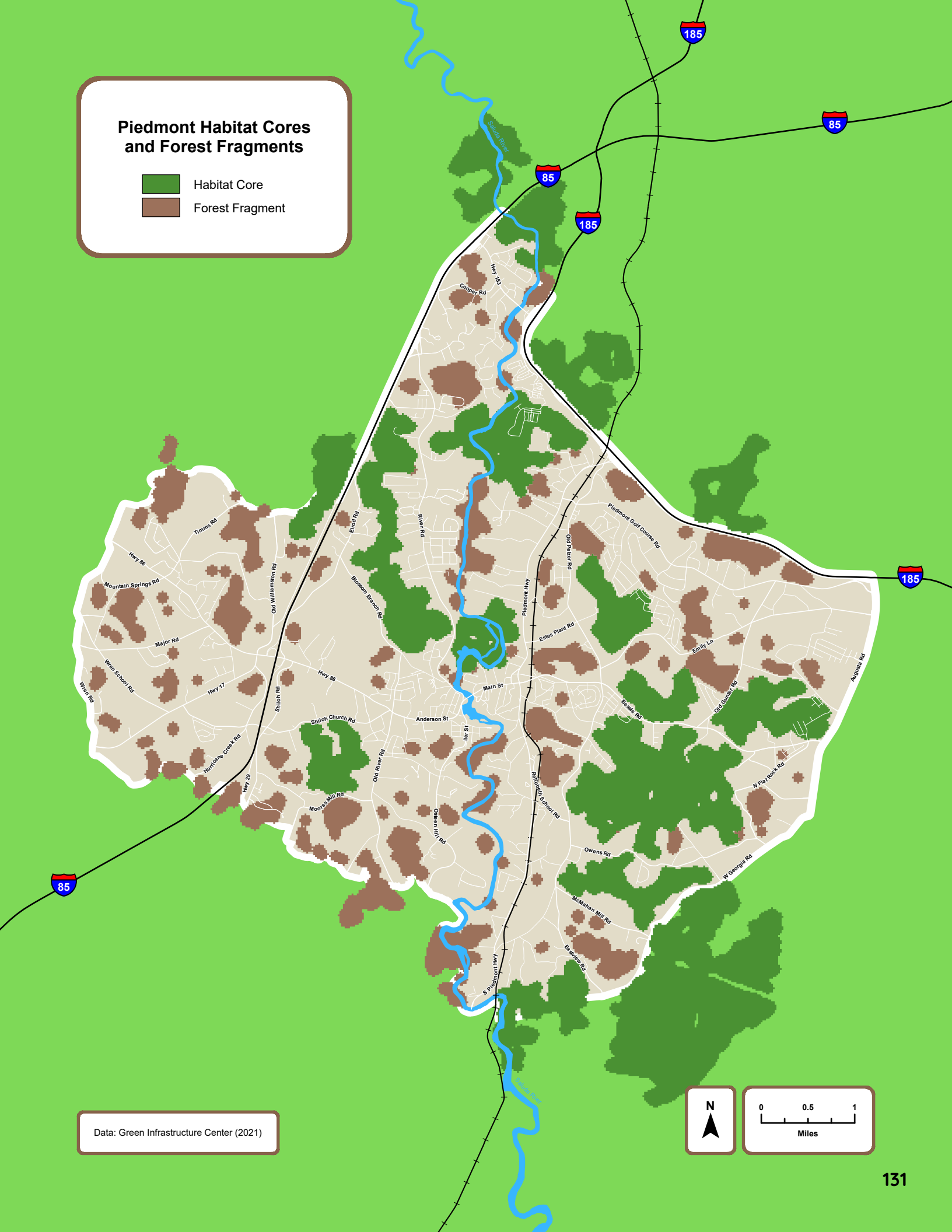
Wildlife Corridors

Corridors and pathways are like nature's highways that connect different habitat cores and forest fragments together. These strips of land allow animals and plants to travel safely from one habitat to another, which is especially important to keep animal and plant populations healthy and diverse. The wider these corridors are, the better they are for more types of animals to use them. (1) The Saluda River corridor is an important statewide corridor that stretches from just below Greenwood Lake in Greenwood County to Interstate 85 in Piedmont.

Fragmentation

Fragmentation happens when large areas of natural land are broken up into smaller pieces by human activities like constructing buildings and roads. This makes it harder for animals to find the space they need to survive and can lead to fewer types of plants and animals in the area, as they're cut off from the larger forests they need for a healthy life.

Source: Green Infrastructure Center

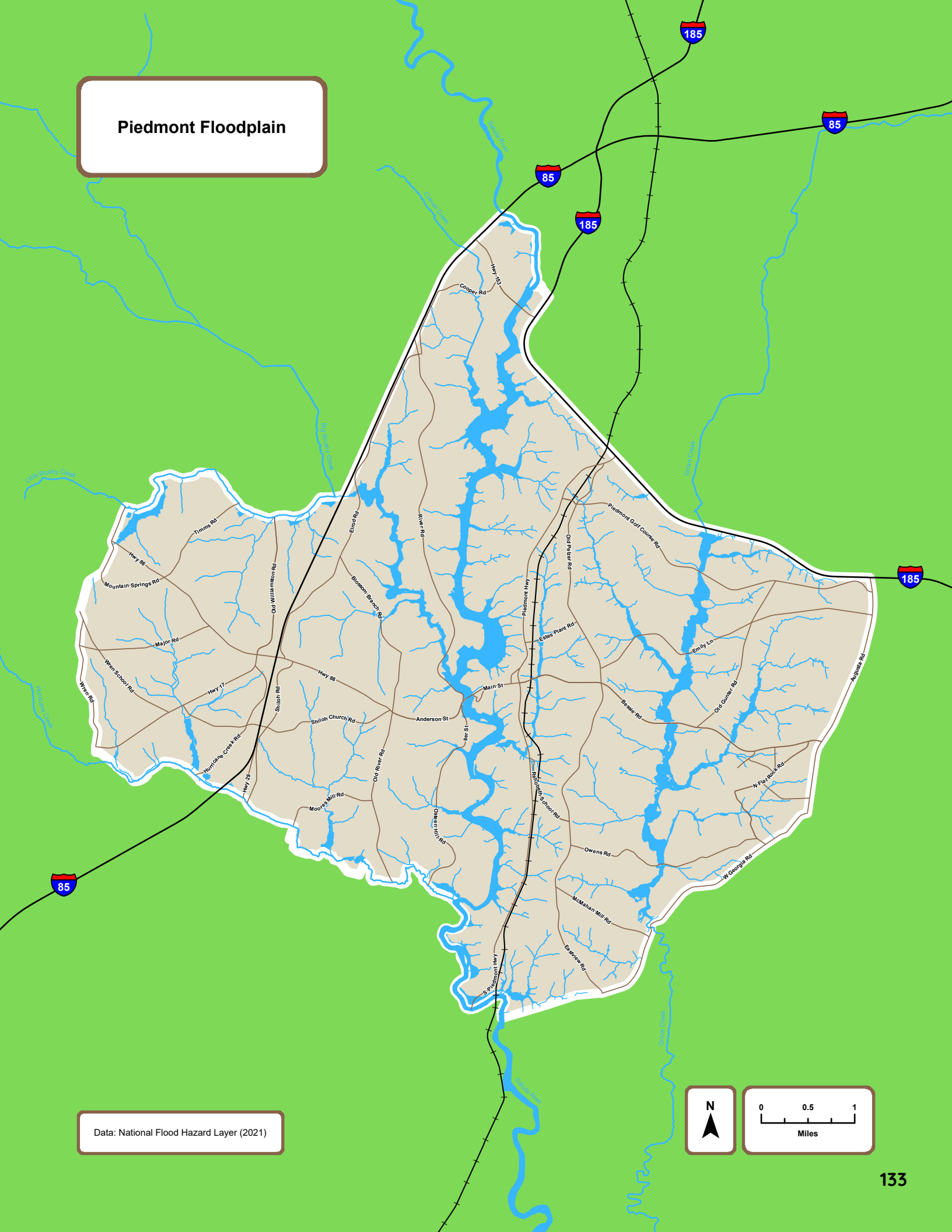

Piedmont Habitat Cores and Forest Fragments
Habitat Core
Forest Fragment
Data: Green Infrastructure Center (2021)
N
0
0.5
1
Miles
85
185
Hwy 153
Cooper Rd
Timms Rd
Hwy 86
Mountain Springs Rd
Major Rd
Wren School Rd
Wren Rd
Hwy 17
Old Williamston Rd
Elrod Rd
River Rd
Blossom Branch Rd
Piedmont Hwy
Old Pelzer Rd
Piedmont Golf Course Rd
Estes Plant Rd
Emily Ln
Augusta Rd
Old Gunter Rd
Bessie Rd
Main St
Shiloh Rd
Shiloh Church Rd
Anderson St
Iler St
Hurricane Creek Rd
Hwy 29
Old River Rd
Mooras Mill Rd
Osteen Hill Rd
Rehobeth School Rd
N Flat Rock Rd
Owens Rd
W Georgia Rd
McMahan Mill Rd
Eastview Rd
S Piedmont Hwy

Natural Hazards



Image Source: Paul Porter

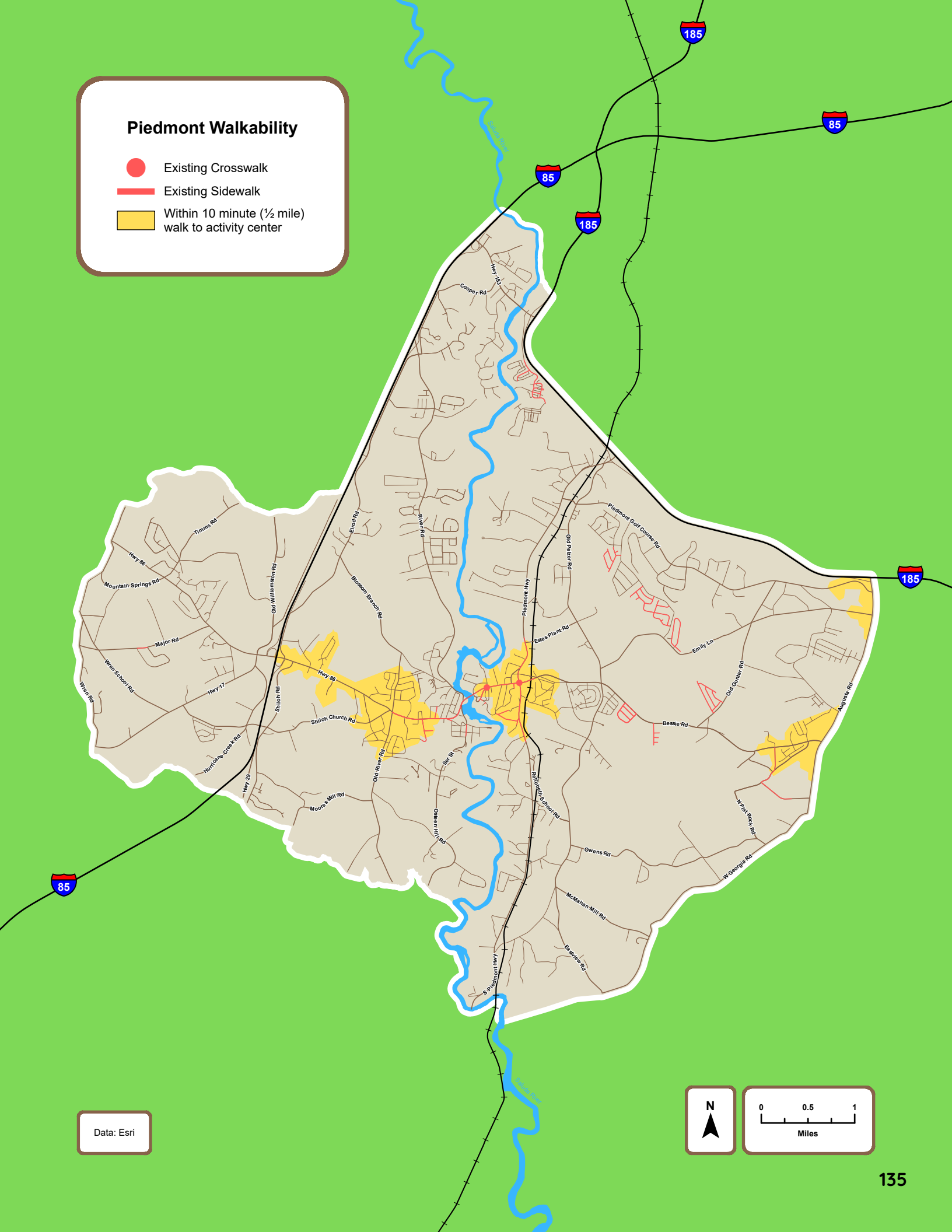
Natural hazards are environmental events or processes that have the potential to cause damage, disruption, or harm to people, property, infrastructure, and ecosystems within a community. In Piedmont, this largely involves flooding (see image above), but may also include severe thunderstorms, tornadoes, and hurricanes and tropical storms; less common examples include extreme heat, winter storms, earthquakes, and wildfires.


Piedmont Floodplain
185
85
Cooper Rd
Hwy 153
Timms Rd
Hwy 86
Mountain Springs Rd
Old Williamston Rd
Elrod Rd
River Rd
Blossom Branch Rd
Piedmont Golf Course Rd
Old Pezer Rd
Piedmont Hwy
Estes Plant Rd
Emily Ln
Major Rd
Wren School Rd
Wren Rd
Hwy 17
Hwy 86
Main St
Shiloh Rd
Shiloh Church Rd
Anderson St
Iler St
Bessie Rd
Old Gunter Rd
Augusta Rd
Hurricane Creek Rd
Hwy 29
Old River Rd
Moores Mill Rd
Osborn Hill Rd
Reidsville School Rd
N Flat Rock Rd
Owens Rd
W Georgia Rd
McMahan Mill Rd
Eastview Rd
S Piedmont Hwy
Data: National Flood Hazard Layer (2021)
N
0
0.5
1
Miles

Mobility



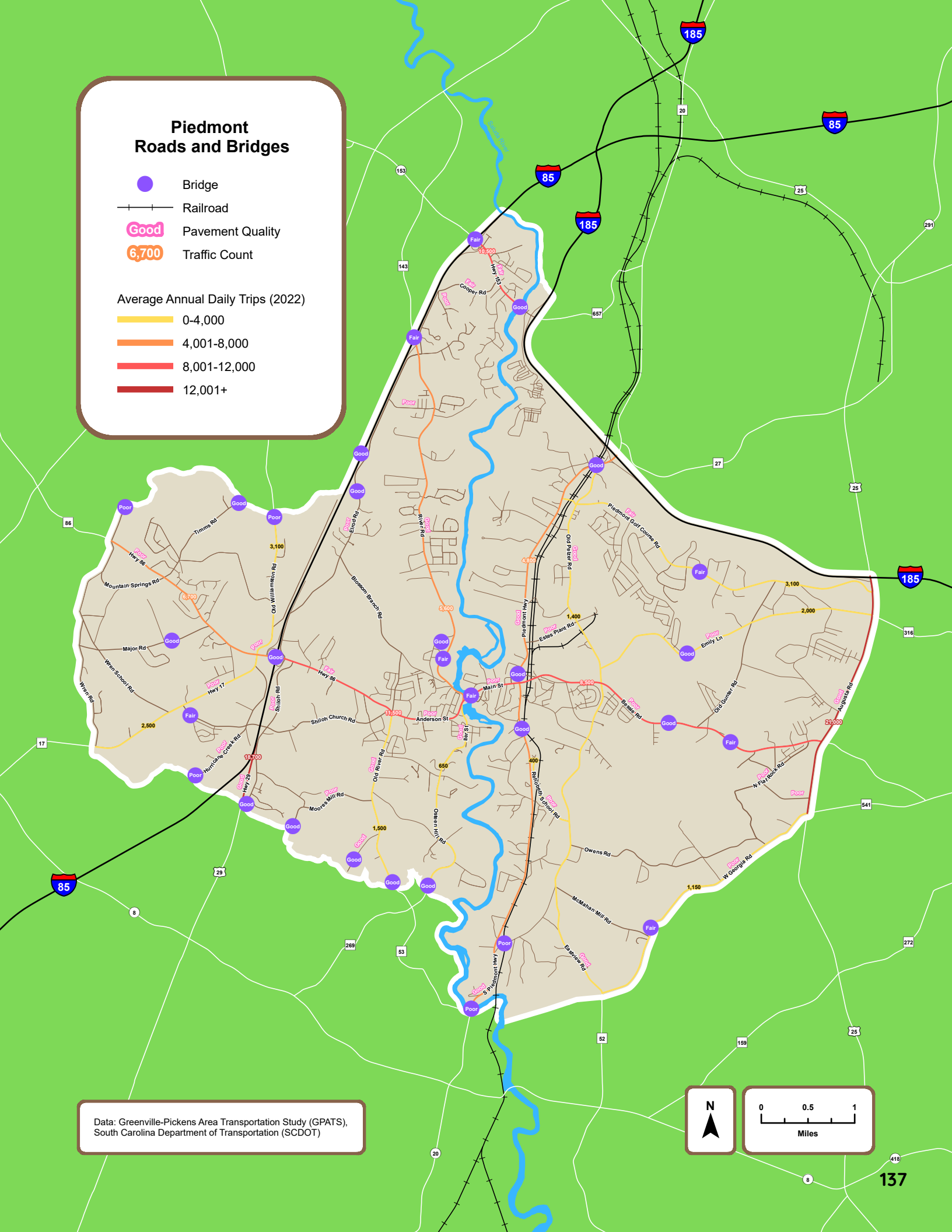
Mobility refers to the various ways people and goods move within and through the community and the infrastructure that supports them. In Piedmont, this largely includes automobile infrastructure, but also includes a small network of sidewalks mostly in the mill village. People frequently walk and bike throughout the Piedmont study area, particularly along major thoroughfares like Highway 86, Piedmont Highway, and River Road, among others, despite the safety risks due to insufficient bike and pedestrian facilities or road signage.


Piedmont Walkability
Existing Crosswalk
Existing Sidewalk
Within 10 minute (½ mile) walk to activity center
Data: Esri
N
0
0.5
1
Miles
185
85
Saluda River
Hwy 153
Cooper Rd
Elrod Rd
River Rd
Blossom Branch Rd
Piedmont Hwy
Old Pelzer Rd
Piedmont Golf Course Rd
Estes Plant Rd
Emily Ln
Old Gunter Rd
Augusta Rd
Bessie Rd
Timms Rd
Hwy 86
Mountain Springs Rd
Old Williamston Rd
Major Rd
Wren School Rd
Wren Rd
Hwy 17
Shiloh Rd
Shiloh Church Rd
Hurricane Creek Rd
Hwy 29
Moores Mill Rd
Old River Rd
Iler St
Osteen Hill Rd
Rehobath School Rd
Owens Rd
N Frat Rock Rd
W Georgia Rd
McMahan Mill Rd
Eastview Rd
S Piedmont Hwy

Transportation



Transportation includes the systems and methods used to move people and goods from one place to another, particularly through the use of motorized vehicles. This includes infrastructure like bridges, roads, and railways. In Piedmont, many roads have benefited from a series of resurfacing projects since 2022 including Highway 29, Old River Road, River Road, Iler Street, and portions of Anderson Street and Main Street.

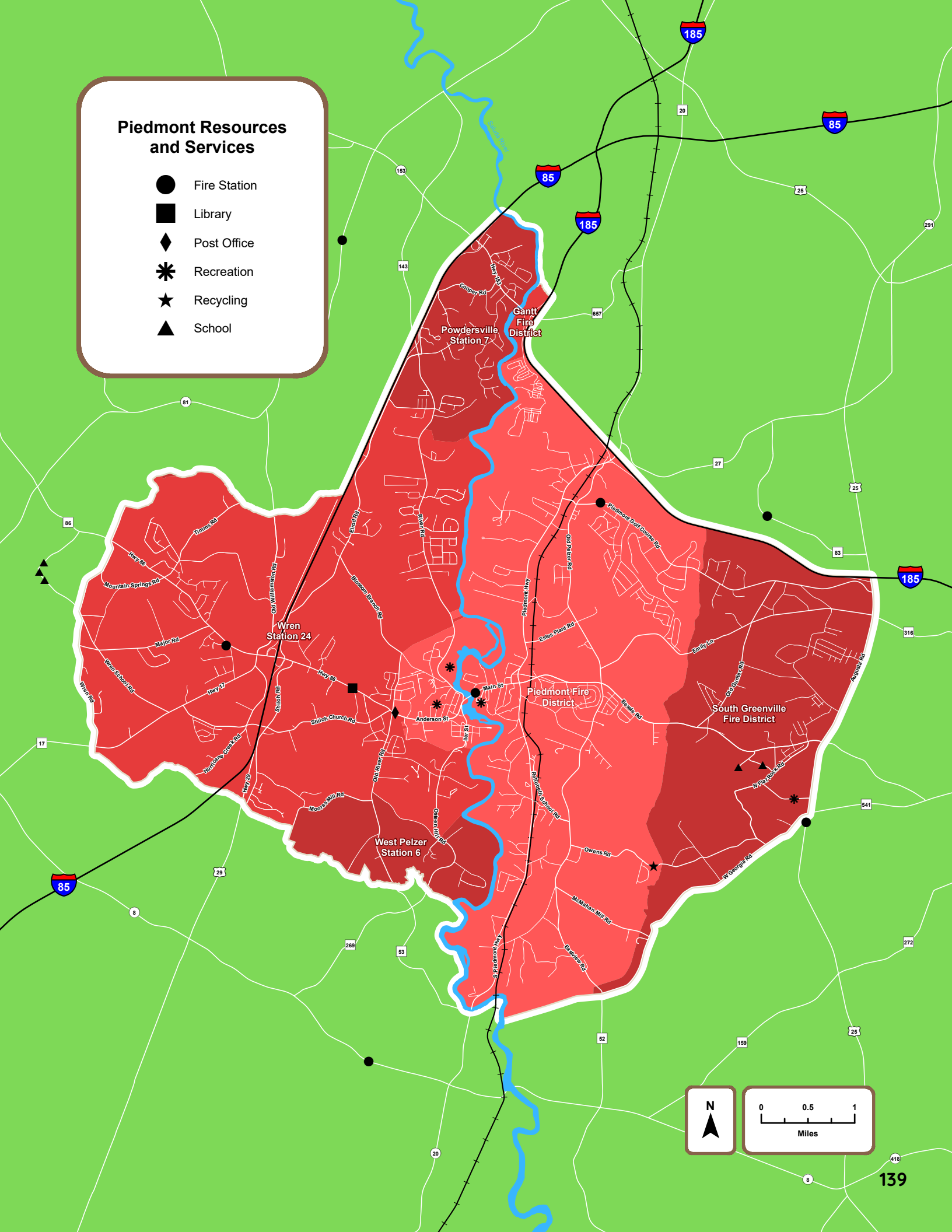

Piedmont
Roads and Bridges
Bridge
Railroad
Good
Pavement Quality
6,700
Traffic Count
Average Annual Daily Trips (2022)
0-4,000
4,001-8,000
8,001-12,000
12,001+
Data: Greenville-Pickens Area Transportation Study (GPATS), South Carolina Department of Transportation (SCDOT)
N
0
0.5
1
Miles

Resources and Services



Piedmont, South Greenville, and Wren Fire Departments

Piedmont includes various community facilities including a community center, library, and schools. While the majority of the latter fall outside the study area boundary in Anderson and Greenville counties (Wren Elementary, Middle, and High are located on Wren School Road; Woodmont High is located on West Georgia Road), Sue Cleveland Elementary and Woodmont Middle are located on Woodmont School Road. The study area is divided between six fire districts/stations: Piedmont, South Greenville, Wren, Powdersville, West Pelzer, and Gantt.


Piedmont Resources and Services
Fire Station
Library
Post Office
Recreation
Recycling
School
Powdersville Station 7
Gantt Fire District
Wren Station 24
Piedmont Fire District
South Greenville Fire District
West Pelzer Station 6
Saluda River
Cooper Rd
Hwy 153
Timms Rd
Hwy 88
Mountain Springs Rd
Major Rd
Wren School Rd
Wren Rd
Hwy 17
Old Williamston Rd
Elrod Rd
River Rd
Blossom Branch Rd
Shiloh Rd
Shiloh Church Rd
Hurricane Creek Rd
Hwy 29
Mooras Mill Rd
Old River Rd
Osborn Hill Rd
Anderson St
Main St
Ilor St
Piedmont Hwy
Old Pelzer Rd
Piedmont Golf Course Rd
Estes Plant Rd
Emily Ln
Old Gunter Rd
Augusta Rd
Bessie Rd
N Flat Rock Rd
Rehoboth School Rd
Owens Rd
W Georgia Rd
McMahan Mill Rd
Eastview Rd
S Piedmont Hwy
N
0
0.5
1
Miles

Chapter Three: Community Engagement



Meetings and Events

The success of this plan relies on effective community engagement, which requires planners to make meetings and information as accessible as possible. To achieve this, planners can utilize a variety of resources that help break down barriers and encourage broad participation so that all community members have opportunities to participate. Therefore, this planning process aims to provide accessible meeting formats and alternating meeting times so that all people can participate based on their own needs. It is important that the outcomes of this process reflect the demographic makeup of the community, including age, income, and race, among others, such as established residents and newcomers. In doing so, the process must include individuals and groups who have historically been underrepresented or marginalized in the planning process, such as those experiencing homelessness, people with disabilities, and renters.

Schedule of Meetings and Events

Greenville County Long Range Planning, in collaboration with Anderson County, hosted a series of meetings and events at the Piedmont Community Center in summer 2023. These included:

- **Kickoff Meeting #1** on Friday, June 1
- **Kickoff Meeting #2** on Friday, June 2
- **Chalk Piedmont Event** on Tuesday, June 27
- **Public Meeting #1** on Thursday, June 29
- **Talk Piedmont Event*** on Monday, July 10
- **Public Meeting #2** on Wednesday, July 12
- **Public Meeting #3** on Monday, July 31
- **Public Workshop** on Thursday, August 31

*Talk Piedmont took place at Saluda River Grill.

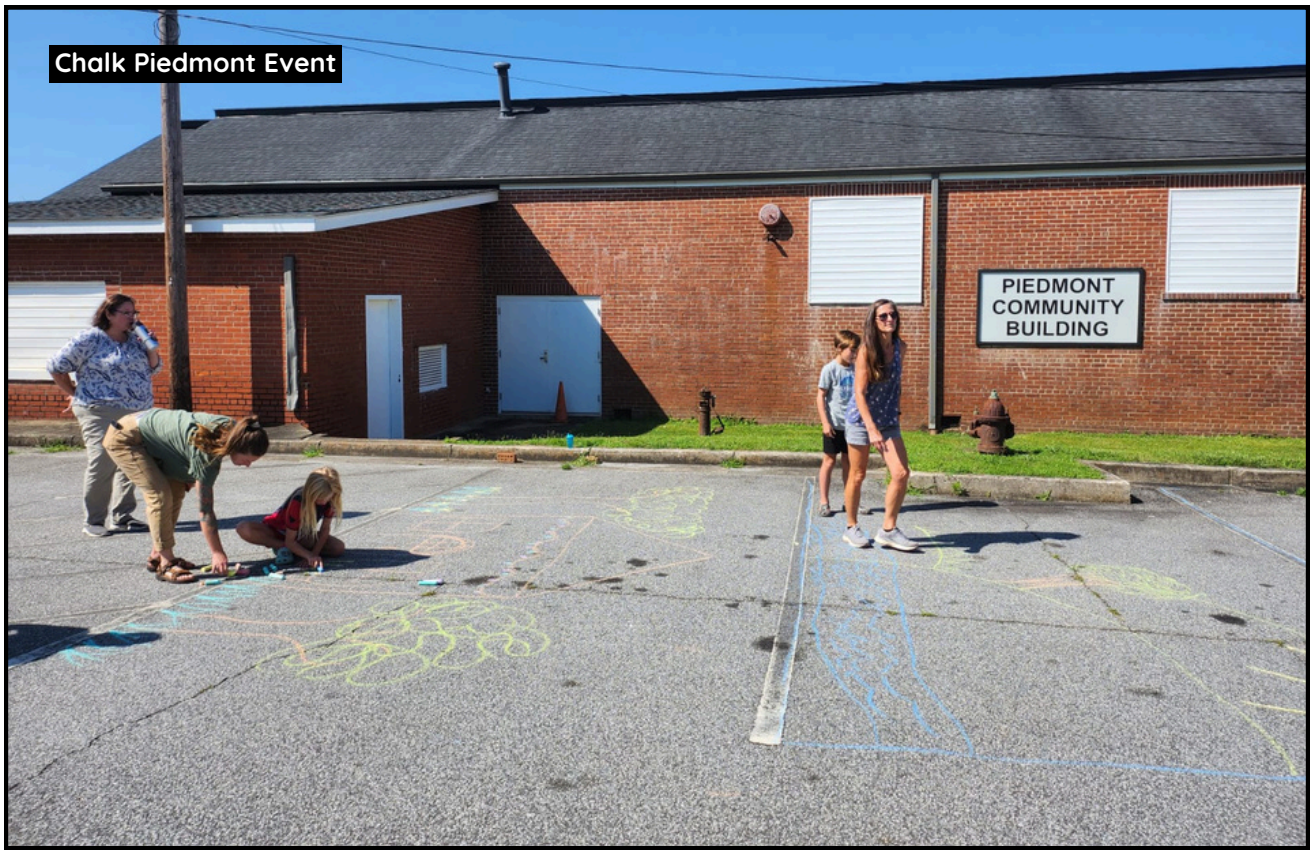
Kickoff Meetings **32 participants**

The Piedmont Area Plan kicked off with two forum-style meetings, hosted by Greenville County Long Range Planning in collaboration with Anderson County, on June 1 and 2 at the Piedmont Community Center. The meetings drew a total of 32 stakeholders including citizens, business owners, and non-profits, among others. Participants simply had a conversation with staff or other stakeholders about Piedmont. Conversation topics included:

- Concern about loss of natural resources and impacts on property values and wildlife
- Desire for more community events, such as farmers markets or festivals
- Desire for more parks, public spaces, and trails
- Downtown and Saluda River as strategic destinations
- Interest in improving and promoting the Piedmont Community Center
- Interest in placing select buildings on the National Register of Historic Places
- Need for bicycle lanes and sidewalks
- Need for a grocery store
- Need for funding and volunteers at Piedmont Emergency Relief Center
- Need for funding at Piedmont Historical Preservation Society
- Need for more resources to support people facing barriers, such as those experiencing homelessness or low income
- Need for public transportation options, such as a bus route, or other transportation options for those who cannot drive
- Need to preserve existing housing stock for affordability
- Preference for locally-owned businesses and establishments
- Preservation of cultural and natural resources
- Public art and more resources for local artists and creators

Chalk Piedmont Event

This event aimed to engage all members of the Piedmont community, especially youth and caretakers, through artistic expression. Participants were provided with chalk and tasked with drawing their community. This included animals, buildings, houses, nature, people, or anything else that makes their community special and unique. In doing so, we hoped to create a memorable event that strengthened social connections and showcased the artistic spirit of Piedmont.



Chalk Piedmont Event


Chalk Piedmont Event



Chalk Piedmont Event

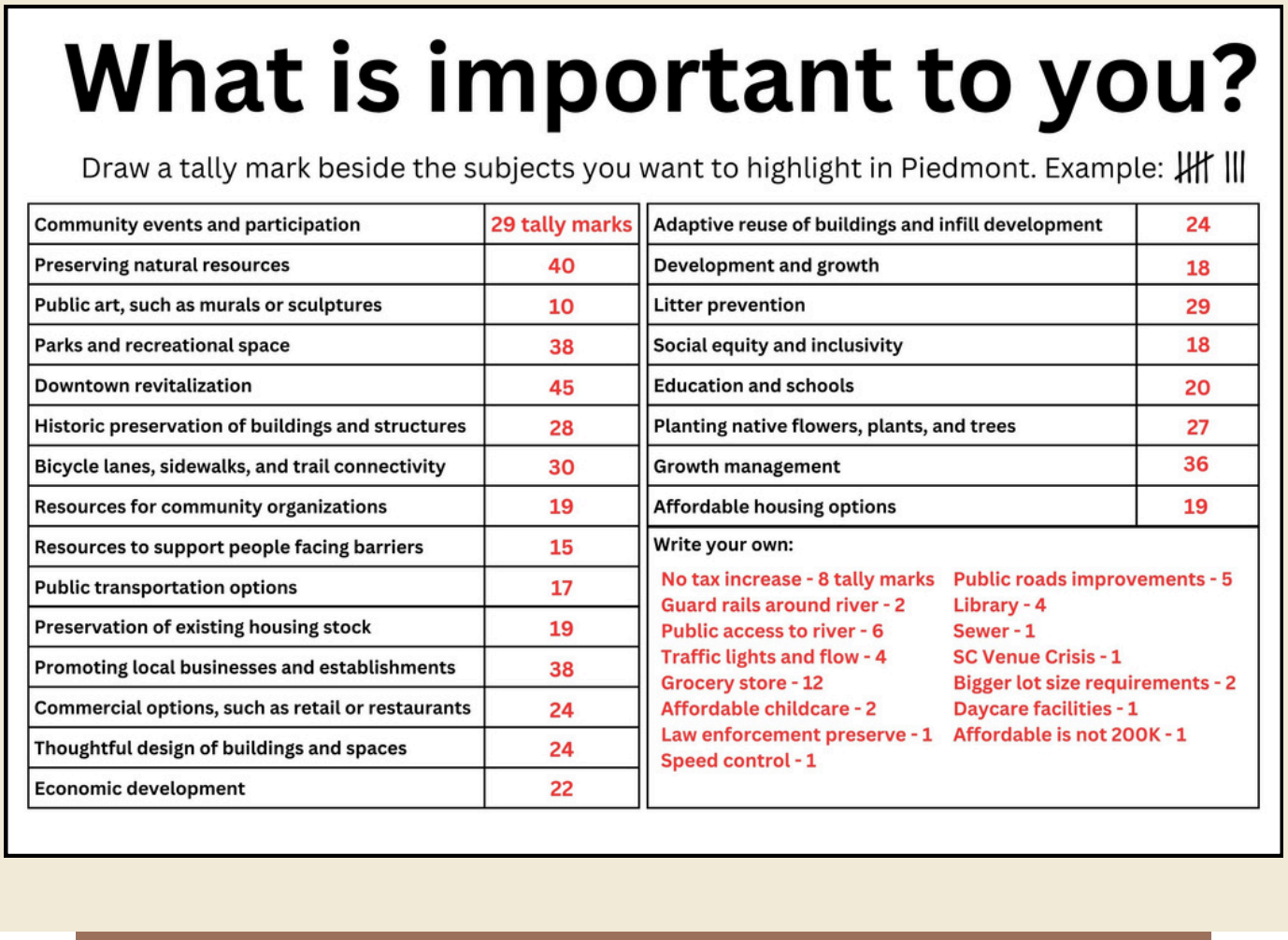


Chalk Piedmont Event

Public Meeting #1 105 participants

Attendees were asked to sign in by providing their name, address, and e-mail. Next, a board listing several subjects related to community planning asked: What is important to you? Attendees then drew a tally mark beside which subjects they value most. The most-tallied subjects included:

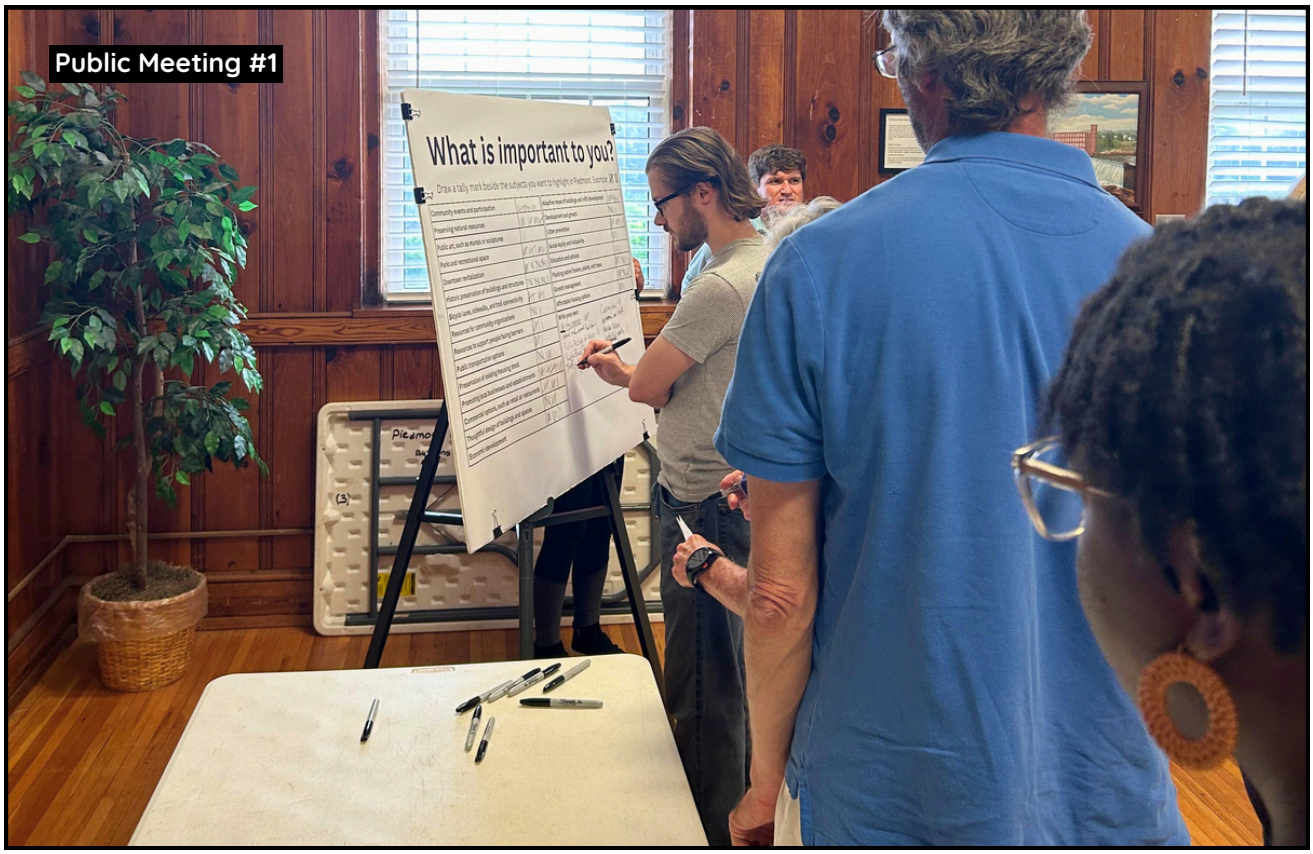
- Downtown revitalization
- Preserving natural resources
- Parks and recreational space
- Promoting local businesses and establishments
- Growth management
- Bicycle lanes, sidewalks, and trail connectivity



What is important to you?

Draw a tally mark beside the subjects you want to highlight in Piedmont. Example: 𝍸 |||

Community events and participation	29 tally marks	Adaptive reuse of buildings and infill development	24
Preserving natural resources	40	Development and growth	18
Public art, such as murals or sculptures	10	Litter prevention	29
Parks and recreational space	38	Social equity and inclusivity	18
Downtown revitalization	45	Education and schools	20
Historic preservation of buildings and structures	28	Planting native flowers, plants, and trees	27
Bicycle lanes, sidewalks, and trail connectivity	30	Growth management	36
Resources for community organizations	19	Affordable housing options	19
Resources to support people facing barriers	15	Write your own:	
Public transportation options	17	No tax increase - 8 tally marks	Public roads improvements - 5
Preservation of existing housing stock	19	Guard rails around river - 2	Library - 4
Promoting local businesses and establishments	38	Public access to river - 6	Sewer - 1
Commercial options, such as retail or restaurants	24	Traffic lights and flow - 4	SC Venue Crisis - 1
Thoughtful design of buildings and spaces	24	Grocery store - 12	Bigger lot size requirements - 2
Economic development	22	Affordable childcare - 2	Daycare facilities - 1
		Law enforcement preserve - 1	Affordable is not 200K - 1
		Speed control - 1	


Public Meeting #1
What is important to you?


Public Meeting #1

Seats filled quickly, as more than 100 people signed in to the meeting. Rashida Jeffers-Campbell began the meeting with a brief introduction of herself and Long Range Planning, highlighting the responsibilities of the department including, but not limited to: the development and maintenance of the Greenville County Comprehensive Plan, as well as subarea plans. Next, Tyler Stone introduced himself and the project manager, Austin Lovelace. Austin took a quick poll of the audience, asking how everyone heard about the meeting. The options were:

- Saw one of the 15 yellow community meeting signs posted along major roads
- Received one of the 1,000 postcards sent by mail
- Saw an advertisement on social media
- By word of mouth

A slight majority credited the yellow signs, followed closely by postcards. A strong percentage saw the meetings advertised on social media, and a good amount heard by word of mouth. Next, Austin began his presentation (see Appendix B.1).

Talk Piedmont Event 36 participants

The goal of the event was to provide an informal format for stakeholders to engage in honest conversations among staff and other stakeholders for the purpose of building relationships, exploring ideas, and actively listening to other perspectives. The meeting opened with an icebreaker activity. Participants passed around a blue ball, the one holding the ball being the only allowed to speak. Everyone shared their name, their relation to Piedmont, and one word or phrase to describe Piedmont. The word or phrase could describe either the past, present, or future of the community. Some words and phrases chosen to describe Piedmont, in alphabetical order, were:

Affordability
Best of both worlds
Charming
Community
Country
Culture
Delightful
Diamond in the rough
Diversity
Double-edged sword
Eclectic
Farm animals
Forgotten
Forward
Freedom
Genuine
Growing
Hidden gem
Hidden nooks
Historic
Hopeful
Important
Legacy
Needs help
Not Greenville
Opportunity
Potential
Preservation
Preserve
Quiet
Repair
Retreat
Rural atmosphere
Sense of place
Smart Growth
Special
Strong community
Sustainable
Transition
Wild chickens

Next, participants were asked to choose four discussion topics. Each topic was discussed for 15—20 minutes each. Topics chosen, and discussion highlights, include:

Growth management tools

- Affordable and balanced housing;
- Infill development;
- Land use regulations, such as larger minimum lot sizes, and zoning;
- Responsibility of developers to offset impacts of new development on existing infrastructure and socioeconomics, such as the Title I status of schools; and
- Utilization of organizations and programs, such as the Greenville County Redevelopment Authority and home consortium program in Anderson County.

Existing community and upward mobility

- Job advancement programs and resources;
- More commercial options including grocery stores, restaurants, and retail;
- New development should be consistent with existing built environment to avoid socioeconomic disruption and gentrification;
- Resources for those experiencing drug addiction, food insecurity, and homelessness; and
- Suggestions to study the success of other communities similar to Piedmont, such as Woodruff, South Carolina.

Natural resources and recreation

- Desire for bicycle lanes, parks, public spaces, sidewalks, and trails;
- Eliminating clear-cutting and planting native species of flowers, plants, and trees;
- Land conservation, habitats for migratory birds, and protection of wildlife;
- Litter prevention, including public trash bins and volunteer trash pick-ups; and
- Saluda River as the greatest natural resource of the community and opportunities for utilizing its economic, natural, and recreational potential.

Children and youth

- Activities and programs to engage and support children and youth;
- Concern about crime and law enforcement;
- Need for crosswalks and sidewalks;
- Safer bus stops with shade trees; and
- Schools are overcrowded.



Talk Piedmont Event



Public Meeting #3

Public Meeting #2 34 participants

The meeting featured five large maps of the study area. The goal was to task stakeholders with identifying opportunities on the maps based on five themes: land use, transportation, natural resources and recreation, children and youth, and revitalization. A map was designated for each subject. More specifically, participants were asked to identify favorable or preferred locations for:

Land Use

- Residential single-family and multifamily housing
- Commercial retail, restaurants, hotels, grocery stores, and event venues
- Agricultural farms, nurseries, orchards, pastures, and vineyards
- Industrial factories, manufacturing, and warehousing
- Offices, professional services, health and medical facilities, and co-working spaces

Natural Resources and Recreation

- Conservation areas and nature preserves
- Parks and green spaces
- Public spaces and recreational facilities
  - Athletic facilities and community gardens
- Campgrounds and picnic areas
- Scenic routes and viewpoints
- Water access points
  - Boat landings, canoe and kayak facilities, and fishing and swimming spots

Transportation

- Road conditions
  - Congestion, pavement quality, and safety
- Intersection improvements
  - Traffic signals and stop signs
- Sidewalks and crosswalks
- Bicycle lanes and shared paths
- Public transportation routes
- Traffic calming
  - Speed humps/tables, speed limits
- Parking

Children and Youth

- Elementary, middle, and high schools
- Daycare and pre-schools
- Bus stops
- Playgrounds
- Creative and educational spaces
- Arts and crafts
  - Gardening and nature
  - Libraries
  - Performing arts
  - Tutoring services

Revitalization

- Community events
  - Entertainment and performing arts
  - Farmer's markets and pop-ups for local businesses or makers
  - Festivals, holiday celebrations, and parades
  - Intramural sports and friendly competitions
  - Neighborhood block parties
- Public art
  - Murals, sculptures, and street art
- Infill development and adaptive reuse
  - Repurposing vacant buildings
- Historic preservation of buildings and cultural sites
  - Memorials and monuments
- Facade improvements or site cleanups

Public Meeting #3 30 participants

The meeting featured a presentation of bottom-up actions the community can take right now, on their own, without involving the government. These include:

Community Organization

- A group of residents or other stakeholders come together to address local issues, improve quality of life and well-being of the community, and advocate for shared interests;
- Register as a non-profit organization 501(c)(3) with tax exemption status and tax-deductible contributions;
- Advocate on behalf of the community to decisionmakers;
- Eligible to apply for grants or resources; and
- Host community events and fundraisers.

Community Land Trust

- A non-profit organization that acquires land and holds it for community interests, including:
  - Community gardens or parks
  - Housing affordability
  - Natural resource preservation
- The organization may create guidelines for the use and management of the land;
- By owning land, the community is able to better control free-market development and foster community-driven development.

Events and Volunteering

- Farmer's markets and pop-ups for local businesses or makers;
- Festivals, holiday celebrations, and parades;
- Educational workshops, such as on gardening;
- Food distribution;
- Intramural sports and friendly competitions;
- Neighborhood block parties; and
- River and roadside cleanup.

Tactical Urbanism

- A citizen-led approach to neighborhood building using short-term, low-cost, and scalable interventions to catalyze long-term change. This may include:
  - Using paint to designate bike lanes or crosswalks;
  - Painting murals on participating buildings or structures;
  - Reclaiming underused spaces with donated furniture, lights, plants, and tent canopies, among others; and
  - Setting up temporary commercial markets, such as food trucks and pop-up retail.

Public Workshop 33 participants

The workshop consisted of four draft plan maps: character areas; commercial nodes and corridors; parks and trails; and parks and trails in downtown Piedmont. More than 30 people were in attendance, including State Representative Thomas Beach and Greenville County Councilor Rick Bradley. The workshop provided stakeholders an opportunity to view draft plan maps and provide feedback.

Public Meeting #4 97 participants

The meeting consisted of four presentations regarding different activities and projects currently taking place in Piedmont. Anderson County Councilor Jimmy Davis and Greenville County Councilor Rick Bradley were present, as well as State Representative Thomas Beach.



The meeting began with updates on the development of The Piedmont Area Plan, including the plan document outline and anticipated schedule of a public draft release, public review period, and adoption processes with each county.

Piedmont Community Alliance

Next, Joseph Barnes with the Piedmont Community Alliance introduced the nonprofit organization to the community with a few announcements.

Founding and Mission of the Nonprofit Organization

The Piedmont Community Alliance formed immediately following the conclusion of another community meeting in Piedmont in July 2023. The meeting discussed bottom-up actions the Piedmont community can take right now, on their own, without involving the government—one of which was forming a community organization focused on planning-related issues.

The group is “a community organization committed to advocating for the conservation of [Piedmont’s] natural resources, preserving street trees, promoting bike lanes, and enhancing walkability.” Their vision is “to create a vibrant, livable community where every member can enjoy the benefits of progress without compromising [Piedmont’s] cherished natural assets,” and are “dedicated to using available resources to advocate for responsible land use.”

The group became a state-certified 501(c)(3) nonprofit organization in December 2023. They are currently working to achieve federal status. The group launched a website, piedmontcommunityalliance.org, which features lists of locally-owned businesses, clubs and organizations, and churches. The website also includes a calendar of local meetings, planning resources, and ways to support their efforts.

Piedmont Farmers Market

The group announced a farmers market, called Piedmont Farmers Market, is coming to Downtown Piedmont on Main Street in May 2024. According to the group, the market will feature local businesses and farms offering fresh fruits and vegetables, dairy, and meat. It is expected to occur bi-weekly.

NeighborWoods Tree Planting Program

Next, Evangeline Costa with TreesUpstate gave a presentation providing more information about the NeighborWoods tree planting program that eventually took place in March 2024 in the Piedmont mill village. NeighborWoods is the organization's "community tree planting initiative." The program targets "low to moderate income neighborhoods with low tree canopy cover through the Greenville County Redevelopment Authority," and is available for private and public property.

Mission of TreesUpstate

TreesUpstate, formerly known as TreesGreenville, is a nonprofit organization founded in 2005. Their mission is "to plant, promote, and protect trees in the Upstate." The group "plants trees in parks, schools, and neighborhoods; promotes the benefits of trees; and provides education and technical support to help inform policies and systems change." Since their founding, the group has planted or given away over 37,000 trees with the help of donors and volunteers. In 2023, the group launched a partnership with the Piedmont Community Alliance, along with Piedmont residents Sarah Lyons and Alicia Carr, to "bring more trees to your neighborhood" through their NeighborWoods program.

The Piedmont Dam and Footbridge Small Area Master Plan

Next, Blake Sanders with Studio Main introduced an exciting new project in Piedmont: The Piedmont Dam and Footbridge Small Area Master Plan.

Project Background

The project was initiated by Greenville County to study the feasibility of a new footbridge across the Saluda River in Downtown Piedmont, connecting both old mill sites with greenspace and pathways on each side. The project was funded through discretionary funds approved by Greenville County Councilors Rick Bradley (District 26) [$5,000]; Butch Kirven (District 27) [$1,000]; Alan Mitchell (District 23) [$1,000]; and Benton Blount (District 19) [$1,000] from their respective Community Project Funds, with an $8,000 match from Anderson County.

Planning Process

The process will involve three main phases. The first phase involves data collection, including an analysis of existing conditions, as well as base mapping, site reconnaissance, and the formation of a steering committee. The steering committee will consist of affected property owners, staff from Anderson and Greenville counties, and consultants from Goodwyn Mills Cawood (GMC). The second phase involves a public design workshop—the outcomes of which will guide the production of conceptual diagrams, illustrative plans, photo renderings, and supporting imagery. The final phase involves the refinement of a conceptual design based upon the implementation phase that documents budgets costs, anticipated permits, key agency contacts, and a phasing plan.

This page is intentionally left blank.

Survey Results

The community survey was available in both digital and physical formats.

1. What is your age?

A wide range of ages participated in the survey, from 13 to 83 years old. The most represented age group in the survey is those in their early to mid-sixties, particularly age 64, which accounts for the highest single age frequency at over five percent. Other notably represented age groups include those in their late twenties to early thirties and mid to late fifties. Younger and older ages are less represented**.**

2. How long have you lived in Piedmont?

A significant portion of the community has deep roots, with numerous respondents indicating they have lived in Piedmont for over 40 years. This longevity suggests a stable, deeply connected community base, pointing to Piedmont's ability to retain its residents over generations. On the other hand, there is also a notable presence of residents who have lived in the area for less than 10 years, highlighting recent growth and the integration of new members into the community. Common responses included varied durations, from a few months, a few years, and even those who have spent their entire lives in Piedmont, pointing to a diverse demographic that spans from lifelong inhabitants to more transient residents.

3. If applicable, where did you move from?

Many respondents migrated to Piedmont from nearby communities within the Upstate, including cities like Greenville, Simpsonville, Anderson, and Spartanburg, as well as from within South Carolina, including cities like Charleston and Columbia. There are also significant numbers who migrated from nearby states like Alabama, Florida, Georgia, North Carolina, Tennessee, and Virginia, as well as those from more distant states including California, Connecticut, Illinois, Kansas, Maryland, Minnesota, Missouri, New Jersey, New York, Ohio, Pennsylvania, and Washington. A notable number of respondents moved to Piedmont from major urban centers including Miami, Minneapolis, New York City, San Diego, and Seattle.

4. Do you like living in Piedmont? If yes, what do you like about living in Piedmont? If no, why?

Piedmont residents overwhelmingly appreciate the town's strong community bonds, its serene and rural atmosphere, and proximity to larger urban centers like Greenville. Many enjoy the natural beauty and recreational opportunities provided by local rivers and open spaces. However, there is significant concern about inadequate infrastructure, including dangerous roads and a lack of essential amenities such as grocery stores and entertainment options. Issues of safety, highlighted by problems with crime and drug use, detract from the community's otherwise positive aspects. Additionally, the rapid pace of housing development raises mixed feelings, with some residents worried about the potential strain on infrastructure and the town's rural charm.

5. Would you rather live somewhere other than Piedmont?

Most residents of Piedmont express a strong preference for remaining in the town, appreciating its community feel, proximity to nature, and quiet, rural lifestyle. However, there are notable concerns about the lack of local amenities, including shopping and entertainment options, which makes some residents consider living elsewhere, particularly in places like Greenville, Greer, Travelers Rest, which is recognized for its family-friendly atmosphere and vibrant community spaces. Some respondents indicated a desire to move to vacation destinations like the beach or mountains. A smaller number of respondents indicated a desire to move closer to family or seek better educational opportunities for their children in neighboring areas.

6. What impression do you feel people who are not from Piedmont, have of Piedmont?
Residents of Piedmont believe that outsiders generally view the town as lacking in amenities and activities, with a common perception of it being a run-down, old mill town that has been largely neglected. Descriptions such as "podunk" and "low class" appear frequently, alongside concerns about visible drug problems and a struggling school system. However, there are also sentiments of strong community pride among those familiar with the area, with some residents noting the natural beauty and potential for growth if investments were made. Despite the negative perceptions, a sense of attachment and a desire for revitalization are evident, suggesting that while the external view might be critical, there is a local hope and readiness for positive changes.

7. If you are employed, how far is your commute to work?
The commuting patterns of Piedmont residents vary widely, reflecting a range of employment situations from local to long-distance. A significant number of residents work from home or are retired, minimizing the daily commute. For those who do commute, travel times range from about 10 to 30 minutes on average. Several respondents note that their commutes are generally manageable, though a few travel as far as Atlanta for work, indicating a willingness to undertake substantial commutes. This spread of commuting distances suggests a community that is both locally oriented and connected to broader metropolitan areas, with a mix of employment types from farming to remote and office-based work.

8. How do you get to work, or around town in general? Why?
The majority of Piedmont residents rely on personal vehicles for transportation, both for commuting to work and navigating around town. The predominant reason cited for driving is the lack of infrastructure to support other modes of transport, such as safe walking paths, bike lanes, or public transit. Several responses highlight the area's poor walkability, with no significant destinations within walking distance and sidewalks that are either non-existent or poorly maintained. Some residents express a desire for alternative transportation options like biking and walking, especially for local errands, but feel restricted by current road conditions and safety concerns.

9. Do you ever walk to places in Piedmont? Why?
Residents of Piedmont overwhelmingly report that they do not walk to places within their community due to several significant barriers. The most common reasons cited for not walking include the absence of sidewalks, high traffic volumes, and safety concerns related to the state of the roads and the presence of perceived criminal activity. Some respondents also mention that destinations are too spread out, making walking impractical for everyday needs. While a few individuals do walk for exercise or leisure within their neighborhoods or to specific local destinations like parks or nearby stores, the overall sentiment reflects a community infrastructure that is not conducive to pedestrian movement.

10. What are your hopes for Piedmont?
Residents of Piedmont hold a variety of hopes for its future, centered primarily on balancing growth and preservation. There is a clear call for revitalizing the downtown area, preserving natural resources, improving access to recreational spaces like parks and riverfront areas, and improving infrastructure. Many express a desire for Piedmont to leverage its historical assets and natural beauty, particularly the Saluda River, to create vibrant, walkable communities with ample green space, parks, and trails. There is a strong call for more local amenities such as grocery stores, restaurants, and coffee shops to reduce dependency on neighboring towns. Concerns about safety and the need for community-focused development are prevalent, with a clear preference for controlled growth. Additionally, there is a significant interest in improving public access to recreational opportunities. Preservation of Piedmont's historical aspects, particularly its textile mill heritage, alongside modern development is also a significant theme, with residents hoping for a balance that retains the town's small-town charm while adapting to contemporary needs and growth.

11. Do you know your neighbors?
Most residents of Piedmont report having a positive relationship with their neighbors, with many knowing them either casually or closely. This sense of community is highlighted by respondents who appreciate the friendly and social atmosphere, which fosters a supportive environment. However, there are also those who mention not knowing their neighbors well, either due to a lack of social interaction or the transient nature of some housing in the area, indicating some degree of variability in neighborhood cohesion across Piedmont.

12. Where do you shop for necessities, like groceries?
Residents of Piedmont frequently travel to nearby towns for grocery shopping, as the community itself offers limited options. Popular shopping destinations include Powdersville, Greenville, and Pelzer, with stores like Ingles, Food Lion, Walmart, and Aldi being commonly mentioned. Some residents utilize services like Instacart or visit specialty stores such as Trader Joe's, but these require traveling further distances. The absence of sufficient grocery shopping options within Piedmont itself is a point of inconvenience, prompting many to express a desire for more local shopping venues to keep their spending within the community.

13. Do you tend to cook/eat at home or eat out? If the latter, where are your go-to's? Why?
Residents of Piedmont generally prefer to cook at home due to limited local dining options, though many express a desire for more diverse and high-quality restaurants. Due to limited local dining options, residents often travel to nearby towns such as Greenville, Easley, and Powdersville to enjoy a wider variety of restaurants. Popular local spots include Cancun Mexican Restaurant and Saluda River Grill. The lack of diverse and quality dining options within Piedmont is a recurrent theme, with many expressing a desire for more restaurants, particularly those offering healthy, farm-to-table, and international cuisines.

14. Do you spend time outside? If yes, where? If no, why?
Residents of Piedmont are enthusiastic about spending time outdoors, primarily in their own yards and surrounding natural areas, as well as in parks in nearby cities like Greenville. Activities like gardening, hiking, mountain biking, kayaking, and walking are popular among Piedmont residents. Despite local enjoyment of the outdoors, there's a notable desire for more public green spaces and recreational facilities within Piedmont itself. Many residents travel to nearby towns for access to better-equipped parks or specific activities like cycling on the Swamp Rabbit Trail. The presence of natural areas around Piedmont is a valued aspect of living there, yet there's a call for better utilization of these resources to enrich community life and provide more outdoor opportunities within closer proximity.

15. What is the thing you would be most excited to show an out-of-towner friend or relative about Piedmont? Residents of Piedmont are most enthusiastic about showing visitors the natural beauty of the area, particularly the Saluda River and its surroundings. Many mention the river as a key attraction, along with any outdoor activities associated with it. There is also significant appreciation for historical sites, particularly the old mill sites. Currently, the lack of developed and diverse attractions limits options, leading residents to often take visitors to nearby Greenville for dining and entertainment. There is a recurrent theme of Piedmont's untapped potential, with many residents expressing hope for more recreational spaces, better amenities, and a revitalized downtown that could enhance the appeal of Piedmont.

16. Is there anything you would be embarrassed for them to see in Piedmont?
Residents of Piedmont are candid about their embarrassment regarding several aspects of the town, notably the dilapidated buildings, unkempt properties, and prevalent litter. Many express concern over the visible drug problems and the presence of homeless encampments, particularly along the river. The state of the downtown area is frequently mentioned, with descriptions of it as run down and neglected. The lack of proper maintenance for roads and public spaces is also a significant issue, with numerous mentions of potholes and overgrown sidewalks that contribute to a general sense of decay. Additionally, there's a strong sentiment about the unsightly appearance of certain neighborhoods.

17. Are there any historical or cultural landmarks in Piedmont that you feel deserve more recognition or preservation?
Residents of Piedmont express significant interest in preserving cultural and historic landmarks that are central to its heritage, notably the old mill sites and their smokestacks. Residents express a strong desire for the preservation of these elements, suggesting their potential integration into public spaces like parks. Additionally, the downtown area, particularly Main Street and its vintage buildings, is recognized as a key historical district that many hope to see restored and revitalized.

18. Are there any natural or public spaces in Piedmont that you feel deserve more recognition or preservation?
In Piedmont, there is a strong community sentiment toward enhancing and preserving the natural and public spaces that are seen as valuable assets. The Saluda River, particularly where it flows through downtown, are frequently mentioned, with many residents highlighting the potential for this space to be developed into a greenway, park, or recreational area that includes playgrounds, shops, and trails.

19. In your opinion, which is more important: the journey or the destination? Why?
Residents of Piedmont share varied perspectives in response to the philosophical question about the importance of the journey versus the destination. Many emphasized the journey's significance, appreciating the experiences and lessons it offers along the way, viewing it as a valuable process that shapes the character of the community and its people. Others focus on the destination, seeing it as the culmination of efforts and a place to enjoy the results of their journey. Some respondents see equal importance in both, suggesting that the journey enriches the experience of reaching a well-defined destination, ultimately enhancing community life and personal satisfaction.

20. How can you help make Piedmont a better place?
Residents of Piedmont express a strong commitment to enhancing their community through various personal and collective efforts. Some focus on beautifying their home and yard, while others contribute through advocation, civic engagement, participating in historic preservation efforts, supporting local businesses, and volunteering for community services. There's also a significant interest in encouraging community involvement and ensuring that Piedmont's development respects its historic character while adapting to contemporary needs and opportunities for growth.

Community Priorities

As a result of the community engagement process, the following twelve priorities were identified to guide the development of the plan. These include:

Downtown revitalization: Restoring the historic centerpiece of Piedmont as a hub for activity, commerce, culture, nature, and recreation, enhancing community pride and quality of life.

Natural resource preservation: Protecting the natural environment, including forests, rivers, and wildlife habitats, from clear-cutting or other harmful development practices.

Parks and outdoor recreation: Designating open space for active and passive recreation, leisure, picnics, playgrounds, and public gathering spaces.

Locally-owned businesses: Promoting local ownership of businesses contributes directly to the local economy, supports community members, and fosters a sense of community.

Smart Growth: Approaching inevitable development and growth with strategies that promote economic prosperity, social equity, and environmental sustainability.

Bikeability, walkability, and trails: Establishing bike lanes, crosswalks, sidewalks, and trails to provide alternative and safe mobility options that don't require an automobile.

Community events and participation: Organizing local gatherings such as farmer's markets, festivals, holiday celebrations, pop-ups for small businesses, friendly competitions, and block parties.

Beautification and design: Enhancing the aesthetic appeal of Piedmont through art instillations, facade improvements, litter mitigation, and urban design.

Historic preservation: Protecting historic buildings, cemeteries, districts, landmarks, and other historic or cultural sites in Piedmont.

Planting native flowers, plants, and trees: Planting species that grow naturally in Piedmont to promote biodiversity and support local wildlife.

Adaptive reuse and infill development: Repurposing existing buildings and spaces instead of demolishing them to build new ones.

Socioeconomic development: Development that benefits all community members without sacrificing environmental or social equity.

This page is intentionally left blank.

Chapter Four: Recommendations



Downtown Revitalization

These recommendations aim to restore the historic centerpiece of Piedmont by transforming it into a vibrant hub of activity, commerce, culture, nature, and recreation, enhancing community pride and quality of life.

1. Provide access to the Saluda River.
Enhancing public access to the Saluda River can transform downtown Piedmont into a vibrant recreational and scenic hub. This may include creating pedestrian pathways, viewing decks, and water-based activities that encourage residents and visitors to connect with the natural environment, contributing to downtown's allure and vitality.

Opportunities: Piedmont Riverfront Park, Piedmont Village Park, Piedmont Nature Preserve

2. Preserve nature.
Preservation of natural resources within and surrounding the downtown area is crucial to maintaining the community's ecological health and aesthetic value. Strategies could include integrating green spaces, maintaining local flora, and implementing sustainable urban drainage systems that blend seamlessly with the built environment.

3. Establish a nature preserve.
This idea champions the idea of land conservation as economic development. Not to be confused with the previous recommendation, which describes an active effort to preserve nature in all development-related activity.

Opportunities: See map and description below.

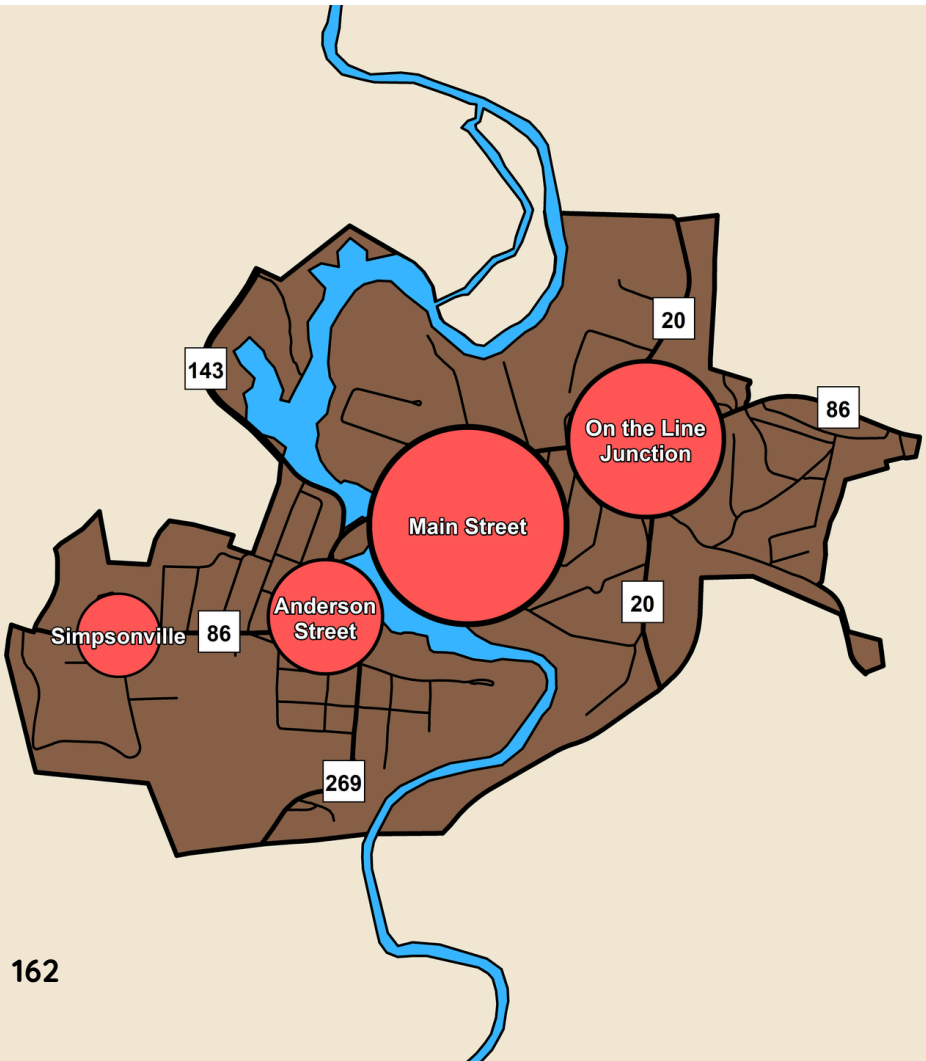


Piedmont Nature Preserve

Imagine a scene like Conestee Nature Preserve in Downtown Piedmont. The land surrounding the big bend in the Saluda River totals hundreds of acres of large tracts of land owned by only a handful of property owners. This is adjacent to a similar scenario upstream on Big Brushy Creak to the west and hundreds more acres around Grove Creek to the east, completely owned by Hollingsworth Funds and Greenville County. The latter also lies relatively near more than a thousand acres owned by Hollingsworth Funds surrounding Grove Creek from West Georgia Road Piedmont to near its mouth at the Saluda River.

4. Provide a mix of land uses.

A vibrant downtown has a bit of everything—places to live, shop, work, and play, all within walking distance. This variety supports an active downtown environment that serves a variety of community needs throughout the day and evening. By integrating residential, commercial, and recreational spaces, mixed-use developments reduce traffic, promote active lifestyles, and enhance convenience. This synergy boosts local economies, minimizes environmental impacts, preserves green space, and encourages social interaction. Ultimately, mixed-use areas provide diverse housing options, support inclusivity, and adapt more easily to changing needs.



Mixed Use Node Opportunities

Simpsonville is a small business district and neighborhood along Anderson St. Of developed land, uses are mostly residential, office, and religious, with a dollar store, pharmacy, and tire shop. Several buildings and properties remain vacant.

Anderson Street is a small business district and neighborhood which formed around the construction of Mill No. 3 in the late 1880s and early 1890s and expanding through the 1940s. The business district along Anderson Street is mostly occupied, including a laundromat, restaurant, offices, automobile repair shop, car wash, creative studio, religious facilities, and retail.

Main Street is the historic center of business and culture in Piedmont, forming around the first mill in the mid 1870s and expanding through the 1940s. Several buildings and properties, including the Piedmont Mill Stores Building and the old Mill Nos. 1, 2, and 4 site, remain vacant as of summer 2024.

On the Line Junction is a business district around the junction of Piedmont Hwy (20) and Main St/Bessie Rd (86) that includes the East Main Street/Oil Mill Tract neighborhood. This area features some occupancy, including an antique store, furniture store, restaurants, tax service, car wash, gas station and convenience store, and dollar store. Several properties, including the old Sue Cleveland Elementary, remain vacant.


Downtown Piedmont
Future Land Use Map
N-LC Natural - Land Conservation
N-PR Natural - Parks and Recreation
CC-B Community Center - Business
CC-N Community Center - Neighborhood
Big Brushy Creek
Saluda River
Duke Energy Greenway
To Greenville
To Easley
Rivertown Park
Rivertown Trail
Piedmont Nature Preserve
Piedmont Riverfront Park
Entry Road
Big Brushy Creek
Brick Yard Lake Trail
River Rd
Pinewood Ln
Lee St
Rose Hill Cemetery
Greenville St
E Main St
East Main Street Park
Flanagan Rd
Bessie Rd
Piedmont Ave Ext
Piedmont Avenue
Piedmont Avenue Pocket Park
Orr St
S Main Ave
Greenville Street Pocket Park
On the Line Junction
Gin Park
Playground Rd
Old Bessie Rd
On the Line Park
On the Line Dr
E Oak Hill Ct
Patterson St
Gin Rd
Main St
River St
Main St
Hobart Hill
Hotel Hill Park
Piedmont Hill Trail
Main Street
Mill St
Spring St
Hammett St
Ridge Rock St
Oil Mill Rd
Boyce St
Liberty St
Swamp Rabbit Trail - Piedmont Line
Thomas C. Pack, Jr. Memorial Park
Transylvania St
Park Row
Bantz Rd
N Circle Dr
Donald St
Marshall St
King St
King Street Pocket Park
Hardeman St
Simpsonville
Anderson St
Anderson Street
Anderson St
Iler St
Iler Park
Piedmont Village Park
Langston St
S Piedmont Hwy
New Golden Grove Methodist Church Cemetery
Clyburn Rd
Prospect St
Pine Bluff St
Beattie Park Rd
Beattie Park
N Archie St
Cassina Rd
Haynes St
Oak Hill Dr
Archie St
S Circle Dr
McBeath St
Iler St
Tibwin Rd
Railroad Park
Hollingsworth Funds Trail
To Anderson
Saluda River
N
0
500
1,000
Feet



Source: Community First! Village

5. Provide resources for at-risk populations and support systems.
The Rivertown development concept combines community facilities, housing, and public spaces in a cohesive layout that encourages interaction and supports the well-being of its residents. The concept represents a unique opportunity for Greenville County to lead in innovative community development, addressing three pressing needs—affordable housing, food security, and access to green space—while building a dignified, more resilient community. The concept includes a new community facility and food bank headquarters with a soup kitchen and meeting space, a community garden, affordable housing, shared amenities, and green space.

Opportunities: See Rivertown Development Concept Map, Local Farms and Produce Markets Map, and Socioeconomic Recommendations.


Rivertown
Development Concept
Public Park
Parking
Area
Pavilion
Microhomes
Cottages
Common Green
Clubhouse
Parking Area
Community
Facility
Community
Garden
Proposed Greenway
Pinewood Ln
Piedmont Hwy
Lee St
N
165
Greenville County GIS Division, Greenville, South Carolina 29601



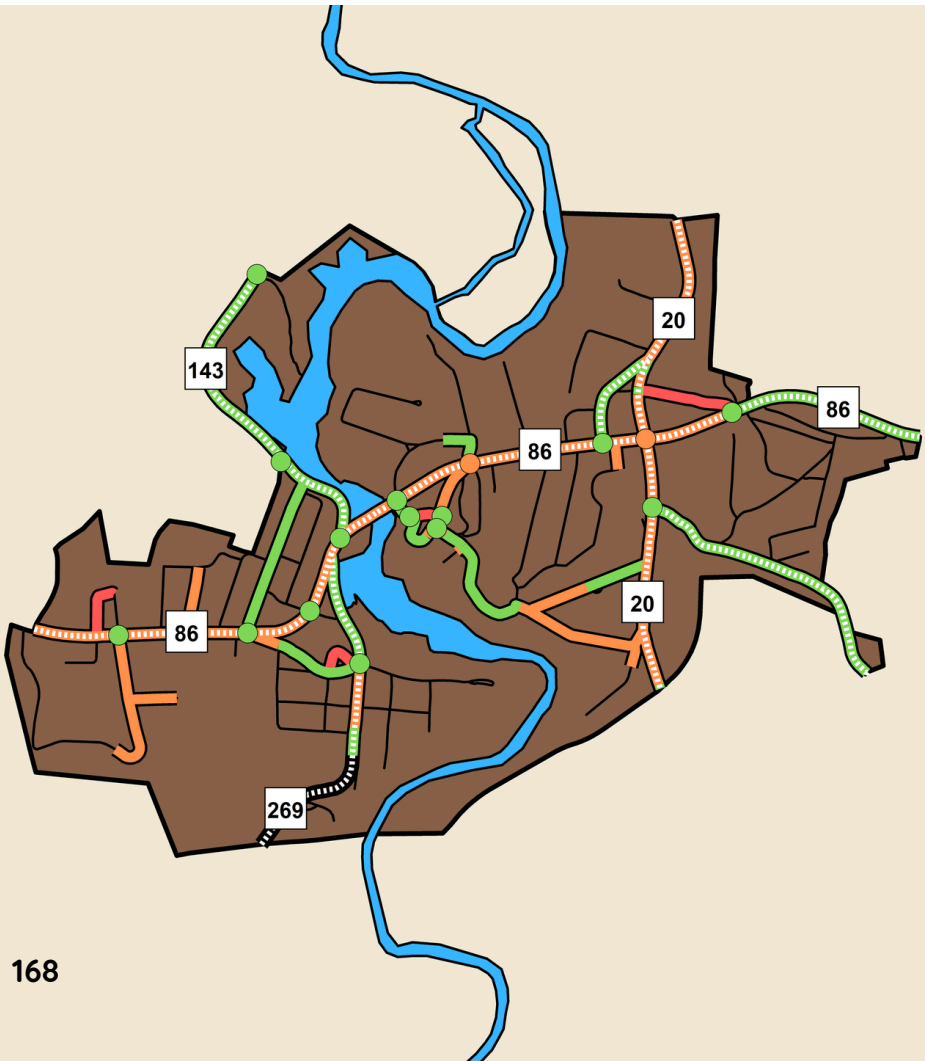
6. Plant more trees.
In addition to providing aesthetic, cultural, and economic benefits, trees provide shade and evaporative cooling, reducing temperatures where heat tends to be trapped by buildings and pavement. They capture and filter air pollutants, such as particulate matter and nitrogen dioxide, improving air quality. They buffer traffic noise, help absorb rainwater, and support biodiversity. Initiatives may include maintenance of existing tree canopies, public education on the benefits of urban trees, and tree planting campaigns, such as the TreesUpstate NeighborWoods program, which planted more than 40 trees in the Piedmont Mill Village in one day (see image above).


McElrath Street
SEATTLE


Orr Street

7. Provide accessible and safe bicycle and pedestrian facilities.
Well-connected sidewalks, bike lanes, and pedestrian crossings enhance accessibility, reduce traffic congestion, and improve the overall health and well-being of the community, encouraging a shift towards more sustainable modes of transportation.

Opportunities: See map and description below.



Bike and Pedestrian Infrastructure Opportunities

Proposed Bike Lanes (Dotted Line)

Hwy 86 (Anderson St, Main St, Bessie Rd)
Hwy 20 (Piedmont Hwy, S Piedmont Hwy)
Hwy 143 (River Rd)

Proposed Sharrows (Dotted Line)

Greenville St
Iler St
Oil Mill Rd

Existing Sidewalks (Orange Line)
Hwy 86 (Anderson St, Main St, Bessie Rd)
Hwy 20 (Piedmont Hwy, S Piedmont Hwy)

Proposed Sidewalks (Green Line)

Bessie Rd (E Main St to Augusta Rd)
River Rd (Main St to Piedmont Riverfront Park Entry Rd)
Greenville St
Oil Mill Rd

Existing Crosswalks (Orange Circle)

Hwy 86 (intersection with Hotel Hill and Orr St)
Intersection of Hwy 86/20

Proposed Crosswalks (Green Circle)

Hwy 86 (Circle Dr, Transylvania St, Hardeman St, River Rd/Iler St, River St/Main St, Greenville St, E Main St)
Iler St/Prospect St
S Piedmont Hwy/Oil Mill Rd
River Rd (Melanie Dr/Saluda Dr, Piedmont Riverfront Park Entry Rd)
Main St (Saluda Fork St, Ridge Row St)

Proposed Road Closures (Red Line)

N Circle Dr (portion)
Anderson St (portion)
Saluda Fork St
East Main St (portion)

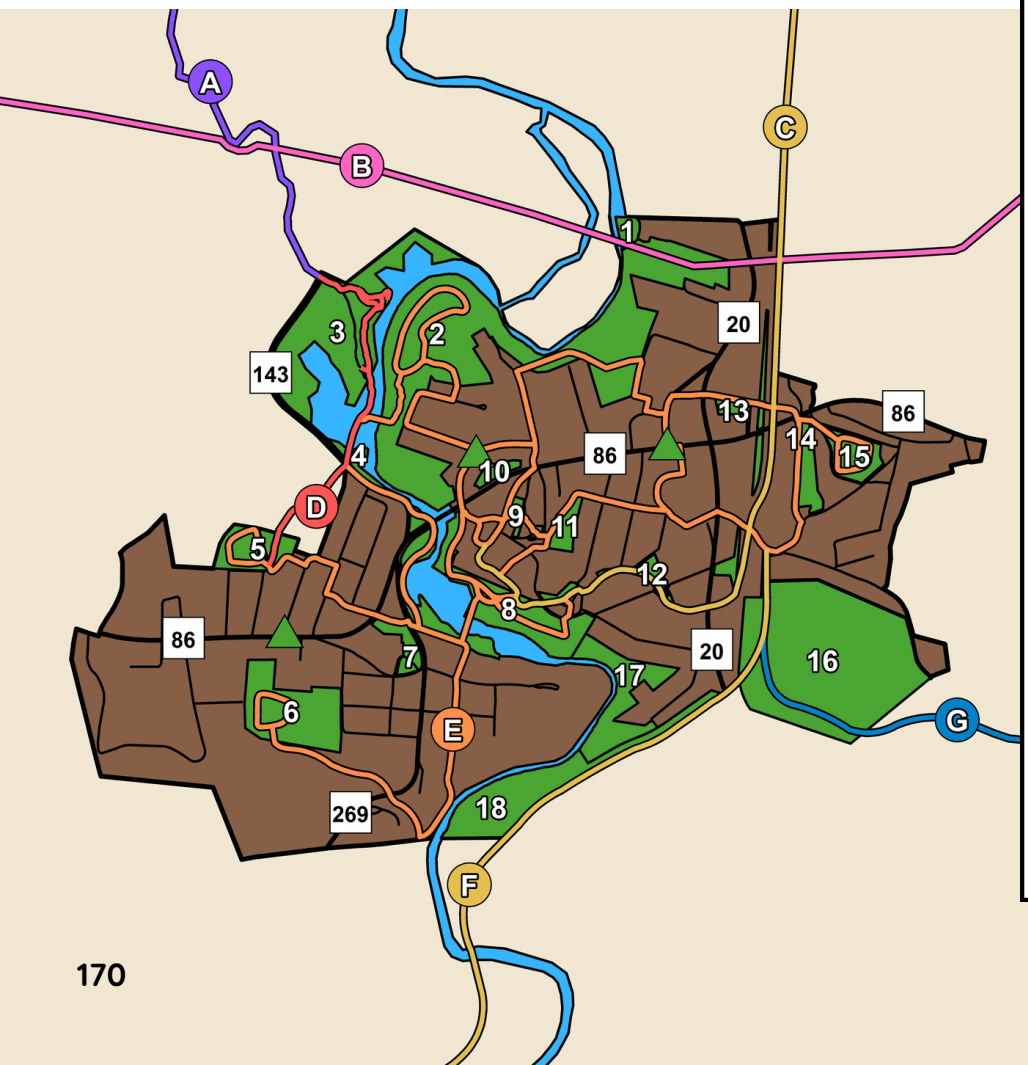

Main Street


Piedmont
Main Street Bridge Rendering

8. Establish parks with active and passive recreation.

Developing new parks that include facilities for active recreation, such as sports fields, playgrounds, and fitness equipment; and passive recreation, such as walking trails, picnic areas, and scenic overlooks could greatly enrich community quality-of-life and promote environmental stewardship. These parks not only offer tranquil spaces where people can relax and connect with nature but also play a critical role in maintaining biodiversity and preserving local wildlife habitats.

Opportunities: See map and description below.



Parks and Trails Opportunities

Trails
A. Big Brushy Creek Greenway
B. Duke Energy Greenway
C. Swamp Rabbit Trail - Piedmont Line (To Greenville)
D. Brick Yard Lake Trail
E. Piedmont Mill Trail
F. Swamp Rabbit Trail - Piedmont Line (To Anderson)
G. Hollingsworth Funds Trail

Parks
1. Rivertown Park
2. Piedmont Nature Preserve
3. Piedmont Riverfront Park
4. River Road Linear Park
5. Thomas C. Pack, Jr. Memorial Park (Expansion)
6. Beattie Park
7. Iler Park
8. Piedmont Village Park
9. Hotel Hill Park
10. Piedmont Museum Park
11. Piedmont Mill Trail Linear Park
12. Piedmont Rail Trail Linear Park
13. East Main Street Park
14. Gin Park
15. On the Line Park
16. Oil Mill Park
17. Pine Bluff Park
18. Railroad Park


Playground Road


On the Line Park
Rendering

9. Repurpose vacant or underutilized buildings.
Addressing vacancies in downtown Piedmont by repurposing buildings can spur economic development and cultural revitalization. Adaptive reuse of historic or underutilized structures for new commercial, residential, or mixed-use developments can preserve the area's character while meeting contemporary needs.

Opportunities: See map and description below.

10. Form a business improvement district.
A Business Improvement District (BID) is a defined area within which businesses pay a fee or additional tax in order to fund projects and services that benefit the district. BIDs aim to enhance the environment of business district, thereby improving conditions for businesses and encouraging economic growth.



Adaptive Reuse and Infill Development Opportunities

1-5. Simpsonville Buildings
6-9. Anderson Street Buildings
10. Mill No. 3 Cotton Warehouse
11-12. Anderson Street Commercial Buildings
13-18. Main Street Buildings
19. Hotel Hill Building
20-22. Piedmont Avenue Buildings including Piedmont YWCA
23. Old Water Treatment Plant
24. Piedmont Hwy Building
25. Old BP Service Station
26. Paved Area Behind Antique Junction
27. Old Train Depot Site
28. Old Sue Cleveland Elementary
29-30. Gin Road Buildings
31. Saluda Oil Mill Site
32. Old Peden's Store
33. Old Payne's Grocery





Source: KDS Commercial Properties



11. Register historic buildings and districts for federal or local status.
Registering historic buildings and districts not only preserves Piedmont's architectural legacy but also opens up opportunities for federal and local grants and incentives. This recognition helps protect the cultural identity of the area while promoting heritage tourism and educational opportunities.

Opportunities: Piedmont Mill Village Historic District, or: Anderson Street, Main Street, East Main Street/Oil Mill Tract, and Simpsonville historic districts

12. Encourage contextual, human-scale architecture and urban design for new construction.
Promote architectural designs that complement and enhance the existing character of downtown Piedmont. New constructions should reflect the scale, style, and materials prevalent in the area, fostering a cohesive urban environment. Human-scale architecture focuses on making spaces accessible and comfortable for pedestrians, encouraging foot traffic and creating a welcoming atmosphere that supports local businesses.

Opportunities: Piedmont Village Development

13. Promote water-based recreation opportunities along the Saluda River.
Activities like canoeing, kayaking, and paddle-boarding, along with fishing docks and riverside picnic areas, can significantly enhance the recreational appeal of the area. These facilities provide residents and visitors with unique ways to enjoy the natural environment, promoting physical health and creating spaces for community interaction and relaxation.

Opportunities: Piedmont Riverfront Park, Piedmont Whitewater Park (Piedmont Village Park)





Source: Red Oak Developers

14. Develop branding and marketing.
Create a distinctive brand identity for downtown Piedmont and implement a comprehensive marketing strategy to attract visitors, residents, and businesses. This could include promotional campaigns, events, and collaborations with local businesses and artists to highlight the unique features and offerings of downtown. Effective branding and marketing can help reposition Piedmont as a vibrant destination.

15. Hold regular events and gatherings.
Regular community events and gatherings are avenues to celebrate local culture and history. Events, such as festivals, farmers markets, and parades promote a sense of community and help make downtown a destination, in addition to attracting visitors and supporting local businesses.

16. Promote local artisans, businesses, entrepreneurs, farms, makers, and services.
Supporting local artisans and businesses boosts the local economy and builds community resilience. This may include the creation of local business directories, dedicated market spaces, and special events that showcase and celebrate local talent and products.

17. Place welcome signs at community gateways.
Design and install distinctive welcome signs at key entry points to Downtown Piedmont. These signs should be artistically crafted to reflect the community's history and values, providing a warm and inviting first impression to visitors and returning residents. Effective signage can enhance community branding and contribute to a sense of belonging and pride among residents.

Opportunities: See map and description below.



Community Welcome Sign Opportunities

1. River Rd
at intersection with Transylvania St

2. Anderson St
at intersection with Transylvania St

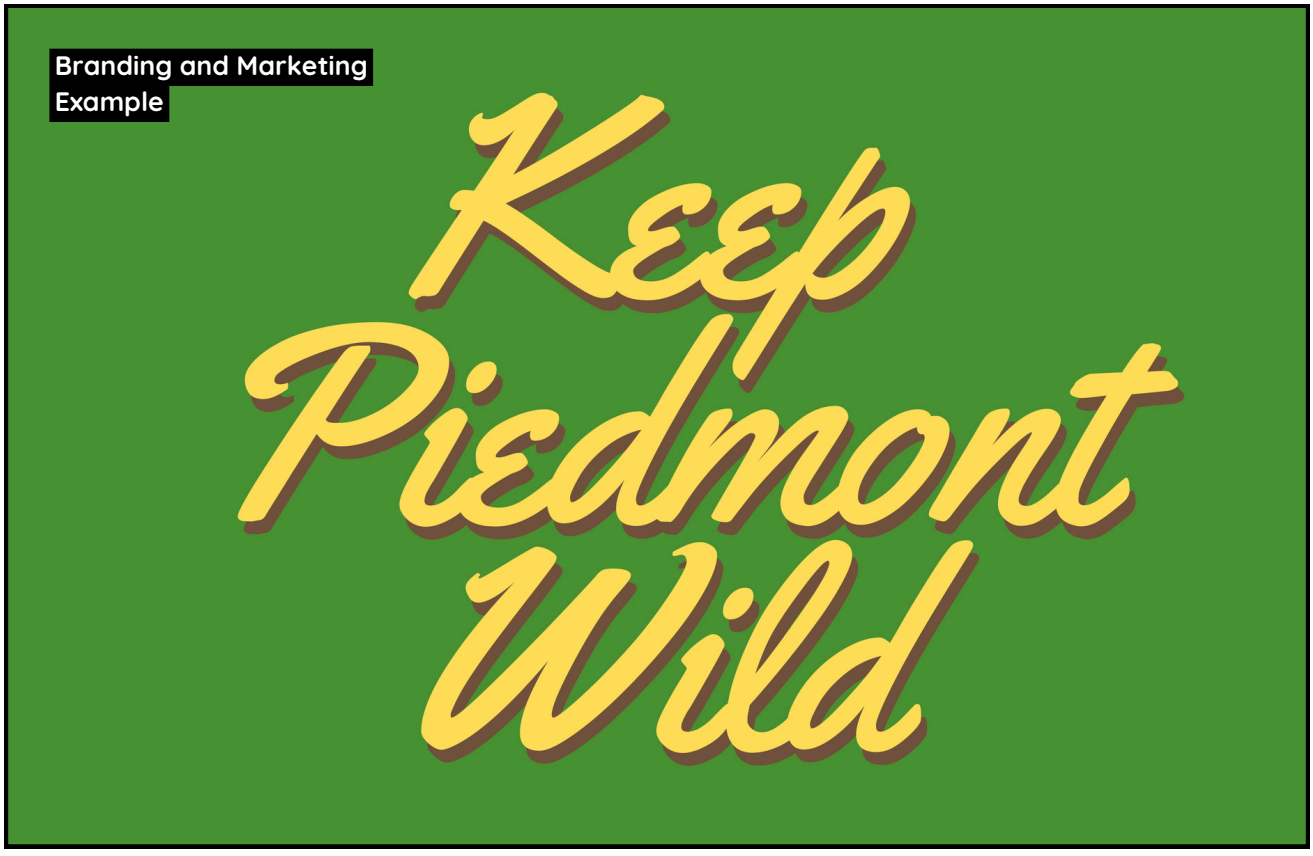
3. Iler St
at intersection with Prospect St

4. Piedmont Hwy
at intersection with Estes Plant Rd

5. Bessie Rd
at intersection with Old Bessie Rd

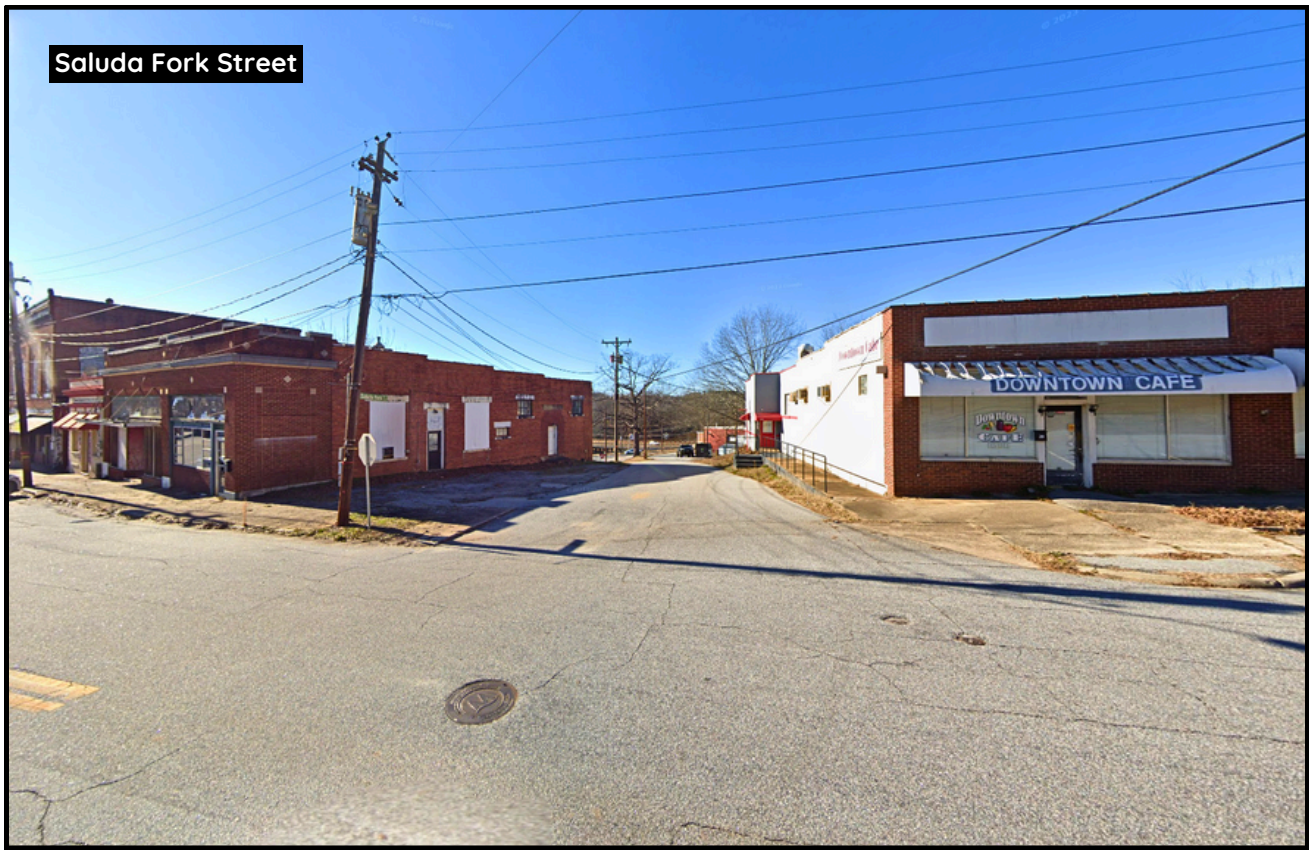
6. S Piedmont Hwy
at bridge over abandoned railroad


Branding and Marketing Example
Cross the Bridge, Help Each Other


Branding and Marketing Example
Keep Piedmont Wild


Hotel Hill


Hotel Hill Park
Rendering
Keep
Piedmont
Wild
Historic
Hotel Hill


Saluda Fork Street
DOWNTOWN CAFE


VILLAGE BISTRO
Saluda Fork Street Pedestrian Plaza Rendering

Land Conservation

These recommendations focus on preserving natural habitats, maintaining biodiversity, and ensuring sustainable use of natural resources in Piedmont, safeguarding these assets for future generations.



1. Establish a nonprofit organization focused on land and water conservation.
Create a nonprofit organization dedicated to preserving and enhancing the natural resources of Piedmont. By working collaboratively with local governments, community groups, and environmental experts, the organization could also serve as an educational resource, raising awareness about environmental issues and promoting stewardship among residents.

2. Encourage private landowners to establish conservation easements.
Conservation easements are legal agreements that restrict the type and amount of development that can occur on a piece of land, primarily to preserve its conservation values, such as wildlife habitat, scenic beauty, or agricultural use. This not only helps preserve habitat cores but also offers potential tax benefits to the landowners.

3. Plant native species of flowers, plants, and trees.
Encouraging the planting of native species revitalizes local flora, supports pollinators, and maintains the regional ecosystem. Native plants are better adapted to local climates and soils, requiring less water and care, thereby reducing maintenance costs and environmental impact.

Why are native plants important?

"Native plant communities evolved over thousands of years along with the insects, birds, and other animals that depend on native plants for food and shelter. They bloom or produce seeds at the same time that insects and animals are looking for those food sources. Native insects, which evolved to feed on native plants, are particularly important to birds. Non-native plants may bloom or fruit at a different time, leaving animals without the support from the plants and insects with which they evolved.

"These communities are threatened by development like climate change, habitat fragmentation, diseases, pests, and competition introduced from species without native predators. Preserving our native plant communities ensures longevity of the animal communities that depend on them.

"Native plant communities perform a number of important functions beyond sustaining entire ecosystems. They help regulate the flow of water in flood zones, allowing it to seep back into waterways slowly. They help to filter air and water pollution—a well-functioning plant community cools the air and helps protect us from the impacts of heat. They even define what our state looks like—giving us a sense of place—as plants that fill our woods and wetlands give us a sense of belonging."

South Carolina Native Plant Society



4. Advocate for a ban on clear cutting.
In addition to providing aesthetic, cultural, and economic benefits, trees provide shade and evaporative cooling, reducing temperatures where heat tends to be trapped by buildings and pavement. They capture and filter air pollutants, such as particulate matter and nitrogen dioxide, improving air quality. They buffer traffic noise, help absorb rainwater, and support biodiversity.

5. Encourage greater roadside buffers and screening from large-scale developments.
This involves substantial vegetative buffers along roadways and properties adjacent to development sites. These buffers shield residents and travelers from unsightly development, reduce traffic noise, improve air quality, and create a more pleasant and visually appealing streetscape and built environment.

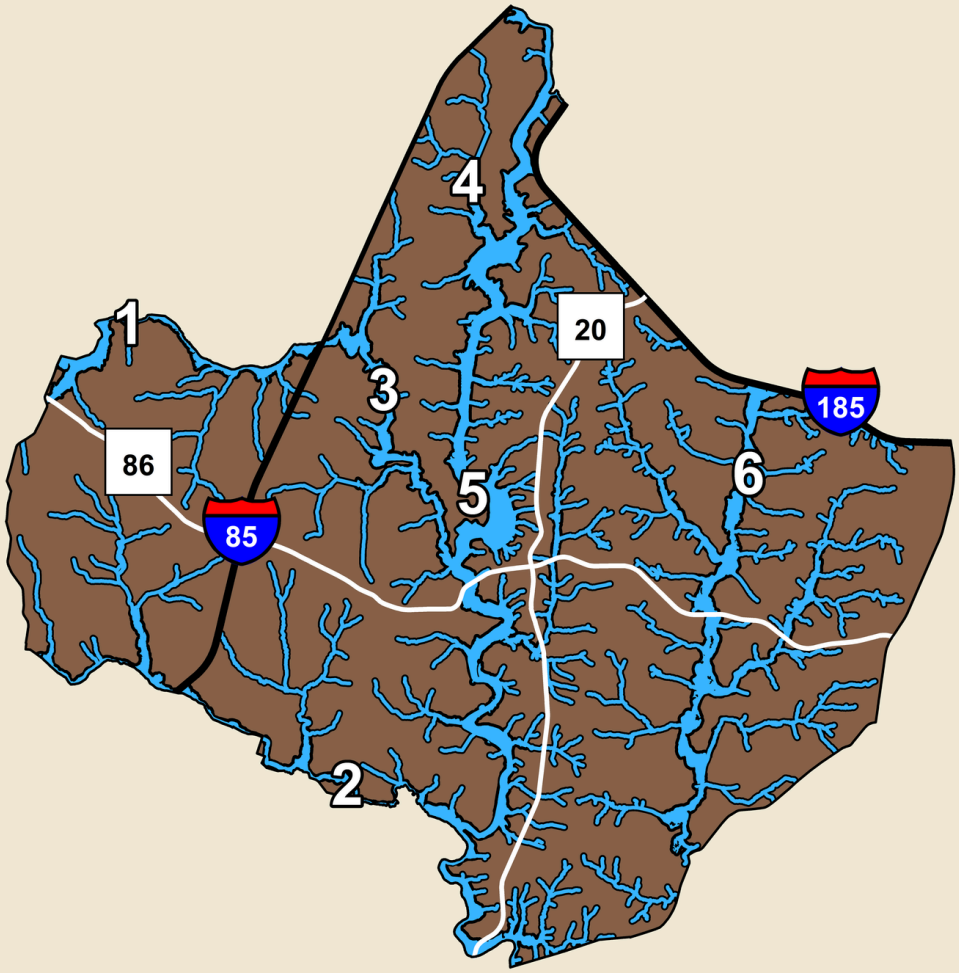
6. Encourage green infrastructure, low impact development practices, and nature-based solutions.
Promoting green infrastructure and low-impact development practices integrates nature into urban areas, improving stormwater management and reducing environmental footprints. These practices include permeable pavements, green roofs, and rain gardens that manage stormwater sustainably, reduce urban heat, enhance biodiversity, and improve water quality.

7. Promote sustainable agricultural practices.
Encouraging sustainable agriculture practices among local farms can help preserve soil quality, conserve water, and reduce pesticide use. This approach supports the longevity of farming as a viable industry in Piedmont while protecting natural resources and promoting healthier food options for the community.

8. Encourage public participation in conservation efforts.
Engaging the community in conservation efforts through volunteer programs can increase public awareness and involvement in environmental stewardship. Initiatives could include community-led tree planting days, wildlife monitoring programs, and educational workshops on sustainable practices.

9. Restore waterways.
Restoring streams that run through or near developed areas can improve water quality, enhance habitat connectivity, and reduce erosion. This may include stabilizing eroded banks, replanting native riparian vegetation, and installing natural water filtration systems. Restoring waterways enhances water quality, supports wildlife, and increases the recreational value of these natural resources.

Opportunities: See map and description below.



Piedmont Waterways

1. Little Brushy Creek

2. Hurricane Creek

3. Big Brushy Creek

4. Craven Creek

5. Saluda River

6. Grove Creek

Parks and Recreation

These recommendations focus on designating and enhancing access to green space and recreational opportunities while promoting community health and wellness and land conservation.

1. Establish parks with active recreation.

Developing new parks that include facilities for active recreation, such as sports fields, playgrounds, and fitness equipment, can significantly enhance community health and well-being. These parks provide spaces for physical activity and social interaction, fostering a lively community atmosphere and offering recreational options for all age groups.

Opportunities: Piedmont Village Park, Beattie Park, Grove Creek Park, Iler Park, and On the Line Park

2. Establish parks with passive recreation.

Developing new parks that include facilities for passive recreation, such as walking trails, picnic areas, and scenic overlooks, alongside dedicated land conservation areas, can greatly enrich community quality-of-life and promote environmental stewardship. These parks not only offer tranquil spaces where people can relax and connect with nature but also play a critical role in maintaining biodiversity and preserving local wildlife habitats.

Opportunities: Cooper Park, Freeman Park, Hurricane Creek Park, North Piedmont Park, and South Piedmont Park

3. Establish multi-use trails.

Creating multi-use trails that connect parks, residential areas, schools, and commercial centers promotes healthier lifestyles and provides safe, scenic routes for walking, biking, and other forms of non-motorized transport. These trails can also serve as ecological corridors, supporting urban biodiversity and connecting habitats.

Opportunities: Big Brushy Creek Greenway, Brick Yard Lake Trail, Duke Energy Greenway, Golden Grove Trail, Grove Creek Greenway, Hollingsworth Funds Trail, Piedmont Mill Trail, Piedmont Rail Trail, Swamp Rabbit Trail - Piedmont Line, and Woodmont Schools Trail

4. Establish nature preserves.

Create nature preserves in areas of Piedmont that are ecologically significant or particularly scenic. These preserves would be managed to maintain their natural state, protecting biodiversity and providing habitats for wildlife. Public access might be allowed but carefully regulated to minimize human impact, with features like walking trails and signage to promote environmental awareness and passive recreation. This could involve land acquisition and public access easements.

Opportunities: Piedmont Nature Preserve, Grove Creek Nature Preserve, Big Brushy Creek Nature Preserve, and conservation areas

5. Design for accessibility and inclusivity.

Designing playgrounds and recreational facilities that are accessible to all, including people with disabilities, aims to ensure that parks are inclusive and can be enjoyed by everyone in the community. This may include a Boundless Playground.

Piedmont Natural Lands, Parks, and Recreation



6. Establish water-based recreation facilities.
Activities like canoeing, kayaking, and paddle-boarding, along with fishing docks and riverside picnic areas, can significantly enhance the recreational appeal of the area. These facilities provide residents and visitors with unique ways to enjoy the natural environment, promoting physical health and creating spaces for community interaction and relaxation.

Opportunities: Piedmont Riverfront Park, Piedmont Village Park, North Piedmont Park, and South Piedmont Park

7. Establish a state park.
Establishing a state park in Piedmont would enhance public access to outdoor recreation, preserve large tracts of natural lands, and stimulate the local economy through tourism and related activities. This initiative would require collaboration with state government agencies and could involve land acquisition and planning to ensure that the park meets conservation goals.

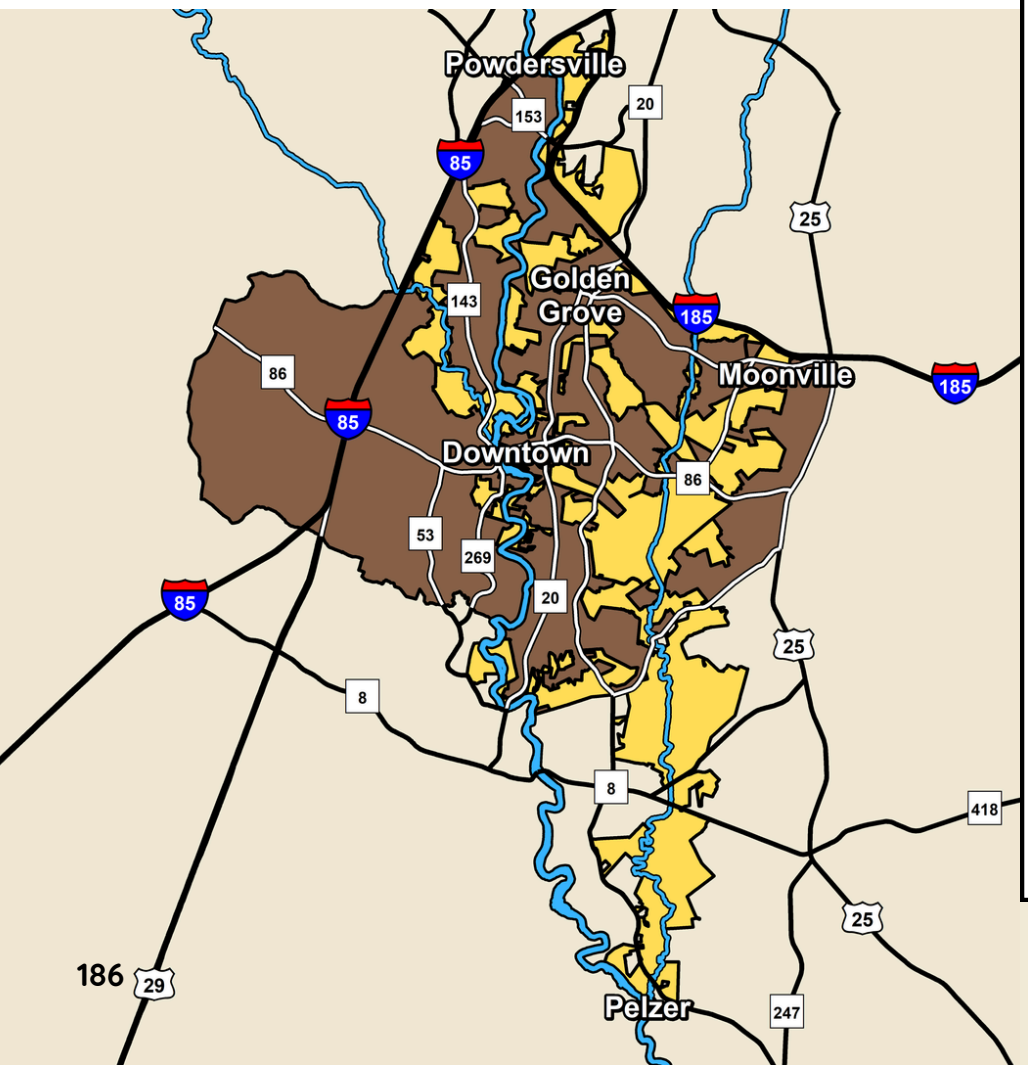
Opportunities: See map and description below.

State Park Opportunities

This map highlights large landowners located adjacent to or nearby similar tracts, all branching from Big Brushy Creek Conservation Area, Piedmont Nature Preserve, Grove Creek Nature Preserve, and the Grove Creek Mitigation Bank owned by Hollingsworth Funds.

These could be combined to form various parks. Big Brushy Creek Conservation Area could be combined with Piedmont Nature Preserve to form **Big Brushy Creek State Park**. It may also include the Iler and River Road conservation areas. If the historic riverfront mill properties were included, it may be called the Big Shoals of the Saluda State Park or Piedmont Mill State Park.

Grove Creek Nature Preserve, owned by Greenville County and the Old Pelzer Road Planning Area owned by Hollingsworth Funds could form **Grove Creek State Park**. It may also include the Oil Mill Road and Old Gunter Road planning areas owned by Hollingsworth Funds and Hayne Hipp respectively, as well as the Eastview, Freeman Lake, Golden Grove, Owens, and Piedmont Golf Course Road conservation areas. This, in conjunction with the Grove Greek Mitigation Tract as well as hundreds of acres of land along the Saluda River owned by Duke Energy in Pelzer, could expand the potential footprint of Grove Creek State Park. Or, if combined with Big Brushy Creek State Park, it may simply be called **Piedmont State Park** to represent both the Piedmont community and broader plateau region of the state.



This page is intentionally left blank.

Nodes and Corridors

These recommendations aim to designate areas for development by clustering them near interstate exits, thoroughfares, and existing population centers, optimizing connectivity and functional land use across Piedmont while protecting natural and rural lands from intensive development.

1. Designate areas for large-scale, regionally-oriented development along interstate exits and frontage and major arterial roads.

Targeting areas along interstate exits and major arterial roads, these areas support large-scale commercial and industrial developments that cater to both local and broader regional demographics. This includes accommodating large retail outlets, office complexes, and high-density residential units. The focus is on creating economic hubs that can attract significant business activity and provide substantial employment opportunities, effectively serving as gateways to the wider Upstate region.

Opportunities: Interstate 85 Exit 35, Exit 39, and Exit 40; and Interstate 185 Exit 7 (Lower Moonville) nodes; Augusta Road and Highway 29 corridors

2. Designate areas for community-oriented development.

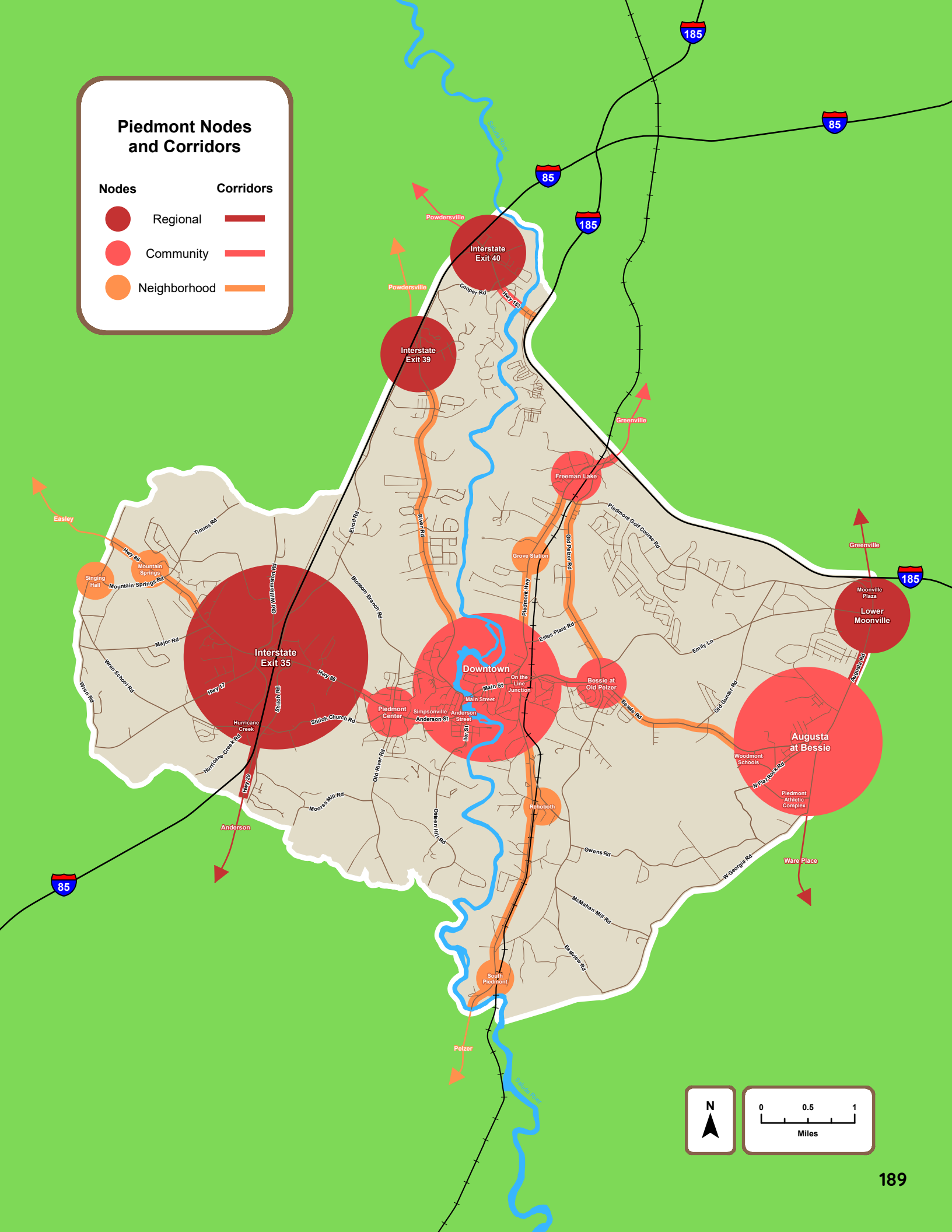
These areas are intended to cater predominantly to the local community, they mix smaller-scale commercial spaces with public areas that prioritize pedestrian accessibility and safety. The development in these areas blends in local services and retail, ensuring they are integral to daily life but also maintaining an ease of access that supports a thriving community.

Opportunities: Downtown, Augusta at Bessie, Bessie at Old Pelzer, Freeman Lake, and Piedmont Center nodes; and Highway 86 (West Piedmont) corridor

3. Designate areas for neighborhood-scale development.

Focusing on enhancing the character and convenience of residential neighborhoods, these areas are earmarked for small, local businesses and essential services that residents can walk to easily. This includes small-scale retail hubs like corner stores, cafes, and local markets, as well as 'Missing Middle' housing to provide diverse residential options. New development should be designed to be intimately scaled, fostering a pedestrian-friendly atmosphere that enhances the local neighborhood feel and supports a close-knit community dynamic.

Opportunities: Grove Station, Mountain Springs, Rehoboth, Singing Hall, and South Piedmont nodes; and Bessie Road, Highway 86 (Wren), Old Pelzer Road, Piedmont Highway, River Road, and South Piedmont Highway corridors


Piedmont Nodes and Corridors
Nodes
Corridors
Regional
Community
Neighborhood
Interstate Exit 40
Interstate Exit 39
Interstate Exit 35
Downtown
Freeman Lake
Grove Station
Bessie at Old Pelzer
Augusta at Bessie
Lower Moonville
Moonville Plaza
Piedmont Center
Simpsonville
Anderson St
Anderson Street
Main St
Main Street
On the Line Junction
Singing Hall
Mountain Springs
Hurricane Creek
Rehoboth
South Piedmont
Woodmont Schools
Piedmont Athletic Complex
Powdersville
Greenville
Easley
Anderson
Pelzer
Ware Place
Cooper Rd
Hwy 153
Timms Rd
Hwy 86
Mountain Springs Rd
Old Williamston Rd
Blossom Branch Rd
Elrod Rd
River Rd
Piedmont Golf Course Rd
Old Pelzer Rd
Piedmont Hwy
Estes Plant Rd
Emily Ln
Augusta Rd
Old Gunter Rd
Bessie Rd
N Flat Rock Rd
Major Rd
Wren School Rd
Wren Rd
Hwy 17
Shiloh Rd
Shiloh Church Rd
Hwy 88
Hurricane Creek Rd
Hwy 29
Moores Mill Rd
Old River Rd
Osborn Hill Rd
Owens Rd
W Georgia Rd
McMahan Mill Rd
Eastview Rd
Rey St
85
185
N
0
0.5
1
Miles

Mobility

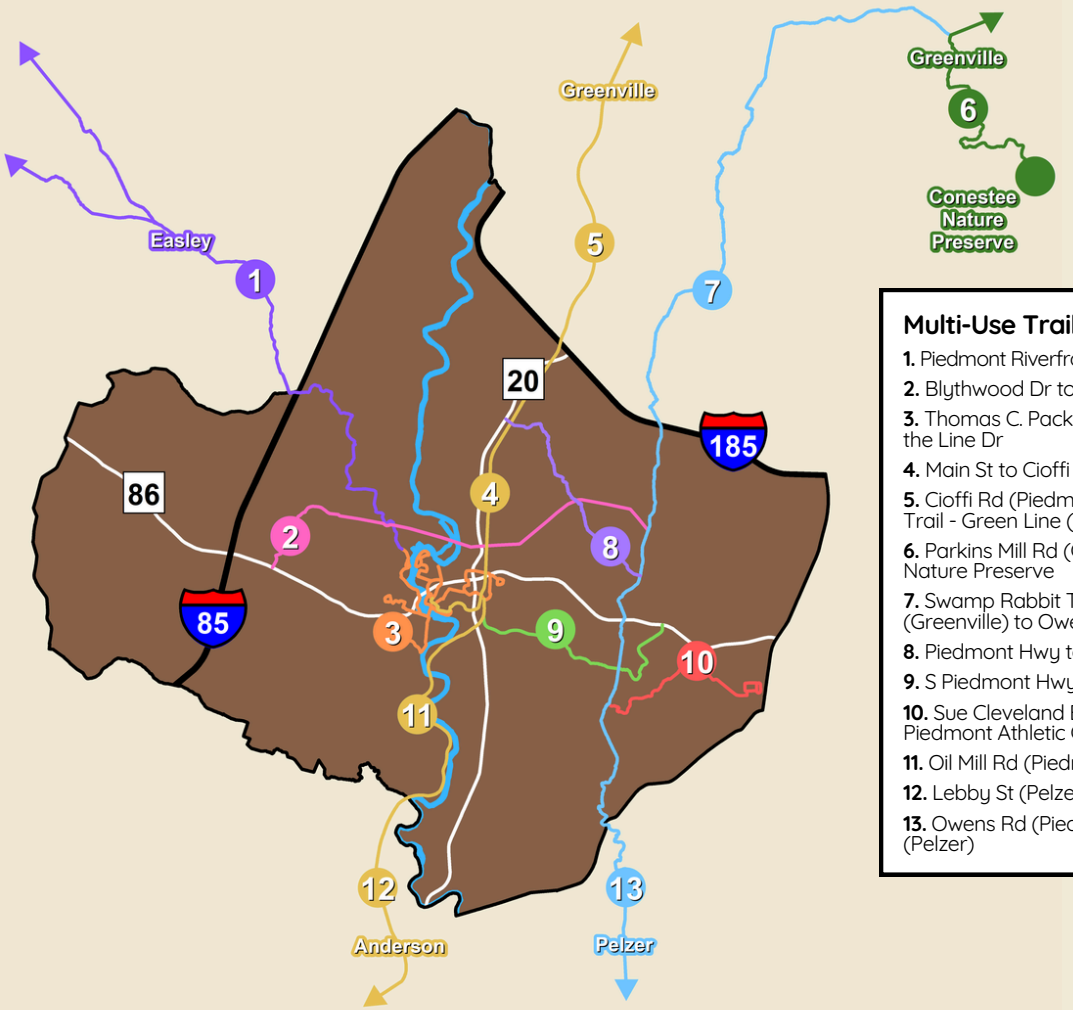
These recommendations aim to improve the ease and efficiency of traveling within Piedmont and beyond by connecting neighborhoods to commercial nodes, parks, and nearby cities and towns through safe and accessible transportation options that do not require the use of an automobile.

1. Create a network of multi-use trails.

A comprehensive network of multi-use trails that connect key points throughout Piedmont, such as residential areas, parks, schools, and commercial centers. This provides safe, accessible paths for walking, biking, and other non-motorized activities, promoting a healthier lifestyle and reducing reliance on vehicular travel. The trails can also serve as recreational amenities that enhance the natural beauty of the area and provide ecological benefits by connecting green spaces.

Opportunities: Big Brushy Creek Greenway, Duke Energy Greenway, Golden Grove Trail, Grove Creek Greenway, Hollingsworth Funds Trail, Piedmont Mill Trail, Swamp Rabbit Trail - Piedmont Line, and Woodmont Schools Trail

- Big Brushy Creek Greenway
- Duke Energy Greenway
- Piedmont Mill Trail
- Swamp Rabbit Trail - Piedmont Line
- Grove Creek Greenway
- Golden Grove Trail
- Hollingsworth Funds Trail
- Woodmont Schools Trail



Multi-Use Trail Opportunities

1. Piedmont Riverfront Park to Main St (Easley)
2. Blythwood Dr to Emily Ln
3. Thomas C. Pack, Jr. Memorial Park to On the Line Dr
4. Main St to Cioffi Rd
5. Cioffi Rd (Piedmont) to Swamp Rabbit Trail - Green Line (Greenville)
6. Parkins Mill Rd (Greenville) to Conestee Nature Preserve
7. Swamp Rabbit Trail - Blue Line (Greenville) to Owens Rd (Piedmont)
8. Piedmont Hwy to Bessie Rd
9. S Piedmont Hwy to Old Gunter Rd
10. Sue Cleveland Elementary School to Piedmont Athletic Complex
11. Oil Mill Rd (Piedmont) to Lebby St (Pelzer)
12. Lebby St (Pelzer) to S Main St (Anderson)
13. Owens Rd (Piedmont) to Holland Ford Rd (Pelzer)


Bessie Road


Swamp Rabbit Trail - Piedmont Line
Rendering

2. Improve and connect existing sidewalks.
Enhancing and connecting the existing sidewalk infrastructure ensures that all parts of the community are accessible for pedestrians. This includes repairing damaged sidewalks, widening paths where necessary, and removing obstacles to provide a smooth, safe walking experience. Improved connectivity not only supports daily commuting on foot but also encourages more residents to consider walking as a viable alternative to driving, particularly for short trips.

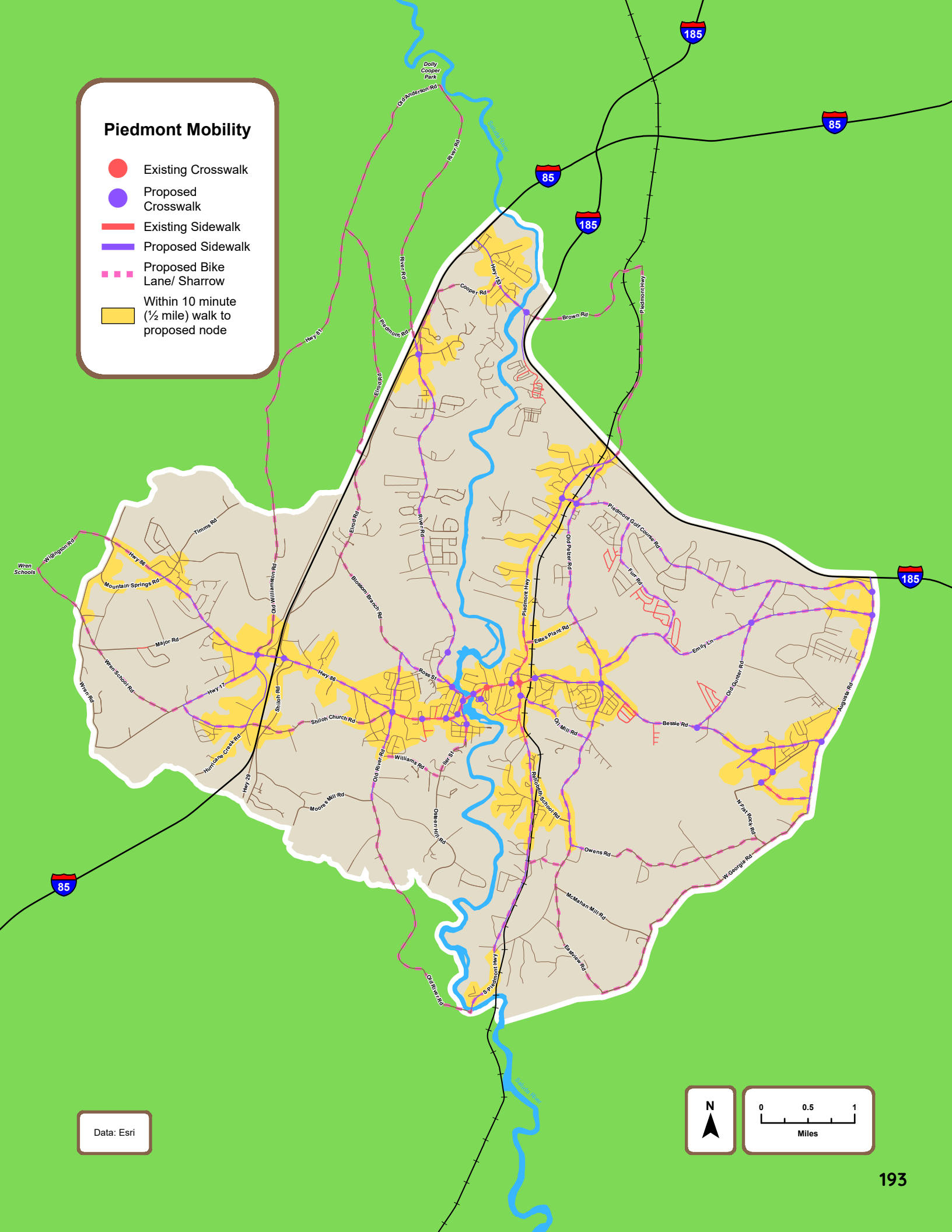
3. Expand the sidewalk network.
Expanding the sidewalk network to underserved areas aims to ensure that all community members can benefit from safe and direct pedestrian routes. This expansion helps integrate more areas into the broader pedestrian network, promoting inclusivity and ensuring equitable access to community resources.

4. Establish crosswalks.
The installation of well-marked crosswalks at key intersections and busy pedestrian areas improves safety and facilitates easier movement across streets. Enhanced crosswalk visibility, possibly including flashing lights or raised designs, can significantly reduce pedestrian accidents and make streets safer.

5. Establish bike lanes and sharrows.
Developing dedicated bike lanes and sharrows creates safer and more defined spaces for cyclists. Bike lanes provide an exclusive space for cyclists, reducing conflicts with motor vehicles and encouraging more people to bike as part of their daily commute or for leisure. Sharrows, on the other hand, are used on streets where dedicated lanes are not feasible, reminding motorists to share the road safely with cyclists.

Opportunities: See Mobility Map.




Piedmont Mobility
Existing Crosswalk
Proposed Crosswalk
Existing Sidewalk
Proposed Sidewalk
Proposed Bike Lane/ Sharrow
Within 10 minute (½ mile) walk to proposed node
Dolly Cooper Park
Old Anderson Rd
River Rd
Saluda River
Hwy 153
Cooper Rd
Brown Rd
Piedmont Hwy
Hwy 81
Piedmont Rd
Elrod Rd
Timms Rd
Wigington Rd
Wren Schools
Hwy 86
Mountain Springs Rd
Old Williamston Rd
Blossom Branch Rd
Piedmont Golf Course Rd
Old Pelzer Rd
Furr Rd
Estes Plant Rd
Emily Ln
Major Rd
Wren School Rd
Wren Rd
Hwy 17
Shiloh Rd
Ross St
Shiloh Church Rd
Old Gunter Rd
Augusta Rd
Bessie Rd
Oil Mill Rd
Hurricane Creek Rd
Hwy 29
Williams Rd
Iler St
Old River Rd
Moores Mill Rd
Osteen Hill Rd
Rehobeth School Rd
N Frat Rock Rd
Owens Rd
W Georgia Rd
McMahan Mill Rd
Eastview Rd
S Piedmont Hwy
Old River Rd
185
85
N
0
0.5
1
Miles
Data: Esri

6. Designate pedestrian-only zones.
Creating temporary or permanent pedestrian-only zones in certain parts of downtown or other high-foot-traffic areas can transform these spaces into more vibrant and engaging community hubs. This strategy encourages walking, boosts local businesses, and reduces vehicular emissions, contributing to a healthier urban environment.

Opportunities: East Main Street (partial) and Saluda Fork Street

7. Establish a bicycle sharing program.
Establishing a bicycle-sharing program can provide residents and visitors with convenient access to bicycles for short trips around the community, reducing car use and promoting physical activity.

8. Implement traffic calming measures.
Introducing traffic calming measures such as speed bumps and extended curbs can significantly reduce vehicle speeds. These measures improve safety for all road users, including pedestrians and cyclists, and enhance the overall livability of neighborhoods.

9. Introduce wayfinding.
Installing comprehensive wayfinding systems can make navigation easier for pedestrians and cyclists. This may include signage, maps, and digital tools that guide people to key attractions, parking, and business districts. This not only improves the user experience but also enhances the visibility of lesser-known areas, encouraging exploration and foot traffic.



Community Welcome Sign Example


East Main Street


East Main Street Pedestrian Area
Rendering

Transit

These recommendations aim to expand public transportation services to Piedmont, enhancing connectivity and convenience for commuters and reducing reliance on private vehicle use.

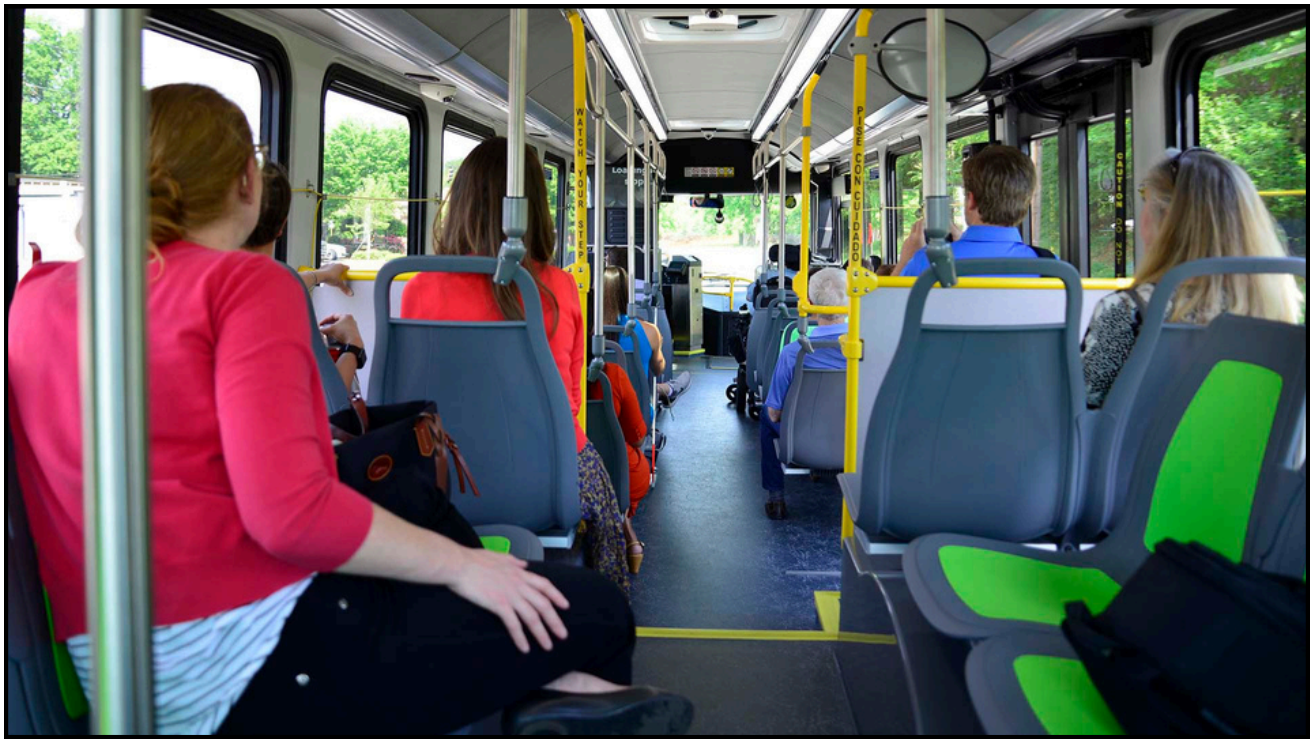


Image Source: Greenlink

1. Establish bus routes from Piedmont to nearby urban centers.

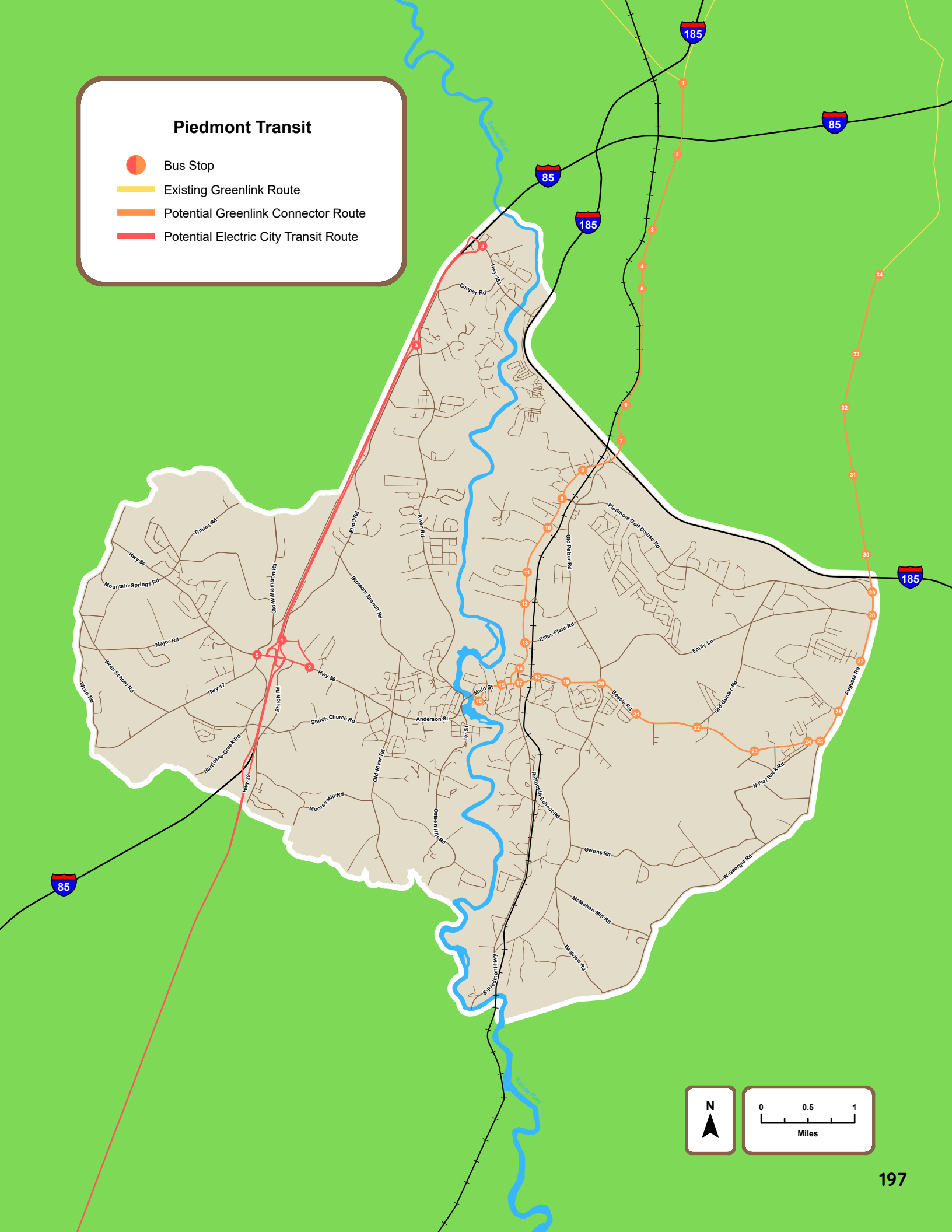
This service would cater to daily commuters, reducing reliance on personal vehicles and alleviating traffic congestion. By offering frequent, reliable, and affordable bus services, residents can easily access employment, education, healthcare, and recreational facilities in nearby cities like Greenville and Anderson. This initiative not only supports economic integration by broadening job opportunities for Piedmont's residents but also promotes environmental sustainability by decreasing carbon emissions.

Opportunities: See below for potential routes data. See Transit Map for route locations.

2. Establish park-and ride facilities near bus stops.

Developing park-and-ride facilities adjacent to bus stops would encourage commuters from surrounding areas to park their cars and use the bus services for the remainder of their journey, easing traffic volumes in congested areas and supporting a shift towards public transit.

Electric City Transit	Greenlink
Start: Southwood St (Anderson)	**Start:** Connect to Route 504 (Greenville) (Intersection of White Horse Rd and Grove Rd)
To: Interstate Exit 40 (Powdersville)	**To:** Main St (Piedmont)
End: Main St (Anderson)	**End:** Connect to Route 507 (Greenville) (Intersection of Augusta Rd and White Horse Rd)
Service Areas: Piedmont, Powdersville, Pelzer, Williamston, Anderson Jockey Lot	**Bus Stops:** 34 | **Route Length:** 16.59 miles
Bus Stops: 12 | Route Length: 40.02 miles	


Piedmont Transit
Bus Stop
Existing Greenlink Route
Potential Greenlink Connector Route
Potential Electric City Transit Route
185
85
Cooper Rd
Hwy 153
Timms Rd
Hwy 86
Mountain Springs Rd
Old Williamston Rd
Elrod Rd
River Rd
Blossom Branch Rd
Piedmont Golf Course Rd
Old Pezer Rd
Major Rd
Wren School Rd
Wren Rd
Hwy 17
Hwy 86
Shiloh Rd
Shiloh Church Rd
Anderson St
Main St
Iler St
Estes Plant Rd
Emily Ln
Bessie Rd
Old Gunter Rd
Augusta Rd
N Flat Rock Rd
Hurricane Creek Rd
Hwy 29
Moores Mill Rd
Old River Rd
Osborn Hill Rd
Reynolds School Rd
Owens Rd
W Georgia Rd
McMahan Mill Rd
Eastview Rd
S Piedmont Hwy
N
0
0.5
1
Miles

Transportation

These recommendations aim to improve the infrastructure and services necessary to support safe and efficient travel by automobile or other motorized vehicles while supporting growth and development.

1. Improve select roads and bridges.

Targeting key roads and bridges for improvements can significantly enhance the safety and efficiency of the transportation network in Piedmont. This may include reinforcing aging bridges and upgrading surfaces to handle current and anticipated traffic volumes. These enhancements not only improve daily commutes but also ensure that emergency services can navigate efficiently and safely. By focusing on critical infrastructure, Piedmont can better support both current needs and future growth.

Opportunities: See Transportation map.

2. Discourage truck routes on community-oriented roads.

Redirecting truck traffic helps reduce noise, road wear, and safety risks associated with large vehicles, making community roads safer and more pleasant for local traffic, pedestrians, and cyclists. In Piedmont, Highway 86 (including Anderson Street, Main Street, and Bessie Road) is frequently used by trucks as a shortcut to Augusta Road from Interstate 85. Elrod Road and Shiloh Road are also subject to these routes. Enforcement of these limits could be supported through regulatory signage.

3. Introduce traffic calming measures to promote safety.

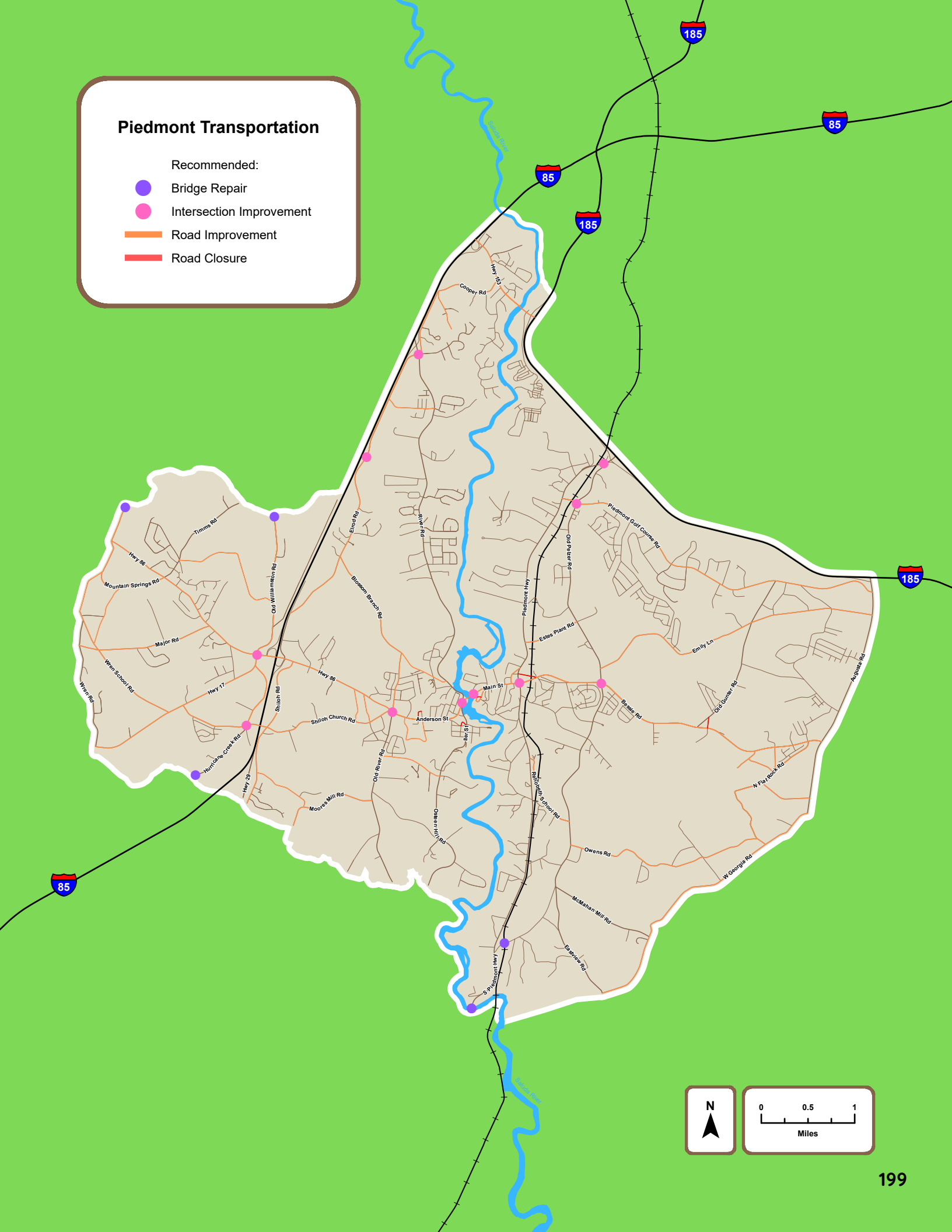
Traffic calming measures such as speed bumps, narrowed roads, and street trees can effectively slow down traffic in residential areas, enhancing safety for pedestrians and cyclists. These measures discourage through-traffic and create a more neighborhood-friendly, safe environment.

4. Rename select roads.

Unnamed roads like Highway 86, Highway 153, and Highway 17 may benefit from a proper name that reflects Piedmont's culture, geography, or history. Rehobeth School Road and Rehobeth Circle could be renamed to reflect the historic spelling of "Rehoboth" used elsewhere in the community (Rehoboth Road, Rehoboth Baptist Church, Cemetery). Sue Cleveland School Road, which no longer houses its titular school (Sue Cleveland Elementary School relocated to Woodmont School Road), could revert to its original name, Walker Street (see Appendix A.12), or be shortened to "School Road."

5. Keep Piedmont as a control city on Interstate 85 road signs.

Piedmont should remain on, or be introduced to, road signs along Interstate 85 between exits 34-42. If other communities, mainly Powdersville, should be introduced to road signs in the future, they should not replace Piedmont, especially since the two are in opposite directions of the freeway (it serves as a segment of the study area boundary).


Piedmont Transportation
Recommended:
Bridge Repair
Intersection Improvement
Road Improvement
Road Closure
185
85
Hwy 153
Cooper Rd
Timms Rd
Hwy 86
Mountain Springs Rd
Old Williamston Rd
Elrod Rd
River Rd
Blossom Branch Rd
Piedmont Golf Course Rd
Old Pelzer Rd
Piedmont Hwy
Estes Plant Rd
Emily Ln
Augusta Rd
Major Rd
Wren School Rd
Wren Rd
Hwy 17
Shiloh Rd
Hwy 86
Shiloh Church Rd
Main St
Anderson St
Iler St
Bessie Rd
Old Gunter Rd
Hurricane Creek Rd
Hwy 29
Moores Mill Rd
Old River Rd
Osborn Hill Rd
Reidsville School Rd
N Flat Rock Rd
Owens Rd
W Georgia Rd
McMahan Mill Rd
Eastview Rd
S Piedmont Hwy
N
0
0.5
1
Miles

Housing

These recommendations focus on diversifying and increasing the availability of affordable housing options, ensuring all community members have access to comfortable, sustainable living environments.

1. Preserve existing housing stock and repurpose vacant buildings.

Preserve the character and maximize the use of Piedmont's existing residential fabric by renovating deteriorating houses and converting vacant buildings into habitable spaces rather than demolishing them. Such projects not only improve the overall aesthetic and safety of neighborhoods but also prevent the sprawl associated with new constructions. Renovating and repurposing can make housing more affordable and maintain the historical integrity of the community.

2. Prioritize infill development to build small-scale, "Missing Middle" housing.

Infill development focuses on utilizing vacant or underused plots within existing urban areas to construct small-scale housing units that fit seamlessly into the fabric of established neighborhoods. This strategy is particularly effective in providing "missing middle" housing—types such as duplexes, townhouses, and small apartment buildings that offer affordable, diverse living options for a range of residents, from small families to single professionals. Infill development helps maintain the area's density, supporting public transit viability and local businesses, while preserving the surrounding rural and natural areas from sprawl.



Source: Opticos Design

3. Build accessory dwelling units.

Encouraging the construction of accessory dwelling units, or ADUs, can significantly increase housing availability without altering the character of the neighborhood. ADUs provide flexible housing options that can accommodate aging family members, generate rental income for homeowners, or offer affordable entry points for new residents. This approach aligns with sustainable growth strategies by maximizing the use of existing plots and infrastructure.

4. Build co-living spaces, microhomes, and pod housing units.

Co-living spaces consist of residential setups where individuals or small groups share amenities, typically featuring private bedrooms alongside shared common areas. Microhomes and pod housing units are innovative solutions for maximizing limited urban space and providing affordable, minimalist living options. These small, efficiently designed homes are particularly appealing to singles, couples, and people seeking lower-cost housing alternatives. Deploying these housing types can address issues of housing affordability and scarcity, particularly in areas with high real estate prices, and serve as a fast-to-deploy solution in housing crises.

What is affordable housing?
What is homelessness?

“Housing is considered affordable if a household spends no more than 30% of their income to live there. At the center of the definition of affordable housing is Area Median Income (AMI). AMI is defined as the midpoint of a specific area’s income distribution and is calculated on an annual basis by the Department of Housing and Urban Development (HUD). AMI is used to determine the federal government-calculated income limits for affordable housing programs. The AMI for Greenville County for 2023 is $89,000 for a four-person household.

“Homelessness does not describe who someone is, but an experience someone is going through. Unsheltered homelessness refers to a situation in which an individual is sleeping in a car, under a bridge, or in a place not meant for human habitation. Often referred to as invisible or unseen, this subpopulation represents the most visible form of homelessness for some of the most vulnerable in our community.

“When an individual is unhoused, they are deprived of fundamental needs. Without housing, their health, safety, and overall well- being are under constant threat. In addition, there is an increase in exposure to extreme weather and physical attacks. Their vulnerabilities are exacerbated by a lack of access to necessities such as food, transportation, and adequate healthcare. They face not only the physical hardship from lack of basic necessities but also the mental hardship of isolation and the stigma of homelessness.”

Greenville Homeless Alliance, Unsheltered Homeless Brief (2023)

What is a form-based code?

"A form-based code is a land development regulation that fosters predictable built results and a high-quality public realm by using physical form (rather than separation of uses) as the organizing principle for the code. A form-based code is a regulation, not a mere guideline, adopted into city, town, or county law. A form-based code offers a powerful alternative to conventional zoning regulation.

"Form-based codes address the relationship between building facades and the public realm, the form and mass of buildings in relation to one another, and the scale and types of streets and blocks. The regulations and standards in form-based codes are presented in both words and clearly drawn diagrams and other visuals. They are keyed to a regulating plan that designates the appropriate form and scale (and therefore, character) of development, rather than only distinctions in land-use types.

"This approach contrasts with conventional zoning's focus on the micromanagement and segregation of land uses, and the control of development intensity through abstract and uncoordinated parameters (e.g., FAR, dwellings per acre, setbacks, parking ratios, traffic LOS), to the neglect of an integrated built form. Not to be confused with design guidelines or general statements of policy, form-based codes are regulatory, not advisory. They are drafted to implement a community plan. They try to achieve a community vision based on time-tested forms of urbanism. Ultimately, a form-based code is a tool; the quality of development outcomes depends on the quality and objectives of the community plan that a code implements."

Form-Based Codes Institute

5. Form housing cooperatives.
Encourage residents to form housing cooperatives, which allow members to collectively own and manage housing properties. This democratic model promotes affordable housing by pooling resources and sharing responsibilities. This may include a limited-equity housing cooperative, or LEHC, which limits the amount of equity a member can earn upon resale of their unit in order to preserve the cooperative's affordability for future generations.

6. Establish a resident-owned community.
A type of housing arrangement where the residents collectively own and manage the community. In a typical resident-owned community, or ROC, the residents own shares in a cooperative or are members of a homeowners association that collectively owns the land and common facilities, such as roads, parks, and community buildings. This model is often seen in mobile home parks or manufactured housing communities, where residents may own their individual homes but rent the land beneath them. By collectively owning the land and managing the community themselves, residents have more control over decision-making processes, such as setting rules and regulations, managing finances, and maintaining common areas. This can lead to a greater sense of community, stability, and affordability for residents.

7. Establish a Housing First program.
Housing First programs can provide immediate, permanent housing to homeless individuals without preconditions such as sobriety or employment. This approach has been shown to help stabilize lives, allowing individuals to focus on improving their health, accessing services, and gaining employment. Housing First models prioritize long-term stability and have been successful in reducing homelessness in various communities.

8. Develop emergency housing.
Develop emergency housing solutions that provide immediate shelter for individuals and families experiencing homelessness. This could include converting unused buildings into emergency shelters or establishing modular housing units that can be quickly deployed in areas with high need. These solutions intend to ensure that at-risk populations receive immediate support while broader, long-term strategies are explored.

9. Promote sustainable building practices.
Encourage the adoption of sustainable building practices in construction and development projects throughout Piedmont. This initiative may involve advocating for and supporting the use of environmentally friendly materials, energy-efficient designs, and renewable energy sources in both new constructions and renovations. Key practices could include installing solar panels, utilizing green roofs, implementing advanced insulation techniques, and using locally sourced, sustainable materials to reduce carbon footprints. Furthermore, promoting standards such as Leadership in Energy and Environmental Design, or LEED, or similar certifications can help guide developers and builders towards sustainability. This approach not only helps reduce environmental impact but also can lead to long-term cost savings for property owners through reduced energy consumption. By establishing a culture of sustainability in building practices, Piedmont can enhance its resilience to climate change, improve the health and well-being of its residents, and lead by example in environmental stewardship.

10. Advocate for zoning reform to allow for diverse housing types.
While Piedmont is largely unzoned at the time of the publication of this plan, current zoning restrictions in the Golden Grove and Moonville character areas tend to limit residential areas to single-family homes, which can restrict housing availability and affordability. These changes would cater to different demographics, including smaller households, low-income families, and young professionals. This could include the creation of a form-based code or overlay district within the Piedmont study area boundary.

Historic Preservation

These recommendations aim to protect historic buildings, cemeteries, districts, landmarks, and other historic or cultural sites in Piedmont from being demolished or redeveloped, safeguarding Piedmont's cultural heritage.

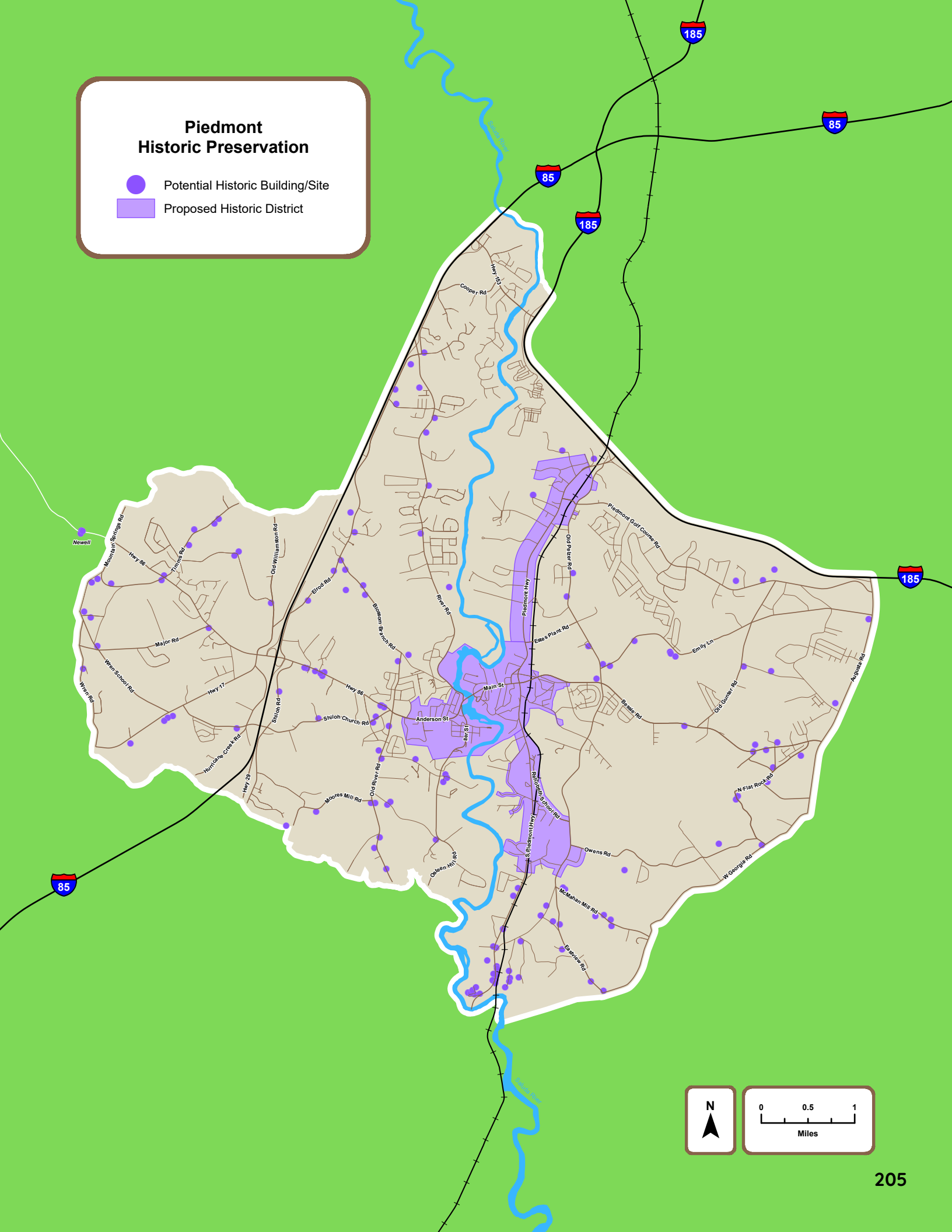


Image Source: Paul Porter

1. Nominate historic buildings and sites for national or local designation.
Historically or culturally significant buildings and sites in Piedmont could be nominated for national or local designation. This recognition makes sure these landmarks are preserved, maintained, and protected against unsuitable alterations or demolition. Designating buildings and sites raises awareness of Piedmont's historical and cultural narratives, fostering a deeper connection with the community's past and potentially providing tax incentives or grants for restoration projects.

The Piedmont Mill Stores Building on Main Street is the only property in Piedmont on the National Register of Historic Places. The mixed-use building was constructed in 1905 and placed on the register in 2020. The Piedmont YWCA, a Victorian era mixed use building, shown in the image above, was placed on the Greenville County Historical Register in 2022. The building is currently being restored and converted into a museum by the Piedmont Historical Preservation Society, what is to be known as the Piedmont History Museum.

Opportunities: See Historic Preservation Map, Appendix C.


Piedmont
Historic Preservation
Potential Historic Building/Site
Proposed Historic District
185
85
Saluda River
Hwy 153
Cooper Rd
Piedmont Golf Course Rd
Old Pelzer Rd
Piedmont Hwy
Estes Plant Rd
Emily Ln
Augusta Rd
Old Gunter Rd
Bessie Rd
Main St
Anderson St
Ilar St
Rehobath School Rd
S Piedmont Hwy
Owens Rd
N Flat Rock Rd
W Georgia Rd
McMahan Mill Rd
Eastview Rd
Osteen Hill Rd
Old River Rd
Moores Mill Rd
Hwy 29
Hurricane Creek Rd
Shiloh Rd
Shiloh Church Rd
Hwy 86
Hwy 17
Wren School Rd
Wren Rd
Major Rd
Mountain Springs Rd
Hwy 86
Timms Rd
Old Williamston Rd
Elrod Rd
Blossom Branch Rd
River Rd
Newell
N
0
0.5
1
Miles

2. Nominate historic districts for national or local designation.
Achieving such a designation not only honors the area's heritage and character but also provides legal protections that help preserve the architectural integrity and historic fabric of these districts. Designation can attract tourism, enhance community pride, and can often lead to economic benefits such as increased property values and the growth of local businesses.

3. Place historic markers outside designated sites.
Installing historic markers at designated sites serves as a public acknowledgment of Piedmont's rich history. These markers can provide educational value to residents and visitors by sharing important information about the historical significance of the sites. They enhance the cultural tourism experience, create points of interest for educational tours, and help instill a sense of respect and pride within the community for their local heritage.

Opportunities: See map and description below.

4. Support active local historic preservation efforts.
The Piedmont Historical Preservation Society is a nonprofit organization focused on historic preservation in Piedmont. The Piedmont YWCA, a Victorian era mixed use building owned by the organization, is currently being restored and converted into a museum, what is to be known as the Piedmont History Museum. As of 2024, the nonprofit organization is actively seeking donations to complete the remaining necessary improvements in order to relocate to, and open, the building.

Opportunities: Piedmont Historical Preservation Society



Individual Historic Designation Opportunities

1: Brick Yard Lake

2-3: Simpsonville
Including an old general store and garage

4-6: Anderson Street
Including an old drug store, jail, and old McAbee Grocery

7: Mill No. 3 Cotton Warehouse

8: Piedmont Dam

9-15: Main Street
Including Mill No. 2 Cotton Warehouse, Piedmont Community Building, old Post Office, old Five and Dime Store, old Downtown Cafe, Hotel Hill monuments, and Piedmont Water Tower

16: Piedmont YWCA

17: Old Water Treatment Plant

18: Old Sue Cleveland Elementary

19: Old Peden Store

20: Old Payne's Grocery


Piedmont Mill Village
Historic District
Potential Historic Building/Site
Saluda River
Saluda River
Piedmont Hwy
Pinewood Ln
Lee St
Greenville St
E Main St
Flanagan Rd
Playground Rd
Old Bessie Rd
Bessie Rd
Piedmont Ave Ext
Piedmont Ave
Orr St
Sloan Ave
Main St
Church St
S Piedmont Hwy
On the Line Dr
E Oak Hill Ct
Gin Rd
Patterson St
Oil Mill Rd
Boyce St
River Rd
River St
Main St
Hotel Hill
Spring St
Hammett St
Sue Cleveland School Rd
Liberty St
Mill St
Ridge Row St
Langston St
Pine Bluff St
Transylvania St
Park Row
Hardeman St
King St
Marshall St
Donald St
N Circle Dr
Bentz Rd
Anderson St
Clyburn Rd
Beattie Park Rd
S Circle Dr
Iler St
Prospect St
N Archie St
Cassina Rd
Haynes St
Oak Hill Dr
Archie St
McElrath St
Tibwin Rd
N
0
500
1,000
Feet


Grove Station
Historic District
Potential Historic Building/Site
185
Moody Rd
Moody Ln
Osteen Rd
Freeman Lake Rd
Williams Dr
Piedmont Hwy
Shirley Rd
Old Pelzer Rd
Piedmont Golf Course Rd
Morton Dr
Woodlawn Dr
Edgewood Dr
Oak Hill Dr
Delton Rd
Cioffi Rd
Sunny Ln
Golden Grove Cir
S Forty Rd
Collins Rd
Johnson Ln
Piedmont Hwy
Saluda River
N
0
500
1,000
Feet


Rehoboth
Historic District
Potential Historic Building/Site
Lindley Rd
Roosevelt Dr
S Piedmont Hwy
Horse Shoe Dr
Turner Dr
Day Ct
Pine St
Lindley Rd
White Rd
Bennett Dr
Rehobeth School Rd
Lake Circle Dr
Beam Rd
Sandlin Way
Moulton Ln
S Piedmont Hwy
Southside Cir Ext
Looperville Rd
Southside Cir
Luker Rd
Rehobeth School Rd
Weeping Willow Rd
Golden Ln
Rehobeth Rd
Old Pelzer Rd
Owens Rd
Rehobeth Cir
N
0
400
800
Feet

Design and Beautification

These recommendations aim to enhance the visual appeal and functional quality of Piedmont by promoting a cohesive and unique identify focused on art, nature, and outdoor recreation.



1. Plant native wildflowers along roads and sidewalks.

Wildflowers, once established, require minimal maintenance and provide crucial habitats for pollinators such as bees and butterflies, which are essential for a healthy ecosystem. Furthermore, wildflowers could help mitigate urban heat, improve air quality, and offer residents and visitors a more pleasant and engaging driving or walking experience.

2. Paint murals on buildings and prominent structures.

Murals turn ordinary buildings and structures into vibrant canvases that celebrate local culture, history, and values. Engaging local artists to design and paint murals not only beautifies the community but also fosters a sense of identity and pride. These artistic interventions can serve as landmarks, attract tourists, and stimulate local economic activity. Murals can be strategically placed in high-traffic areas to maximize visibility and impact, or in overlooked spaces to revitalize underutilized areas. This initiative encourages community participation and dialogue, making art accessible to all and creating a visually engaging environment that enhances the quality of life for residents and visitors alike.



3. Integrate public art into urban design.
Incorporating public art throughout Piedmont can significantly enrich the community's cultural landscape and create more engaging public spaces. Public art should involve local artists and reflect community culture and values. Public art serves to reflect the community's identity, history, and aspirations, fostering a sense of pride and belonging. It also enhances pedestrian experiences, potentially increasing foot traffic and economic activity in commercial areas.

4. Create a theme for street furniture.
Create a cohesive theme for street furniture—including benches, trash bins, and lighting—that complements the overall aesthetic of the community. A unified design theme can help reinforce the community's identity and make public spaces more inviting and functional.

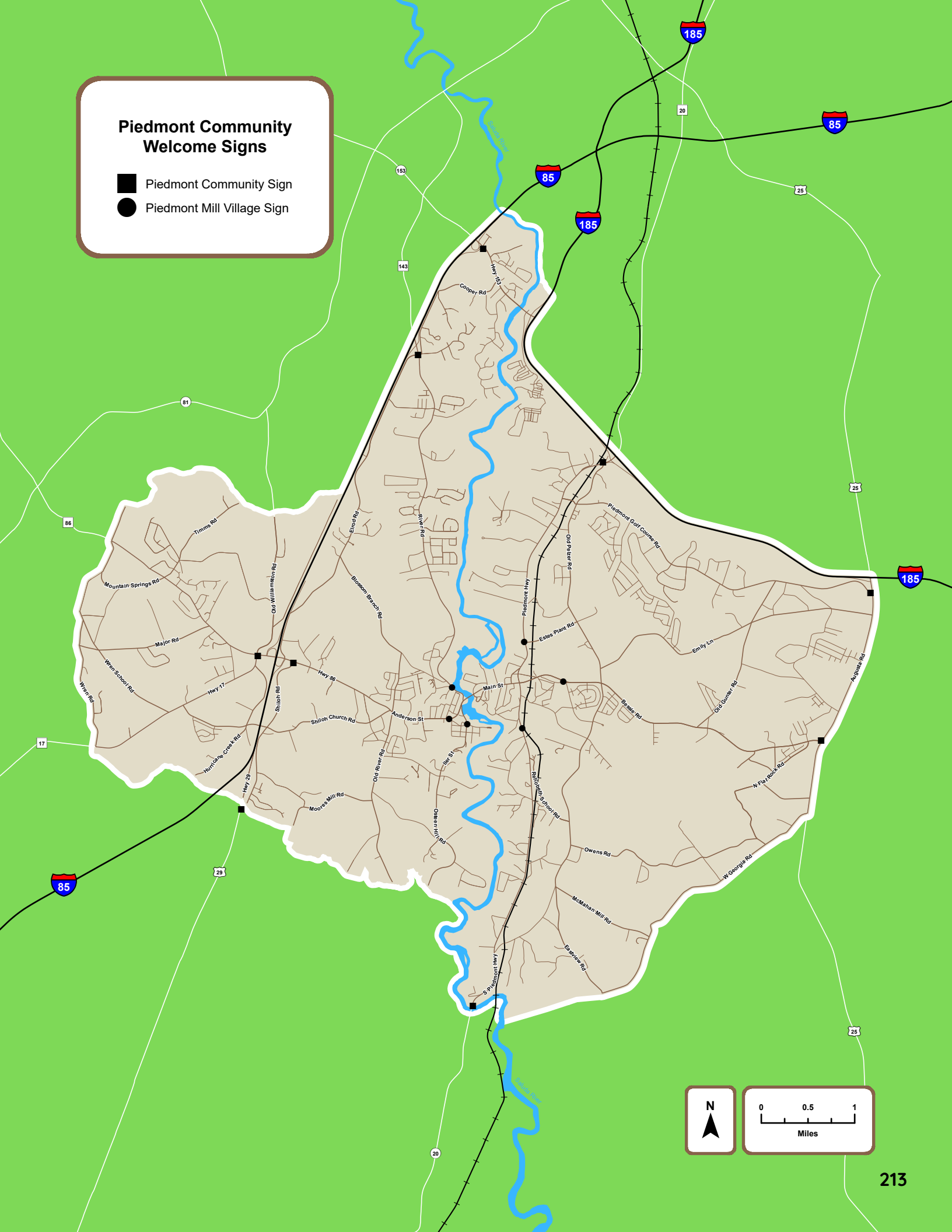
5. Promote green walls and vertical gardens.
Encourage the installation of green walls and vertical gardens on building exteriors, especially in areas with limited green space. These living installations not only beautify the environment but also contribute to air quality improvement and urban cooling, aligning with sustainability goals.



6. Place welcome signs at community entries.
Design and install distinctive welcome signs at key entry points to Piedmont. These signs should be artistically crafted to reflect the community's identity and heritage, providing a warm and inviting first impression to visitors and returning residents alike. Effective signage can enhance community branding and contribute to a sense of belonging and pride among residents.

Opportunities: See Community Welcome Signs Map.

7. Develop a uniform lighting theme.
This may include oil lamp posts in Downtown Piedmont, bike/pedestrian trail ground lighting, or street lamps along high-traveled or densely-populated thoroughfares. Lighting should aim to reduce light pollution by using full cutoff fixtures or timed cycles.


Piedmont Community Welcome Signs
Piedmont Community Sign
Piedmont Mill Village Sign
Cooper Rd
Hwy 153
Timms Rd
Mountain Springs Rd
Major Rd
Wren School Rd
Wren Rd
Hwy 17
Hwy 29
Hurricane Creek Rd
Old Williamston Rd
Shiloh Rd
Shiloh Church Rd
Hwy 86
Elrod Rd
River Rd
Blossom Branch Rd
Anderson St
Main St
Piedmont Hwy
Old River Rd
Moores Mill Rd
Osborn Hill Rd
Old Pelzer Rd
Estes Plant Rd
Rehoboth School Rd
S Piedmont Hwy
Piedmont Golf Course Rd
Emily Ln
Bessie Rd
Old Gunter Rd
Augusta Rd
N Flat Rock Rd
Owens Rd
W Georgia Rd
McMahan Mill Rd
Eastview Rd
Saluda River
N
0
0.5
1
Miles
213

Community Events and Participation

These recommendations aim to strengthen the social fabric of Piedmont and enhance local culture through active community engagement, regular events and gatherings, and tactical urbanism.



Source: Tactical Urbanist's Guide

1. Use tactical urbanism strategies.
Implement a "Better Block" initiative to temporarily transform underutilized streets or blocks into vibrant community hubs. This approach uses temporary installations such as pop-up parks, outdoor seating, pedestrian-friendly pathways, temporary bike lanes, and pop-up shops to demonstrate the potential for permanent urban improvements. It encourages community members to participate in reshaping their neighborhood, providing a tangible example of how small-scale changes can enhance livability.

2. Organize a farmers market.
Establish a regular farmers market in a central location where local farmers, artisans, and producers can sell their goods directly to the community. This market would not only provide access to fresh, locally-sourced food but also serve as a social event that encourages community interaction and supports the local economy.

3. Establish community gardens.
Create community gardens in available public spaces to promote urban agriculture, provide fresh produce, and foster a sense of community ownership and environmental stewardship. These gardens can also serve as educational resources for schools and community groups, teaching sustainable practices and healthy living.

4. Host regular events.
Develop a schedule of regular community events such as concerts, movie nights, and cultural celebrations in public spaces. Regular events keep the community engaged, attract visitors, and provide opportunities for local artists and performers to showcase their talents. This may include a weekly or bi-monthly event, such as a First Friday or Third Saturday festival.

5. Host annual events.
Organize annual events that become hallmark occasions for Piedmont, drawing the community together and enhancing its cultural and social fabric. These events could range from festivals celebrating local history and heritage, to art and music festivals, seasonal fairs, and sporting events. Hosting these events regularly not only boosts community spirit and pride but also attracts visitors from surrounding areas, providing economic benefits to local businesses. This may include bringing back popular annual events of Piedmont's past, such as the Footbridge Festival.

6. Organize volunteering programs.
Implement volunteering programs that mobilize community members to support local initiatives, such as environmental clean-ups, helping the elderly, or educational programs. Volunteering fosters a spirit of cooperation and promotes community members being actively involved in making their neighborhood a better place.

7. Launch a community newsletter.
Launch a community newsletter as a regular publication to keep residents informed, engaged, and connected with local events, developments, and stories. This newsletter could be distributed in both digital and print formats to reach a wide audience, including those who may not have regular internet access. The content could include updates on upcoming community events, highlights of local businesses, spotlights on residents' achievements, announcements from local governments, and tips for community involvement and improvement.

8. Establish an art incentives program.
Create an incentives program to encourage local artists to develop public art projects. This program can offer grants, materials, and public spaces for art creation, helping to beautify the community and provide artists with opportunities to engage with the public. These projects may be temporarily, or permanently, displayed around Piedmont.

9. Promote local businesses and establishments.
Encouraging residents to support local businesses boosts the economy and strengthens community ties. Some establishments host regular events. While they may not be free, they offer additional opportunities to participate in the community.

Socioeconomic Development

These recommendations encourage development that considers the cultural and economic context of the community in order to help ensure that the benefits of economic growth are distributed fairly across different segments of the population.



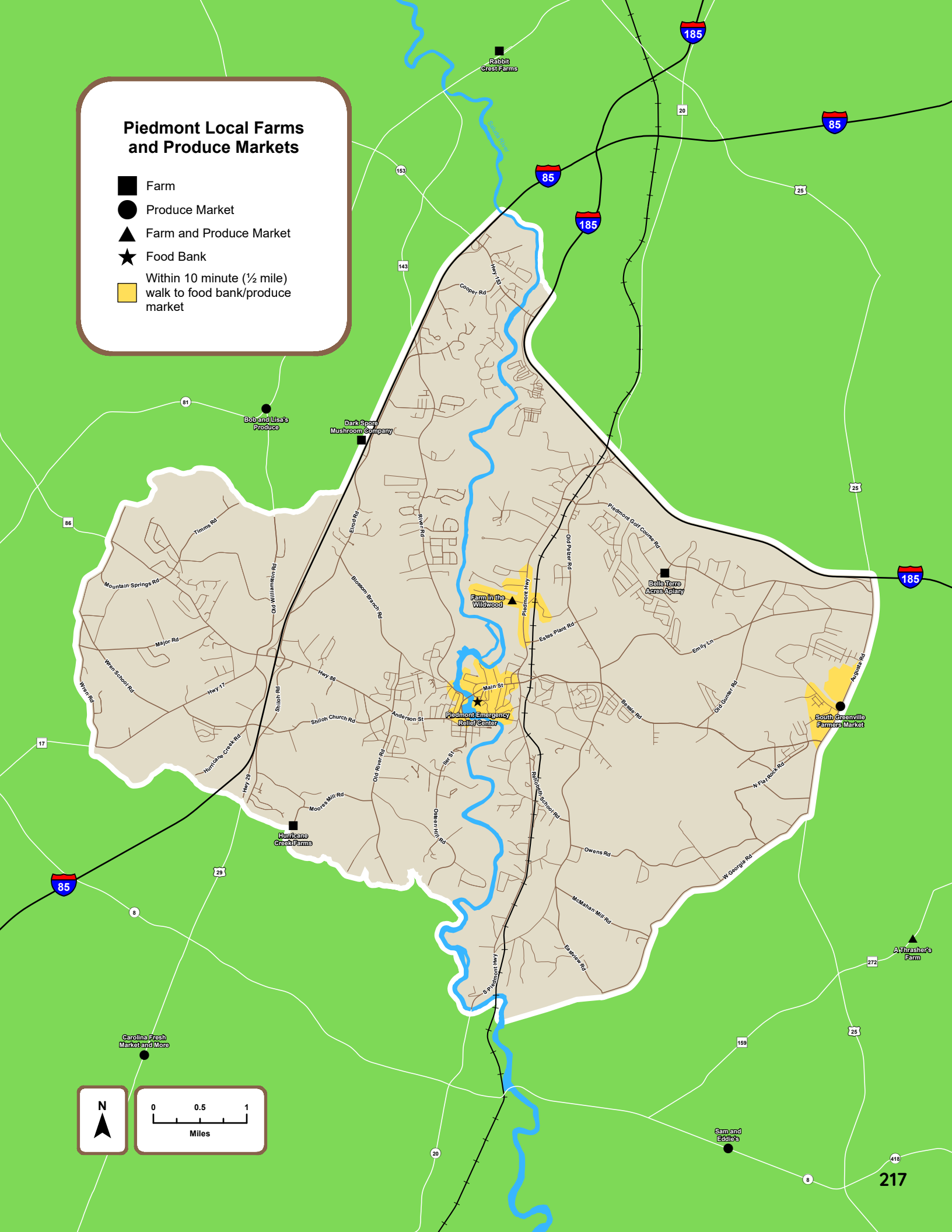
Image Source: Farm in the Wildwood

1. Support and empower local artisans, businesses, entrepreneurs, farms, makers, and services.
To promote a prosperous local economy, it is essential to create an ecosystem where local talent and enterprise can flourish, contributing to economic diversity, cultural richness, and access to fresh, locally-sourced food.

Opportunities: See Local Farms and Produce Markets Map.

2. Improve and expand community facilities and public resources.
Establish a Community Development Corporation, or CDC, to spearhead economic development initiatives, affordable housing projects, and community revitalization efforts. CDCs are nonprofit, community-based organizations that can receive public and private funding to undertake development projects that benefit the local community, particularly in underserved or economically disadvantaged areas.

Opportunities: See Rivertown Development Concept Map.


Piedmont Local Farms and Produce Markets
Farm
Produce Market
Farm and Produce Market
Food Bank
Within 10 minute (½ mile) walk to food bank/produce market
Rabbit Crest Farms
Bob and Lisa's Produce
Dark Spore Mushroom Company
Farm in the Wildwood
Bella Terra Acres Apiary
Piedmont Emergency Relief Center
South Greenville Farmers Market
Hurricane Creek Farms
Carolina Fresh Market and More
A Thrasher's Farm
Sam and Eddie's
Cooper Rd
Hwy 151
Timms Rd
Mountain Springs Rd
Old Williamston Rd
Major Rd
Wren School Rd
Wren Rd
Hwy 17
Hwy 86
Shiloh Rd
Shiloh Church Rd
Hurricane Creek Rd
Hwy 29
Elrod Rd
River Rd
Blossom Branch Rd
Anderson St
Old River Rd
Moores Mill Rd
Oberon Hill Rd
Piedmont Golf Course Rd
Old Pelzer Rd
Piedmont Hwy
Estes Plant Rd
Main St
Emily Ln
Old Gunter Rd
Augusta Rd
Bessie Rd
Rehoboth School Rd
N Flat Rock Rd
Owens Rd
W Georgia Rd
McMahan Mill Rd
Easview Rd
S Piedmont Hwy
N
0
0.5
1
Miles
217

3. Advocate for impact fees.
Impose charges on developers to offset the costs of public infrastructure necessitated by new developments, such as roads, schools, and parks. By implementing impact fees, Piedmont residents could help make sure the financial burden of expanding infrastructure to accommodate growth does not fall solely on existing residents. This tool also encourages developers to plan projects that align with the community's capacity to handle growth.

4. Form a community land trust.
Establish a community land trust, or CLT, to manage and develop land for the benefit of the community, particularly for affordable housing and land conservation. A CLT acquires land and holds it permanently, removing it from the commercial real estate market to ensure long-term housing affordability through below-market leases. This offers a way for the community to own and control its own assets.

5. Form a housing cooperative.
Encourage residents to form housing cooperatives, which allow members to collectively own and manage housing properties. This model promotes affordable housing by pooling resources and sharing responsibilities. Housing cooperatives can renovate existing structures or build new ones, providing affordable living options that are controlled by the residents.

6. Form a food cooperative.
Develop a food cooperative that operates a member-owned grocery store or food distribution service to provide members with access to affordable, healthy, and locally sourced food. A food co-op operates on a membership basis, giving members influence over the products stocked and the sources they come from, which often include local farms and suppliers. This initiative supports local agriculture, reduces food miles, and strengthens the local economy.

7. Form an electric cooperative.
Establish an electric cooperative to provide reliable, cost-effective, and community-controlled energy to Piedmont. This helps democratize and localize energy resources, allowing residents and businesses to have direct control over their energy provider through a member-owned cooperative structure. By focusing on the development and integration of renewable energy sources, such as hydro and solar power, the cooperative can enhance energy independence, reduce environmental impact, and stabilize energy costs for its members. Additionally, profits generated by the cooperative can be reinvested into local energy projects or returned to members in the form of dividends.

8. Form a construction cooperative.
Organize a construction cooperative to control the intensity and quality of new development. This helps democratize and localize development and may reduce construction and housing costs. This may involve local, small-scale construction and development groups.

9. Develop support services for at-risk populations.
Organize a coordinated effort or network of support services aimed at addressing the complex needs of at-risk populations in Piedmont, including those experiencing financial hardships, health issues, homelessness, drug use, and other social barriers. This may include designating a centralized access point where individuals can receive a range of services tailored to their specific circumstances. These services should convey respect and sensitivity, recognizing the dignity of individuals within these groups. This may be achieved through partnerships with nonprofit organizations, religious organizations, healthcare providers, or similar groups that may have experience and expertise in working with at-risk populations.

10. Establish a seed and tool lending library.
Establish a tool lending system that allows residents to borrow tools and equipment for home improvement or repairs, gardening, or other projects. This service reduces the cost burden on individuals, promotes DIY activities, supports residents in starting their own gardens, promotes sustainability, encourages self-reliance in food production, and encourages residents to improve their living conditions. It also serves as a hub for community engagement and skill sharing. A seed and tool lending library can also serve as an educational resource, offering workshops and classes on gardening and food preservation.

11. Develop skill-sharing workshops.
Facilitate a community-led initiative where residents can share skills and knowledge through organized workshops. Topics might include home or auto repair, gardening or seed-starting, baking or cooking, digital literacy, or other subjects. This approach leverages the diverse skills within the community and strengthens social bonds by encouraging active participation and establishing mutual support networks.

12. Form a local business partnership network.
Establish a network that connects local businesses to facilitate mutual support and collaborative growth. This network would actively engage business owners through regular meetings, shared-resource platforms, joint advertising efforts, and cooperative events such as "shop local" days or business fairs. By pooling resources and expertise, businesses can reduce costs, extend their market reach, and enhance their competitive edge. Additionally, this network could serve as a unified voice for local businesses in municipal affairs, strengthening their influence on local regulations and policies that affect their interests.

13. Launch a community currency or time bank system.
A community currency or time bank is a system where goods and services can be traded without the need for cash. In a community currency model, local "dollars" or another form of currency are used within the community to facilitate exchanges, helping keep economic benefits within the local area and supporting small businesses and services that might not compete on larger markets. These systems are designed to empower residents by keeping economic benefits within the community and supporting local businesses. Community currency is voluntary and typically works alongside national currencies, not as a replacement. It aims to enhance economic opportunities rather than restrict them. This should not be confused with mill scrip, a form of currency that was issued by a company to its workers, which could only be used to purchase goods at company-owned stores, effectively tying the workers' economic lives to the company's control. While both mill scrip and community currency systems involve localized forms of money, their intentions, management, and impacts on their respective communities are fundamentally different.

Future Projects

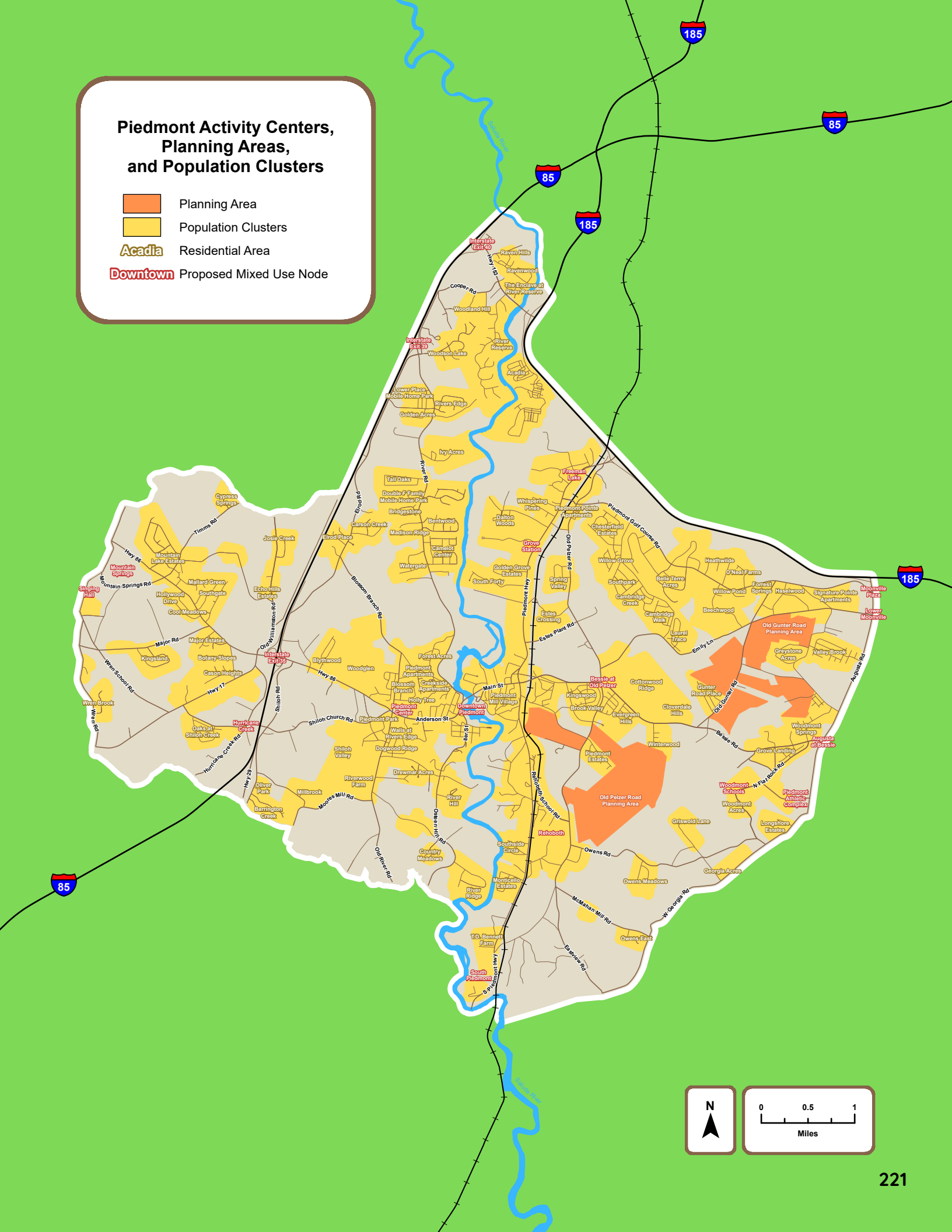
These recommendations highlight specific areas within the larger study area that deserve closer inspection and planning consideration.



1. Develop neighborhood plans, small area plans, and strategic plans.

The Piedmont Area Plan, while comprehensive, does not provide specific recommendations and strategies for individual communities or neighborhoods within the study area. These plans are typically developed by local governments, such as Anderson and Greenville counties, and may be initiated by residents of a community, neighborhood, or organization. Additionally, some colleges and universities, particularly Clemson University and Furman University, include departments which regularly conduct community-specific research and even plan development and conceptual designs. Of course, there are a range of private consultants who provide these services for a fee.

Opportunities: See Activity Centers, Planning Areas, and Population Clusters Map.


Piedmont Activity Centers, Planning Areas, and Population Clusters
Planning Area
Population Clusters
Acadia Residential Area
Downtown Proposed Mixed Use Node
Interstate Exit 40
Raven Hills
Ravenwood
The Enclave at River Reserve
Cooper Rd
Woodland Hill
Interstate Exit 39
Woodson Lake
River Reserve
Acadia
Lower Place Mobile Home Park
Rivers Edge
Golden Acres
Ivy Acres
River Rd
Tall Oaks
Double F Family Mobile Home Park
Bridgestone
Carson Creek
Bentwood
Madison Ridge
Camelot Center
Watergate
Elrod Place
Elrod Rd
Freeman Lake
Whispering Pines
Piedmont Pointe Apartments
Dalton Woods
Chesterfield Estates
Grove Station
Golden Grove Estates
South Forty
Spring Valley
Piedmont Golf Course Rd
Old Pelzer Rd
Willow Grove
Southpark
Belle Terre Acres
Cambridge Creek
Cambridge Walk
Laurel Trace
Heathwilde
O'Neal Farms
Willow Pond
Forrest Springs
Haselwood
Signature Pointe Apartments
Moonville Plaza
Lower Moonville
Beechwood
Old Gunter Road Planning Area
Greystone Acres
Valley Brook
Augusta Rd
Emily Ln
Estes Crossing
Estes Plant Rd
Piedmont Hwy
Cypress Springs
Timms Rd
Josie Creek
Hwy 86
Mountain Lake Estates
Mountain Springs
Mountain Springs Rd
Singing Hall
Mallard Green
Southgate
Hollywood Drive
Cool Meadows
Echo Hills Estates
Blossom Branch Rd
Major Rd
Major Estates
Kingsland
Botany Slopes
Cason Heights
Wren School Rd
Wren Brook
Wren Rd
Hwy 17
Old Williamston Rd
Interstate Exit 35
Blythwood
Woodglen
Forest Acres
Piedmont Apartments
Blossom Branch
Creekside Apartments
Holly Tree
Piedmont Center
Main St
Piedmont Mill Village
Downtown Piedmont
Anderson St
Shiloh Rd
Shiloh Church Rd
Piedmont Park
Walls at Rivers Edge
Dogwood Ridge
Shiloh Valley
Hurricane Creek
Oaks at Shiloh Creek
Hurricane Creek Rd
Hwy 29
Oliver Park
Millbrook
Barrington Creek
Riverwood Farm
Drewmar Acres
Moores Mill Rd
River Hill
Osteen Hill Rd
Old River Rd
Country Meadows
Ilar St
Bessie at Old Pelzer
Kingswood
Brook Valley
Cottonwood Ridge
Evergreen Hills
Gunter Road Place
Old Gunter Rd
Cloverdale Hills
Winterwood
Bessie Rd
Woodmont Springs
Augusta at Bessie
Grove Landing
Piedmont Estates
Old Pelzer Road Planning Area
Rehoboth School Rd
Rehoboth
Southside Circle
Monticello Estates
River Ridge
Woodmont Schools
N Flat Rock Rd
Piedmont Athletic Complex
Woodmont Acres
Griswold Lane
Longshore Estates
Owens Rd
Georgia Acres
Owens Meadows
McMahan Mill Rd
W Georgia Rd
Owens East
Eastview Rd
T.D. Bennett Farm
South Piedmont
S Piedmont Hwy
Saluda River
185
85
N
0
0.5
1
Miles

2. Develop a plan for the Oil Mill Road Planning Area.
This tract, consisting of 83 acres of forested land owned by Hollingsworth Funds, is of significant cultural, economic, and environmental value to the Piedmont community and Greenville County. This tract is located across the street from New Golden Grove United Methodist Church Cemetery and Chapel Ruins, a Black church dating back to at least 1875. The historically Black neighborhoods to the east of the railroad tracks between present-day Old Bessie Road, Gin Road, and Oil Mill Road border the tract to the north. Therefore, the area should be carefully planned prior to any development in a way that benefits the existing community. The tract borders Downtown Piedmont to the west and the Old Pelzer Road Planning Area to the east, the latter consisting of hundreds of acres of undeveloped land. Suitable uses may include:

- **Affordable Housing Development** with a focus on incorporating permanent affordable housing with shared amenities and green space, such as Community First! Village in Austin, Texas or Rivertown (see Rivertown Development Concept Map). This may also include emergency or temporary housing facilities.
- **Mixed Use Development** with a focus on community wealth building, innovation, land conservation, low-impact development, and sustainability.
- **Natural Land** as part of Grove Creek Nature Preserve, in conjunction with adjacent tracts of natural land owned by Greenville County totaling hundreds of acres. This area is just north the 1,000+ acres currently owned by Hollingsworth Funds around Grove Creek in Pelzer. Together, these lands could become a state park.
- **Research Campus** focused on agriculture, environmental sciences, or sustainability, leveraging the area's natural resources as a living laboratory. This may include a satellite campus of nearby schools such as Clemson University, Furman University, or Greenville Technical College.

3. Develop a plan for the Old Gunter Road Planning Area.
This area, consisting of hundreds of acres of undeveloped land, is currently zoned BTD, Business Technology District. This zoning classification is intended to provide a high level of design quality, site amenities, and open space for corporate headquarters, clean manufacturing, and similar business and professional office uses with compatible operations within an appealing business park atmosphere. While the area is currently limited to uses permitted in the BTD district, the properties could be rezoned at any time. Therefore, the area should be carefully planned to determine the best land use prior to any development. Suitable uses under the current zoning classification may include:

- **Mixed Employment Center** including clean manufacturing, medical/professional offices, research facilities, or similar businesses and operations.
- **Mixed Use Development** with low impact developments including residential, retail, office, and recreational facilities.
- **Natural Land** as part of a nature preserve or park. The area is just north of tracts of natural land owned by Greenville County totaling hundreds of acres, which is adjacent to the Grove Creek Planning Area. Therefore, this area could be a part of the larger Grove Creek Nature Preserve or state park.
- **Corporate Headquarters** of a regional or national company or organization.
- **Research Campus** focused on agriculture, clean manufacturing, environmental sciences, renewable energy, or sustainability. This may include a satellite campus of nearby schools such as Clemson University, Furman University, or Greenville Technical College.



4. Develop a plan for the Old Pelzer Road Planning Area.
This area, consisting of hundreds of acres of mostly forested land, largely owned by Hollingsworth Funds, is of incredible economic, environmental, and social value to the Piedmont community, as well as Greenville County. Therefore, the area should be carefully planned prior to any development. The area is adjacent to several tracts of undeveloped land totaling hundreds of acres. Suitable uses may include:

- **Mixed Use Development** with a focus on innovation, low-impact development, and sustainability.
- **Natural Land** as part of Grove Creek Nature Preserve, in conjunction with adjacent tracts of natural land owned by Greenville County totaling hundreds of acres. This area is just north the 1,000+ acres currently owned by Hollingsworth Funds around Grove Creek in Pelzer. Together, these lands could become a state park.
- **Research Campus** focused on agriculture, environmental sciences, or sustainability, leveraging the area's natural resources as a living laboratory. This may include a satellite campus of nearby schools such as Clemson University, Furman University, or Greenville Technical College.
- **Recreational Facility** or **Campground** that offers low-impact camping or recreational areas and facilities with minimal environmental footprint.
- **Educational Center** or **Museum** focused on educating visitors about local ecosystems with regular workshops on topics like native plant gardening and land and water conservation.
- **Agroforestry** and **Permaculture** projects that experiment with and showcase agroforestry and permaculture methods.

Chapter Five: Strategies

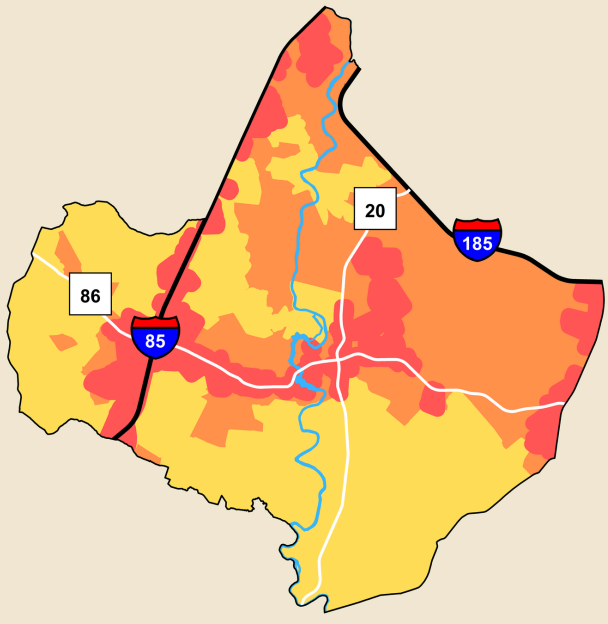
Future Land Use

It isn't a question of if, nor even when, but how. How will Piedmont grow as it undergoes a population surge unlike anything since its founding nearly 150 years ago? Will it be business as usual—that is, what standardized development practices and land use regulations tend to produce? Or, will it grow incrementally—in a way that benefits the community, respects the character of the built and natural environment, and is built at human-scale—the way that it did during its first decades after its founding nearly 150 years ago?

Growth should not merely be a series of construction projects, but a holistic enhancement of the community's fabric. By leveraging the ideas and values of the Piedmont community through the community engagement processes, these recommendations seek to realize a future that is built by the community, for the community. At the core of these recommendations is a commitment to community-driven, bottom-up actions that empower residents by prioritizing human-centric design, land stewardship, and a resilient local economy.

The Future Land Use Map designations were influenced by community feedback; analyses of existing conditions, development trends, and policy; data from Esri, the National Land Cover Database, and Green Infrastructure Center; and a theoretical framework including research and strategies from the American Planning Association, Green Infrastructure Center, and Smart Growth Network. The following pages visualize this data in a series of questions answered with maps.

Where should—and shouldn't—Piedmont grow?



Land Use Intensity

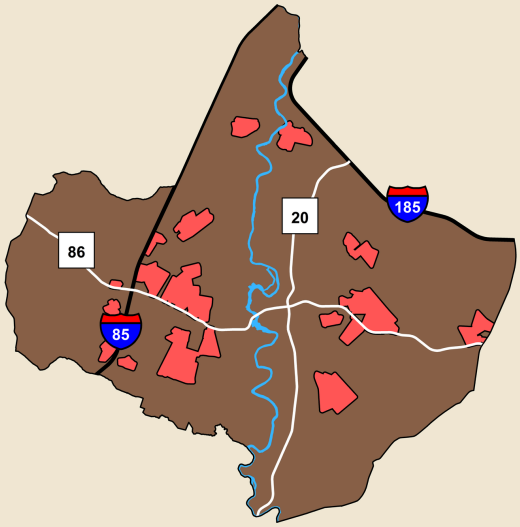
Based on aerial imagery of existing conditions, construction and permitting activity, Planning Commission approvals, and data from the Green Infrastructure Center and National Land Cover Database.

HIGH (Large nonresidential developments or high-density residential; impervious surfaces)

MODERATE (Small nonresidential developments or moderate-density residential; some impervious surfaces)

LOW (Agriculture, low-density residential on large lots, or undeveloped; mostly pervious surfaces)

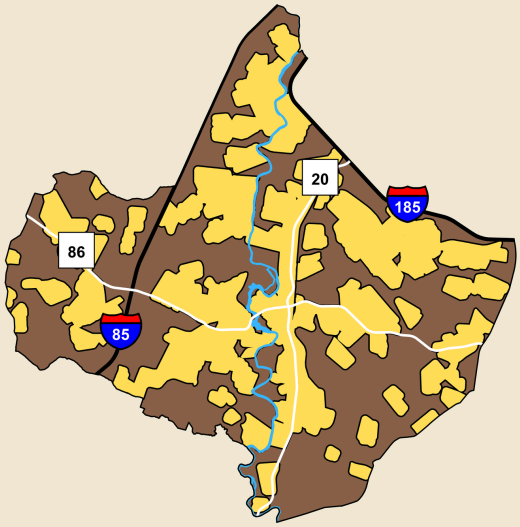
Where has Piedmont already grown?



Major Development Activity Since 2020

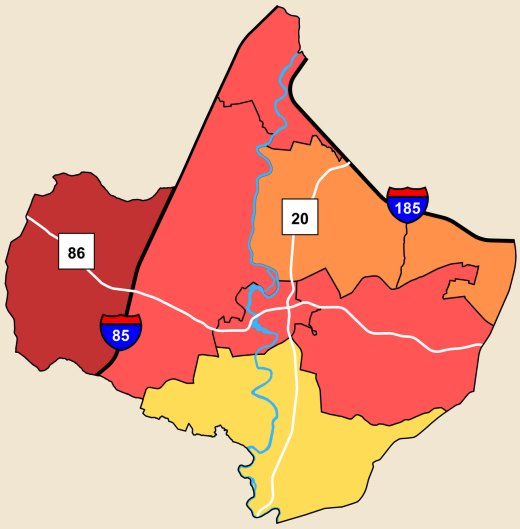
Based on aerial imagery of existing conditions, construction and permitting activity, and Planning Commission approvals.

Where do people live?



Population Clusters

Where do people work?

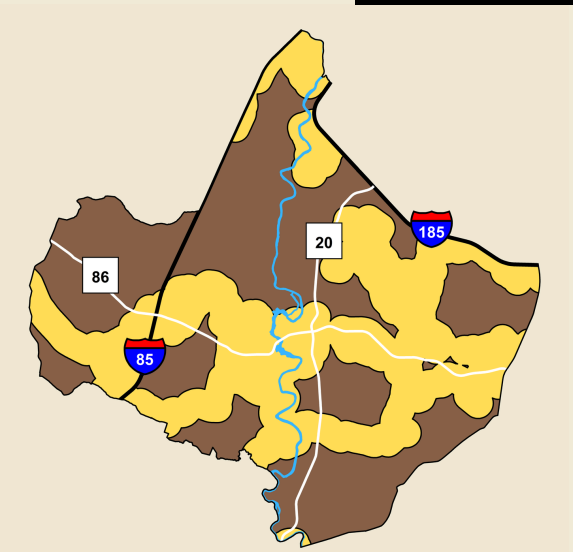


Daytime Population Percentage Workers by Character Area

Data: Esri (2023)

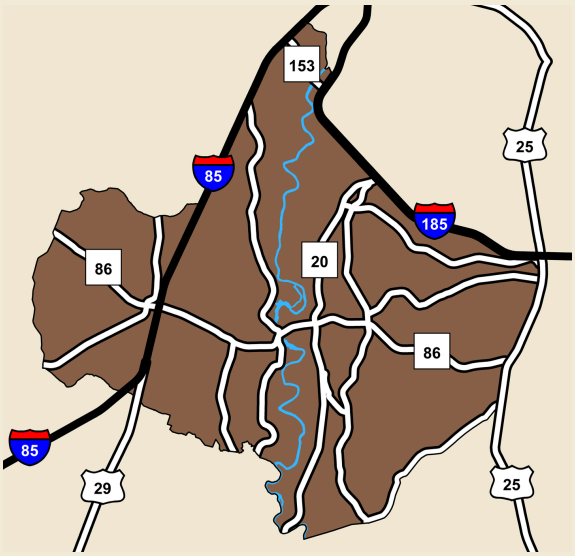
60% 30%+ 20%+ -5%

Where is infrastructure?



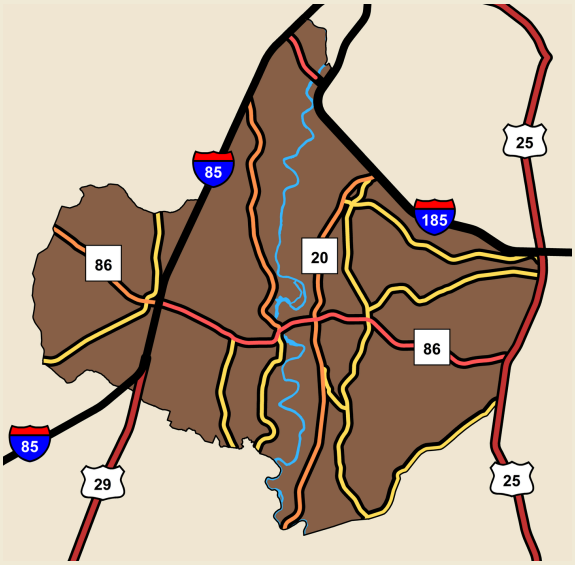
Sewer Availability

Where are major routes?



Major Transportation Routes

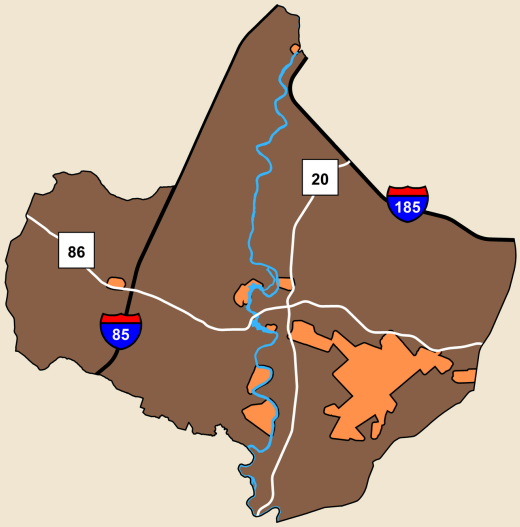
Where is traffic?



Average Annual Daily Trips (2022)

12,001+	8,001-12,000
4,001-8,000	4,000+

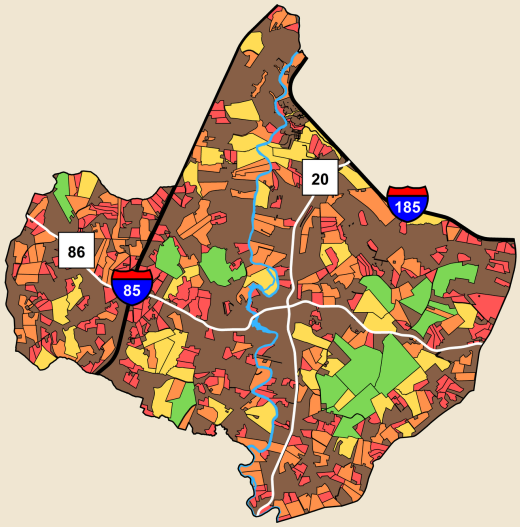
Where are anchor institutions?



Anchor Institutions

Large public or nonprofit institutions that are physically rooted in Piedmont include Anderson County, AnMed, Greenville County, Greenville County Schools, Hollingsworth Funds, and Renewable Water Resources. Collectively, they own more than 1,250 acres of land (orange) within the study area.

Where are large landowners?



Properties with Ten to One Hundred or More Acres

10+ Acres | 20+ | 50+ | 100+

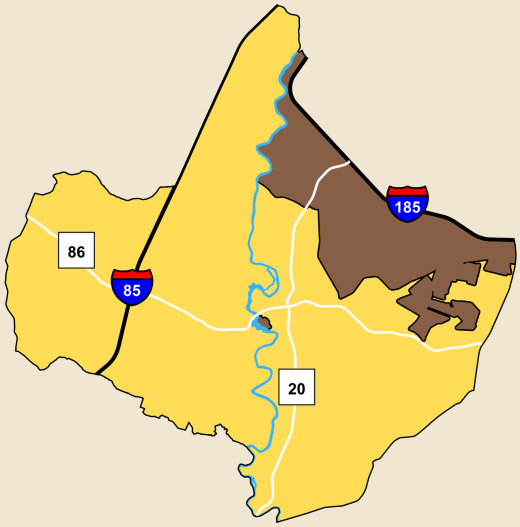
Where are public landowners?



Properties Owned by Anderson County, Greenville County, Piedmont Public Service District, and Others

Others include Greenville County Schools and Piedmont and Wren Fire Departments

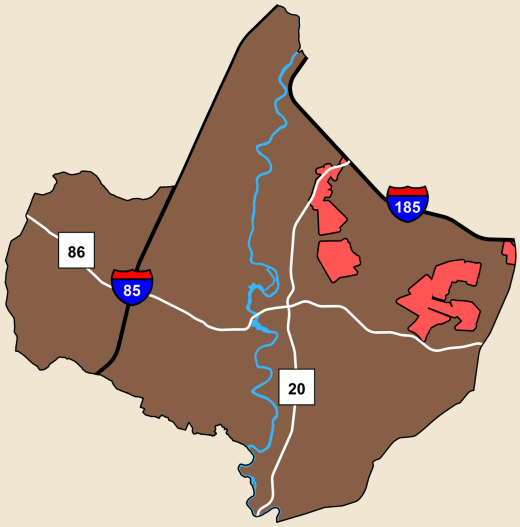
Where can you build by right?



Unzoned Properties

Unzoned properties (yellow) are not subject to any zoning, thus land use, regulations.

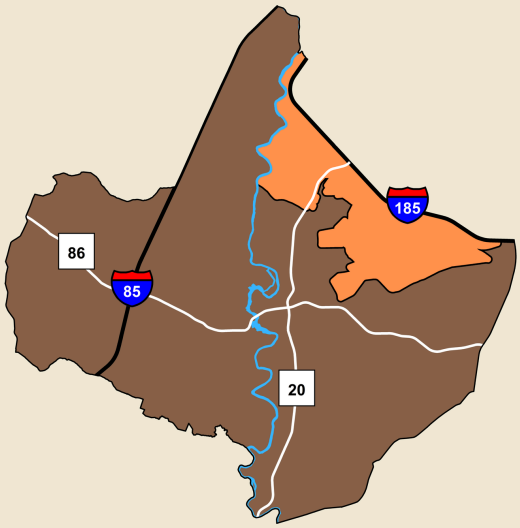
Where is housing illegal?



Nonresidential Zoning

Residential uses are not permitted on these properties (red) per the Greenville County Zoning Ordinance.

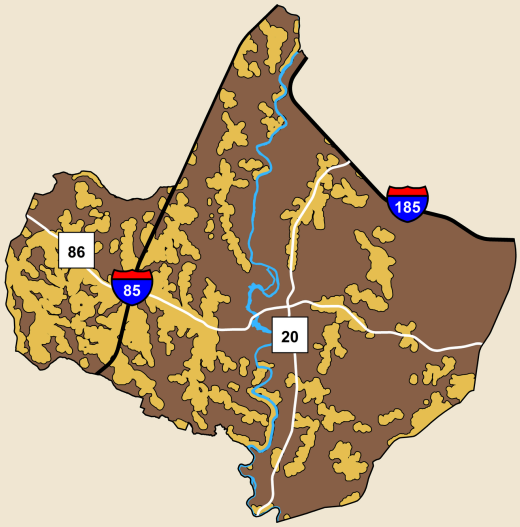
Where is mixed use illegal?



Single-Family Zoning

Single-family residential zoning (and associated uses) is practically the only permitted use by right on these properties (orange) per the Greenville County Zoning Ordinance.

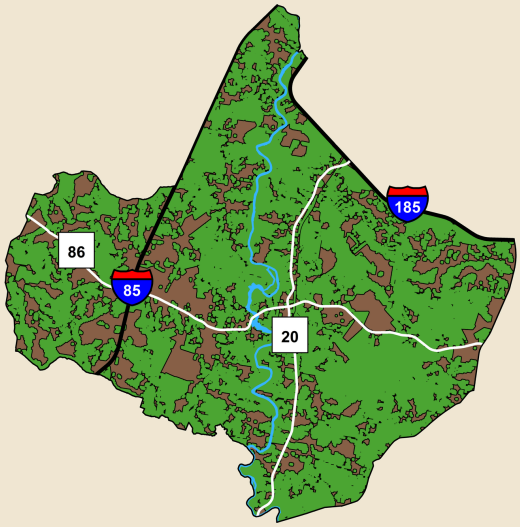
Where is farmland?



Agricultural Suitability

Data: Green Infrastructure Center (2021)

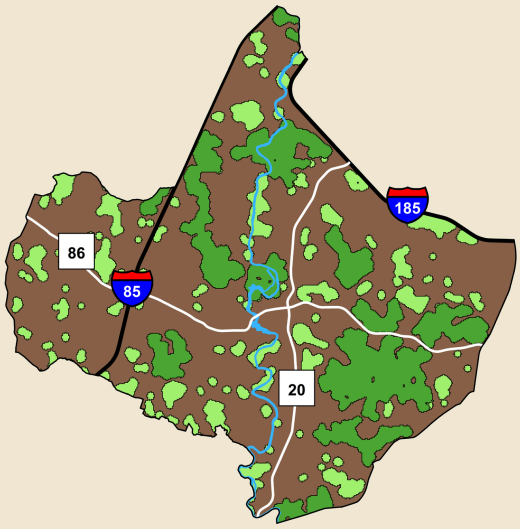
Where are trees?



Tree Canopy Cover

Data: National Land Cover Database (2021)

Where are wildlife habitats?



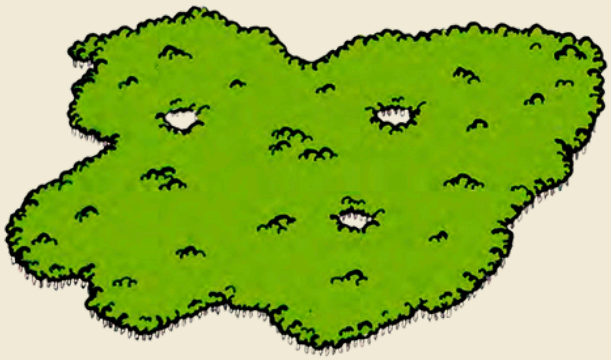
Habitat Cores and Forest Fragments

Data: Green Infrastructure Center (2021)

CORE FRAGMENT

What is a habitat core?

Habitat cores are **intact natural landscapes large enough to support interior forest or marsh or wetland dwelling species**. To be considered a habitat core, the natural landscape must encompass **more than 100 acres of intact area**. Large, intact forest cores are less impacted by disturbances and can better support area-sensitive and extinction-prone species because they retain larger populations, and their habitat is less likely to degrade through time.

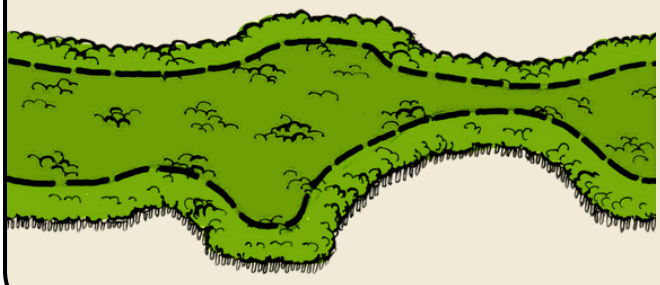


What is a forest fragment?

Forest fragments, also known as **patches**, are **smaller isolated areas of forest habitat surrounded by non-forest landscapes**, often resulting from human activities like agriculture, construction of buildings and roads, or logging. These fragments disrupt the continuity of habitat, affecting biodiversity and ecosystem functions. Fragmented forests struggle to sustain the same level of biodiversity and ecological functionality as larger, contiguous forests.

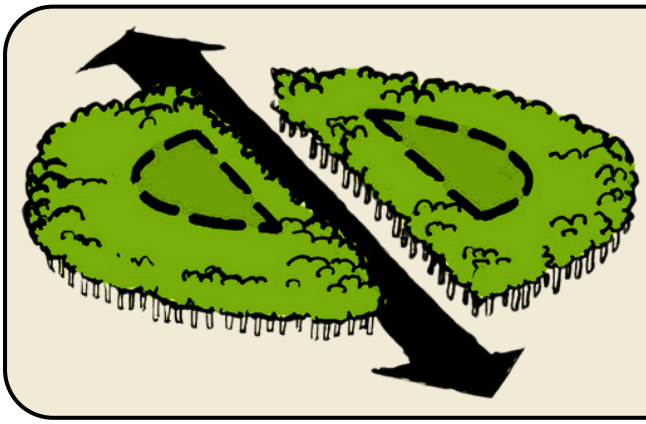


What are corridors and pathways?



Corridors and pathways are like nature's highways that connect different habitat cores and forest fragments together. These strips of land allow animals and plants to travel safely from one habitat to another, which is especially important to keep animal and plant populations healthy and diverse. The wider these corridors are, the better they are for more types of animals to use them.

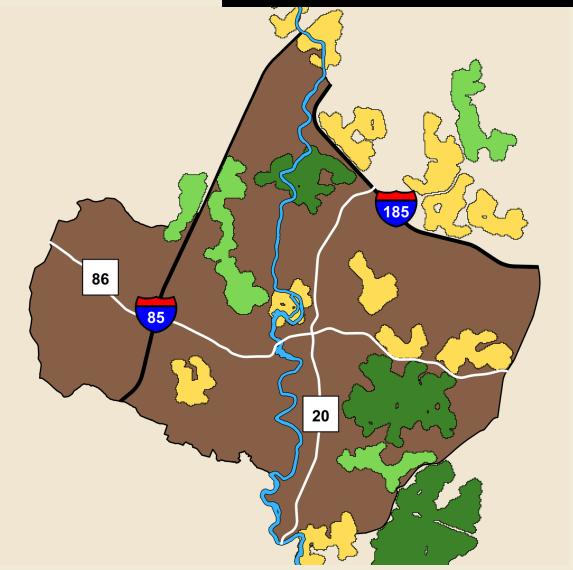
What is fragmentation?



Fragmentation happens **when large areas of natural land are broken up into smaller pieces by human activities like constructing buildings and roads**. This makes it harder for animals to find the space they need to survive and can lead to fewer types of plants and animals in the area, as they're cut off from the larger forests they need for a healthy life.

Source: Green Infrastructure Center

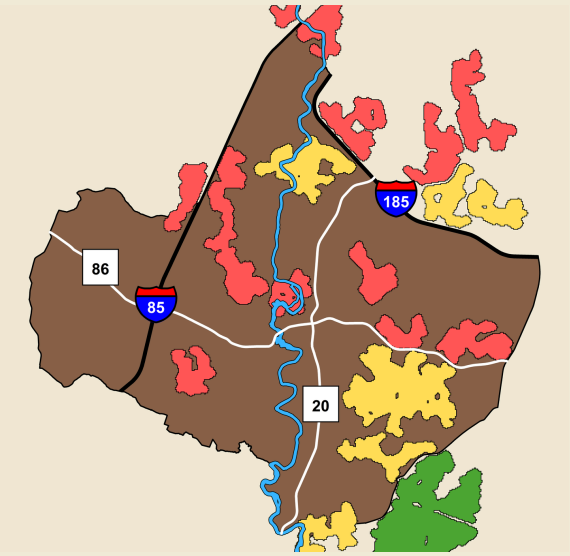
Is Piedmont at risk of fragmentation?



Quality of Habitat Cores

Data: Green Infrastructure Center (2021)

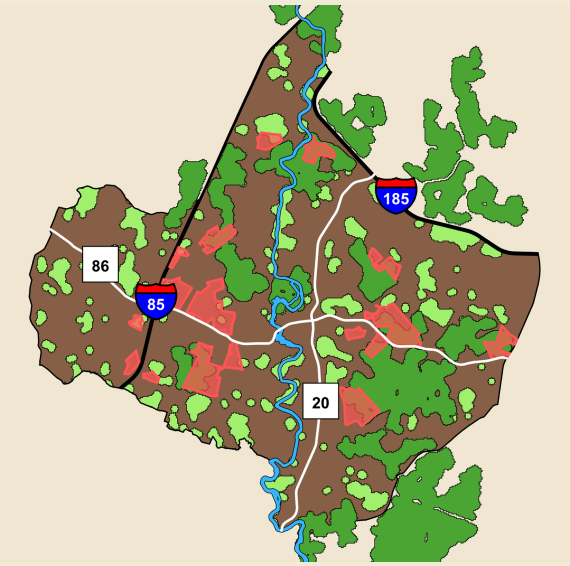
HIGHEST — LOWEST



Development Risks of Habitat Cores

Data: Green Infrastructure Center (2021)

HIGHEST — LOWEST



New Development Activity Overlaid on Habitat Cores and Forest Fragments

Data: Green Infrastructure Center (2021)

Piedmont is at risk of fragmentation if current development trends continue. As depicted in these maps, recent development activity is already encroaching into these few remaining cores.

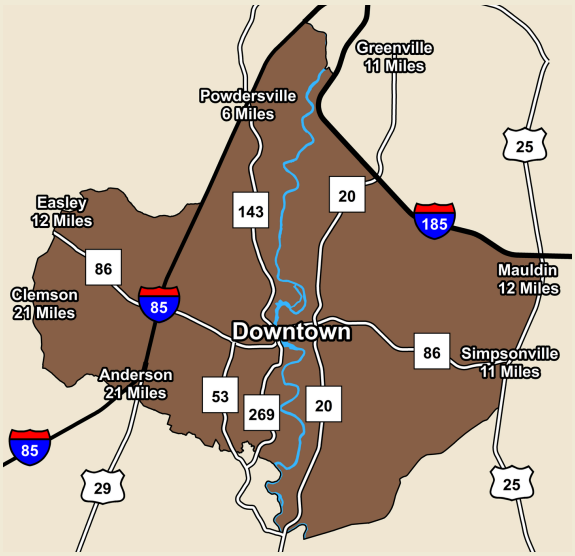
ACTIVITY | CORE | FRAGMENT

Where are activity centers?



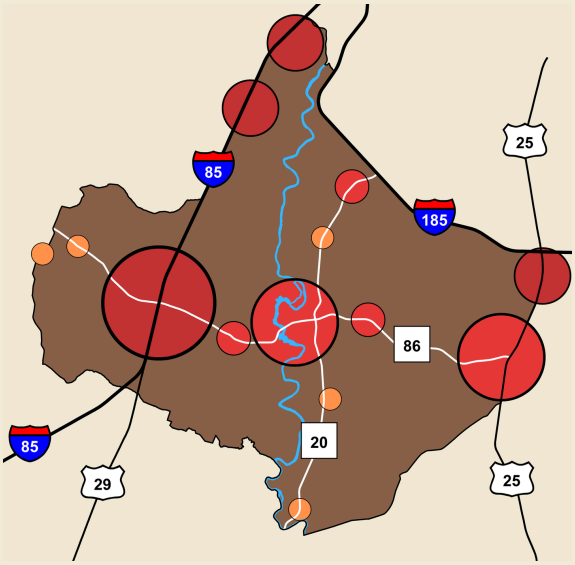
Downtown Piedmont

The urban center of the Piedmont study area and Greater Piedmont region.



Proximity to Surrounding Cities and Communities

For a complete list of trails, see Mobility Map and Recommendations.



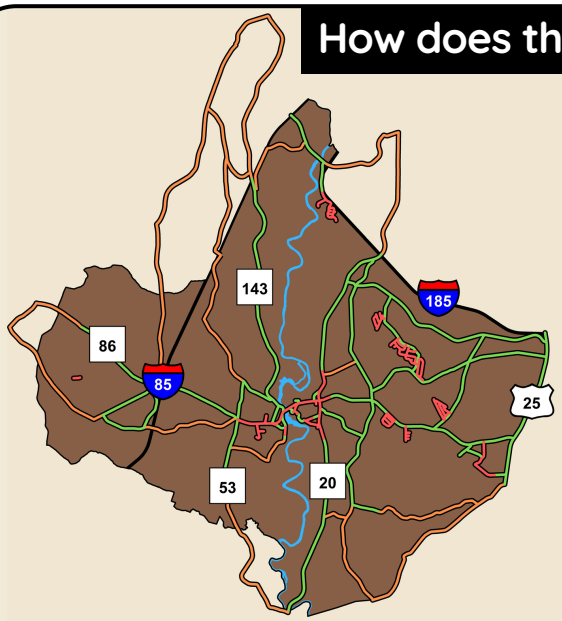
Potential Mixed Use Nodes

REGIONAL

COMMUNITY

NEIGHBORHOOD

How does this all tie together?

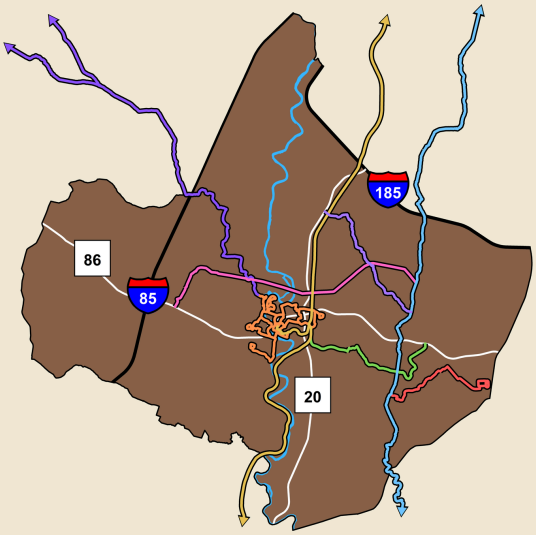


Bike Lanes, Sharrows, and Sidewalks

PROPOSED SIDEWALK

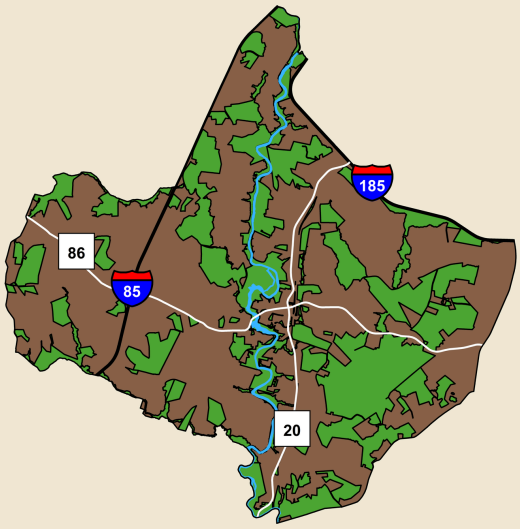
EXISTING SIDEWALK

PROPOSED BIKE LANE/SHARROW



Proposed Multi-Use Trails

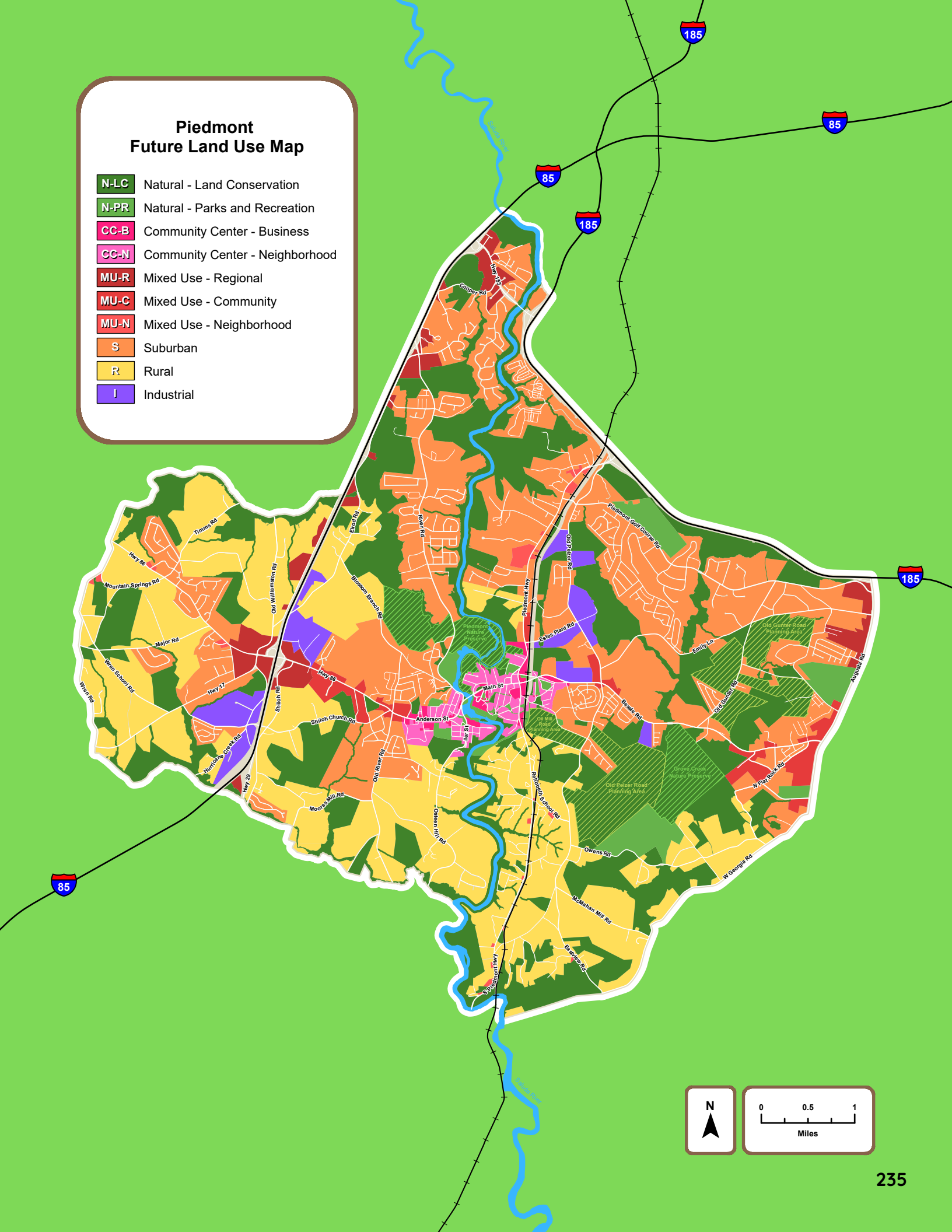
For a complete list of trails, see Mobility Recommendations and Natural Lands, Parks, and Recreation Map.



Potential Parks and Conservation Areas

For a complete list of parks and conservation areas, see Land Conservation and Parks and Recreation Recommendations and Natural Lands, Parks, and Recreation Map.




Piedmont
Future Land Use Map
N-LC Natural - Land Conservation
N-PR Natural - Parks and Recreation
CC-B Community Center - Business
CC-N Community Center - Neighborhood
MU-R Mixed Use - Regional
MU-C Mixed Use - Community
MU-N Mixed Use - Neighborhood
S Suburban
R Rural
I Industrial
185
85
Cooper Rd
Hwy 153
Timms Rd
Hwy 86
Mountain Springs Rd
Major Rd
Wren School Rd
Wren Rd
Hwy 17
Hurricane Creek Rd
Hwy 29
Old Williamston Rd
Shiloh Rd
Shiloh Church Rd
Hwy 80
Blood Rd
Blossom Branch Rd
River Rd
Old River Rd
Moores Mill Rd
Piedmont Nature Preserve
Anderson St
Main St
Jet St
Piedmont Hwy
Old Peizer Rd
Piedmont Golf Course Rd
Estes Plant Rd
Old Mill Road Planning Area
Osteen Hill Rd
Robinson School Rd
Old Peizer Road Planning Area
Grove Creek Nature Preserve
Owens Rd
McMahan Mill Rd
Eastview Rd
S Piedmont Hwy
Emily Ln
Old Gunter Road Planning Area
Old Gunter Rd
Bessie Rd
N Flat Rock Rd
W Georgia Rd
Augusta Rd
N
0
0.5
1
Miles

Future Land Use Descriptions

The Piedmont study area features ten future land use classifications designed around land conservation, parks and recreation, downtown revitalization, and mixed use, suburban, rural, and industrial place types. These classifications are crafted to reflect the values and vision of the Piedmont community in order to guide land use policy in Anderson and Greenville counties, as well as inform their respective county councils and planning commissions during development considerations. Density and use recommendations are guided by Anderson and Greenville County Future Land Use Map descriptions, aerial imagery and data analysis, community feedback, existing conditions and land use policy, and Smart Growth principles.

Natural

N-LC Land Conservation

These areas are habitat cores and patches that are critical for local ecosystems. They feature significant tree coverage or waterways. If developed, trees and soil in these areas should remain undisturbed to the greatest extent possible in order to protect local ecosystems from fragmentation.

Recommended Density: 0-1 dwelling unit per 2 acres

Recommended Uses: Undeveloped, **Wildlife Sanctuary**, **Passive Recreation** (Nature Preserve, Low-Impact Campground and Picnic Area, Trails), **Outdoor Research Facility**, **Low Impact Agriculture, Botanical Garden**

N-PR Parks and Recreation

These areas blend land conservation with active and passive recreation and low-impact development. These areas, particularly those identified as habitat cores or forest fragments, should remain largely undisturbed in order to protect local ecosystems from fragmentation.

Recommended Uses: Active Recreation (Fitness Facility, Playground, Sports Facility), **Community Facility** (Community Garden, Outdoor Education Facility, Pavilion), **Outdoor Event Facility** (Amphitheater, Open-Air Market, Outdoor Exhibition Space), **Passive Recreation**, **Wildlife Sanctuary**

Community Center

CC-B Business

These areas form business nodes, including the Anderson Street; Main Street; On the Line Junction; and Simpsonville nodes. They should promote small businesses, dining establishments, grocery and essentials stores, offices, small-scale multifamily apartments, and public facilities.

Recommended Density: 20-30 dwelling units per acre

Recommended Uses: Retail Shop (Boutique, General Store, Pharmacy, Small Grocery/Specialty Food Store, Specialty Shop), **Dining** (Bakery, Bistro/Restaurant, Cafe, Coffee/Tea Shop, Deli), **Residential** (Small Apartments, "Missing Middle" Housing, Townhome), **Live/Work Units**, **Office** (Co-working Space, Healthcare Facility, Professional Service), **Entertainment** (Arcade/Bowling Alley, Comedy Club, Cinema, Event Venue, Live Music Venue), **Community Facility** (Community Center, Soup Kitchen), **Boutique Hotel**, and **Arts/Cultural Facility** (Art Gallery, Dance Studio, Library, Museum, Performing Arts Theater)

CC-N Neighborhood

These areas consist of traditional neighborhoods with mostly historic single-family homes. They support a mix of housing types, including single-family homes, duplexes, and small multifamily units, interspersed with community-oriented features like community gardens and public facilities.

Recommended Density: 6-20 dwelling units per acre

Recommended Uses: Residential (Single-Family Home, Alternative Permanent Housing, Accessory Dwelling Units, Cottage Court, Duplex/Triplex/Fourplex), **Community Garden**, **Community Facility** (Community Center, Park/Playground/Plaza, School), **Small Retail/Service Shop** (Childcare Facility, Corner Store, Home-Based Business), **Creative Studio**, and **Bed-and-Breakfast**

Mixed Use

MU-R Regional

These areas are hubs of commercial and industrial activity, primarily centered around interstate frontage. They consist of large-scale nonresidential developments and high-intensity residential developments. These areas serve both local and nonlocal populations.

Recommended Density: 20-30 dwelling units per acre

Recommended Uses: Mixed-Use Building/Development, Shopping Center/Group Commercial Development, Big Box Store, Business Park/Group Industrial Development, Hotel, Office, and Self-Storage Facility

MU-C Community

These areas are located along important thoroughfares, such as Highway 86, and provide a mix of local and nonlocal businesses and services. These areas primarily serve local populations and should incorporate pedestrian-friendly designs that enhance the public realm.

Recommended Density: 12-20 dwelling units per acre

Recommended Uses: Mixed-Use Building, **Retail** (Garden Center/Nursery, Hardware/ Home Improvement Store), **Restaurant** (Dine-In and Drive-Thru), **Residential** (Multifamily Apartments, Townhome Development), **Entertainment** (Event Venue, Movie Theater, Play Center), **Community Facility** (Community Center, Park/Playground/Plaza, School), **Grocery Store**, **Healthcare Facility**, **Office**, and **Service Providers** (Automobile Service Facility, Bank, Fitness Center/Gym, Pet Service/Veterinary Clinic, Salon/Spa)

MU-N Neighborhood

These areas feature local, small businesses and services situated in or near neighborhoods or population clusters. These areas primarily serve local populations and should promote pedestrian-friendly design that is contextual to surrounding properties.

Recommended Density: 6-12 dwelling units per acre

Recommended Uses: Retail Shop (Boutique, General Store, Pharmacy, Small Grocery/ Specialty Food Store, Specialty Shop), **Dining** (Bakery, Bistro/Restaurant, Cafe, Coffee/Tea Shop, Deli), **Live/Work Units**, **Community Facility** (Community Center, Park/Playground/ Plaza, Pavilion), **Community Garden**, **Creative Studio**, **Childcare Facility**, and **Bed-and-Breakfast**

S Suburban

These areas provide a transition between higher-density urban areas and rural landscapes. They largely consist of single-family residences on smaller lots, or as part of a cluster development. They may also include multifamily apartments or townhomes.

Recommended Density: 1-4 dwelling units per acre

Recommended Uses: Residential (Single-Family Home, Conservation Subdivision Development, Small Apartments), **Community Facility** (Community Center, Park/Playground/Plaza, School), **Community Garden**, **Care Facility** (Childcare, Nursing Home, Senior Care), **Low-Impact Campground and Picnic Area**, and **Small Retail/Service Shop** (Arts and Crafts Workshop, Farmstand, Home-Based Business)

R Rural

These areas consist of agricultural lands and large tracts of land. Single-family residential lots tend to be larger than one acre. Large-scale developments are discouraged in these areas in order to promote land conservation and the preservation of the rural landscape and open spaces.

Recommended Density: 0-1 dwelling units per 2 acres

Recommended Uses: Agriculture, **Garden Center/Greenhouse/Nursery**, **Fishing Lake/Pond**, **Land Conservation**, **Residential** (Single-Family Home), **Small Retail/Service Shop** (Farmstand, Home-Based Business), **Agritourism**, **Bed-and-Breakfast**, **Equestrian Activities**, **Outdoor Research Facility**, **Passive Recreation**, **Renewable Energy Facility**, and **Undeveloped**

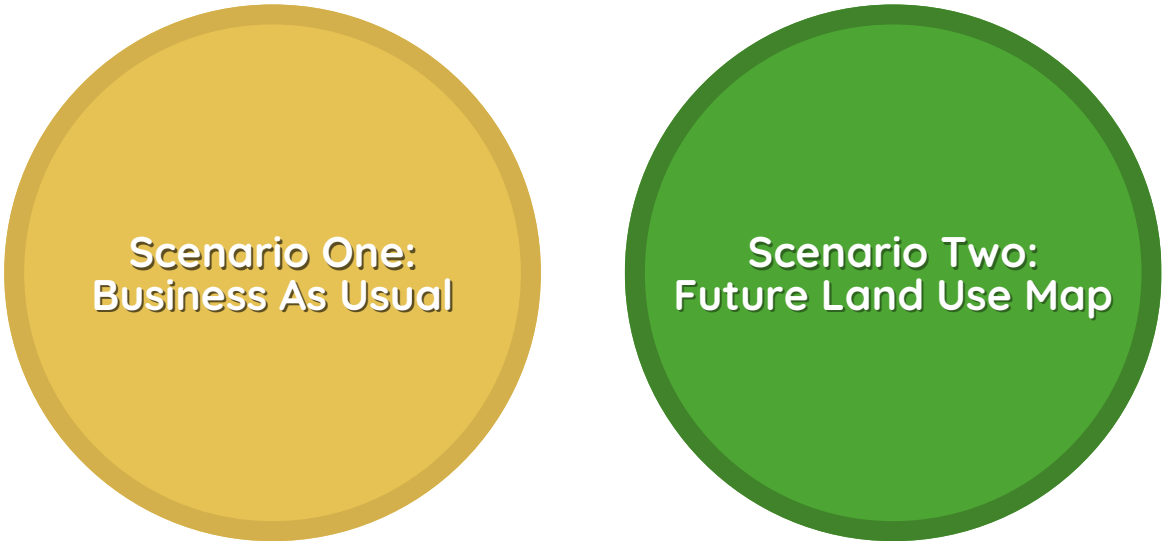
I Industrial

These areas are employment centers that consist of business parks, clean manufacturing facilities, services, warehousing, and other light industrial activities. They are strategically located to facilitate access to transportation networks and supply chains.

Recommended Uses: Business Park/Group Industrial Development, Clean Manufacturing/ Light Industrial, Production Studio, Self-Storage Facility, Warehousing/Distribution Center

Future Growth Scenarios

Creating and analyzing future growth scenarios involves a combination of data analysis, forecasting techniques, and stakeholder input. It often utilizes geographic information systems (GIS), simulation models, and other analytical tools to generate and visualize outcomes.

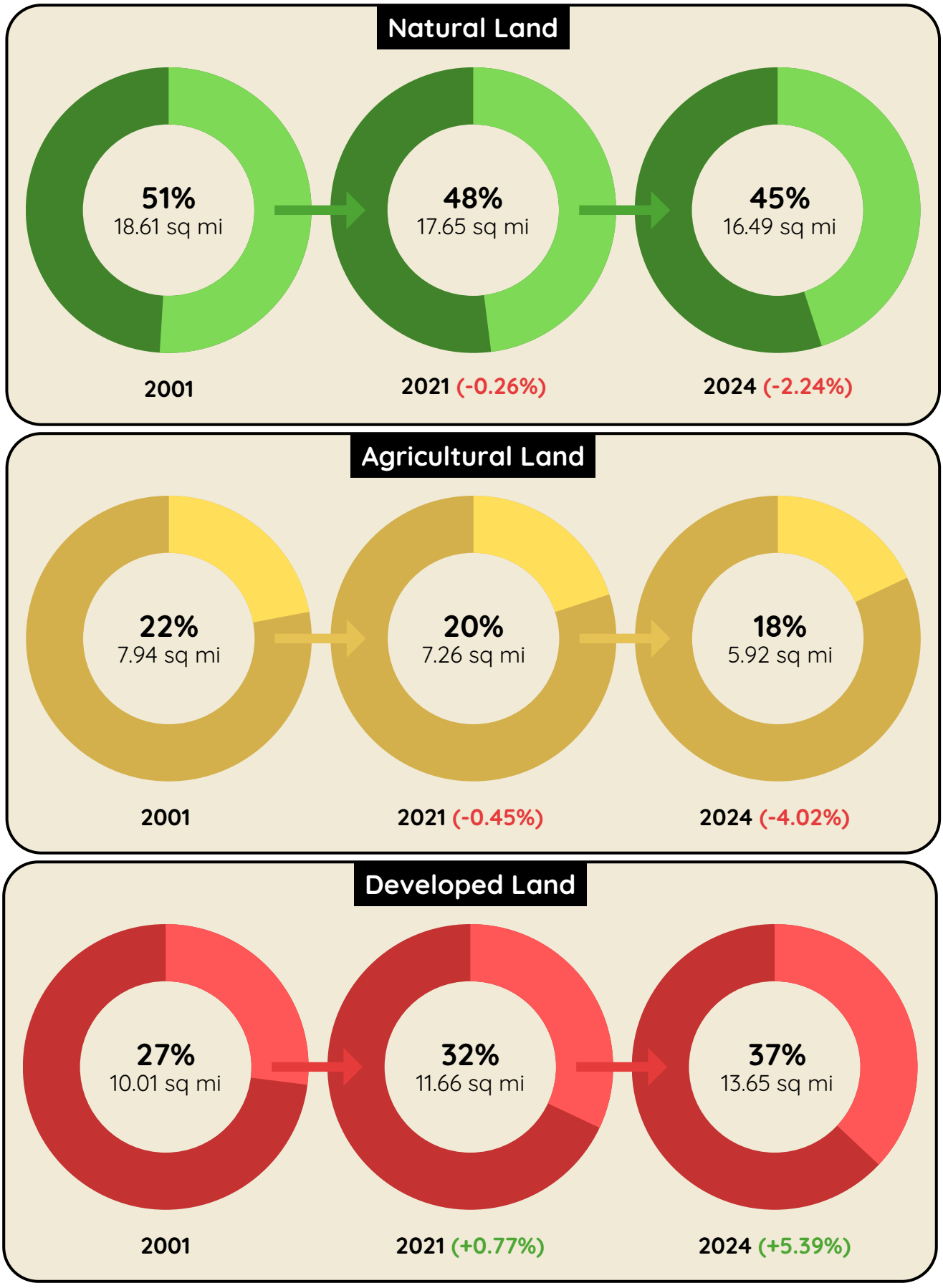


Future Land Cover Change Analysis

An analysis comparing 2001 Land Cover data from the National Land Cover Database to the same 2021 data categorizes land cover into detailed groups, which were then aggregated into three broader categories: natural land, agricultural land, and developed land. The **Natural Land** category amalgamates open water, deciduous forest, mixed forest, evergreen forest, woody wetlands, and emergent herbaceous wetlands, representing the area's inherent ecosystems. **Agricultural Land** encompasses shrub/scrub, grassland/herbaceous, pasture/hay, and cultivated crops, reflecting the region's rural character and farming activities. Meanwhile, **Developed Land** includes developed open spaces, low, medium, and high-intensity developed areas, and barren land, illustrating the extent of human settlement and alteration of the landscape. For more information about the data, see Land Cover Map and descriptions.

In 2001, the distribution of land was reported as 51% natural, 22% agricultural, and 27% developed. By 2021, changes were evident, with natural land decreasing to 48%, agricultural land to 20%, and developed land increasing to 32%. These shifts were examined alongside population growth from 12,508 in 2000 to 17,189 in 2020, marking a 1.6% annual increase, and a rise to a 3.2% growth rate since 2020. Next, the 2021 data was updated to include new major developments in Piedmont since 2020, which showed natural land decreasing to 45%, agricultural land to 18%, and developed land increasing to 37% in less than four years. To project future growth, the analysis first calculated the annual rates of change for each land use category based on past data. The rates were then adjusted to reflect the post-2020 population growth increase, applying them to future projections for the next twenty years (2021-2041).

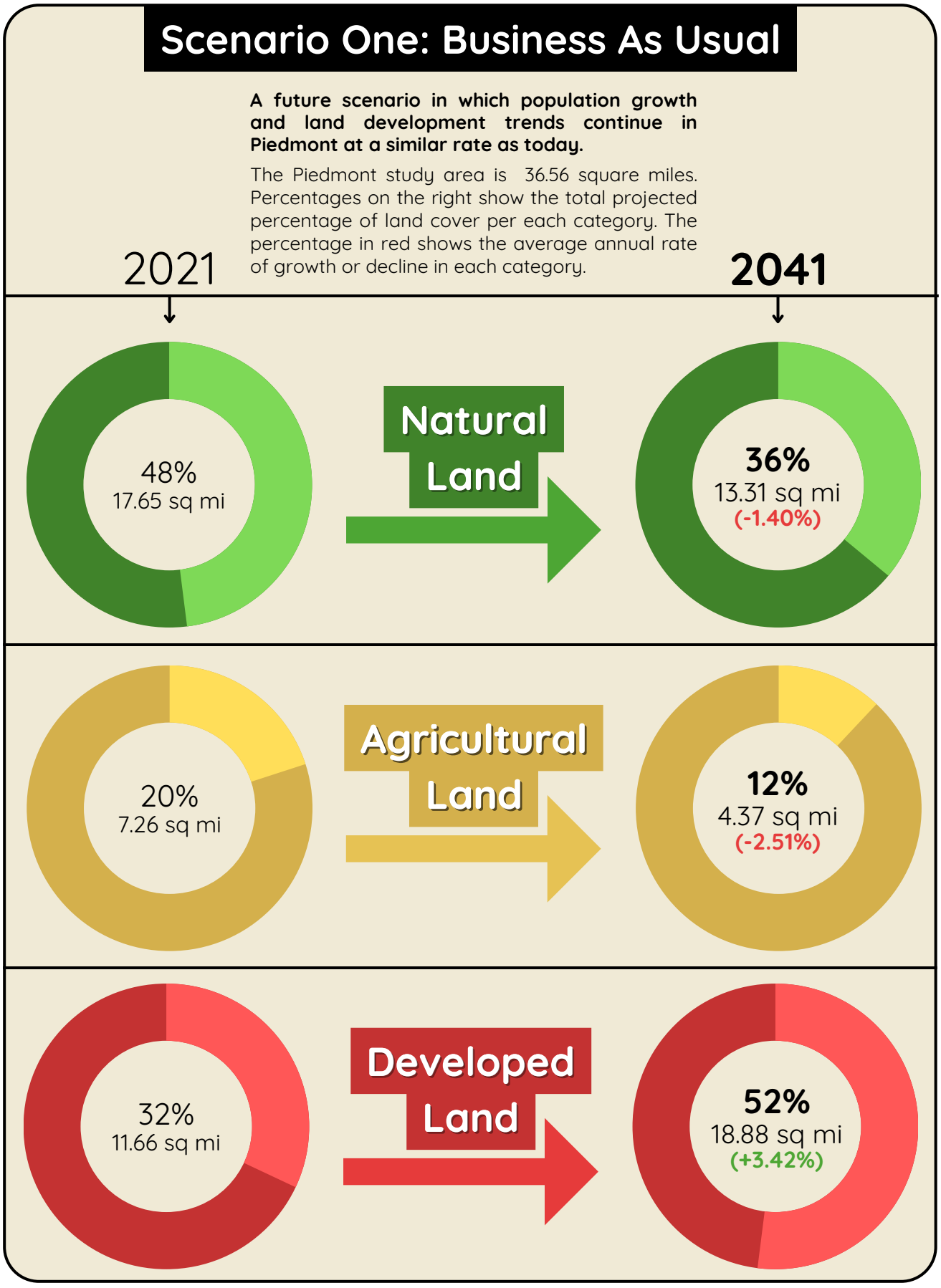
Scenario One, which projects a future in which population growth and land development trends continue at a similar rate as today, sees developed land cover as much as 52% of the entire study area, an increase from 32% in 2021. Conversely, Scenario Two, which projects a future in which developed land is limited to only 15.06 square miles using the combined square mileage of the community center, mixed use, suburban, and industrial future land use classifications, sees developed land limited to only 41%.


Natural Land
51%
18.61 sq mi
48%
17.65 sq mi
45%
16.49 sq mi
2001
2021 (-0.26%)
2024 (-2.24%)
Agricultural Land
22%
7.94 sq mi
20%
7.26 sq mi
18%
5.92 sq mi
2001
2021 (-0.45%)
2024 (-4.02%)
Developed Land
27%
10.01 sq mi
32%
11.66 sq mi
37%
13.65 sq mi
2001
2021 (+0.77%)
2024 (+5.39%)

Scenario One: Business As Usual

A future scenario in which population growth and land development trends continue in Piedmont at a similar rate as today.

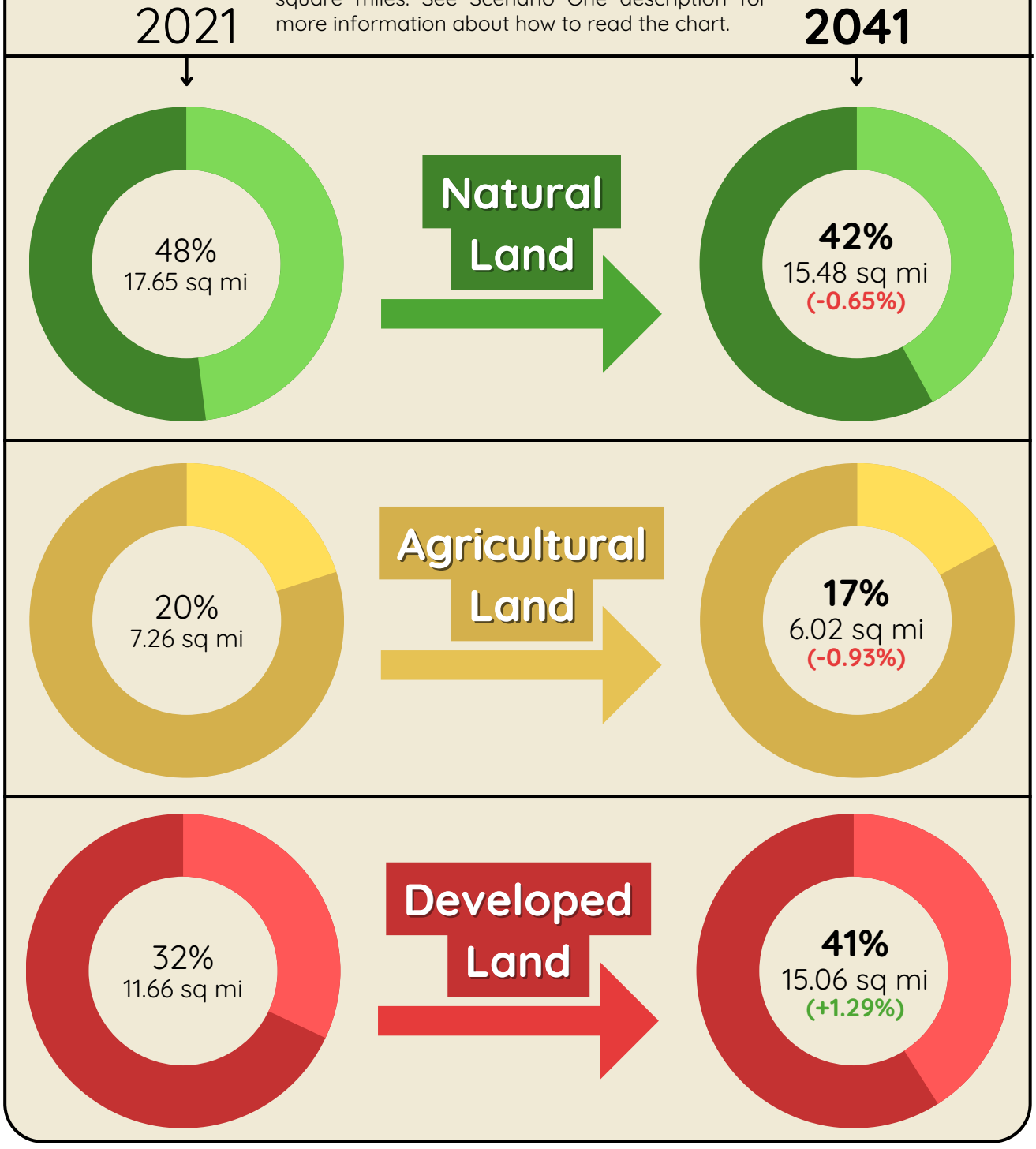
The Piedmont study area is 36.56 square miles. Percentages on the right show the total projected percentage of land cover per each category. The percentage in red shows the average annual rate of growth or decline in each category.



Scenario Two: Future Land Use Map

A future scenario in which population growth and land development trends continue in Piedmont at a similar rate as today, but focused into only fifteen square miles, as recommended by the Future Land Use Map.

The Piedmont study area is about 36 and a half square miles. See Scenario One description for more information about how to read the chart.



Goals and Objectives

Goals are broad, overarching statements that describe the desired future state or outcomes of Piedmont. They are typically long-term and set the direction for implementation. Goals reflect community values and aspirations. **Objectives** are specific actions or steps that help achieve the broader goals. They are more detailed and provide a clear framework for implementation of the goals.

Goal #1: Restore and transform Downtown Piedmont into a hub of activity, small businesses, culture, experiencing nature, and outdoor recreation to promote socioeconomic development and enhance community pride and quality of life.

Objectives:

1.1: Form a Business Improvement District.

1.2: Form a Community Development Corporation.

1.3: Form a Community Land Trust.

1.4: Apply for grants, tax credits, or other sources of funding. Specifically:

- Community Development Block Grant (CDBG):
  - Anderson County: South Carolina Community Development Block Grant (CDBG) Program
  - Greenville County: Greenville County Redevelopment Authority (GCRA)
- GCRA Grant Assistance Partnership (GAP) Program
- Ten at the Top Elevate Upstate Grants Initiative
- Bailey Bill Property Tax Incentive
- South Carolina Conservation Bank
- South Carolina:
  - Department of Commerce, Division of Grants Administration
  - Department of Natural Resources
  - Department of Parks, Recreation and Tourism
- South Carolina State Abandoned Building Credit
- South Carolina State Historic Tax Credit
- National Endowment for the Arts (NEA) Our Town Grant
- National Fish and Wildlife Foundation
- National Park Service (NPS):
  - Cultural Resources, Partnerships, and Science Directorate
  - Outdoor Recreation Legacy Partnership Grants Program
  - State, Tribal, and Local Plans and Grants Division
  - Underrepresented Communities Grant Program (URC)
- United States:
  - Department of Housing and Urban Development (HUD) Grants
  - Economic Development Administration (EDA):
    - Public Works Program
    - Economic Adjustment Assistance Program
  - Federal Highway Administration (FHWA) Recreational Trails Program

1.5: Acquire abandoned, underutilized, or vacant buildings. Potential partners may include the Greenville County Redevelopment Authority.

1.6: Acquire historic buildings and sites for historic preservation, restoration, and promotion. Potential partners may include the Greenville County Historic and Natural Resources Trust, Piedmont Historical Preservation Society, Upstate Preservation Trust, and Preservation South Carolina.

1.7: Acquire large, undeveloped parcels or establish easements for land conservation. Potential partners may include the Greenville County Historic and Natural Resources Trust, Naturaland Trust, Nature Conservancy, South Carolina Department of Natural Resources, and Upstate Forever.

1.8: Rezone the old Greenville County mill site, commonly referred to as Piedmont Village, to FRD, Flexible Review District. This would involve coordination with the property owner(s) and Greenville County Zoning Administration. Specifically: Tax Map Numbers (TMN) 0616110100101, 0616110100102, 0616110100103, 0616110100104, 0616030114000, and 0616030115100.

1.9: Nominate the Piedmont Mill Village for national historic district designation. This could involve the Piedmont Historical Preservation Society. For a map of district boundaries, see Downtown Piedmont Historic District Map.

- This may also be divided into smaller character area boundaries: Anderson Street and Simpsonville districts in Anderson County; and East Main Street and Oil Mill Tract, Main Street, and On the Line Junction districts (Greenville County).

1.10: Nominate Anderson Street and Simpsonville for local historic district designation in Anderson County. This could involve the Piedmont Historical Preservation Society. For a map of district boundaries, see Downtown Piedmont Historic District Map. Roughly:

- Anderson Street: Anderson St, Iler St, Prospect St, Haynes St, Archie St, McElrath St, Oak Hill St, Academy St, Cassina Rd, Donald St, Marshall St, King St, Transylvania St, Park Row, Hardeman Rd, Bagwell Dr, Tibwin Rd
- Simpsonville: Anderson St, Circle Dr, Clyburn Rd

1.11: Nominate Main Street, East Main Street and Oil Mill Tract, and On the Line Junction for local historic district designation in Greenville County. This could involve the Piedmont Historical Preservation Society. For a map of district boundaries, see Downtown Piedmont Historic District Map. Roughly:

- **Main Street:** Main St, Hotel Hill, Mill St, Ridge Row Street, Piedmont Ave, River St, Orr St, Sloan St, Spring St, Hammett St, Langston St, Liberty St, Pine Bluff St, Sue Cleveland Elementary School Rd, Underwood Ave
- **East Main Street and Oil Mill Tract:** E Main St, Gin Rd, Oil Mill Rd, Old Bessie Rd, On the Line Dr, Patterson St, Playground Rd, Boyce St, Flanagan Rd, E Oak Hill Ct
- **On the Line Junction:** Piedmont Hwy, Estes Plant Rd, Greenville St, Church St, Lee St

1.12: Nominate individual historic buildings and cultural sites for national designation. Potential partners may include the Piedmont Historical Preservation Society and Upstate Cemetery Preservation Alliance of South Carolina**.** For a complete list of potential historic properties, see Appendix C. Specifically:

- Piedmont MFG Co. Mill No. 3 Cotton Warehouse
- Brick Yard Lake Site
- Old Drug Store
- Old Jail
- Old McAbee Grocery
- New Golden Grove Methodist Cemetery and Chapel Ruins
- Ball Hill Park Site
- Old Payne's Grocery
- Old Peden's Store
- Saluda Oil Mill Site
- Old Sue Cleveland Elementary
- Piedmont Train Depot Site
- Piedmont Community Building
- Piedmont Dam
- Piedmont MFG Co. Mill No. 2 Cotton Warehouse
- Piedmont Water Tower
- Piedmont YWCA
- Hotel Hill Memorial Monuments
- Old Downtown Cafe
- Old Five and Dime Store
- Old Water Treatment Plant
- Piedmont Methodist Church
- Old Garage and Repair Shop
- Old General Store
- Piedmont Wesleyan Church

1.13: Nominate individual historic buildings and cultural sites for local designation in Anderson County. Potential partners may include the Piedmont Historical Preservation Society and Upstate Cemetery Preservation Alliance of South Carolina. For a complete list of potential historic properties, see Appendix C. Specifically:

- Piedmont MFG Co. Mill No. 3 Cotton Warehouse
- Brick Yard Lake Site
- Old Drug Store
- Old Jail
- Old McAbee Grocery
- Old Garage and Repair Shop
- Old General Store
- Piedmont Wesleyan Church

1.14: Nominate individual historic buildings and cultural sites for local designation in Greenville County. Potential partners may include the Piedmont Historical Preservation Society and Upstate Cemetery Preservation Alliance of South Carolina. For a complete list of potential historic properties, see Appendix C. Specifically:

- New Golden Grove Methodist Cemetery and Chapel Ruins
- Ball Hill Park Site
- Old Payne's Grocery
- Old Peden's Store
- Saluda Oil Mill Site
- Piedmont Community Building
- Piedmont Dam
- Piedmont MFG Co. Mill No. 2 Cotton Warehouse
- Piedmont Water Tower
- Piedmont YWCA
- Hotel Hill Memorial Monuments
- Old Downtown Cafe
- Old Five and Dime Store
- Old Water Treatment Plant
- Piedmont Methodist Church
- Old Sue Cleveland Elementary School
- Piedmont Train Depot Site

Goal #2: Protect forests, rivers, and wildlife habitats—more generally the natural environment—from clear-cutting, mass grading, and other harmful development practices to support biodiversity, preserve critical ecosystems, enhance community quality of life, reduce energy consumption and costs for businesses and residents, and safeguard access to natural resources for future generations in Piedmont.

Objectives:

2.1: Form a Community Land Trust.

2.2: Apply for grants and other sources of funding. Specifically:

- South Carolina Conservation Bank
- South Carolina:
  - Department of Natural Resources
  - Department of Parks, Recreation and Tourism
- National Fish and Wildlife Foundation
- National Parks Service (NPS) Rivers, Trails, and Conservation Assistance Program
- Trust for Public Land

2.3: Follow strategies outlined by the South Carolina Office of Resilience in the Strategic Statewide Resilience and Risk Reduction Plan.

2.4: Advocate for moratoriums or outright bans on clear-cutting and mass grading, especially in areas identified as habitat cores by the Green Infrastructure Center.

2.5: Coordinate with local nonprofits, such as Upstate Forever, to establish conservation easements.

2.6: Organize regular tree planting events. This could involve partnering with TreesUpstate.

2.7: Engage the public through educational campaigns targeting land conservation. Use resources from:

- Anderson County Soil and Water Conservation District
- Green Infrastructure Center
- Greenville County Soil and Water Conservation District
- Shi Institute for Sustainable Communities
- Upstate Forever

Potential Partners: Anderson County Soil and Water Conservation District, Green Infrastructure Center, Greenville County Soil and Water Conservation Districts, Hollingsworth Funds, Save Our Saluda, Shi Institute for Sustainable Communities, South Carolina Department of Natural Resources, TreesUpstate, Upstate Forever, National Parks Service (NPS), The Nature Conservancy

Goal #3: Designate land as open space with public access for active and passive recreation to promote current and future access to athletic and fitness facilities, nonhuman nature, and waterways in Piedmont.

Objectives:

3.1: Coordinate with the Anderson County Parks Department.

3.2: Coordinate with the Greenville County Parks, Recreation, and Tourism Department.

3.3: Form a Community Land Trust.

3.4: Apply for grants and other sources of funding. Specifically:

- South Carolina Department of Parks, Recreation and Tourism
- South Carolina Land and Water Conservation Fund (LWCF)
- Federal Highway Administration (FHWA) Recreational Trails Program
- National Parks Service (NPS) Outdoor Recreation Legacy Partnership Grants Program

3.5: Establish a nature preserve around the bend in the Saluda River at the mouth of Big Brushy Creek north of Downtown Piedmont and Piedmont Riverfront Park. Specifically: In Anderson County, TMN 2400003007, 2400003006, 2400002006, and 2400002005; in Greenville County, TMN 0616010107800, 0616010108700, 0616010108600, 0616010108900, 0616010108800, and 0616010107300 in Greenville County owned by Metromont Development Corporation; 0616060101600, owned by Greenville County; and 0616010109000

3.6: Establish a nature preserve around Grove Creek east of Old Pelzer Road between Bessie Road and Owens Road. Specifically: TMN 0610030101000 located in and owned by Greenville County; could be expanded to include 0610060101100 and 0610030101100 owned by Hollingsworth Funds; 0602010105800 previously owned by Hayne Hipp; 0610040100503; 0602010101700; 0610030101300; and a portion 0610040100500, among other adjacent identified conservation areas

3.7: Establish a nature preserve around Big Brushy Creek between Elrod Road and River Road. Specifically: TMN 2390003034, 2390003050, 2390003051, 2390003009, 2390003001, 2390003054, 2380007010, 2380007009, 2380007008, 2380007022, 2380007006, and 2380006004 in Anderson County

3.8: Establish a state park incorporating any of the boundaries listed above; a combination of two or more boundaries; or other identified conservation areas. This would involve coordination with local, state, and federal agencies.

3.9: Establish parks for active and passive recreation. Specifically:

- Grove Creek Park: Portion of TMN 0611010100100 located in and owned by Greenville County; could be expanded to include 0611010101100 owned by Renewable Water Resources (ReWa) and 0611010101102
- Piedmont Village Park: In Anderson County, TMN 2410101001, 2410101055, and 2410101057 owned by Summerhill Properties and 2400109001 and 2410101042 owned by Aquenergy Systems; in Greenville County, TMN 0616030115200, 0616110100101, and 0616030115100 owned by Piedmont Village Partners and TMN 0616030105200 0616030113900 owned by Greenville County
- Piedmont Mill Trail Linear Park: See Goal 8 Objective 10
- Piedmont Rail Trail Linear Park: See Goal 8 Objective 10
- Beattie Park: TMN 2410002015 in Anderson County owned by Piedmont Presbyterian Church
- Hotel Hill Park: In Greenville County, TMN 0616030114300 and 0616030101802 owned by Piedmont Public Service District; 0616030115900 owned by Westpoint Stevens; and 0616030114007 and 0616030114700 owned by Hilltop Incorporated
- Oil Mill Park: TMN 0610060101100 in Greenville County owned by Hollingsworth Funds
- On the Line Park: TMN 0616040102000 and 0616040101700 in Greenville County owned by Saint Matthew Baptist Church.
- Rivertown Park: Portion of TMN 0616060101600 located in and owned by Greenville County
- Railroad Park: TMN 0610060101102, 0616050101500, and 0616050101400 in Greenville County following an abandoned railroad line

3.10: Improve and expand existing parks. Specifically:

- Piedmont Riverfront Park located in and owned by Anderson County:
  - Could be expanded to include TMN 2400003007, 2400003006, and 2400002006;
  - Could add sidewalk along River Rd;
  - Could connect Saluda Approach, Loop, and Saluda Ridge Trails to sidewalk; or
  - Could collaborate with Greenville County or other organization to establish a joint-county park.
- Thomas C. Pack, Jr. Memorial Park located in Anderson County and owned by Piedmont Public Service District:
  - Could plant more trees to provide shade;
  - Could be expanded to include TMN 2400101010 and 2400101030; or
  - Could connect to Melonie Dr, River Rd, and Piedmont Riverfront Park via street-based or multi-use trails;
- Piedmont Athletic Complex located in and owned by Greenville County:
  - Could restore Old Woodmont High School for adaptive reuse as a community or recreational facility;
  - Could improve/provide sidewalks along Woodmont School Rd and Augusta Rd; or
  - Could plant more trees to provide shade.

Potential Partners: Anderson County Parks Department; Greenville County Parks, Recreation, and Tourism Department; Piedmont Public Service District; Anderson County; Greenville County; Hollingsworth Funds; Upstate Forever; National Park Service

Goal #4: Support and empower local artisans, businesses, entrepreneurs, farms, makers, and services to promote socioeconomic development that benefits community members directly and increase access to fresh, locally-sourced food.

Objectives:

4.1: Establish a community garden.

4.2: Form a food cooperative.

4.3: Establish a regular farmers market.

4.4: Collaborate with local farms and makers to host seasonal pop-up markets.

4.5: Support local farms with on-site farmstands/produce markets to provide opportunities for building relationships with the places and people who grow local food.

4.6: Promote existing local farms, farmstands, and produce markets, especially those within walkable distances of population clusters.

Potential Partners: Anderson County, Farm in the Wildwood, Greenville County, Piedmont Community Alliance, Piedmont Emergency Relief Center (PERC)

Goal #5: Provide resources for at-risk groups, households, and individuals facing educational, economic, environmental, physical, or social barriers to ensure all Piedmont residents live a comfortable and dignified life.

Objectives:

5.1: Improve and expand Piedmont Emergency Relief Center (PERC).

5.2: Apply for grants or other sources of funding. Specifically:

- Emergency Solutions Grant (ESG):
  - Anderson County: South Carolina Office of Economic Opportunity
  - Greenville County: Greenville County Redevelopment Authority (GCRA)
- GCRA:
  - Grant Assistance Partnership (GAP) Program
  - Greenville County Affordable Housing Fund
  - Home Investment Partnership (HOME) Program
- Greenville Housing Fund
- Greenville Women Giving
- United Way of Anderson County
- United Way of Greenville County
- Duke Energy Foundation

- South Carolina:
  - Housing Trust Fund
  - Office of Economic Opportunity:
    - Community Services Block Grant (CSBG)
    - Low Income Home Energy Assistance Program (LIHEAP)
    - Weatherization Assistance Program
  - State Housing, Finance, and Development Authority Home Investment Partnerships Program (HOME)
- United States:
  - Department of Agriculture (USDA) Rural Development
    - Socially-Disadvantaged Groups Grant

5.3: Coordinate with large and public landowners to develop affordable permanent housing solutions. Specifically:

- Hollingsworth Funds
- Greenville County
- Hayne Hipp
- Piedmont Presbyterian Church
- Saint Matthew Baptist Church

5.4: Coordinate with local, state, and federal nonprofit organizations.

5.5: Prioritize creating emergency and temporary housing solutions.

Potential Partners: Anderson County, Greenville County, Greenville Homeless Alliance, Greenville County Redevelopment Authority, Greenville Housing Authority, Habitat for Humanity, United Way of Anderson County, United Way of Greenville County, Urban League of the Upstate, United States Department of Housing and Urban Development

Goal #6: Promote a housing-diverse, mixed-use, resilient, sustainable, and walkable built environment that clusters density and development near existing development and infrastructure and prioritizes adaptive reuse, brownfield or infill development, and traditional and transit-oriented development over greenfield development, urban sprawl, and use-restricted housing developments.

Objectives:

6.1: Follow Smart Growth strategies for growth and development.

6.2: Advocate to maintain current zoning conditions. If zoning is to be implemented:

- 6.2.1: Create a special zoning overlay district that supports the above goal.
- 6.2.2: Create a form-based code to regulate the height and massing of new buildings and overall size of developments, thereby regulating the intensity of the use rather than the use itself. The code should also support goals 1, 2, 3, 7, and 10.

Goal #7: Provide a range of housing options—particularly near mixed use nodes and corridors, multi-use trails and bicycle and pedestrian infrastructure, and public transit routes—to promote affordable, equitable access to housing, shelter, and accessible, bikeable, and walkable built environments.

Objectives:

7.1: Apply for grants or other sources of funding. Specifically:

- Community Development Block Grant (CDBG):
  - Anderson County: South Carolina Community Development Block Grant (CDBG) Program
  - Greenville County: Greenville County Redevelopment Authority (GCRA)
- Emergency Solutions Grant (ESG):
  - Anderson County: South Carolina Office of Economic Opportunity
  - Greenville County: Greenville County Redevelopment Authority (GCRA)
- GCRA:
  - Greenville County Affordable Housing Fund
  - Home Investment Partnership (HOME) Program
- Greenville Housing Fund
- South Carolina State Housing, Finance, and Development Authority Home Investment Partnerships Program (HOME)

7.2: Form a community land trust.

7.3: Form a housing cooperative.

7.4: Form a resident-owned community.

7.5: Build/provide alternative permanent housing.

7.6: Build/provide emergency and temporary affordable housing options.

7.7: Build accessory dwelling units.

7.8: Build "Missing Middle" housing. Specifically:

- Cottage Court
- Duplex/Triplex/Fourplex
- Small Apartments

7.9: Preserve existing housing stock.

7.10: Advocate to maintain current zoning conditions, or for zoning reform, to guarantee all of the above housing types remain legal to build in unzoned areas of Piedmont. If zoning is to be implemented:

- 7.10.1: Create a special zoning overlay district that supports the above goal.
- 7.10.2: Create a form-based code to regulate the height and massing of new buildings and overall size of developments, thereby regulating the intensity of the use rather than the use itself. The code should also support goals 1, 2, 3, 6, and 10.

Potential Partners: Anderson County, Greenville County, Greenville Homeless Alliance, Greenville County Redevelopment Authority, Greenville Housing Authority, Habitat for Humanity, Rebuild Upstate, United Way of Anderson County, United Way of Greenville County, United States Department of Housing and Urban Development

Goal #8: Improve active mobility options and enhance and expand pedestrian infrastructure to provide alternative, safe, and accessible ways of getting around Piedmont—and traveling to surrounding cities and communities—that don't require an automobile.

Objectives:

8.1: Apply for grants and other sources of funding. Specifically:

- Community Development Block Grant (CDBG):
  - Anderson County: South Carolina Community Development Block Grant (CDBG) Program
  - Greenville County: Greenville County Redevelopment Authority (GCRA)
- South Carolina:
  - Department of Parks, Recreation and Tourism
  - Department of Transportation (SCDOT):
    - Highway Safety Improvement Program (HSIP)
    - Recreational Trails Program
    - Transportation Alternatives (TA):
- Rails to Trails Conservancy Trail Grants
- United States:
  - Department of Agriculture (USDA) Rural Development
  - Department of Transportation:
    - Safe Streets and Roads for All (SS4A)

8.2: Coordinate with SCDOT for state-maintained roads.

8.3: Coordinate with Anderson County for county-maintained roads in Anderson County.

8.4: Coordinate with Greenville County for county-maintained roads in Greenville County.

8.5: Establish protected/identified bike lanes. Priorities include:

- Hwy 86 (including Anderson St, Main St, and Bessie Rd) from the intersection of Hwy 17 and Old Williamson Rd to Augusta Rd
  - Phase 1: Intersection of Old River Rd and Blossom Branch Rd to Piedmont Hwy
  - Phase 2: Intersection of Old River Rd and Blossom Branch Rd to intersection of Hwy 17 and Old Williamson Rd
  - Phase 3: Piedmont Hwy to Old Pelzer Rd
  - Phase 4: Old Pelzer Rd to Old Gunter Rd
  - Phase 5: Old Gunter Rd to Augusta Rd
- Piedmont Hwy (including S Piedmont Hwy) from intersection of White Horse Rd and Grove Rd in Greenville to Lebby St in Pelzer
  - Phase 1: Main St to Piedmont Golf Course Rd
  - Phase 2: Main St to Old River Rd (Pelzer)
  - Phase 3: Old River Rd to Lebby St (Pelzer)
  - Phase 4: Piedmont Golf Course Rd to Lakeside Park (Gantt)
  - Phase 5: Lakeside Park to intersection of White Horse Rd and Grove Rd (Greenville)

- River Rd (including portion in Powdersville) from Hwy 86 to Dolly Cooper Park
  - Phase 1: Hwy 86 to Piedmont Riverfront Park
  - Phase 2: Piedmont Riverfront Park to intersection of Langston Rd and Woodson Rd
  - Phase 3: Intersection of Langston Rd and Woodson Rd to Piedmont Rd (Powdersville)
  - Phase 4: Piedmont Rd to Hwy 153 (Powdersville)
  - Hwy 153 to Dolly Cooper Park (Powdersville)
- Woodmont School Rd (Safe Route to Woodmont Schools) from Bessie Rd to Augusta Rd
  - Phase 1: Bessie Rd to Sue Cleveland Elementary School
  - Phase 2: Sue Cleveland Elementary School to Woodmont Middle School
  - Phase 3: Woodmont Middle School to Piedmont Athletic Complex, Augusta Rd
- Wren School Rd (Safe Route to Wren Schools) from Wigington Rd to Hwy 86
  - Phase 1: Wigington Rd to Major Rd
  - Phase 2: Major Rd to Hwy 17
  - Phase 3: Hwy 17 from Wren School Rd to Hwy 86

8.6: Establish sharrows (shared-use lanes). Priorities include:
- Old Pelzer Rd/Eastview Rd from Piedmont Hwy to W Georgia Rd
- Piedmont Rd/Elrod Rd/Blossom Branch Rd/Old River Rd from Hwy 81 (Powdersville) to S Piedmont Hwy (Pelzer)
- Cooper Rd/Hwy 153/Brown Rd from River Rd (Anderson County) to Piedmont Hwy (Greenville County)
- Iler St/Ross St/Williams Rd from Blossom Branch Rd to Old River Rd
- Oil Mill Rd from S Piedmont Hwy to Old Pelzer Rd

8.7: Repair existing sidewalks and connect gaps. Priorities include:
- Hwy 86 (Anderson St and Main St) from intersection of Old River Rd and Blossom Branch Rd to Piedmont Hwy
- Piedmont Hwy from Main St to Estes Plant Rd
- S Piedmont Hwy from Main St to Roosevelt Dr
- McCollough Rd/N Flat Rock Rd/Woodmont School Rd from Bessie Rd to Augusta Road
- Main St/Ridge Row Street/Langston St from intersection of Hotel Hill and Orr St to S Piedmont Hwy

8.8: Expand the sidewalk network. Priorities include:
- Hwy 86 from intersection of Old River Rd and Blossom Branch Rd to intersection of Hwy 17 and Old Williamston Rd
- Piedmont Hwy from Estes Plant Rd to Old Pelzer Rd
- River Rd from Hwy 86 to intersection of Langston Rd and Woodson Rd
- Bessie Rd from Piedmont Hwy to Augusta Rd
- Augusta Rd from Bessie Rd to Piedmont Golf Course Rd
- Piedmont Golf Course Rd/Furr Rd/Emily Ln/Old Pelzer Rd from Piedmont Hwy to Bessie Rd
- Ross St/Blossom Branch Rd/Old River Rd from River Rd to Moores Mill Rd
- Old Pelzer Rd from Piedmont Hwy to Owens Rd
- Old Gunter Rd/Piedmont Golf Course Rd from Bessie Rd to Augusta Rd
- Hwy 17/Shiloh Church Rd from intersection of Hwy 17 and Old Williamston Rd to intersection of Old River Rd and Blossom Branch Rd

8.9: Establish crosswalks at key intersections. Priorities include:

- Hwy 86 (Main St) at intersection of Main St and River St
- Hwy 86 (Anderson St) at intersection of Old River Rd and Blossom Branch Rd
- Hwy 86 (Anderson St) at intersection of Anderson St and Transylvania St
- Hwy 86 (Main St) at intersection of Greenville St and Church St
- Bessie Rd at intersection with Woodmont School Rd
- N Flat Rock Rd at intersections with Woodmont School Rd
- Hwy 86 (Anderson St) at intersection of River Rd and Iler St
- Main St at intersections with Saluda Fork St and Ridge Row St
- Piedmont Hwy at intersections with Estes Plant Rd and Greenville St
- S Piedmont Hwy at intersections with Oil Mill Rd, Liberty St, and Pine Bluff St

8.10: Establish greenways and multi-use trails.

- Piedmont Mill Trail Network
    - Phase 1: TMN 0616030115400 owned by Westpoint Stevens from Hotel Hill to Sue Cleveland School Rd, crossing at Spring St and Hammett St
    - Phase 2: TMN 0616030115400 from Hotel Hill to Mill St, crossing at Ridge Row St
    - Phase 3: Main St at intersection with Saluda Fork St to Hotel Hill Entry
    - Phase 4: Saluda Fork Street Pedestrian Area, crossing at Main St, across TMN 0616030114300 and 0616030101802 owned by the Piedmont Public Service District and TMN 0616030115900 owned by Westpoint Stevens
    - Phase 5: Sue Cleveland School Rd to Hwy 86 (Main St) at intersection of Church St and Greenville St across TMN 0616020102501 owned by Saint Matthew Baptist Church to a street-based trail on Church St
    - Phase 6: Sue Cleveland School Rd to Church St/S Piedmont Hwy at intersection with Oil Mill Rd across TMN 0616020102501
    - Phase 7: S Piedmont Hwy to Norfolk Southern Railroad Line
        - Option 1: Piedmont Hwy crossing at intersection with Oil Mill Rd to street-based trail on Oil Mill Rd connecting to Norfolk Southern Railroad Line; or
        - Option 2: Street-based trail on Church St and S Piedmont Hwy to S Piedmont Hwy crossing at intersection with Liberty St to and across TMN 0616020109400 to street-based trail on Oil Mill Rd connecting to Norfolk Southern Railroad Line
    - Phase 8: Street-based trail on Main St from intersection with Hwy 86 and River St to intersection with Hotel Hill and Orr St
    - Phase 9: Street-based trail on Hwy 86 across bridge to Piedmont Riverfront Park, crossing Hwy 86 at intersection with River Rd
    - Phase 10: Main St to Piedmont Museum, Old Water Treatment Plant via street-based trails on Main St, River St, Piedmont Ave, and Orr St, crossing Hwy 86 (Main St) at intersections with River St and Hotel Hill/Orr St
    - Phase 11: Oil Mill Rd to Bessie Rd
        - Option 1: Rail Trail using inactive Norfolk Southern Railroad Line; or
        - Option 2: Street-based trail on Oil Mill Rd to street-based trail on Gin Rd across TMN 0616040106000 owned by Saint Matthew Baptist Church to TMN 0616040106200 owned by Greenville County, connecting to Bessie Rd; or
        - Option 3: Street-based trails on Oil Mill Rd, Gin Rd, and E Oak Hill Ct to TMN 0616040106200;
        - Option 4: Access easement across Norfolk Southern Railroad right-of-way to TMN 0616040106400 owned by Westpoint Stevens connecting to Bessie Rd

- Phase 12: Bessie Rd to East Main St
  - Option 1: Rail Trail using inactive Norfolk Southern Railroad Line to Duke Energy easement connecting street-based trail on Flanagan Rd to East Main St; or
  - Option 2: Across portion of TMN 0616020109300
- Phase 13: East Main St to Greenville St
  - Option 1: Close East Main St to motorized vehicles from Bessie Rd to CSX Railroad right-of-way, connecting to street-based trail on portion of East Main Street to Greenville St; or
  - Option 2: Street-based trail on East Main St connecting to Greenville St
- Phase 14: Street-based trail on Greenville St to street-based trail on Church St, crossing at Hwy 86 (Main St)
- Phase 15: Connect Bessie Rd to TMN 0616040102000 and 0616040101700 owned by Saint Matthew Baptist Church via TMN 0616040106200 owned by Greenville County and a street-based trail on On the Line Drive.
- Phase 16: Orr St to Lee St across TMN 0616010109000 to TMN 0616020108900 owned by First Baptist Church of Piedmont connecting to street-based trail on Lee St;
- Phase 17: Lee St to Greenville St
  - Option 1: Access agreement or easement across parking area on TMN 0616020106000 owned by First Baptist Church to street-based trail on First Baptist Church Rd connecting to street-based trail on Greenville St; or
  - Option 2: Street-based trail on Lee St to street-based trail on Piedmont Hwy connecting to street-based trail on Greenville St
- Phase 18: Mill St to Hardeman St
  - Option 1: Across TMN 0616030115200 0616110100101 in Greenville County owned by Piedmont Village Partners to TMN 2410101001, 2410101055, and 2410101057 owned by Summerhill Property across the Saluda River via a pedestrian footbridge connecting to Iler St and intersection of Hardeman St; or
  - Option 2: Street-based trails on Ridge Row St and Main St in Greenville County and Hwy 86 across the bridge to Anderson County, connecting to intersection with Hardeman St
- Phase 19: Hardeman St to Thomas C. Pack, Jr. Memorial Park
  - Option 1: Street-based trails on Hardeman St, Transylvania St, King St, Marshall St, and Donald St connecting to park, crossing Hwy 86 at the intersection with Hardeman St; or
  - Option 2: Street-based trails on Hwy 86 (Anderson St) and Marshall St connecting to park, crossing Hwy at the intersection with Marshall St
- Phase 20: Thomas C. Pack, Jr. Memorial Park to Piedmont Riverfront Park
  - Option 1: Across TMN 2400101010 and 2400101030 to street-based trails on Melonie Drive Ext and Melonie Dr to street-based trail on River Rd connecting to Piedmont Riverfront Park; or
  - Option 2: Street-based trails on Donald St, King St, Transylvania St, and River Rd connecting to Piedmont Riverfront Park
- Phase 21: Mill St to Langston St
  - Option 1: Across TMN 0616030115200, 0616110100101, and 0616030115100 owned by Piedmont Village Partners and TMN 0616030105200 0616030113900 owned by Greenville County; or
  - Option 2: Street-based trail on Ridge Row St
- Phase 22: TMN 2410101001, 2410101055, and 2410101057 owned by Summerhill Property to TMN 2410002015 owned by Piedmont Presbyterian Church
  - Option 1: Street-based trail on McElrath St to and across TMN 2410101045 and 241000300, crossing Iler St to and across TMN 2410002016 connecting to TMN 2410002015; or
  - Option 2: Street-based trails on Prospect St and N Archie St to TMN 2410002015; or

        - Option 3: Street-based trails on Prospect St, Anderson St, Hwy 86 (Anderson St), S Circle Dr, and Beattie Park Rd to TMN 2410002015
    - Phase 23: Piedmont Ave to Piedmont Riverfront Park via street-based trails on Piedmont Ave and Piedmont Avenue Ext to and across TMN 0616010107800, 0616010108700, 0616010108600, 0616010108900, 0616010108800, and 0616010107300 in Greenville County owned by Metromont Development Corporation to Piedmont Riverfront Park, crossing the Saluda River via a pedestrian footbridge
- Piedmont Rail Trail Linear Park
    - Phase 1: Ridge Row St to Oil Mill Rd across TMN 0616030114200; 0616030115600 and 0610060102300 owned by Aquenery Systems; 0616030115500 owned by Greenville County; 0610060101800, and 0616020109400, crossing at Spring St, Hammett St, and Liberty St, passing underneath S Piedmont Hwy to a street-based trail on Oil Mill Rd connecting to inactive Norfolk Southern Railroad Line
    - Phase 2: Oil Mill Rd to Bessie Rd
        - Option 1: Rail Trail using inactive Norfolk Southern Railroad Line; or
        - Option 2: Street-based trail on Oil Mill Rd to street-based trail on Gin Rd across TMN 0616040106000 owned by Saint Matthew Baptist Church to TMN 0616040106200 owned by Greenville County, connecting to Bessie Rd; or
        - Option 3: Street-based trails on Oil Mill Rd, Gin Rd, and E Oak Hill Ct to TMN 0616040106200;
        - Option 4: Access easement across Norfolk Southern Railroad right-of-way to TMN 0616040106400 owned by Westpoint Stevens connecting to Bessie Rd
    - Phase 3: Bessie Rd to East Main St
        - Option 1: Rail Trail using inactive Norfolk Southern Railroad Line to Duke Energy easement connecting street-based trail on Flanagan Rd to East Main St; or
        - Option 2: Across portion of TMN 0616020109300
    - Phase 4: Bessie Rd to Estes Plant Rd
        - Option 1: Rail Trail using inactive Norfolk Southern Railroad Line; or
        - Option 2: Across TMN 0616020109300 and portions of 0610010101900 and 0616020109300 with an access easement across CSX or Norfolk Southern Railroad right-of-way to and across TMN 0616020109300 to Estes Plant Rd
- Swamp Rabbit Trail - Piedmont Line
    - Part 1: Rail Trail using inactive Norfolk Southern Railroad Line and abandoned railroad rights-of-way
        - Phase 1: Main St to Cioffi Rd
    - Part 2: Right-of-way acquisition and street-based trails
        - Phase 1: Oil Mill Rd to Lebby St (Pelzer)
        - Phase 2: Cioffi Rd to Swamp Rabbit Trail - Green Line
        - Phase 3: Lebby St (Pelzer) to Belton Bubble Gum Rail Trail
        - Phase 4: Belton Bubble Gum Rail Trail to Rocky River Nature Park (Anderson)
- Establish a bus route to Anderson.
- Establish a bus route to Greenville.

Potential Partners: Bike Walk Greenville; Greenville County Parks, Recreation, and Tourism; Upstate Greenways and Trails Alliance; Greenville County Transportation Department; South Carolina Department of Transportation (SCDOT) Districts 2 and 3; Greenlink; and Electric City Transit

Goal #9: Improve community participation and opportunities for social interaction to promote the local economy and quality of life.

Objectives:

9.1: Form a community organization—or several.

9.2: Apply for grants or other funding sources. Specifically:
- Ten at the Top Elevate Upstate Grants Initiative

9.3: Partner with local anchor institutions for sponsorships. Specifically:
- Anderson County
- AnMed
- Hollingsworth Funds
- Greenville County

9.4: Create third places.

9.5: Revive annual/seasonal festivals/events, such as the Footbridge Festival.

9.6: Form a business partnership network among local businesses.

9.7: Promote collaboration between community groups and nonprofit organizations.

9.8: Buy food and goods produced in Piedmont to promote the local economy.

9.9: Collaborate with local artisans, businesses, and farms to host seasonal pop-up markets.

9.10: Support local farms with on-site farmstands/produce markets to provide opportunities for building relationships with the places and people who grow local food.

9.11: Use tactical urbanism strategies.

Potential Partners: Local Businesses, Local Nonprofit Organizations

Goal #10: Protect, restore, and maintain historic buildings, cemeteries, districts, landmarks, and other historic or cultural sites in Piedmont.

Objectives:

10.1: Support existing historic preservation groups and efforts.

10.2: Support the restoration and adaptive reuse of the historic Piedmont YWCA building into the Piedmont History Museum.

10.3: Apply for grants or other funding sources. Specifically:

- Bailey Bill Property Tax Incentive
- South Carolina:
  - Department of Archives and History State Grant Fund
  - Department of Commerce, Division of Grants Administration
  - Department of Natural Resources Heritage Trust Program
- South Carolina Humanities Grants
- South Carolina State Abandoned Building Credit
- South Carolina State Historic Tax Credit
- National Park Service (NPS):
  - Cultural Resources, Partnerships, and Science Directorate
  - Paul Bruhn Historic Revitalization Grant Program
  - Underrepresented Communities Grant Program (URC)
- National Trust for Historic Preservation

10.4: Incorporate the historic and cultural significance of the Brick Yard Lake site, currently being developed by Anderson County as Piedmont Riverfront Park, into the overall theme of the park.

10.5: Nominate the Piedmont Mill Village for national historic district designation.

- This may also be divided into smaller character area boundaries: Anderson Street and Simpsonville districts (Anderson County); and Main Street, East Main Street and Oil Mill Tract, and On the Line Junction (Greenville County).

10.6: Nominate Anderson Street and Simpsonville for local historic district designation in Anderson County.

10.7: Nominate Main Street, East Main Street and Oil Mill Tract, and On the Line Junction for local historic district designation in Greenville County.

10.8: Nominate individual historic buildings and structures and cultural sites for national designation. For a list of potential individual historic properties in the Piedmont Mill Village Historic District or subdivisions, see Goal 1 Objective 12 or Appendix C. Outside of this boundary:

- (Possible location of) Julius Smith House and Plantation Site
- Old Rehoboth School
- Rehoboth Baptist Church
- Jenkins House
- Old Singing Hall
- Newell Mercantile Store and Post Office
- Wigington House
- Old Moore's Store
- Moore's Mill
- 1830 House on Elrod Road
- Richey House

10.9: Nominate individual historic buildings and cultural sites for local designation in Anderson County.

For a list of potential individual historic properties in the Piedmont Mill Village Historic District or subdivisions in Anderson County, see Goal 1 Objective 12 or Appendix C. Outside of this boundary:

- Old Singing Hall
- Newell Mercantile Store and Post Office
- Wigington House
- Old Moore's Store
- Moore's Mill
- 1830 House on Elrod Road
- Richey House

10.10: Nominate individual historic buildings and cultural sites for local designation in Greenville County.

For a list of potential individual historic properties in the Piedmont Mill Village Historic District or subdivisions in Greenville County, see Goal 1 Objective 12 or Appendix C. Outside of this boundary:

- (Possible location of) Julius Smith House and Plantation Site
- Old Rehoboth School
- Rehoboth Baptist Church
- Jenkins House

This page is intentionally left blank.

Case Studies



Revitalization: Selma, North Carolina

Selma's Citizens Unite To Revitalize the Town They Love

Ben Abramson, Strong Towns

Like many cities in North America, Selma, NC, has stared down its share of historic challenges, "from the closing of the mills, to the closing of the companies that replaced the mills, to the closing of small businesses downtown that depended on foot traffic from the company employees," says Cindy Brookshire, a co-founder of Activate Selma.

Watching the town of 6,200 go from a once-bustling hub of North Carolina's textile industry to a declining downtown with vacant storefronts was distressing to residents who loved their town. "When I used to volunteer in the visitor center, people returning for their high school reunions would stop in and ask, and not in a good way, 'What happened to Selma?' They were angry that no one seemed to care," says Brookshire, a local author.

Activate Selma co-founder Melissa Dooley, described the phenomenon where citizens look at a problem and say, "They should do something about that." Appearing on a local newscast, Dooley declared, "We're that 'they,'" and described how her group of local activists had started small and grown into a coalition of citizens, civic groups, and city leaders striving to improve housing, transportation, and the local economy. Much of that emphasis has been on reviving downtown Selma. This includes infrastructure improvements like sidewalk repair, improved crosswalks, wayfinding signage, and installation of bike racks. Private funding helped turn a vacant lot into Art Out Loud Park, now a beloved public space with game tables and "whisper benches." A program to encourage public art has generated new murals that add "a splash of beauty and inspiration to our streets," says Kelly Blanchard of Latinos Activate JoCo, and public events and programming are designed to bring people to downtown's outdoor "living rooms." As part of its investment in human-powered infrastructure, planning is underway to connect Selma's seven public parks with the North Carolina Mountains-to-Sea Trail.

Selma's efforts to expand its housing supply emphasize infill development, and the city itself built or renovated 82 homes in 2023. Selma has also offered incentives to add residential over retail properties, and to renovate vacant buildings and spaces. One recent success has been the relocation of local real estate developer AdVenture into the historic Person-Vick building downtown, with additional tenants, including an engineering firm and a Creole restaurant. Selma has also added a number of downtown apartments, including several above Hatchet Brewing Co.'s Vault taproom.

Selma has a rich heritage as a railroad hub, and locals are proud of their ongoing efforts to save the 1855 Michener Station and convert it into a local history museum. At the same time, the town worked with Amtrak and the North Carolina Department of Transportation to renovate the Selma-Smithfield Station, and is pursuing a $500,000 feasibility study for a passenger rail line from Raleigh to Wilmington.

Deputy Town Manager Phillip McDaniel notes that Selma never fully recovered from the jobs lost in the textile mills in the 1990s, but with "our commitment to being business-friendly, offering incentives, and simply raising our profile, life support has arrived." He touts the Eastfield Crossing project, a 3 million square foot mixed use development along the I-95 corridor comprising retail, industrial, residential, hospitality, entertainment, and senior living space, as a hopeful economic sign.

Socioeconomic Development: Saxapahaw, North Carolina



The Impulsive Traveler: Magical Happenings in Tiny Saxapahaw, NC

Diane Daniel, The Washington Post

On the way from the car to the Saxapahaw General Store Cafe, we were beckoned by a man sitting on the patio, donning thick goggles and what looked to be a liturgical stole over casual attire.
“I see you have a camera. You’ll probably be interested in this,” he said to my partner while pointing to a straw basket with something the size of an olive dangling from its high handle.

Our new friend turned out to be Chris Carter, naturalist, artist and frequent diner, who had brought with him to brunch his soon-to-be-hatched monarch butterfly. Carter’s goggles were high-powered magnifying glasses, and his scarf was a “monarch vestment” made for him by his partner and dining companion, Deborah Amaral.

“It represents the colors of the monarch life cycle,” she explained. As locals will tell you, this encounter would qualify as “very Saxy,” a term used to describe magical happenings in Saxapahaw, N.C, an offbeat two-square-mile community of about 2,500 people.

A former cotton mill village in a rural area only 20 minutes northwest of Chapel Hill, Saxapahaw (pronounced SAX-a-puh-haw) has undergone an impressively nonconformist rebirth since 2005, when the mill building (the mill closed in 1994) was renovated and redeveloped as residential and commercial space known as the Saxapahaw Rivermill. Within what amounts to a city block, you'll find two casual but knock-your-socks-off restaurants (the cafe and the Eddy Pub); the Saxapahaw Artists Gallery; the home of Paperhand Puppet Intervention, a wildly popular giant-puppet theater troupe; Haw River Canoe & Kayak Co., set along the banks of the Haw River; and the just-opened Haw River Ballroom, a stunning performance hall. Just up the road, along rolling countryside, is Benjamin Vineyards and Winery.

While life lumbers along here year-round, the pace picks up from May through August with the rollicking Saturdays in Saxapahaw, an early evening affair with free concerts, a farmers market and a beloved children's play area featuring a 40-yard-long homemade slip-and-slide.

The mill's restoration was led by Mac Jordan, grandson of the late U.S. Sen. B. Everett Jordan, a Democrat from North Carolina who grew up nearby and once owned the mill. Along the way, Jordan enlisted the help of Tom and Heather LaGarde, a couple who had moved to the area from New York. Heather grew up in Chapel Hill, and Tom had been a student there, playing basketball for the University of North Carolina and then for the NBA. With the Rivermill in place, the LaGardes honed the vibe of the village, an unpretentious blend of community and cool. They created and still run the Saturday event. In 2008, the pair recruited Jeff Barney, self-taught cook extraordinaire, and his partner, Cameron Ratliff, to bring good eats to Saxapahaw, giving city folks a reason to make the drive and locals a cause for celebration.

Barney and Ratliff transformed the local Shell station/convenience store into the “Saxaco” station and Saxapahaw General Store Cafe. Outside, a biodiesel pump stands near the regular unleaded, while inside, local organic wines are up the aisle from the Little Debbies.

“We call it the Saxapahaw miracle,” said butterfly man Carter, a 19-year resident. The brunch specials on this Saturday included eggs over applewood bacon succotash and an omelette with spinach and local goat cheese. While the menu may sound precious, the plastic booths keep things down to earth.

Much of the protein was from Cozi Farm, just across the street, which is run by Corey Landry and Suzanne Nelson, a former Capitol Hill reporter who happened to be eating in the cafe.

“There are a lot of recovering urbanites around here,” Nelson said between bites of her deep-yellow-yolked eggs. “You have to be able to leave part of that behind to enjoy this.”

We opted for a lunch special and shared a thick, moist meatloaf sandwich made with pork from Cane Creek Farm, one of the farmers market vendors, along with a side of inventive succotash (potatoes, onions, corn, bacon and chickpeas).

While we were eating, Landry arrived to deliver an urgent message: “The butterfly is coming out!”
We rushed to the patio to find a group of locals and visitors hunched around Carter’s table to watch the monarch slowly emerge from its chrysalis.

We hated to leave the nature show, but we had stops to make, including a soothing two-hour kayak paddle along the tree-lined Greater Alamance Creek, off the Haw River. We saw birds, dragonflies, turtles, a few fishermen, and not much else.

Near the river, at the tiny but bustling tasting room at Benjamin Vineyards, we sampled both European and muscadine wine varieties, all cultivated using organic growing methods.

At the farmers market, about 30 vendors were set up along a paved parking area, while the concert crowd sat on blankets and chairs on an adjacent grassy hillside. We felt particularly lucky to catch the family-friendly yet non-treacly Jimmy Magoo, backed by the Paperhand Puppet Band, the talented world-jazz-rock-folk group that accompanies the puppet shows. During the break, some of the musicians led an ad-hoc puppet parade through the market.

As we sat on lawn chairs sipping a crisp Benjamin chardonnay, a woman and her two daughters spread their blanket beside us. Soon the girls, 4 and 6, were off running.

“It’s such a safe environment here,” said their mother, Kim Nowosad, who travels here from nearby Durham twice a month. “There’s a real sense of community. I love it so much.”

We tore ourselves away from the music before the Eddy Pub got crowded, even managing to score a patio table overlooking the river and the setting sun. Indoor seating in what was once the dye house is equally appealing. The decor highlights retrofits of many mill fixtures, including beer taps fashioned from steam pipes.

Still in a meaty mood, we ordered a creative local charcuterie plate and a grass-fed steak, washing them down with a Summer Basil Farmhouse Ale from Fullsteam Brewery in Durham.

Just as we were finishing, up walked Carter and Amaral, back for their second mill meal of the day. I asked how the monarch had fared.

“First it flew over to a bush for a while, and then up into a tree,” Carter said. “When we drove away around 5 o’clock we could still see a little spot of orange on the branch.”

A toast was in order to a very Saxy happy ending.

Urban Design: River Arts District, Asheville, North Carolina




Roberts Street
Asheville, NC
MICHAEL • HOFMAN


Riverview Drive
Asheville, NC


Lyman Street
Asheville, NC


Clingman Avenue
Asheville, NC

Appendixes

The following section provides additional context and resources that support the main content of the plan but are not essential for understanding its primary narrative. This appendix includes supplementary information, featuring historic maps, community meeting presentations, and a list of potential historic properties in Anderson and Greenville counties. Additional information pertaining to the plan may also be found on the Greenville County website.

A: Sanborn Fire Insurance Maps

1-4: Greenville (1884, 1888, 1893, and 1898)
5-7: Piedmont (1902, 1908, and 1925)

B: Community Meeting Presentations

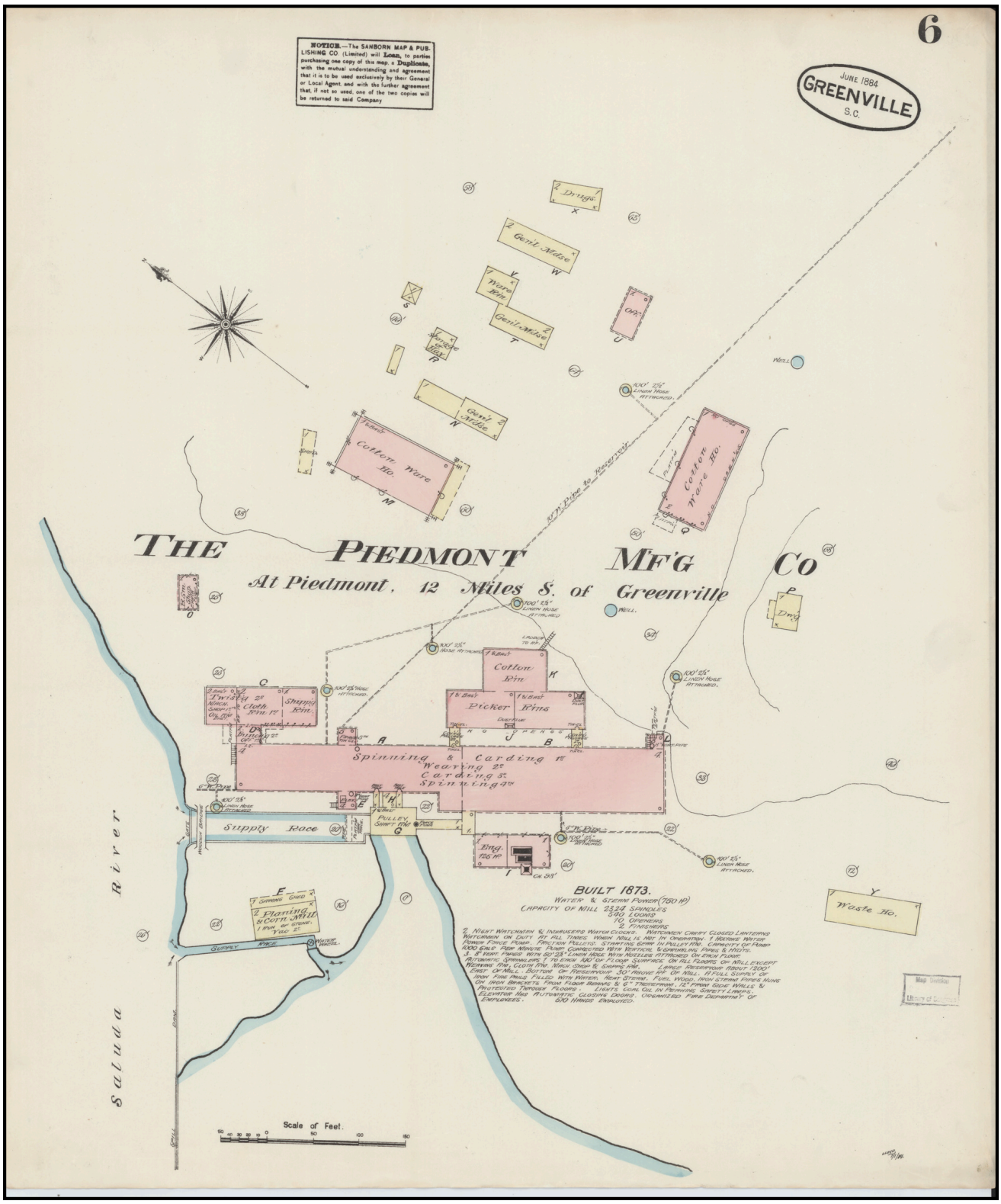
1: Public Meeting #1, June 29, 2023
2: Public Meeting #2, July 12, 2023
3: Public Meeting #3, July 31, 2023
4: Public Meeting #4, January 29, 2024

C: Potential Historic Properties List

1: Anderson County
2: Greenville County

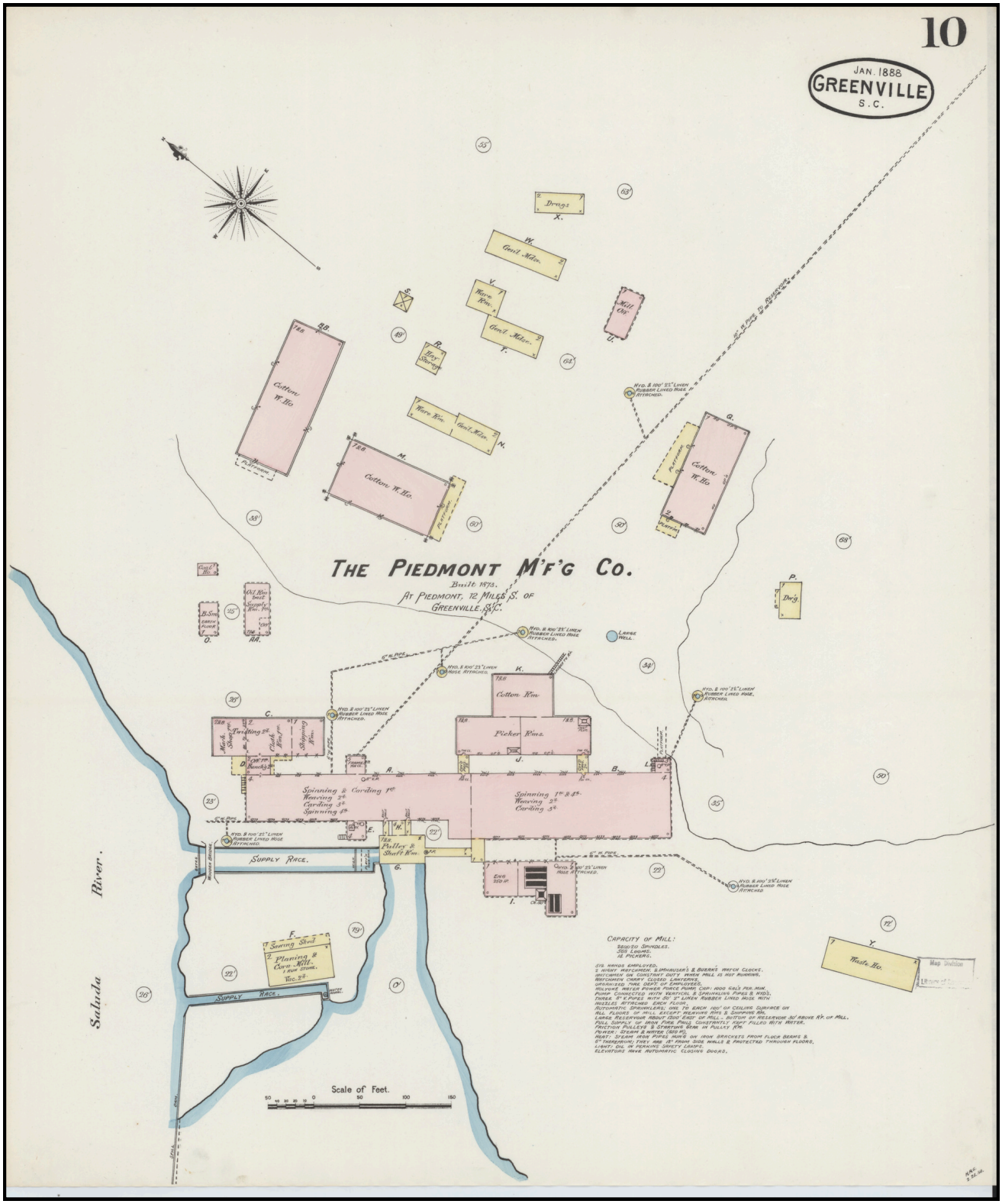
Appendix A: Sanborn Fire Insurance Maps

Appendix A.1: Sanborn Fire Insurance Map from Greenville, Greenville County, South Carolina (1884) [Sheet 6 of 7]



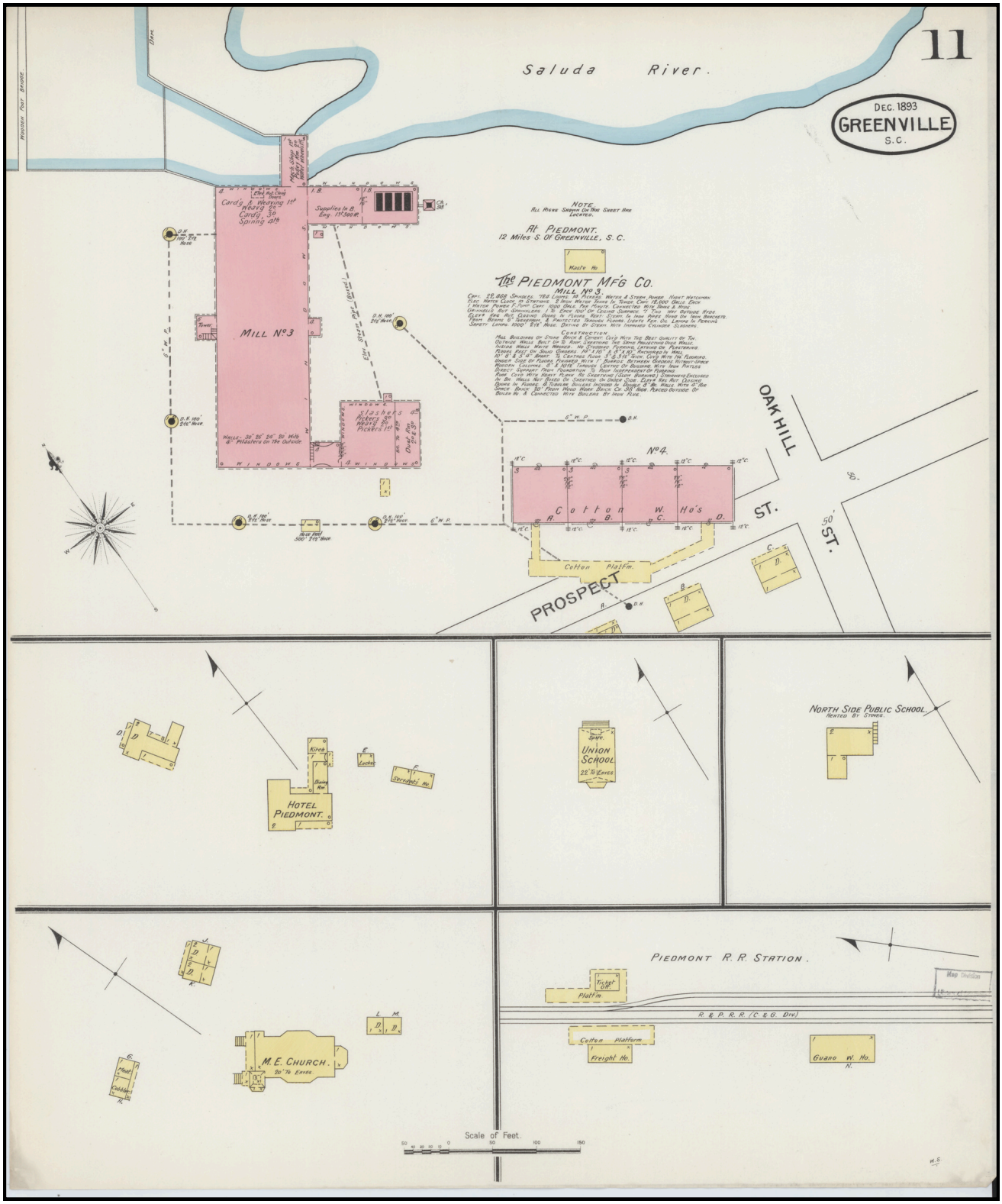
Source: Library of Congress

Appendix A.2: Sanborn Fire Insurance Map from Greenville, Greenville County, South Carolina (1888) [Sheet 10 of 12]



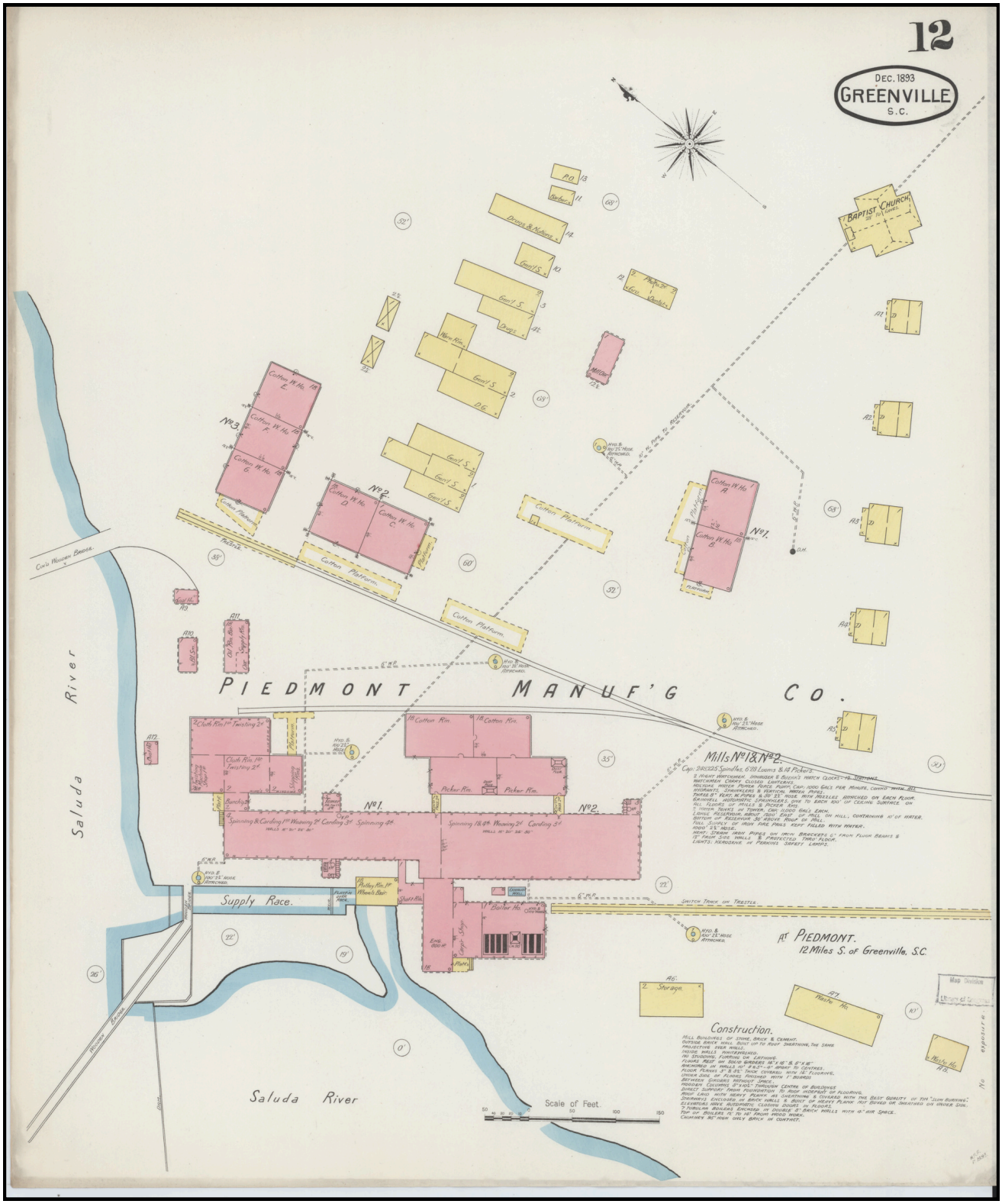
Source: Library of Congress

Appendix A.3.1: Sanborn Fire Insurance Map from Greenville, Greenville County, South Carolina (1893) [Sheet 11 of 16]



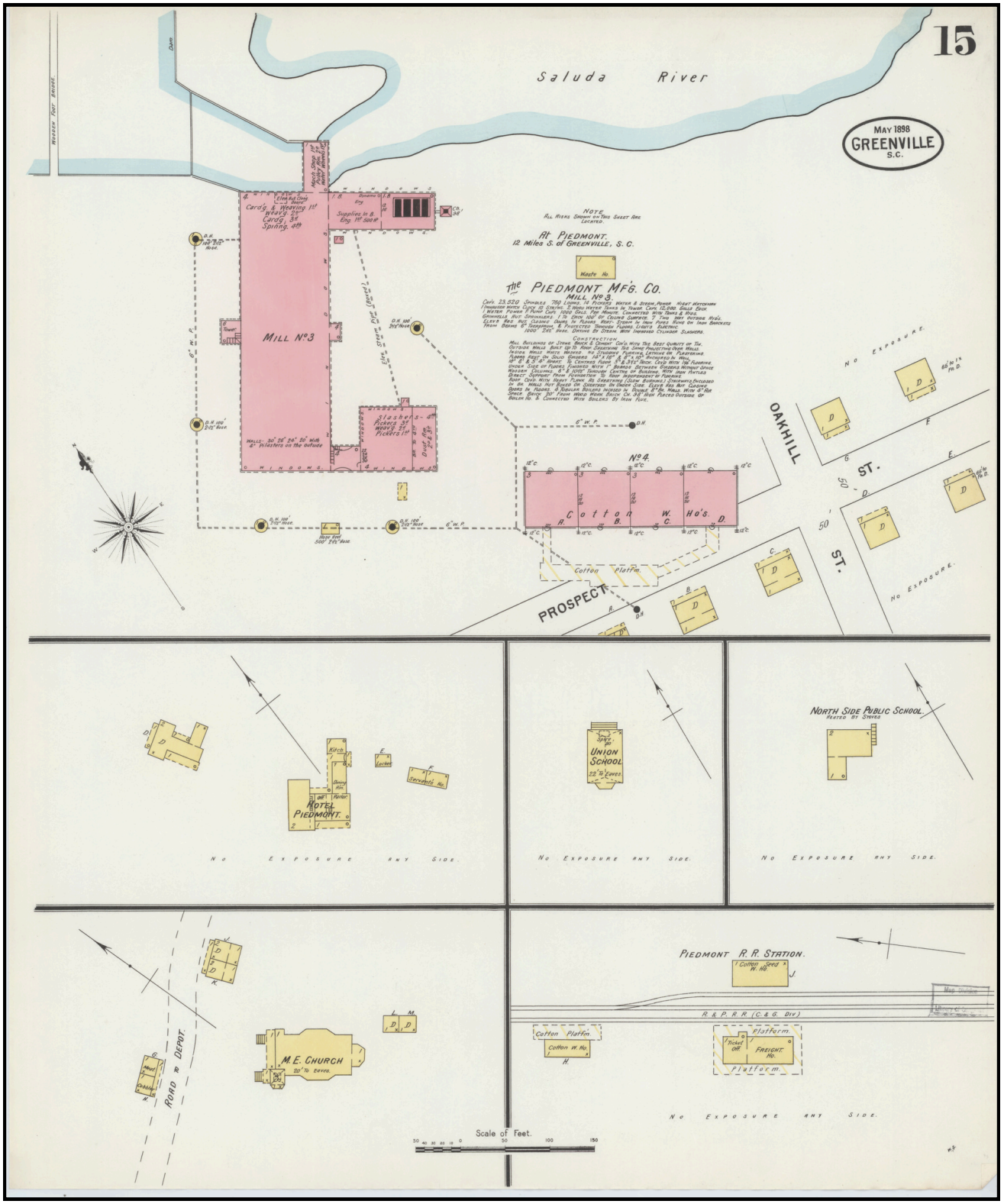
Source: Library of Congress

Appendix A.3.2: Sanborn Fire Insurance Map from Greenville, Greenville County, South Carolina (1893) [Sheet 12 of 16]



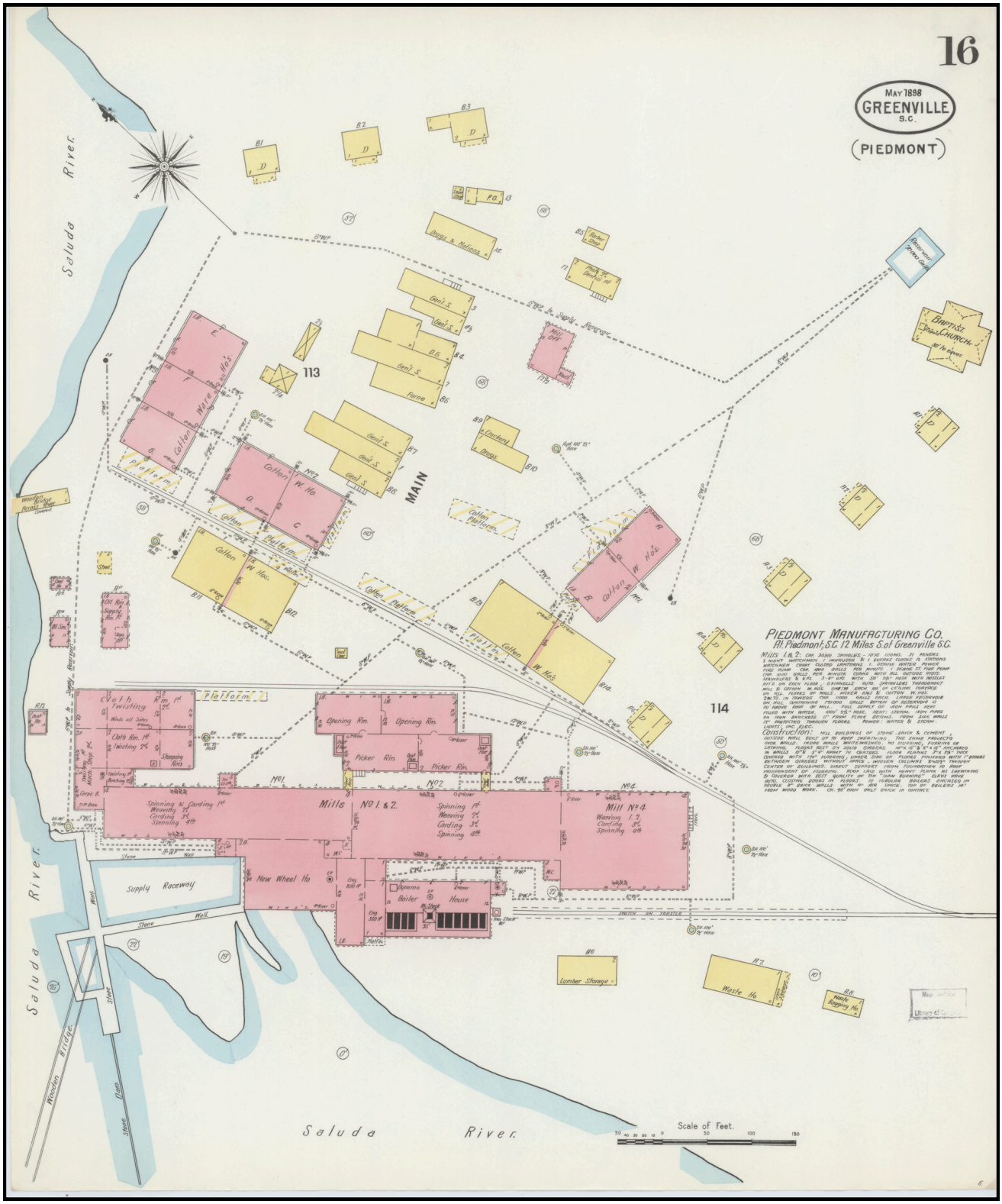
Source: Library of Congress

Appendix A.4.1: Sanborn Fire Insurance Map from Greenville, Greenville County, South Carolina (1898) [Sheet 15 of 20]



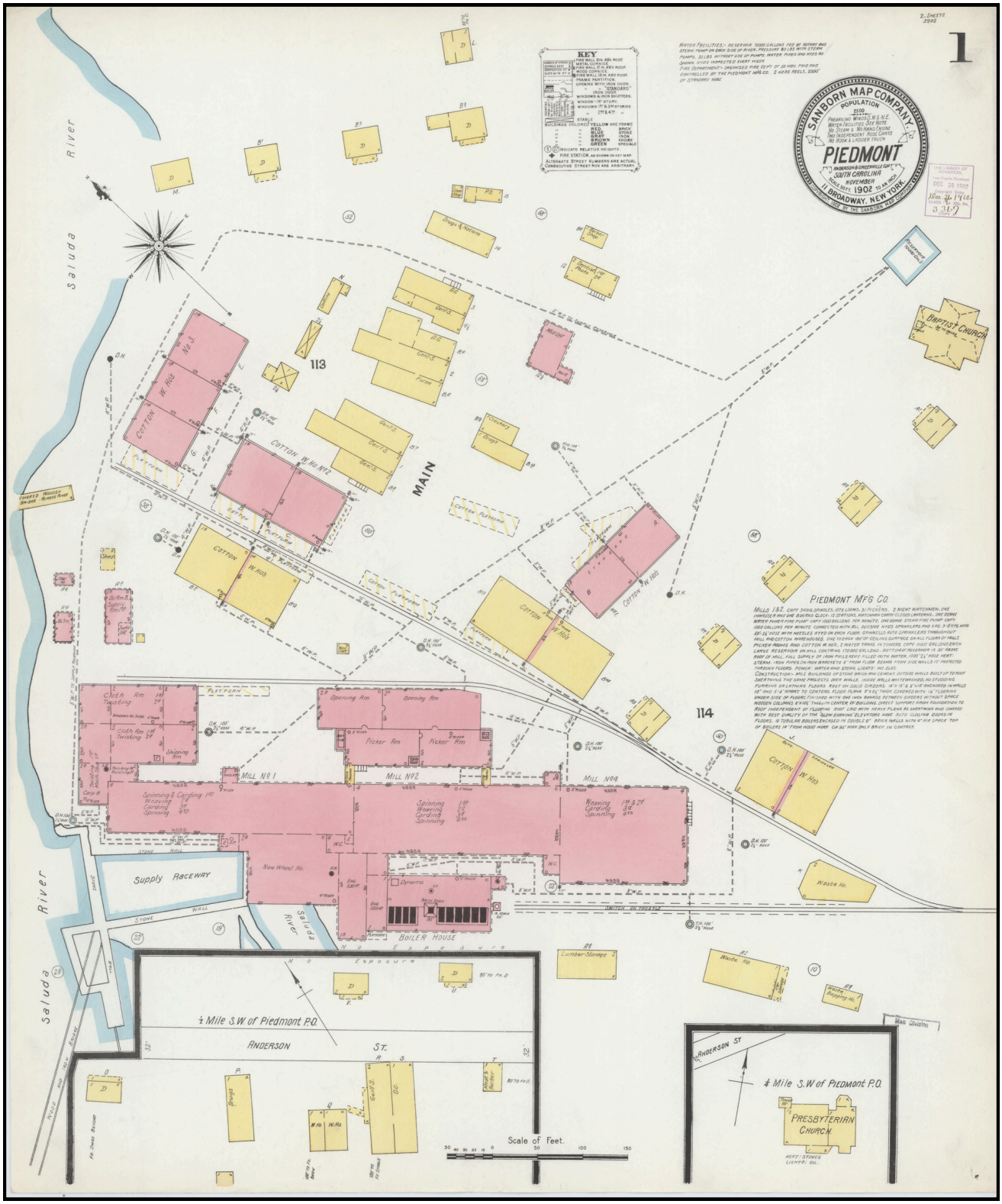
Source: Library of Congress

Appendix A.4.2: Sanborn Fire Insurance Map from Greenville, Greenville County, South Carolina (1898) [Sheet 16 of 20]



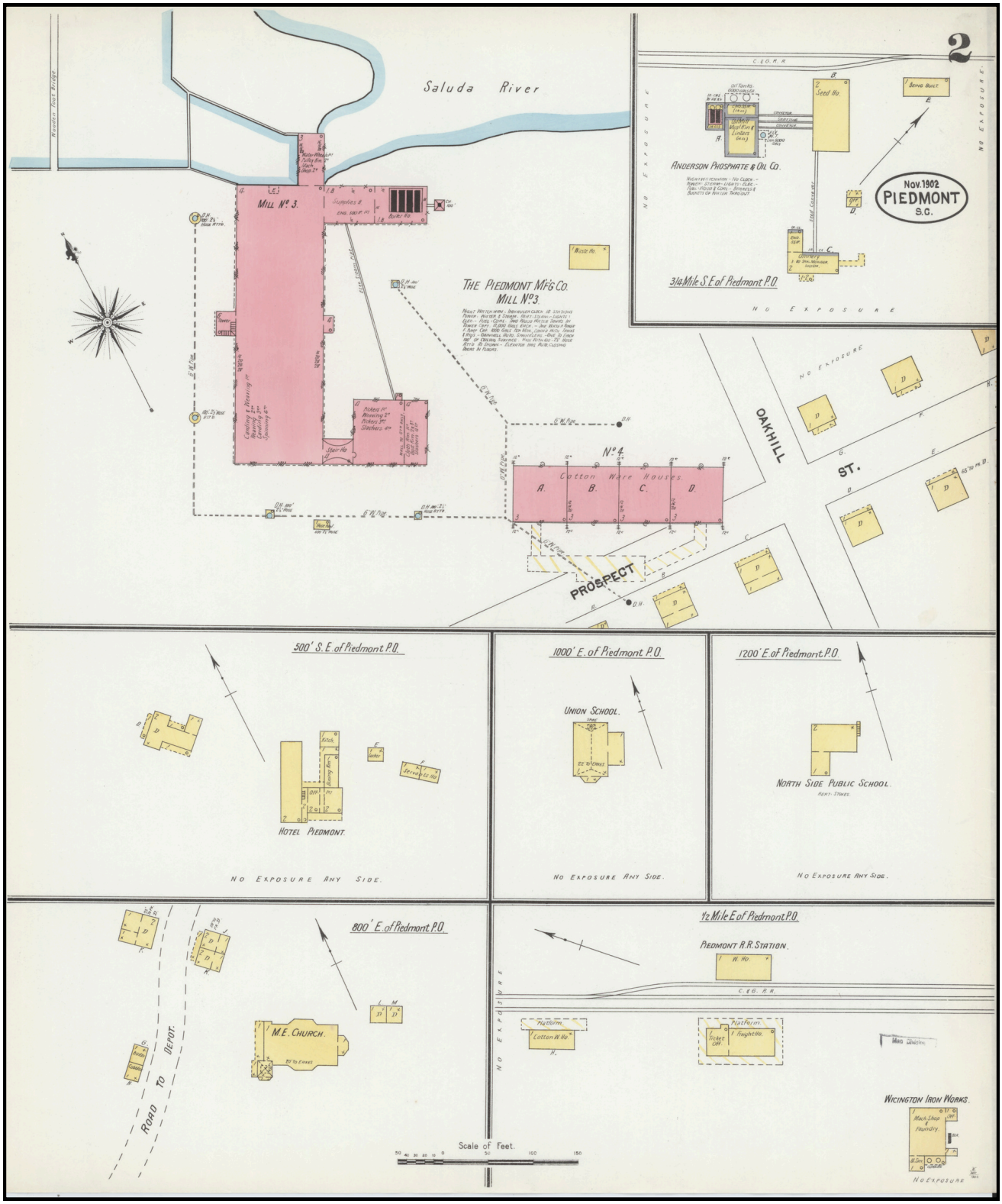
Source: Library of Congress

Appendix A.5.1: Sanborn Fire Insurance Map from Piedmont, Greenville and Anderson Counties, South Carolina (1902) [Sheet 1 of 2]



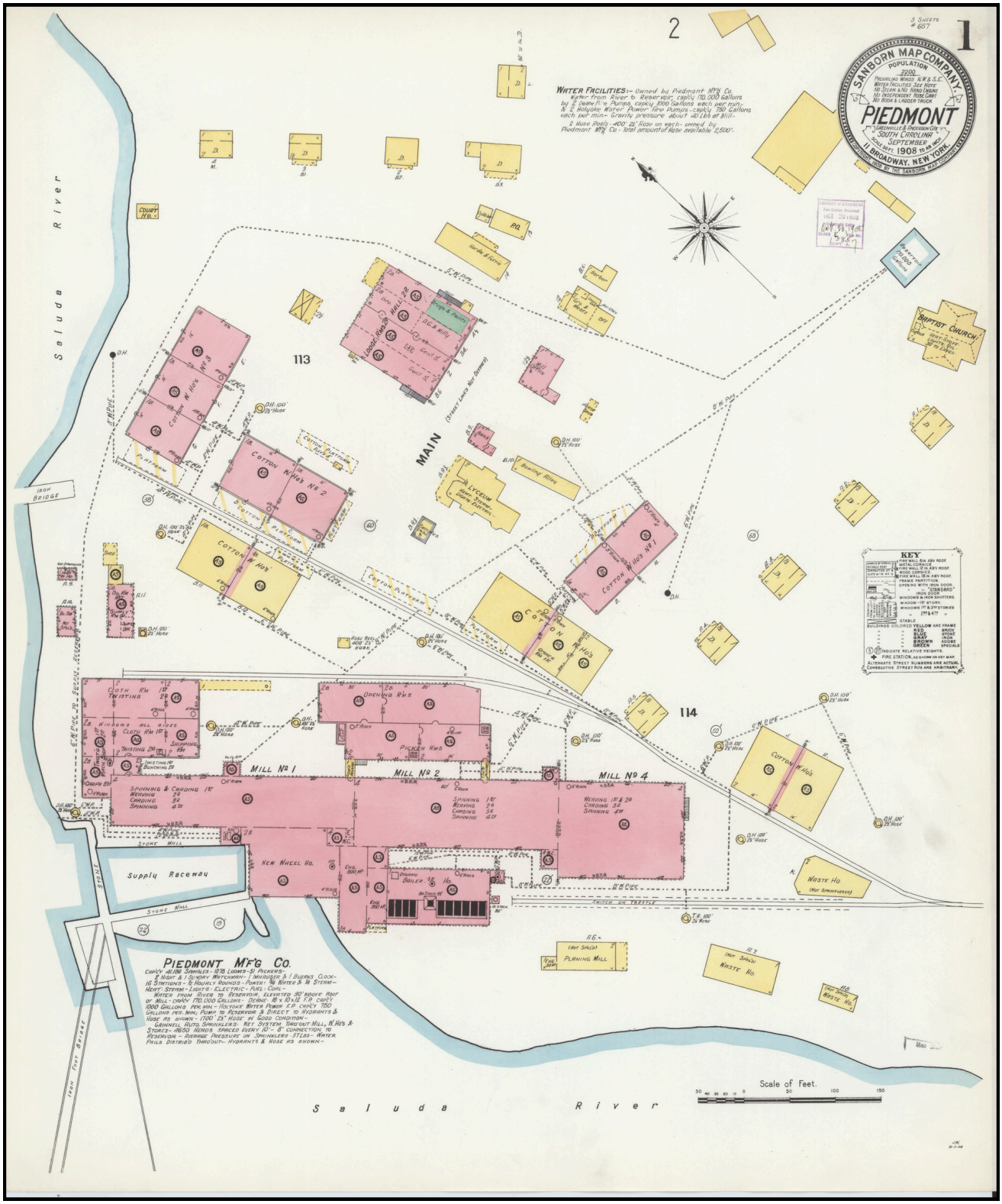
Source: Library of Congress

Appendix A.5.2: Sanborn Fire Insurance Map from Piedmont, Greenville and Anderson Counties, South Carolina (1902) [Sheet 2 of 2]



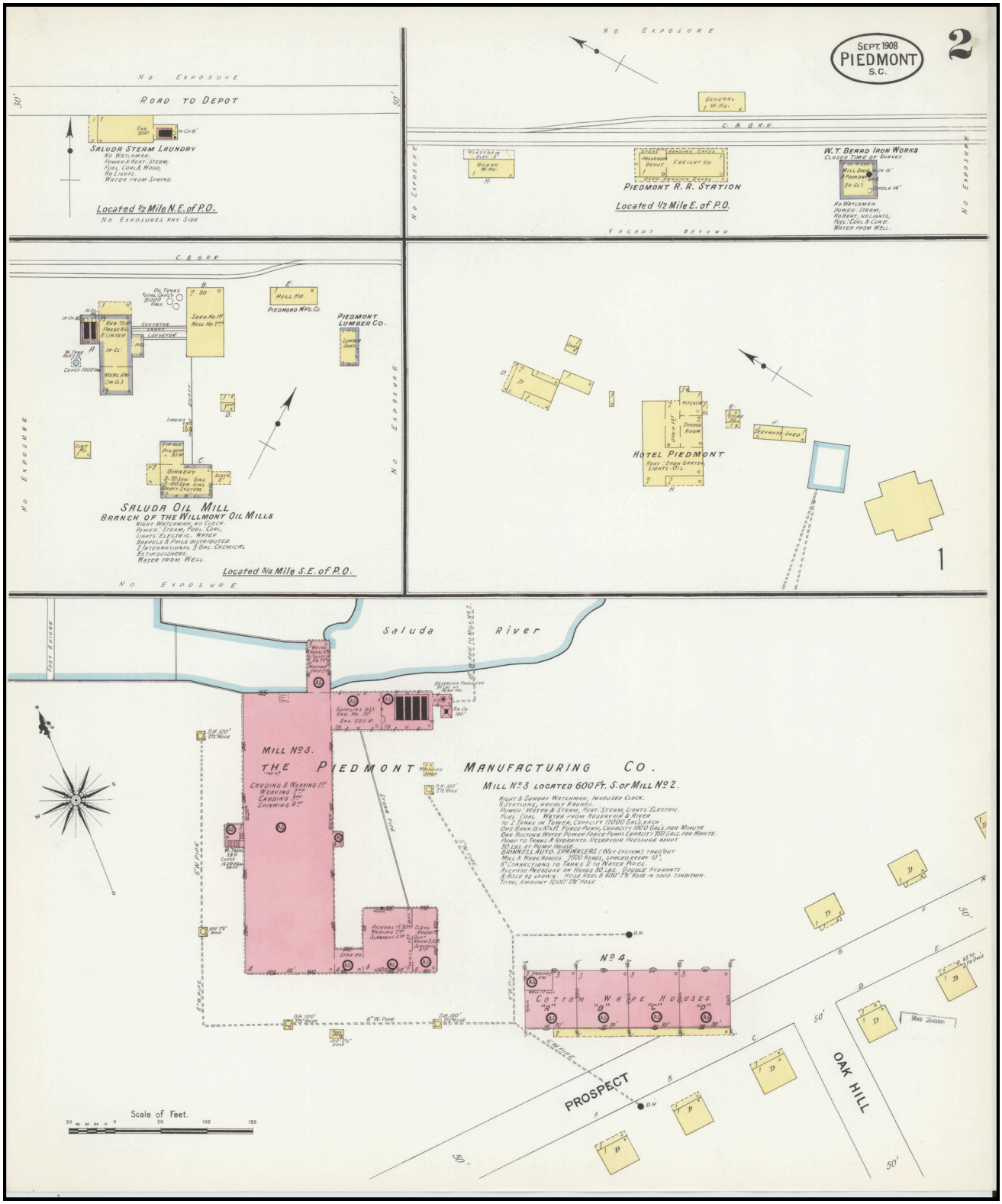
Source: Library of Congress

Appendix A.6.1: Sanborn Fire Insurance Map from Piedmont, Greenville and Anderson Counties, South Carolina (1908) [Sheet 1 of 3]



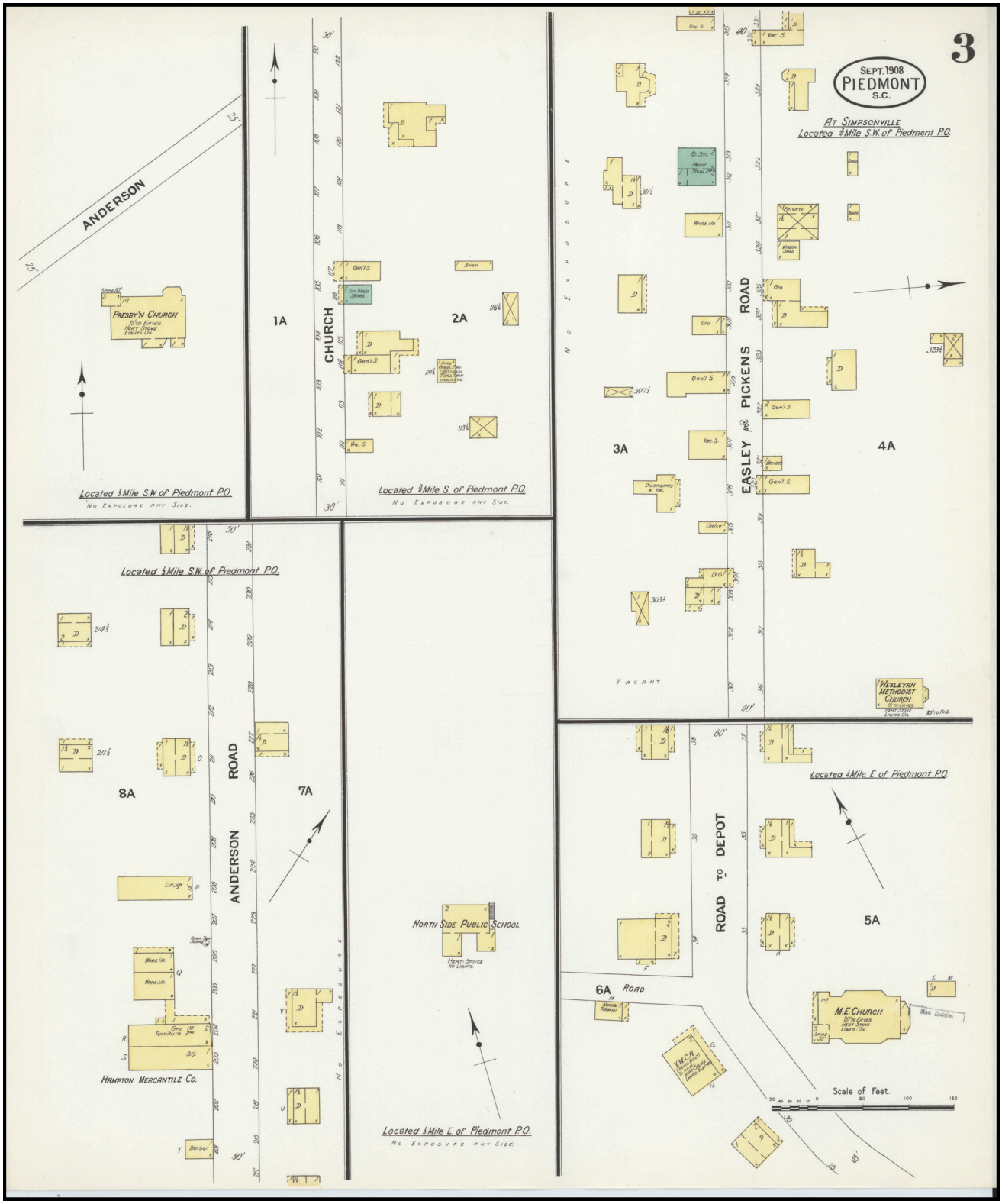
Source: Library of Congress

Appendix A.6.2: Sanborn Fire Insurance Map from Piedmont, Greenville and Anderson Counties, South Carolina (1908) [Sheet 2 of 3]



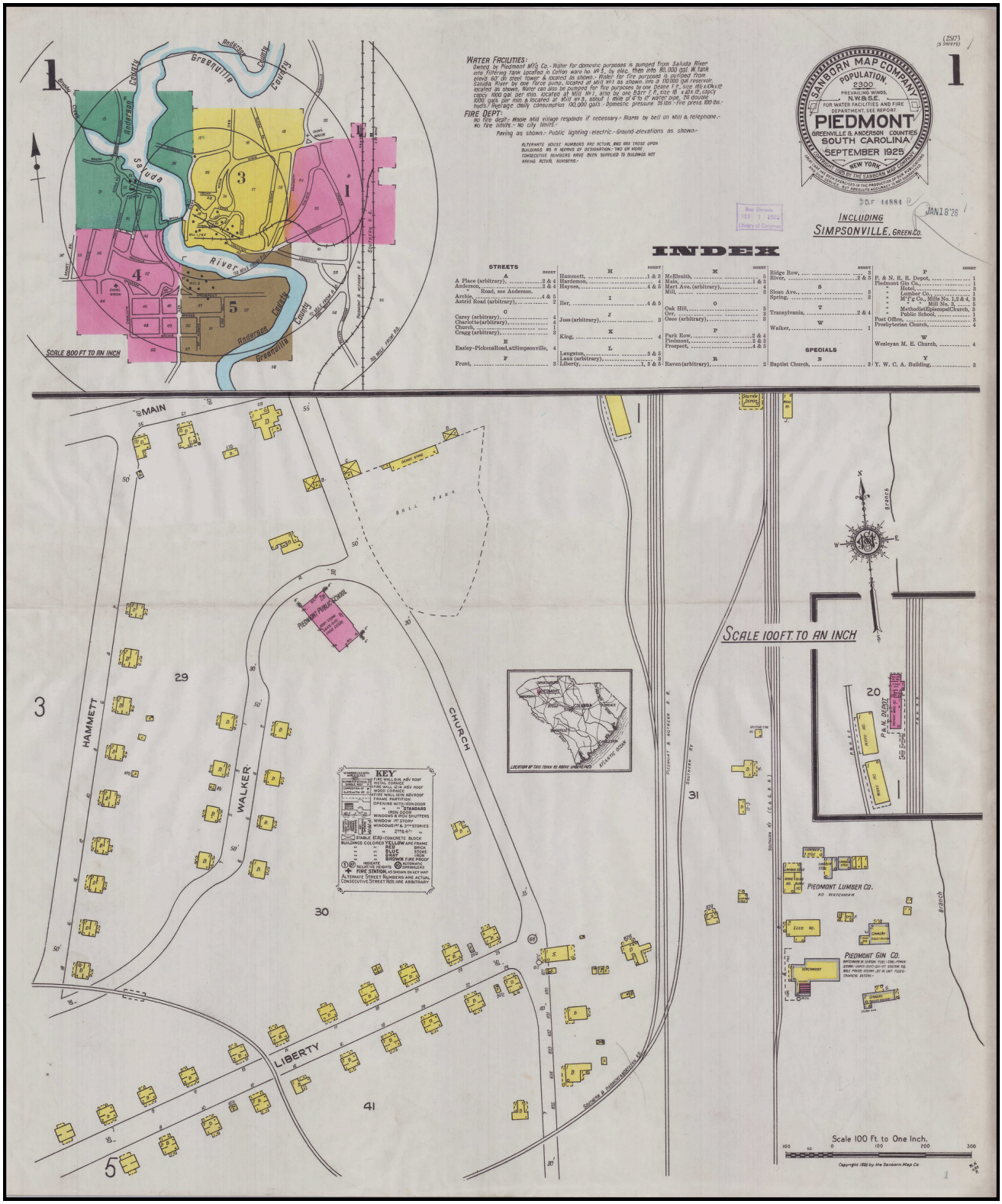
Source: Library of Congress

Appendix A.6.3: Sanborn Fire Insurance Map from Piedmont, Greenville and Anderson Counties, South Carolina (1908) [Sheet 3 of 3]



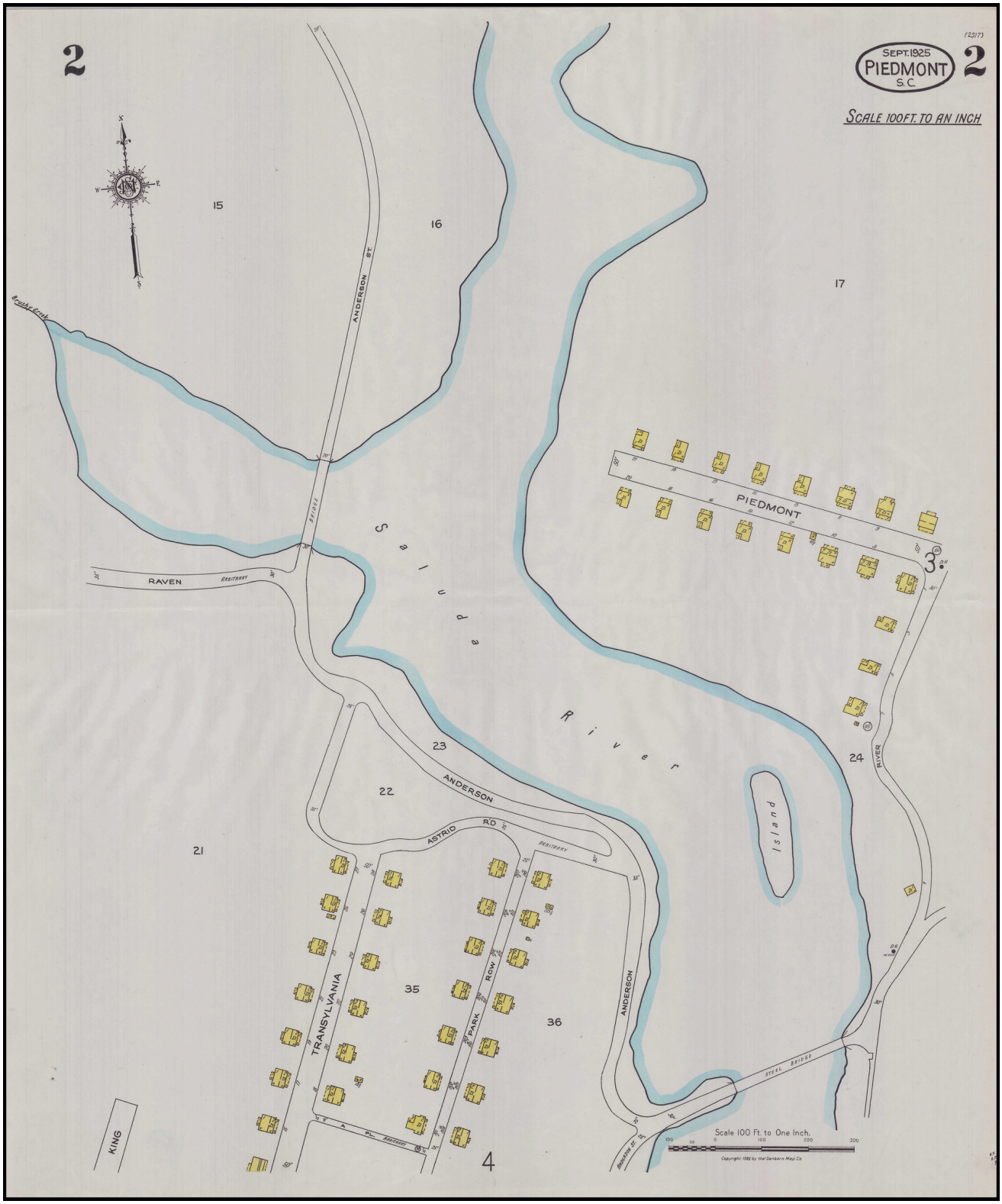
Source: Library of Congress

Appendix A.7.1: Sanborn Fire Insurance Map from Piedmont, Greenville and Anderson Counties, South Carolina (1925) [Sheet 1 of 5]



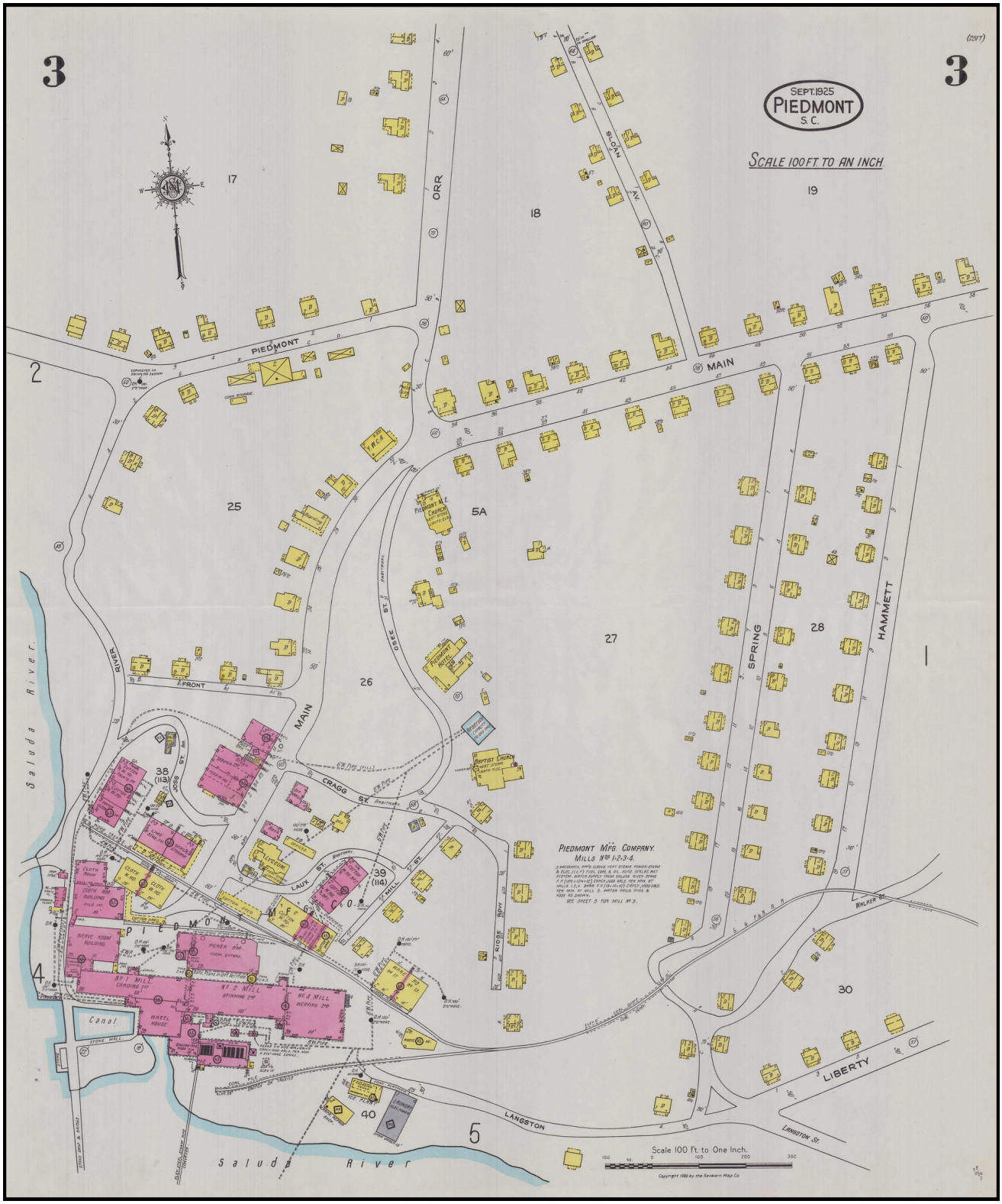
Source: Library of Congress

Appendix A.7.2: Sanborn Fire Insurance Map from Piedmont, Greenville and Anderson Counties, South Carolina (1925) [Sheet 2 of 5]



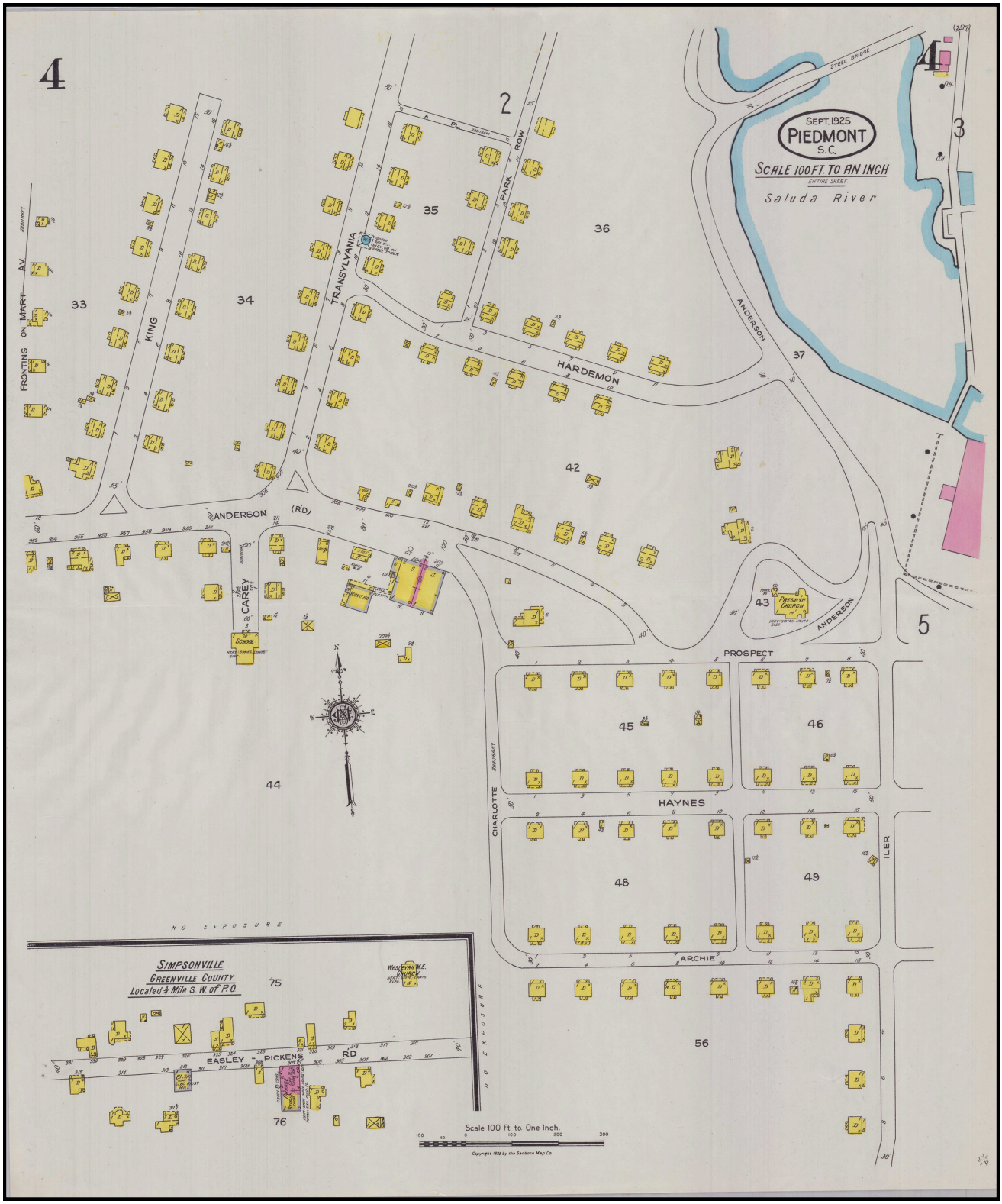
Source: Library of Congress

Appendix A.7.3: Sanborn Fire Insurance Map from Piedmont, Greenville and Anderson Counties, South Carolina (1925) [Sheet 3 of 5]



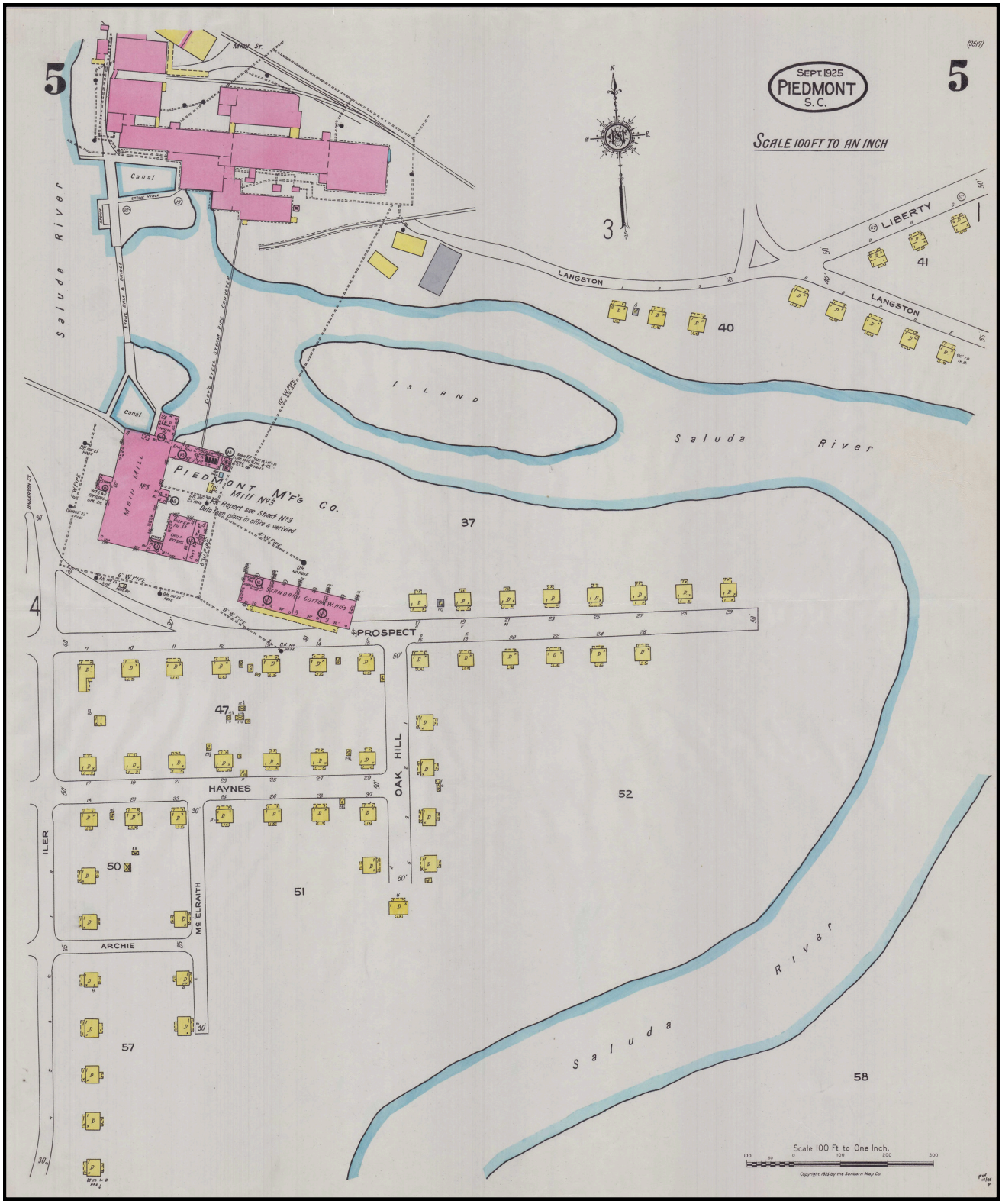
Source: Library of Congress

Appendix A.7.4: Sanborn Fire Insurance Map from Piedmont, Greenville and Anderson Counties, South Carolina (1925) [Sheet 4 of 5]



Source: Library of Congress

Appendix A.7.5: Sanborn Fire Insurance Map from Piedmont, Greenville and Anderson Counties, South Carolina (1925) [Sheet 5 of 5]



Source: Library of Congress

Appendix B: Community Meeting Presentations

Appendix B.1: Public Meeting #1, June 29, 2023

Appendix B.1.1: Public Meeting #1, June 29, 2023 (Slide 1 of 31)



Appendix B.1.2: Public Meeting #1, June 29, 2023 (Slide 2 of 31)

Introduction

- Greenville County Long Range Planning, in collaboration with Anderson County, is developing an area plan for the Piedmont community.

Greenville County

ANDERSON COUNTY SOUTH CAROLINA

PIEDMONT AREA PLAN

Appendix B.1.3 Public Meeting #1, June 29, 2023 (Slide 3 of 31)

Meet the Team

Greenville County

Rick Bradley.....County Councilor – District 26
Tee Coker.....Assistant Administrator – Community Planning and Development
Rashida Jeffers-Campbell.....Planning Director
A. Tyler Stone.....Long Range Planning Manager
Suzanne Terry.....Planner II
Austin Lovelace..... Planner II, Project Manager
Saeideh Sobhaninia.....Planner II
Guadalupe Franchi..... Long Range Planning Intern

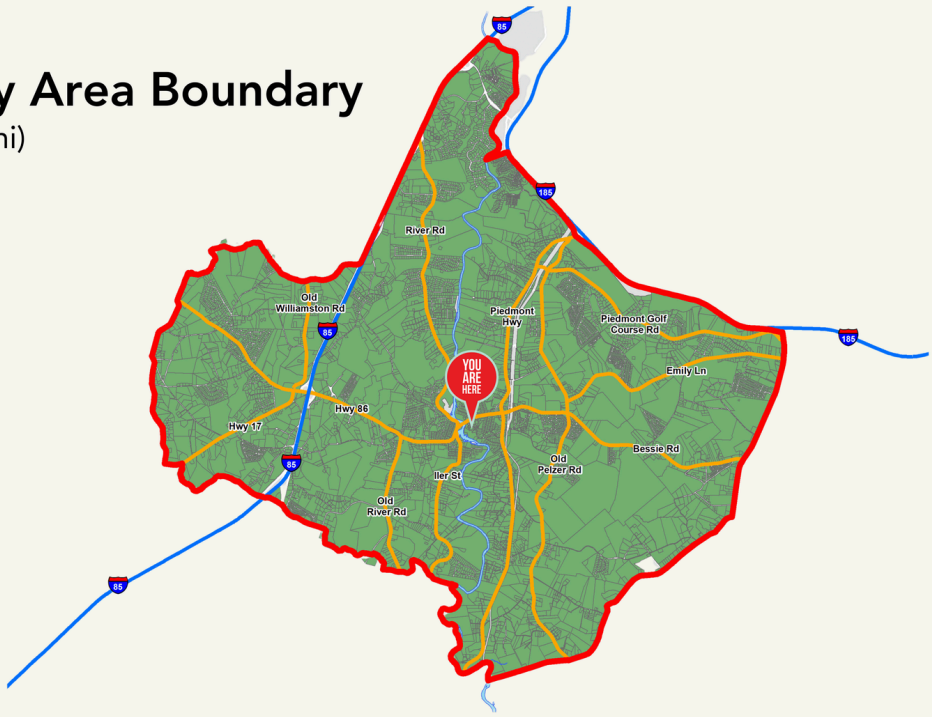
Anderson County

Jimmy Davis..... County Councilor – District 6
Jon Caime..... Special Projects Manager
Alesia Hunter.....Planning and Development Director

Appendix B.1.4: Public Meeting #1, June 29, 2023 (Slide 4 of 31)

Study Area Boundary

(36 sq mi)



Appendix B.1.5 Public Meeting #1, June 29, 2023 (Slide 5 of 31)

What Is an Area Plan?

- An area plan is a strategic document that guides the future development and growth of a specific community; and
- A community-driven effort that involves input from various stakeholders, including citizens, businesses, non-profit organizations, and government agencies, among others.
- The final document, while non-binding, will serve as a guide to Anderson and Greenville County councils, boards, and commissions when making decisions affecting the Piedmont community, created by the Piedmont community.
- Overall, an area plan provides a roadmap for the physical, social, and economic development of an area, guiding decision-making, promoting coordinated growth, and fostering a desirable and resilient future for the community.

Appendix B.1.6: Public Meeting #1, June 29, 2023 (Slide 6 of 31)

What Is the Role of Planning?

- To guide meaningful and thoughtful development and growth.
- To consider various factors, including, but not limited to:
  - Community engagement
  - Design
  - Economic development
  - Historic preservation
  - Housing
  - Land use
  - Natural resources
  - Parks and recreational facilities
  - Social equity and well-being
  - Transportation

Appendix B.1.7 Public Meeting #1, June 29, 2023 (Slide 7 of 31)

What Is the Role of Planning?

- It is important to note that planners are not decision-makers or engineers. Rather, planners serve as facilitators and mediators between the community and decision-makers. We aim to bring people together with a huge range of perspectives and different ways of knowing and help them learn, from each other, how to make places that can improve their lives.

Appendix B.1.8: Public Meeting #1, June 29, 2023 (Slide 8 of 31)

What Can this Study Do?

- Start a conversation about planning the future of Piedmont;
- Initiate an organized, community-driven planning effort in the study area;
- Bring stakeholders to the table to encourage conversations and promote resource pooling, which *could* lead to unique opportunities or solutions;
- Give the community a platform to express their concerns, hopes, and needs;
- Help the community develop and realize a vision using community engagement and planning strategies;
- Develop goals and objectives based on community input;
- Apply for grants or identify potential sources of funding;
- Create an advisory document, reflecting the outcomes of the planning process, to guide decision-making; and
- Promote the Piedmont community and its values.

Appendix B.1.9 Public Meeting #1, June 29, 2023 (Slide 9 of 31)

What Can this Study *Not* Do?

- Codify any result of the document, nor create any new law or regulation.
- Establish authority to develop or redevelop property;
- Implement road or transportation improvements;
- Incorporate Piedmont as a city or town;
- Limit or restrict land uses or building-types; or
- Zone or rezone property.

Appendix B.1.10: Public Meeting #1, June 29, 2023 (Slide 10 of 31)

A Brief History of Piedmont



Piedmont, c. 1925

Source: Greenville County Library

Appendix B.1.11 Public Meeting #1, June 29, 2023 (Slide 11 of 31)

Pre-1862

Native Americans and the "Big Shoals of the Saluda"

- Piedmont, specifically the area around the present-day Saluda River dam, has been known by many names throughout its history. Native Americans and early settlers referred to it as the “Big Shoals of the Saluda.”
- These early inhabitants used the large rocks of the shoals to cross the river.

Pearl Springs School

- Pearl Springs school was organized in 1770 on present-day Shiloh Church Road.

David Garrison and "Garrison Shoals"

- In 1843, David Garrison built a grist mill and log cabin and named it “Garrison Shoals.”

Source: Don Roper

Appendix B.1.12: Public Meeting #1, June 29, 2023 (Slide 12 of 31)

1862-1946

H.P. Hammett and Piedmont Manufacturing Company

- In 1862 and 1863, Hammett purchased 415 acres around the shoals with the intent to build a cotton mill and supporting town.
- In 1874, the Piedmont Manufacturing Company was chartered, and construction of the first textile mill, Mill 1, and its supporting village began on the Greenville County side. By 1876, the mill was operational and the village thriving with 85 houses, a commercial district, church, hotel, and school. By 1883, after expansions, the mill was the largest in South Carolina.
- Mill 3 was constructed in 1888 on the Anderson County side, along with a supporting village and pedestrian footbridge over the river to encourage movement between the mills.
- At the time of Hammett’s death in 1891, Piedmont was one of the largest textile mills in the world.

Source: Don Roper

Appendix B.1.13 Public Meeting #1, June 29, 2023 (Slide 13 of 31)

1946-1981

J.P. Stevens and Company

- In 1946, the Piedmont Manufacturing Company, along with the mills and village housing, was sold to J.P. Stevens and Company.
- In 1956, J.P. Stevens and Company sold the village housing. The houses sold at an average price of $2,680.
- In 1963, J.P. Stevens and Company began construction of the Estes Plant, which opened the following year. Mill 1 would be used be used for rug manufacturing and warehousing until its closure and sale in 1981.

Sources: Don Roper; Jamieson, Claire E., "Change in the Textile Mill Villages of South Carolina's Upstate During the Modern South Era." 2010.

Appendix B.1.14: Public Meeting #1, June 29, 2023 (Slide 14 of 31)

1981-1995

Closure and Destruction of Mills

- In 1983, Mill 1 was destroyed by fire.
- In 1985, Mill 3 closed. Ten years later, it was razed.

Source: Don Roper

Appendix B.1.15 Public Meeting #1, June 29, 2023 (Slide 15 of 31)

Piedmont Today



Appendix B.1.16: Public Meeting #1, June 29, 2023 (Slide 16 of 31)

Community Resources and Facilities

Community Facilities
- Piedmont Community Center
- Anderson County Library, Piedmont

Parks
- Piedmont Athletic Complex
- Thomas C. Pack, Jr. Memorial Park

Schools
- Sue Cleveland Elementary
- Woodmont Middle

Community Resources
- Piedmont Emergency Relief Center
- Piedmont Historic Preservation Society

Community Groups/Organizations
- Bonnes Amies Club
- Bridge327
- Piedmont Artist Guild
- Piedmont Crime Watch
- Piedmont Forever Young Club
- Piedmont Lions Club
- Rose Hill Cemetery Association

Appendix B.1.17 Public Meeting #1, June 29, 2023 (Slide 17 of 31)

Historic and Cultural Places

Places listed on National Register of Historic Places

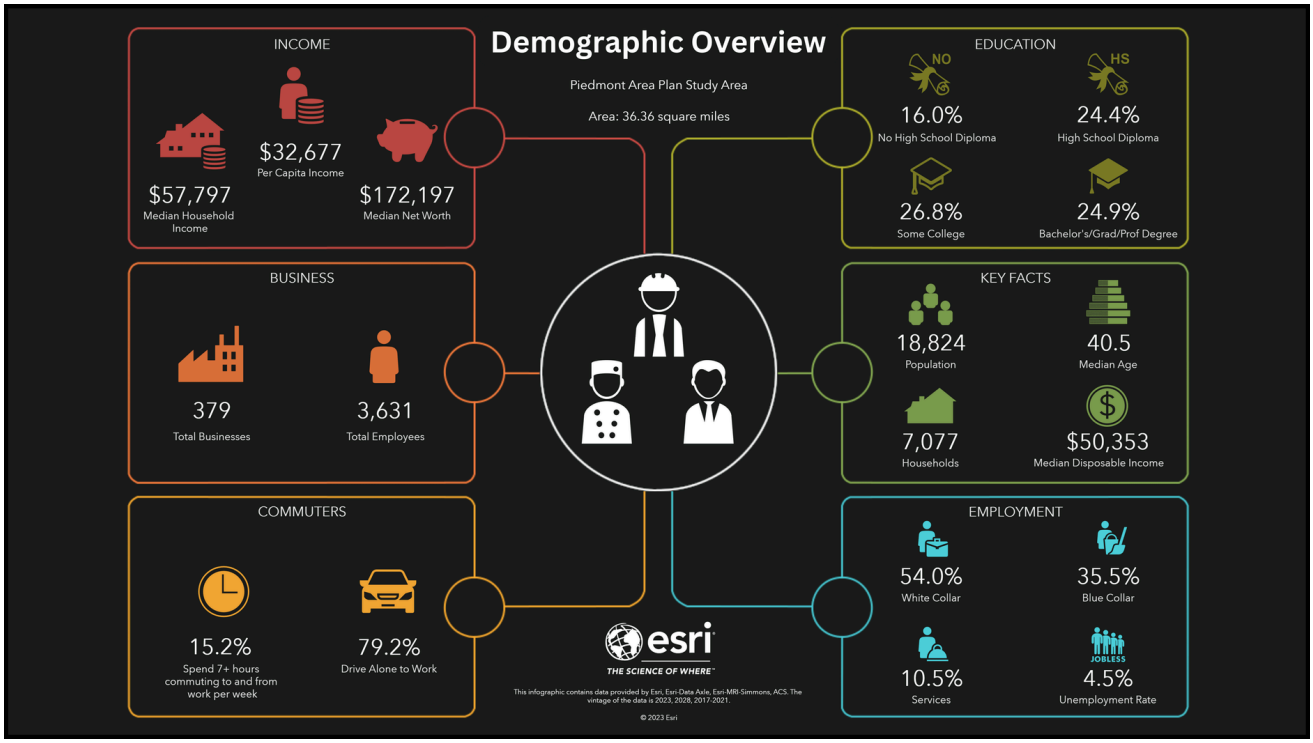
- Piedmont Mill Stores Building





Source: KDS Properties

Appendix B.1.18: Public Meeting #1, June 29, 2023 (Slide 18 of 31)



Appendix B.1.19 Public Meeting #1, June 29, 2023 (Slide 19 of 31)

Demographics and Socioeconomic Data

- This data provides insights into the demographic and socioeconomic aspects of the study area.
- The data is collected from the U.S. Census and American Community Survey.
- Estimates are compiled using ArcGIS Business Analyst from ESRI.

Appendix B.1.20: Public Meeting #1, June 29, 2023 (Slide 20 of 31)

Highlights

- Total population of the study area is estimated to be 18,824 in 2023;
- Median household income is estimated to be $57,797 in 2023;
- Median home value is estimated to be $217,873 in 2023;
- An estimated 14.1% of households are considered below poverty level;
- An estimated 28.5% of households include one or more persons with a disability;
- Employed population 16 and over is estimated to be 8,634 in 2023, with an unemployment rate of 4.5%; and
- The most common means of transportation is driving, with an estimated 79.2% of the employed population 16 and over driving alone.

Appendix B.1.21 Public Meeting #1, June 29, 2023 (Slide 21 of 31)

Land Use and Transportation

- This data provides insights into the built environment and mobility network in the study area.
- The data is collected from Anderson County, Greenville County, and the South Carolina Department of Transportation (SCDOT).

Appendix B.1.22: Public Meeting #1, June 29, 2023 (Slide 22 of 31)

Highlights

- Piedmont is largely unzoned, with the exception of the northeast portion of the study area and the old mill property in Greenville County.
- The most-traveled roads* in the study area are Highway 86 in Anderson County, Bessie Road, River Road, Piedmont Highway, Old Williamston Road**, Piedmont Golf Course Road, Old River Road, Old Pelzer Road, and Emily Lane.
- Limited sidewalks exist in the mill village. No bicycle lanes are located within the study area.

*Old Williamston Road is owned and maintained by Anderson County. All other roads mentioned above are owned and maintained by SCDOT.
**Roads that form the study area boundary, or such or those that only briefly intersect the study area, are not included.

Appendix B.1.23 Public Meeting #1, June 29, 2023 (Slide 23 of 31)

Future Developments

The list below includes major subdivisions in Anderson County and Greenville County either under construction or approved by respective Planning Commissions within the study area.

- Acadia on Highway 153 – 18 new lots
- Bluffton Valley on Highway 17 – 23 lots
- Brook Valley on Payne Drive – 73 lots
- Campbridge Creek on Furr Road – 277 lots
- Cloverdale Hills on Bessie Road – 63 lots
- Cottonwood Ridge on Bessie Road – 459 lots
- Dogwood Ridge on Old River Road – 126 lots
- Evergreen Hills on Bessie Road – 100 lots
- Grove Creek on Old Pelzer Road – 340 lots
- Holiday Farm on Shiloh Road – 55 lots
- River's Edge on River Road – 61 lots
- Riverwood Farm on Old River Road – 247 lots
- Shiloh Valley on Shiloh Church Road – 162 lots
- Southpark on Furr Road – 37 new lots
- Walls at Rivers Edge on Anderson Street – 116 townhomes
- Woodglen on Highway 86 – 592 lots
- Woodmont Springs on Bessie Road – 277 lots/units

Total Number of Approved Housing Units: 3,026

Appendix B.1.24: Public Meeting #1, June 29, 2023 (Slide 24 of 31)

Piedmont Riverfront Park

The park is being developed by Anderson County on River Road at the confluence of the Saluda River and Big Brushy Creek. The initial phase will include an accessible kayak launch and sidewalk.

SCAN ME

Appendix B.1.25 Public Meeting #1, June 29, 2023 (Slide 25 of 31)

AnMed Ambulatory Care Center

AnMed Health will construct a new facility on Highway 86 at the corner of Old Williamston Road with emergency medical services, physical therapy, and routine healthcare. Construction is expected to begin this fall and be completed by 2025.

SCAN ME

Appendix B.1.26: Public Meeting #1, June 29, 2023 (Slide 26 of 31)

Community Engagement



Appendix B.1.27 Public Meeting #1, June 29, 2023 (Slide 27 of 31)

Community Engagement Strategy

Scan the QR code below on your smartphone or tablet:

SCAN ME

Appendix B.1.28: Public Meeting #1, June 29, 2023 (Slide 28 of 31)

Community Survey

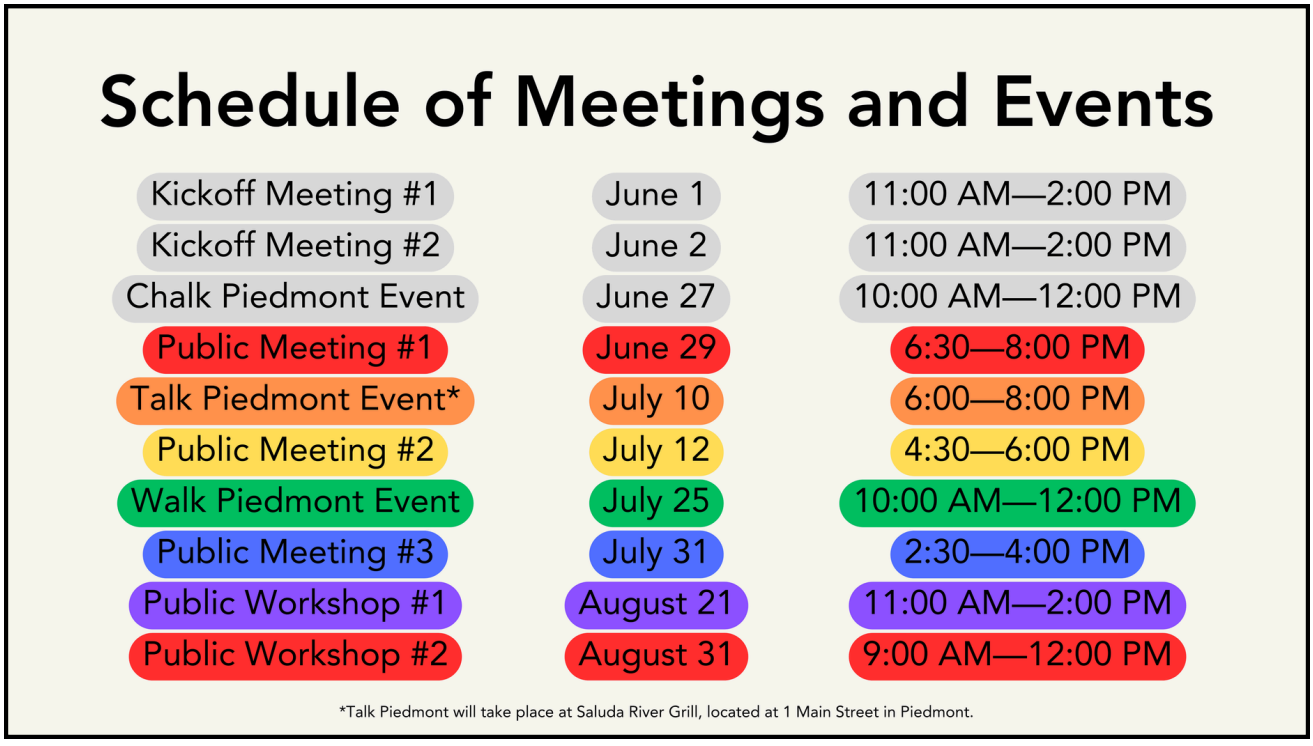
- Scan the QR code below on your smartphone or tablet; or
- Fill out a printed survey and mail to, or drop off at, Greenville County Square.

SCAN ME

Appendix B.1.29 Public Meeting #1, June 29, 2023 (Slide 29 of 31)



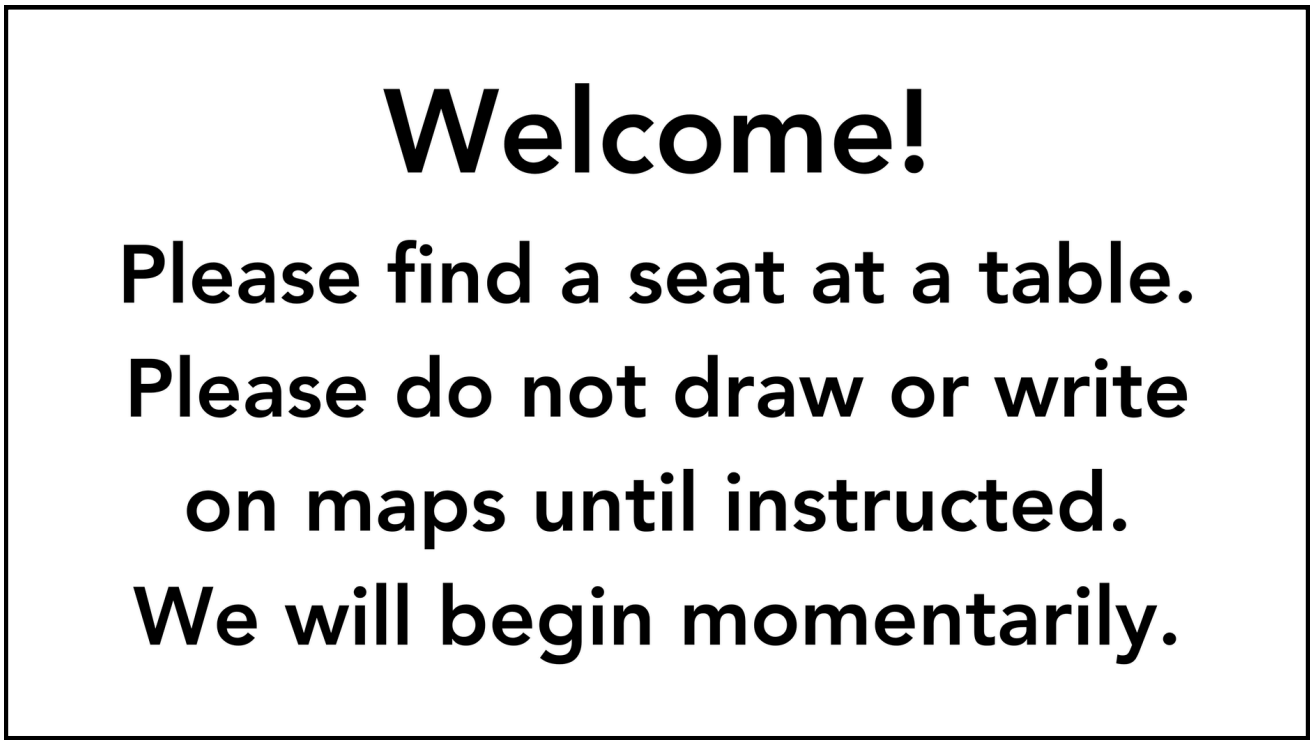
Appendix B.1.30: Public Meeting #1, June 29, 2023 (Slide 30 of 31)



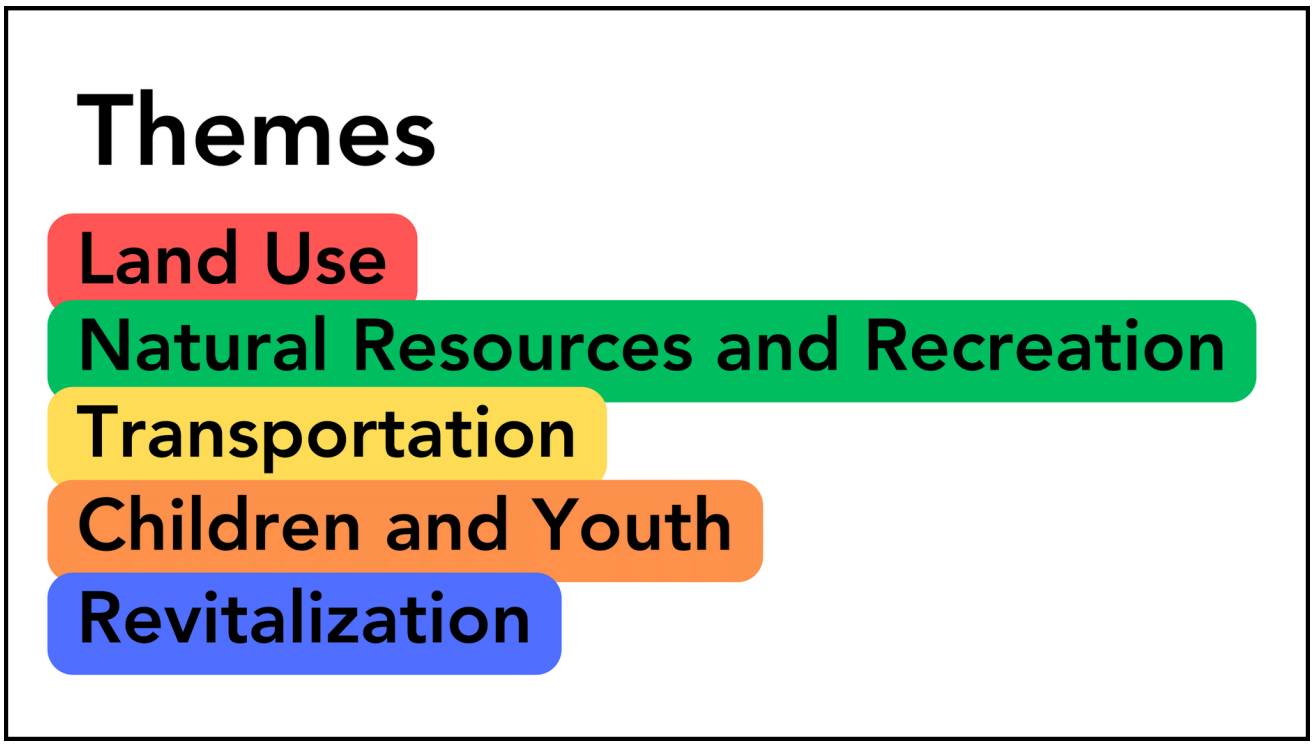

Questions?

Appendix B.2: Public Meeting #2, July 12, 2023

Appendix B.2.1: Public Meeting #2, July 12, 2023 (Slide 1 of 11)



Appendix B.2.2: Public Meeting #2, July 12, 2023 (Slide 2 of 11)



Appendix B.2.3: Public Meeting #2, July 12, 2023 (Slide 3 of 11)

Land Use

- **Residential**
  - Single-family and multifamily housing
- **Commercial**
  - Retail, restaurants, hotels, grocery stores, and event venues
- **Agricultural**
  - Farms, nurseries, orchards, pastures, and vineyards
- **Industrial**
  - Factories, manufacturing, and warehousing
- **Office**
  - Professional services, health and medical facilities, and co-working spaces

Appendix B.2.4: Public Meeting #2, July 12, 2023 (Slide 4 of 11)

Natural Resources and Recreation

- **Conservation areas and nature preserves**
- **Parks and green spaces**
- **Public spaces and recreational facilities**
  - Athletic facilities
  - Community gardens
- **Campgrounds and picnic areas**
- **Scenic routes and viewpoints**
- **Water access points**
  - Boat landings
  - Canoe and kayak facilities
  - Fishing and swimming spots

Appendix B.2.5: Public Meeting #2, July 12, 2023 (Slide 5 of 11)

Transportation

- **Road conditions**
  - Congestion, pavement quality, and safety
- **Intersection improvements**
  - Traffic signals and stop signs
- **Sidewalks and crosswalks**
- **Bicycle lanes and shared paths**
- **Public transportation routes**
- **Traffic calming**
  - Speed humps or tables, speed limits
- **Parking**

Appendix B.2.6: Public Meeting #2, July 12, 2023 (Slide 6 of 11)

Children and Youth

- **Elementary, middle, and high schools**
- **Daycare and pre-schools**
- **Bus stops**
- **Playgrounds**
- **Creative and educational spaces**
  - Arts and crafts
  - Gardening and nature
  - Libraries and museums
  - Performing arts
  - Tutoring services

Appendix B.2.7: Public Meeting #2, July 12, 2023 (Slide 7 of 11)

Revitalization

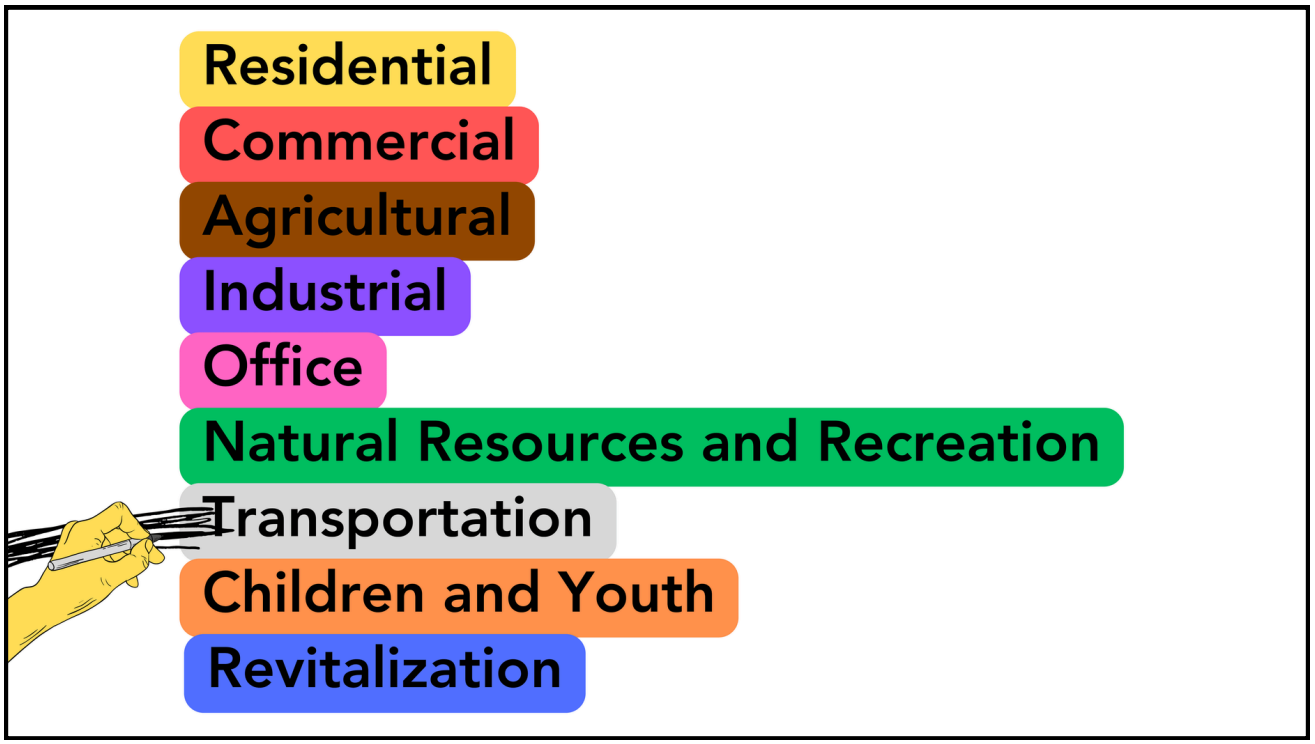
- **Community events**
  - Entertainment and performing arts
  - Farmer's markets and pop-ups for local businesses or makers
  - Festivals, holiday celebrations, and parades
  - Intramural sports and friendly competitions
  - Neighborhood block parties
- **Public art**
  - Murals, sculptures, and street art
- **Infill development and adaptive reuse**
  - Repurposing vacant buildings
- **Historic preservation of buildings and cultural sites**
  - Memorials and monuments
- **Facade improvements or site cleanups**

Appendix B.2.8: Public Meeting #2, July 12, 2023 (Slide 8 of 11)

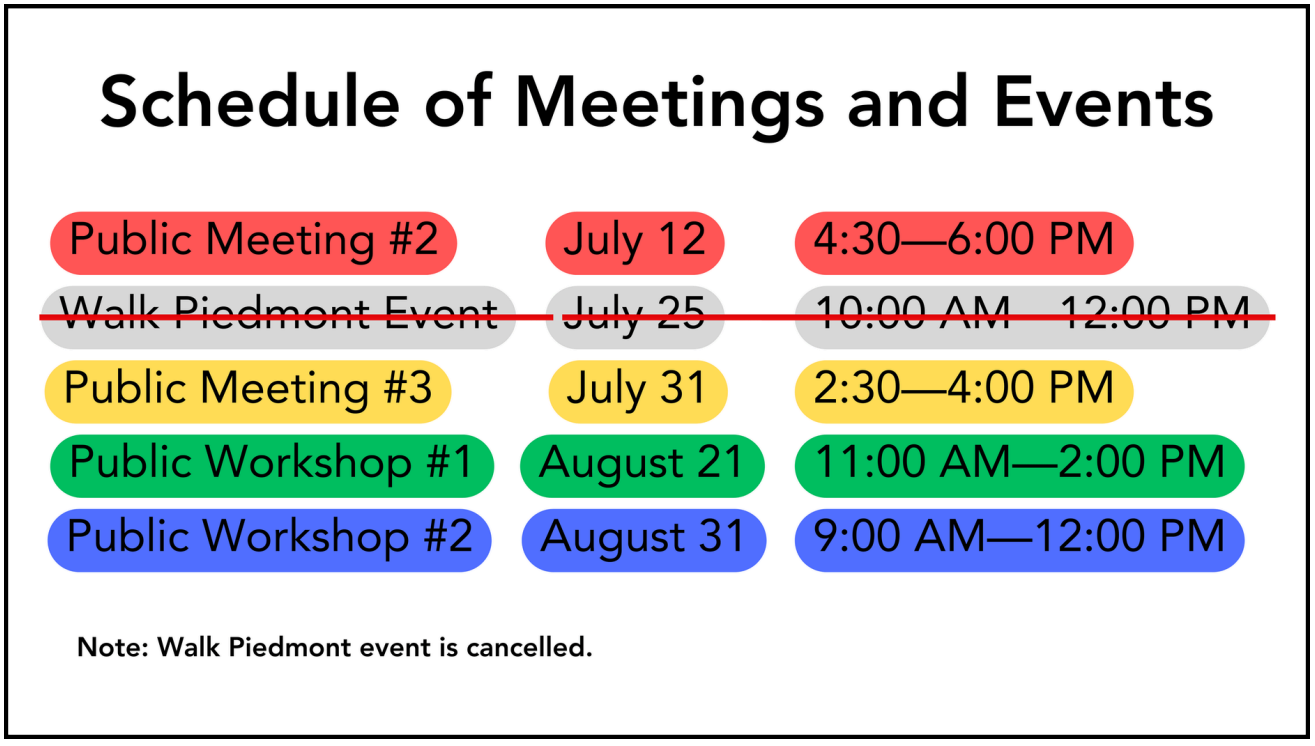
Look in the bottom right corner of the handout you received. Please relocate to the table assigned to your number.

1 2 3 4 5

Appendix B.2.9: Public Meeting #2, July 12, 2023 (Slide 9 of 11)



Appendix B.2.10: Public Meeting #2, July 12, 2023 (Slide 10 of 11)



Thank you for coming!
Please drive home safe.

Appendix B.3: Public Meeting #3, July 31, 2023

Appendix B.3.1: Public Meeting #3, July 31, 2023 (Slide 1 of 22)



Appendix B.3.2: Public Meeting #3, July 31, 2023 (Slide 2 of 22)

Bottom-Up Approaches

Community Organization

Community Land Trust

Events and Volunteering

Tactical Urbanism

Appendix B.3.3: Public Meeting #3, July 31, 2023 (Slide 3 of 22)

Community Organization

- A group of residents or other stakeholders come together to address local issues, improve quality of life and well-being of the community, and advocate for shared interests;
- Register as a non-profit organization 501(c)(3) with tax exemption status and tax-deductible contributions;
- Advocate for the community to decisionmakers;
- Eligible to apply for grants or resources; and
- Host community events and fundraisers.

Appendix B.3.4: Public Meeting #3, July 31, 2023 (Slide 4 of 22)

Community Land Trust

- A non-profit organization that acquires land and holds it for community interests, including:
  - Community gardens or parks
  - Housing affordability
  - Natural resource preservation
- The organization may create guidelines for the use and management of the land;
- By owning land, the community is able to better control free-market development and foster community-driven development.

Appendix B.3.5: Public Meeting #3, July 31, 2023 (Slide 5 of 22)

Events and Volunteering

- Farmer's markets and pop-ups for local businesses or makers;
- Festivals, holiday celebrations, and parades;
- Educational workshops, such as on gardening;
- Food distribution;
- Intramural sports and friendly competitions;
- Neighborhood block parties; and
- River and roadside cleanup.

Appendix B.3.6: Public Meeting #3, July 31, 2023 (Slide 6 of 22)

Tactical Urbanism

- Also known as DIY Urbanism, it is a citizen-led approach to neighborhood building using short-term, low-cost, and scalable interventions to catalyze long-term change. This may include:
  - Using paint to designate bike lanes or crosswalks;
  - Painting murals on participating buildings or structures;
  - Reclaiming underused spaces with donated furniture, lights, plants, and tent canopies, among others.;
  - Setting up temporary commercial markets, such as food trucks and pop-up retail.



Appendix B.3.7: Public Meeting #3, July 31, 2023 (Slide 7 of 22)

Resources and Tools

Land Use

Natural Resources and Recreation

Transportation

Children and Youth

Revitalization

Appendix B.3.8: Public Meeting #3, July 31, 2023 (Slide 8 of 22)

Land Use

- **Business Improvement Districts (BID)**
  - Local businesses vote to invest as a group to improve their environment;
  - Following approval, a mandatory levy on all eligible businesses following a successful ballot, which funds improvement projects within the established district.
- **Cluster subdivisions**
  - Concentrates development on portion of site, preserving the rest as open space or natural areas.

Appendix B.3.9: Public Meeting #3, July 31, 2023 (Slide 9 of 22)

Land Use

- **Impact fees**
  - A one-time payment imposed by a local government on a property developer meant to offset the financial impact a new development places on existing public infrastructure;
  - Determined based on the size of the new development, the cost of implementing it, and how much it will impact the surrounding area.
- **Land use regulations**
  - Greater buffering and screening requirements for developing land or constructing new buildings;
  - Larger minimum lot size requirements for new subdivisions; and
  - Zoning and overlay districts.

Appendix B.3.10: Public Meeting #3, July 31, 2023 (Slide 10 of 22)

Natural Resources and Recreation

- **Conservation easements**
  - A voluntary contract between a landowner and a qualified land trust, which allows the landowner to legally restrict certain land uses from occurring on their property. This agreement is permanent and remains with the land even after it has been sold or willed to heirs.
  - The terms of a conservation agreement are negotiable, and vary greatly depending on the landowner's intentions for their property and the conservation values being protected. There may also be tax benefits.

Appendix B.3.11: Public Meeting #3, July 31, 2023 (Slide 11 of 22)

Natural Resources and Recreation

- **Fee simple purchases or land donation**
  - A fee simple purchase transfers full ownership of a property, including the underlying title, to another party—in this case, a land trust or other organization that conserves the land.
  - This may also be the result of a donation, with the landowner realizing tax benefits from the donation.



Appendix B.3.12: Public Meeting #3, July 31, 2023 (Slide 12 of 22)

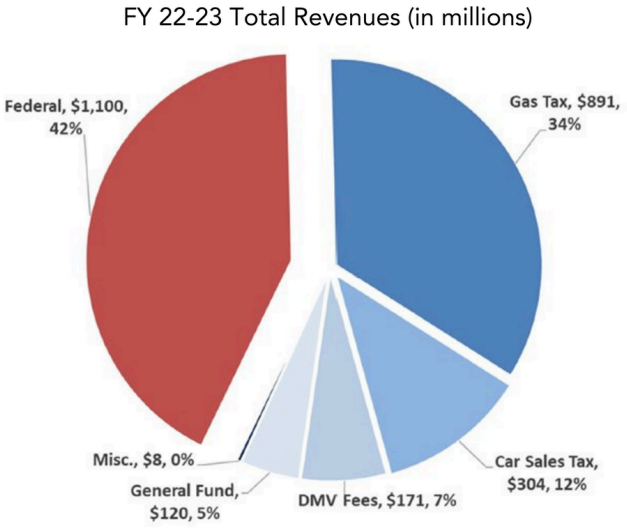
Natural Resources and Recreation

- **Local programs and organizations**
  - Greenville County Historic and Natural Resources Trust
  - Naturaland Trust
  - TreesUpstate Neighborwoods Program
  - Upstate Forever
  - Upstate Land Conservation Fund
- **State programs and organizations**
  - South Carolina Conservation Bank
- **Federal programs and organizations**
  - Land and Water Conservation Fund
  - Rails to Trails Conservancy Trail Grant Program

Appendix B.3.13: Public Meeting #3, July 31, 2023 (Slide 13 of 22)

Transportation

- **Federal funding sources**
  - Federal Gasoline Tax: 18.4 cents per gallon
  - Federal Diesel Tax: 24.4 cents per gallon
- **State funding sources**
  - State Gasoline Tax: 28.75 cents
  - Biennial Registration Fees: $16
  - Infrastructure Maintenance Fee (5%, $500 cap)
  - Commercial Road Use Fees
  - DMV Fines and Fees
  - Other Fines, Tolls, Permits
- **Local funding sources**
  - Greenville County Road Maintenance Fee: $25

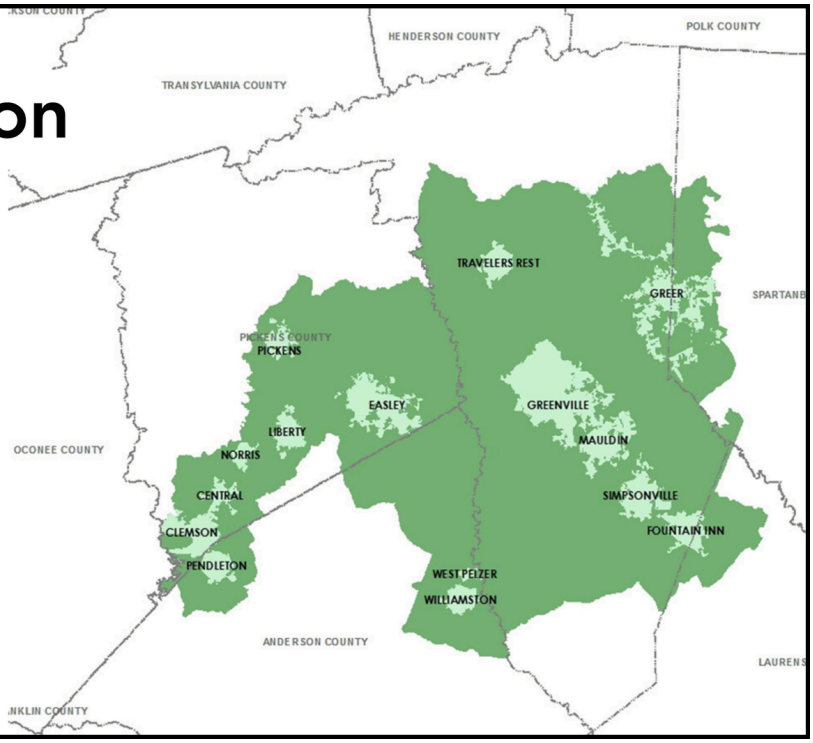


Appendix B.3.14: Public Meeting #3, July 31, 2023 (Slide 14 of 22)

Transportation

Guideshare Program

- Portions of Federal & State Gas Tax
- $18 million distributed to GPATS
- Based on population and vehicle miles traveled (VMT)
- For Highway Improvements:
  - New Road Construction
  - Widening Existing Roads
  - Traffic Signals
  - Safety Improvements



Appendix B.3.15: Public Meeting #3, July 31, 2023 (Slide 15 of 22)

Transportation



Transportation Alternatives Program (TAP)

- Portion of Federal Gas Tax + 20% local match
- $1.32 million distributed to GPATS
- Competitive based on application
- Non-motorized projects:
  - Sidewalks and Pedestrian Facilities
  - Trails and Greenways
  - Bicycle infrastructure
  - Safe Routes to School
  - Community Improvement
  - Access to public transit

Appendix B.3.16: Public Meeting #3, July 31, 2023 (Slide 16 of 22)

Transportation

C Program (C-Fund)

- Portion of State Gas Tax: 3.99 cents per gallon
- $6.5 million distributed to GLDTC – made up of local elected representatives
- Competitive based on application
- Eligible Applicants:
  - Local govt.
  - Transportation agencies
  - **S**chool Districts
  - Natural Resource/Public Land agencies
  - Nonprofits
- Eligible Projects:
  - Resurfacing/Repaving projects
  - Intersection Improvements
  - Pedestrian Facilities (rare)



Appendix B.3.17: Public Meeting #3, July 31, 2023 (Slide 17 of 22)

Children and Youth

- Schools that serve the study area in **Greenville County**:
  - Elementary: Sue Cleveland Elementary, with portions of Grove Elementary and Ellen Woodside Elementary
  - Middle: Woodmont Middle, with small portion of Tanglewood Middle
  - High: Woodmont High, with a small portion of Carolina High
- Schools that serve the study area in **Anderson County**:
  - Elementary: Wren Elementary, with portions of Concrete Primary and Powdersville Elementary
  - Middle: Wren Middle, with portion of Powdersville Middle
  - High: Wren High, with portion of Powdersville High

Appendix B.3.18: Public Meeting #3, July 31, 2023 (Slide 18 of 22)

Children and Youth

- **Title I Schools** within the study area include:
  - Sue Cleveland Elementary
  - Grove Elementary
  - Tanglewood Middle
- **Community Eligibility Provision (CEP)**
  - All schools within study area qualify for free lunches as part of the CEP expansion.

Appendix B.3.19: Public Meeting #3, July 31, 2023 (Slide 19 of 22)

Revitalization

- **Main locations of interest:**
  - Downtown
    - Hwy 86 bridge
    - Main Street
- **Elements**
  - Increase tree shading and lighting;
  - Increase sidewalks and trails;
  - Create murals and public art;
  - Community gardens; and
  - Park and playground areas.
- **Events**
  - Farmers Market
  - Music/Food Festival
  - Christmas Parade
  - Discover Piedmont





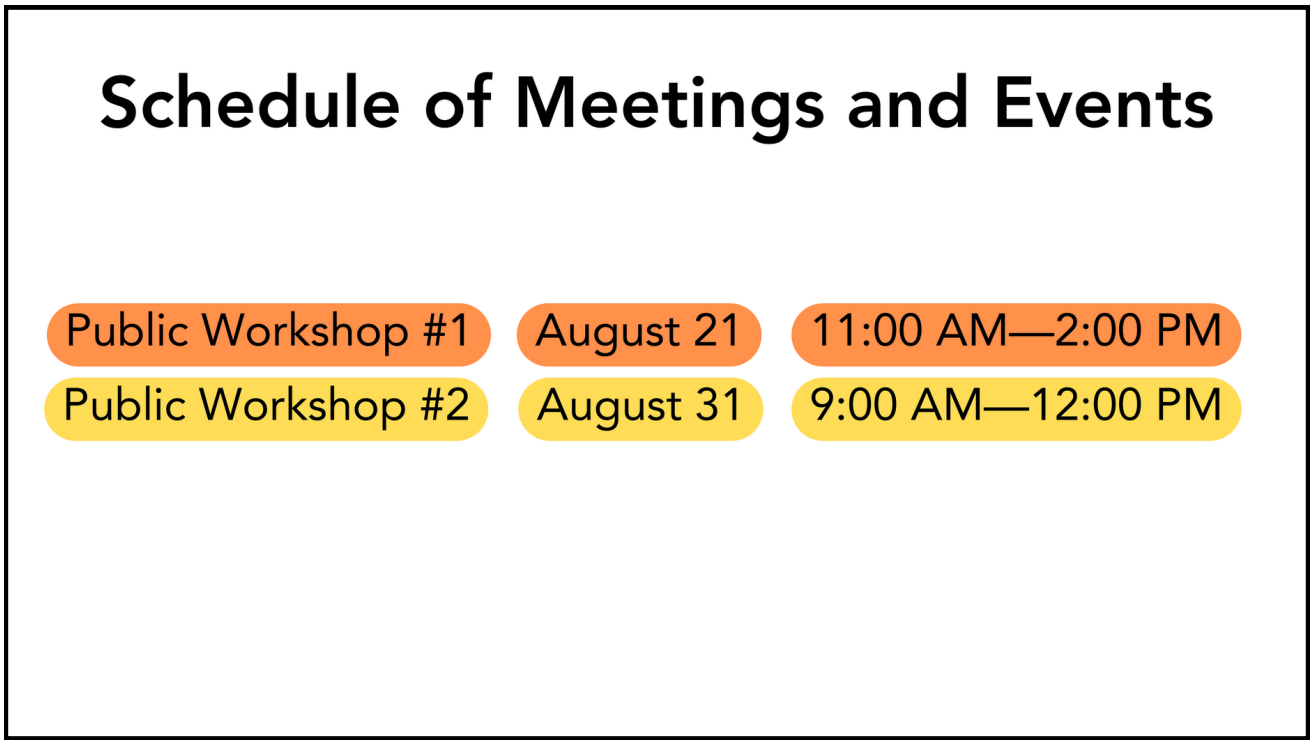


Appendix B.3.20: Public Meeting #3, July 31, 2023 (Slide 20 of 22)

Revitalization

Name	Focus Area	Link
The South Carolina Community Development Block Grant (CDBG) Program	Proivdes grants for projects that focus on revitalizing neighborhoods by providing community infrastructure, public facilities and creating or retaining jobs.	https://www.cdbgsc.com/about-us/how-to-apply/
Duke Energy Foundation Grants	Provides grants to support communities that aspire for vibrant economies, climate resliency; and justice, equity, and inclusion.	https://www.duke-energy.com/community/duke-energy-foundation/south-carolina
Trees Upstate	Increase overall canopy of neihgborhoods, support beautification efforts, and educate on the benefits of trees.	https://treesupstate.org/freetrees/
National Trust Preservation Funds (NTPF)	Supporting historic preservation.	https://savingplaces.org/grants
National Assoc. of Realtors Placemaking Grants	The Placemaking Grant funds the creation of new, outdoor public spaces and destinations in a community.	https://realtorparty.realtor/community-outreach/placemaking
Keep America Beautiful Community Grants	Support community restoration.	https://kab.org/grants/
Truliant Federal Credit Union	Community development, education and youth, economic mobility, and financial wellness.	https://www.truliantfcu.org/about-us/community/charitable-contributions

Appendix B.3.21: Public Meeting #3, July 31, 2023 (Slide 21 of 22)



Appendix B.3.22: Public Meeting #3, July 31, 2023 (Slide 22 of 22)



Appendix B.4: Public Meeting #4, January 29, 2024

Appendix B.4.1: Public Meeting #4, January 29, 2024 (Slide 1 of 22)



Appendix B.4.2: Public Meeting #4, January 29, 2024 (Slide 2 of 22)

Agenda Items

- **Progress Update on The Piedmont Area Plan and Next Steps**
  Austin Lovelace, Piedmont Area Plan Project Manager; Greenville County Planning
- **Announcements from New Community Organization**
  Joseph Barnes, Piedmont Community Alliance
- **NeighborWoods Tree Planting Program in Piedmont**
  Evangeline Costa, TreesUpstate
- **Piedmont Footbridge Special Project**
  Blake Sanders, Studio Main

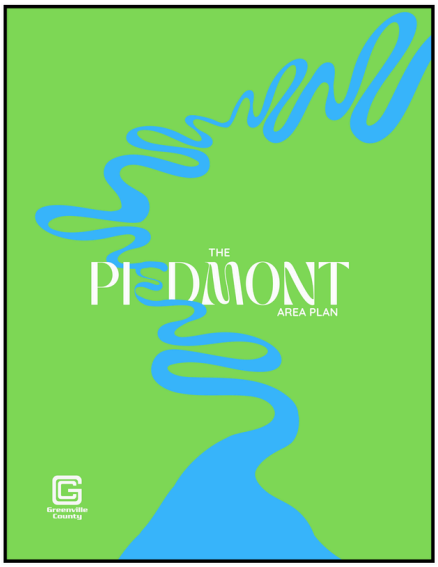
Appendix B.4.3: Public Meeting #4, January 29, 2024 (Slide 3 of 22)



Appendix B.4.4: Public Meeting #4, January 29, 2024 (Slide 4 of 22)

Progress Update on
The Piedmont Area Plan
and Next Steps

Appendix B.4.5: Public Meeting #4, January 29, 2024 (Slide 5 of 22)



Front Cover

Chapter One: Introduction and Background
Introduces the planning process, provides a brief history of the Piedmont community, and explains how to navigate and use the plan effectively.
+Acknowledgement +Glossary of Terms Used in this Plan

Chapter Two: Existing Conditions
Lays out Piedmont's recent past—how and where it has grown, in terms of people and infrastructure—and describes where it might be headed based on an analysis of population and development trends.

Chapter Three: Community Engagement
The community engagement process during summer 2023 yielded consistent themes from stakeholders. This chapter discusses the outcomes and results, which guided the development of this plan.
+Meeting Summaries +Survey Results

Chapter Four: Recommendations
Serves as a roadmap for the future of the community, providing land use recommendations and outlining specific key opportunities and priority investments.
+Future Land Use Map

Chapter Five: Strategies
Provides a strategic framework to implement the recommendations made in the previous chapter, setting clear goals and objectives.
+Case Studies

Appendix B.4.6: Public Meeting #4, January 29, 2024 (Slide 6 of 22)

Anticipated Public Draft Release and Plan Adoption

- **March 18**: Public Draft Release
- **March 18 - April 1**: Community Review of Rough Draft

From here, the process will split between the two counties:

Greenville County

- **April 1**: Planning and Development Committee (Initiation)
- **April 15**: County Council Public Hearing
- **April 16**: County Council First Reading
- **April 24**: Planning Commission
- **May 6**: Planning and Development Committee
- **May 24**: County Council Second Reading
- **June 4**: County Council Third Reading
- **June 5**: Adoption

Anderson County

- **April 9**: Planning Commission
- **April 16**: County Council First Reading
- **May 7**: County Council Second Reading and Public Hearing
- **May 21**: County Council Third Reading
- **May 22**: Adoption

Note: Dates subject to change

Appendix B.4.7: Public Meeting #4, January 29, 2024 (Slide 7 of 22)

Announcements from New Community Organization

Joseph Barnes, Piedmont Community Alliance

Appendix B.4.8: Public Meeting #4, January 29, 2024 (Slide 8 of 22)



Appendix B.4.9: Public Meeting #4, January 29, 2024 (Slide 9 of 22)



Appendix B.4.10: Public Meeting #4, January 29, 2024 (Slide 10 of 22)

NeighborWoods Tree Planting Program in Piedmont

Evangeline Costa, TreesUpstate

Appendix B.4.11: Public Meeting #4, January 29, 2024 (Slide 11 of 22)



Appendix B.4.12: Public Meeting #4, January 29, 2024 (Slide 12 of 22)

Register:

SCAN ME

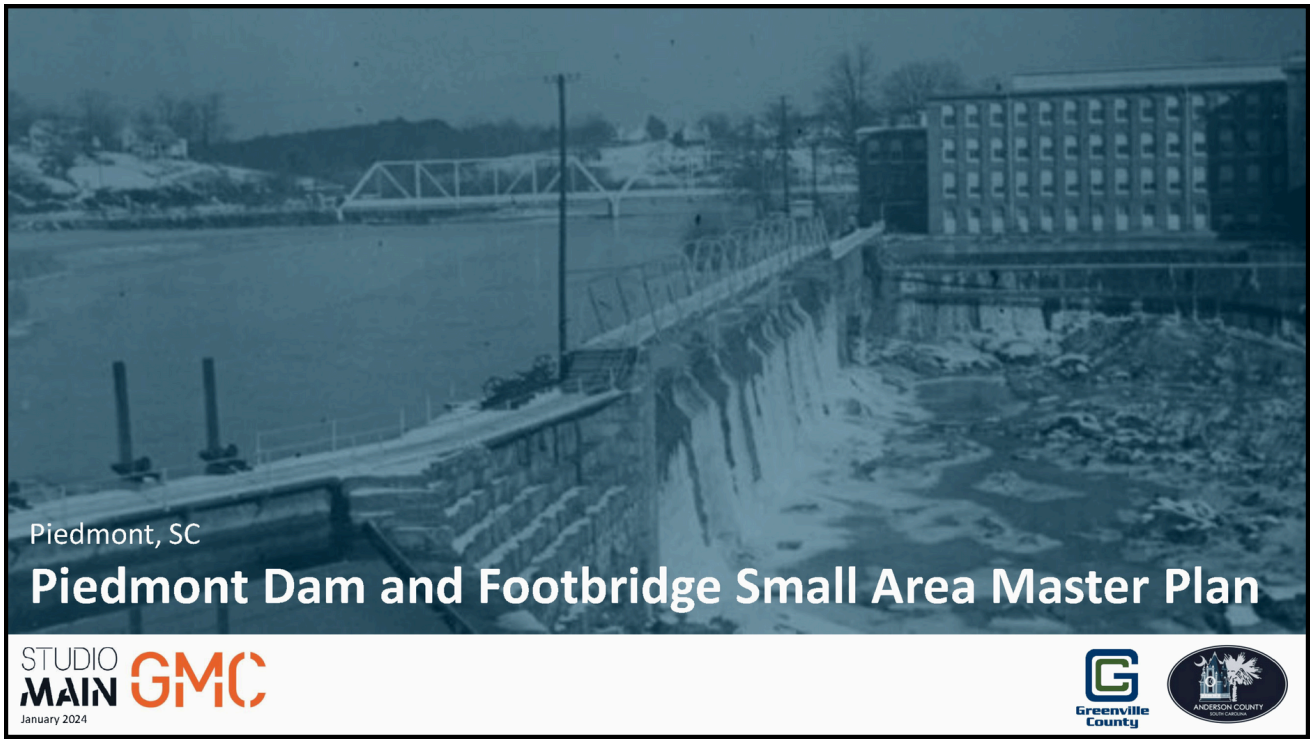
www.treesupstate.org/piedmont

Appendix B.4.13: Public Meeting #4, January 29, 2024 (Slide 13 of 22)

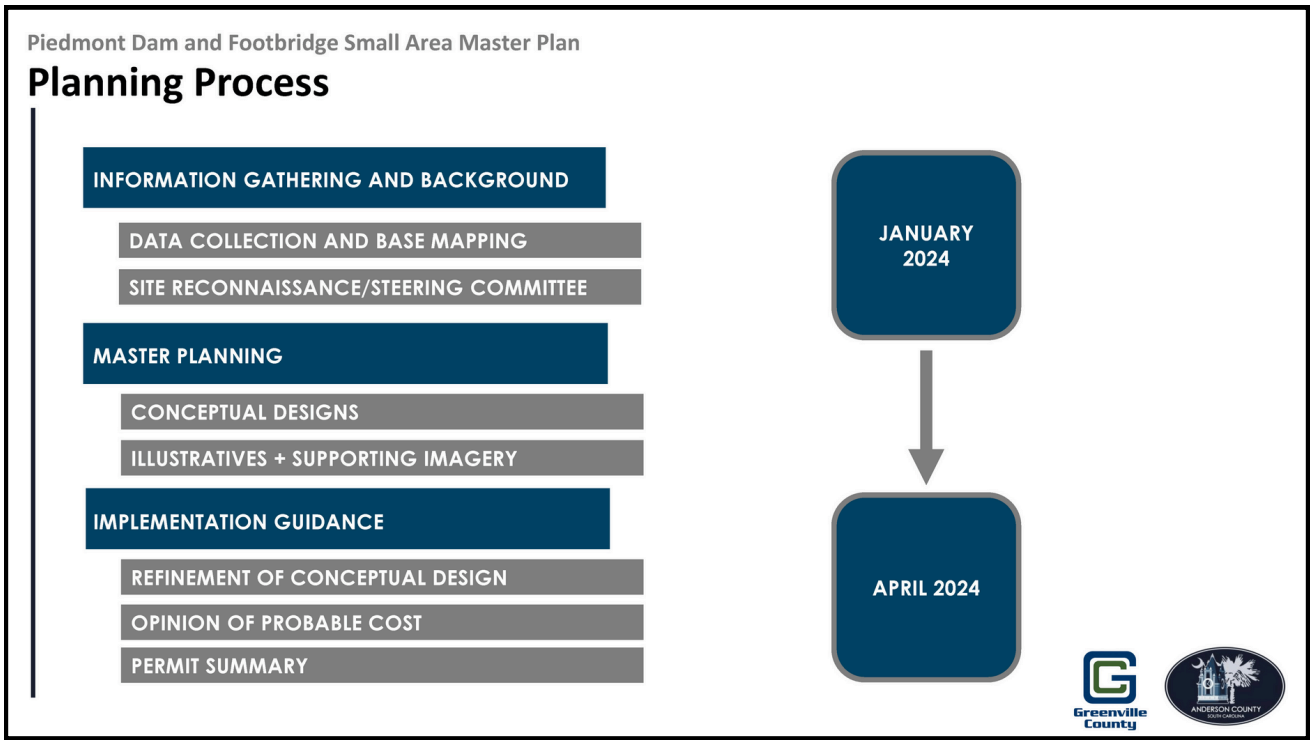
Piedmont Footbridge Special Project

Blake Sanders, Studio Main

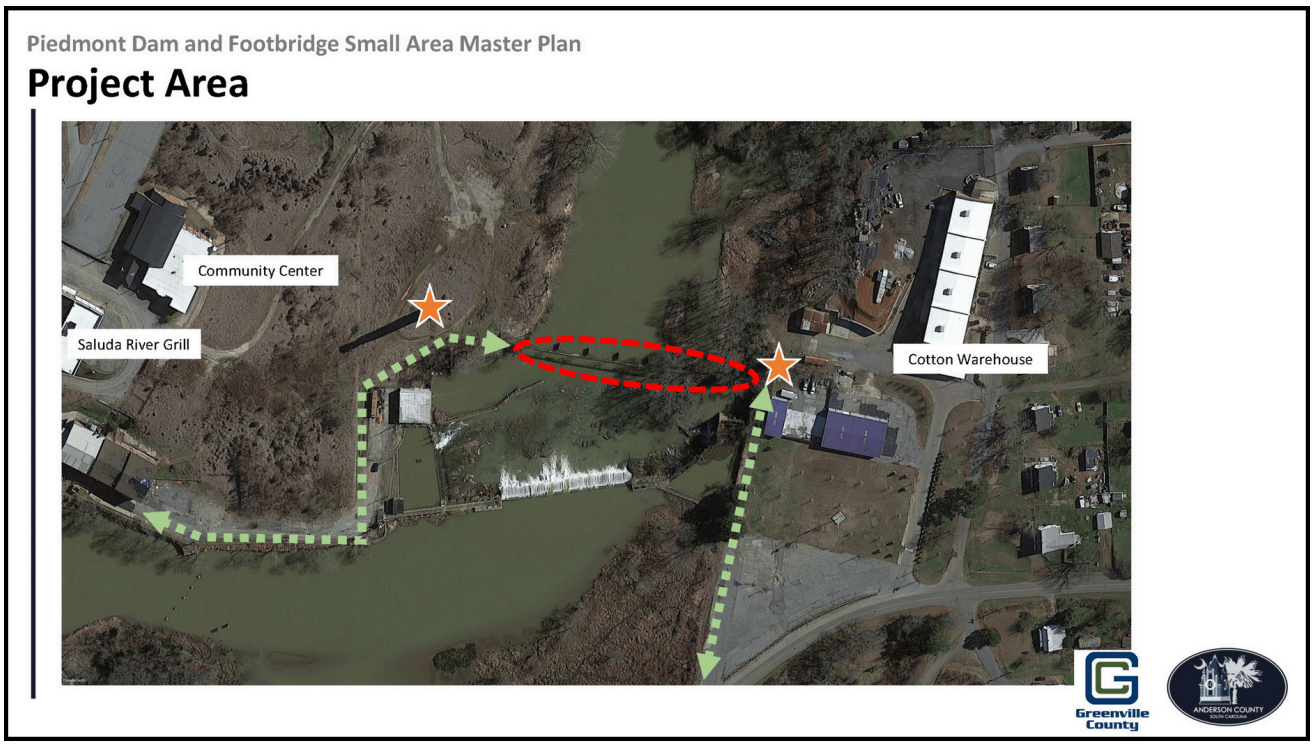
Appendix B.4.14: Public Meeting #4, January 29, 2024 (Slide 14 of 22)



Appendix B.4.15: Public Meeting #4, January 29, 2024 (Slide 15 of 22)



Appendix B.4.16: Public Meeting #4, January 29, 2024 (Slide 16 of 22)



Appendix B.4.17: Public Meeting #4, January 29, 2024 (Slide 17 of 22)



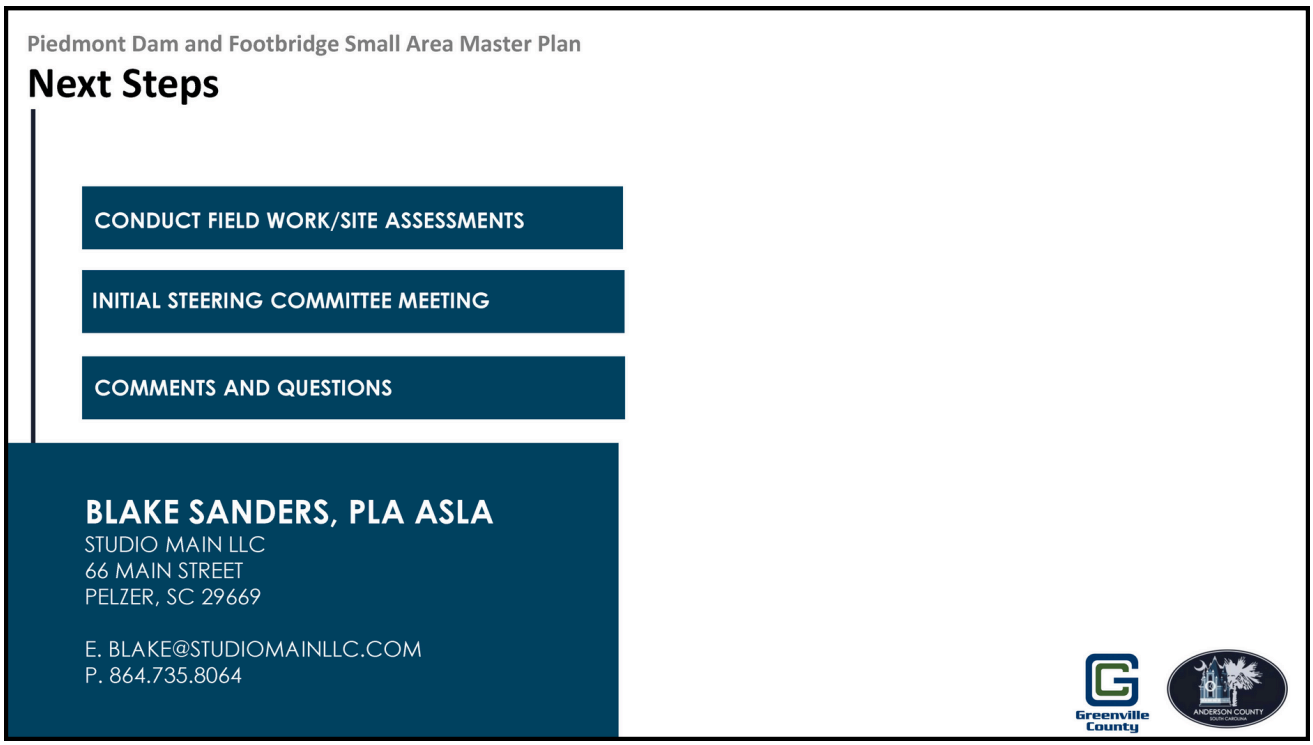
Appendix B.4.18: Public Meeting #4, January 29, 2024 (Slide 18 of 22)



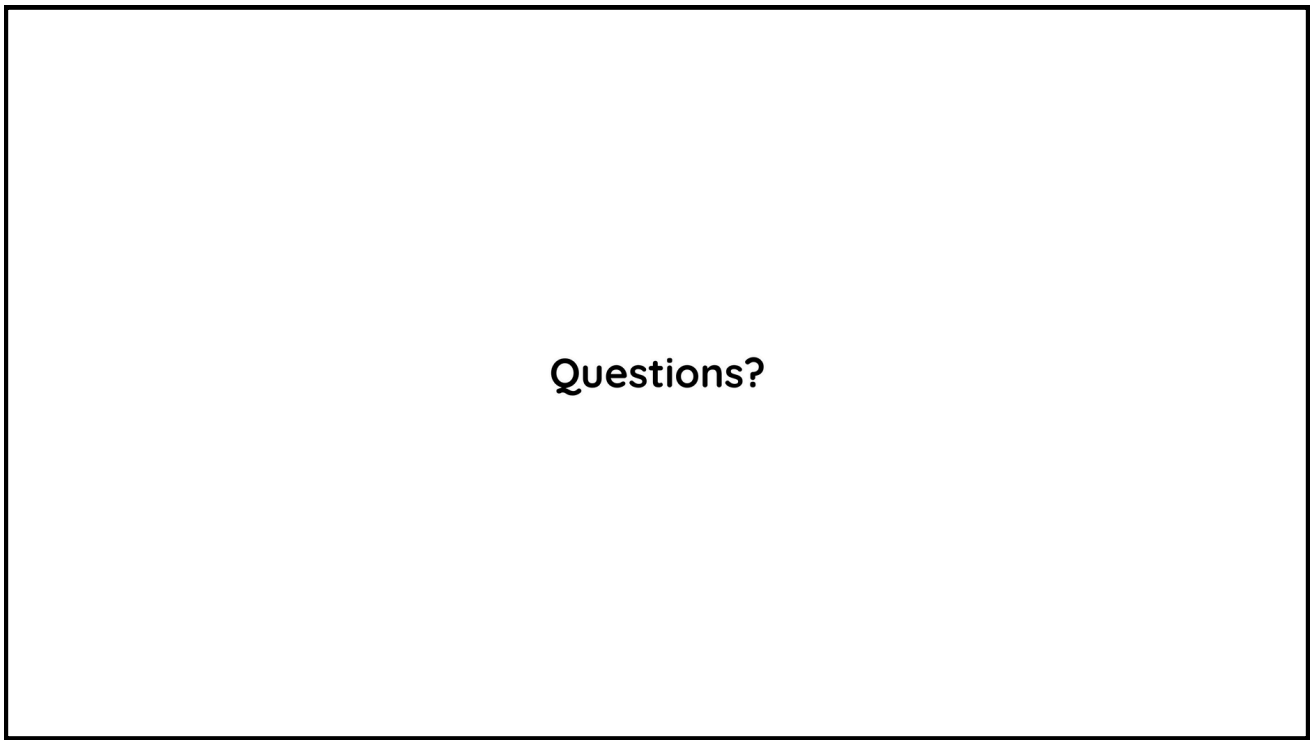
Appendix B.4.19: Public Meeting #4, January 29, 2024 (Slide 19 of 22)



Appendix B.4.20: Public Meeting #4, January 29, 2024 (Slide 20 of 22)



Appendix B.4.21: Public Meeting #4, January 29, 2024 (Slide 21 of 22)



Appendix B.4.22: Public Meeting #4, January 29, 2024 (Slide 22 of 22)



Appendix C: Potential Historic Properties List

Appendix C.1: Potential Historic Properties List (Anderson County)

2 Academy St
204 Anderson St
403 Anderson St
401 Anderson St
400 Anderson St
4 Anderson St
311 Anderson St
310 Anderson St
2 Anderson St
309 Anderson St
307 Anderson St
305 Anderson St
29 Anderson St
215 Anderson St
212 Anderson St
211 Anderson St
405 Anderson St
308 Anderson St
406 Anderson St
500 Anderson St
9 Anderson St
8 Anderson St
707 Anderson St
706 Anderson St
704 Anderson St
701 Anderson St
~~605 Anderson St~~
604 Anderson St
603 Anderson St
6 Anderson St
509 Anderson St
507 Anderson St
506 Anderson St
503 Anderson St
501 Anderson St
5 Anderson St
120 Anderson St
~~999 Anderson St~~
10 Anderson St
11 Anderson St
7 Archie St
14 Archie St
15 Archie St
8 Archie St
13 Archie St
16 Archie St
3 Archie St
10 Archie St
6 Archie St
12 Archie St
1 Archie St
9 Archie St
5 Archie St
2 Archie St
101 Bagwell Dr
515 Blossom Branch Rd
753 Blossom Branch Rd
730 Blossom Branch Rd
719 Blossom Branch Rd
109 Clyburn Rd
11 Donald St
6 Donald St
5 Donald St
3 Donald St
~~10 Donald St~~
4 Donald St
~~9 Donald St~~
8 Donald St
12 Donald St
7 Donald St
825 Elrod Rd
414 Elrod Rd
200 Elrod Rd
423 Elrod Rd
504 Elrod Rd
2 Hardeman St
9 Hardeman St
5 Hardeman St
11 Hardeman St
8 Hardeman St
6 Hardeman St
3 Hardeman St
1 Hardeman St
20 Haynes St
24 Haynes St
23 Haynes St
26 Haynes St
3 Haynes St
27 Haynes St
2 Haynes St
22 Haynes St
28 Haynes St
25 Haynes St
29 Haynes St
10 Haynes St
7 Haynes St
9 Haynes St
12 Haynes St
8 Haynes St
13 Haynes St
1 Haynes St
14 Haynes St
4 Haynes St
15 Haynes St
6 Haynes St
21 Haynes St
18 Haynes St
19 Haynes St
11 Haynes St
16 Haynes St
5 Haynes St
415 Hwy 17
519 Hwy 17
505 Hwy 17
625 Hwy 17
8110 Hwy 81
8515 Hwy 81
2731 Hwy 86
1109 Hwy 86
2305 Hwy 86
3311 Hwy 86
2800 Hwy 86
3330 Hwy 86
1115 Hwy 86
1611 Hwy 86
1701 Hwy 86
1715 Hwy 86
1609 Hwy 86
1717 Hwy 86
~~1130 Hwy 86~~
1117 Hwy 86
1610 Hwy 86
407 Iler St
410 Iler St
411 Iler St
412 Iler St
107 Iler St
500 Iler St
500 Iler St
501 Iler St
503 Iler St
505 Iler St
205 Iler St
405 Iler St
707 Iler St
705 Iler St
10 King St

Appendix C.1: Potential Historic Properties List (Anderson County) [continued]

12 King St
8 King St
4 King St
13 King St
2 King St
1 King St
7 King St
14 King St
15 King St
11 King St
6 King St
16 King St
3 King St
~~122 Lacannon Rd~~
137 Langston Rd
226 Longview Dr
231 Longview Rd
6 Marshall St
4 Marshall St
2 Marshall St
5 Marshall St
7 Marshall St
8 Marshall St
10 Marshall St
9 Marshall St
3 Marshall St
1 Marshall St
3 Mcelrath St
1 Mcelrath St
7 Mcelrath St
219 Moores Mill Rd
145 Moores Mill Rd
316 Mountain Springs Rd
327 Mountain Springs Rd
17 N Circle Dr
105 Oak Hill St
201 Oak Hill St
202 Oak Hill St
103 Oak Hill St
203 Oak Hill St
205 Oak Hill St
598 Old River Rd
562 Old River Rd
922 Old River Rd
589 Old River Rd
651 Old River Rd
650 Old River Rd
413 Old Williamston Rd
~~342 Osteen Hill Rd~~
207 Park Row
218 Park Row
222 Park Row
217 Park Row
221 Park Row
105 Park Row
206 Park Row
213 Park Row
214 Park Row
205 Park Row
226 Park Row
106 Park Row
202 Park Row
114 Park Row
113 Park Row
110 Park Row
109 Park Row
208 Park Row
3 Prospect St
11 Prospect St
8 Prospect St
38 Prospect St
5 Prospect St
20 Prospect St
25 Prospect St
7 Prospect St
10 Prospect St
22 Prospect St
17 Prospect St
29 Prospect St
9 Prospect St
28 Prospect St
27 Prospect St
26 Prospect St
16 Prospect St
18 Prospect St
13 Prospect St
12 Prospect St
19 Prospect St
23 Prospect St
15 Prospect St
2 Prospect St
14 Prospect St
4 Prospect St
24 Prospect St
21 Prospect St
1 Prospect St
6 Prospect St
130 Reid Rd
~~2008 River Rd~~
1509 River Rd
2307 River Rd
2104 River Rd
1814 River Rd
918 River Rd
2118 River Rd
2207 River Rd
1814 River Rd (2)
918 River Rd (2)
322 Ross St
204 S Circle Dr
106 S Circle Dr
208 S Circle Dr
300 S Circle Dr
107 S Circle Dr
311 S Circle Dr
110 S Circle Dr
210 S Circle Dr
604 Shiloh Church Rd
211 Shiloh Church Rd
1309 Shiloh Church Rd
~~802 Shiloh Church Rd~~
204 Shiloh Church Rd
209 Shiloh Rd
207 Singing Hall Rd
103 Sleepy Hollow Rd
201 Smith Dr
446 Smith Dr
200 Smith Dr
207 Tibwin Rd
207 Tibwin Rd
206 Tibwin Rd
206 Tibwin Rd
316 Timms Rd
404 Timms Rd
410 Timms Rd
333 Timms Rd
12 Transylvania St
8 Transylvania St
21 Transylvania St
9 Transylvania St
13 Transylvania St
25 Transylvania St
14 Transylvania St
26 Transylvania St
11 Transylvania St
27 Transylvania St
28 Transylvania St
29 Transylvania St
20 Transylvania St
3 Transylvania St
30 Transylvania St
24 Transylvania St
19 Transylvania St

Appendix C.1: Potential Historic Properties List (Anderson County) [continued]

7 Transylvania St	16 Transylvania St	1220 White Rd
23 Transylvania St	15 Transylvania St	1101 Williams Rd
4 Transylvania St	6 Transylvania St	113 Woodson Rd
17 Transylvania St	1 Transylvania St	522 Wren Rd
5 Transylvania St	18 Transylvania St	304 Wren School Rd
22 Transylvania St	10 Transylvania St	510 Wren School Rd

Appendix C.2: Potential Historic Properties List (Greenville County)

~~7820 Augusta Rd~~	5 Hammett St	17 Langston St
7788 Augusta Rd	13 Hammett St	26 Langston St
7702 Augusta Rd	7 Hammett St	12 Langston St
7702 Augusta Rd	14 Hammett St	24 Langston St
20 Bennett Dr	15 Hammett St	320 Lee St
30 Bennett Dr	16 Hammett St	316 Lee St
10 Bennett Dr	17 Hammett St	330 Lee St
9 Bennett St	18 Hammett St	310 Lee St
103 Bessie Rd	19 Hammett St	306 Lee St
103 Bessie Rd	2 Hammett St	326 Lee St
300 Bessie Rd	4 Hammett St	5 Liberty St
591 Bessie Rd	2 Hammett St	8 Liberty St
684 Bessie Rd	8 Hammett St	~~15 Liberty St~~
685 Bessie Rd	12 Hammett St	19 Liberty St
689 Bessie Rd	9 Hammett St	18 Liberty St
1 Bessie Rd	21 Hammett St	17 Liberty St
~~10 Bessie Rd~~	22 Hammett St	3 Liberty St
7 Bessie Rd	6 Hammett St	16 Liberty St
20 Boyce St	20 Hammett St	2 Liberty St
2 Church St	3 Hammett St	25 Liberty St
1 Church St	10 Hammett St	12 Liberty St
109 Collins Rd	1 Hammett St	21 Liberty St
107 Collins Rd	2 Hotel Hl	1 Liberty St
105 Collins Rd	8 Hotel Hl	22 Liberty St
440 Dalton Rd	8 Hotel Hl	7 Liberty St
519 Eastview Rd	33 Lake Circle Rd	9 Liberty St
14 Emily Ln	21 Lake Circle Rd	13 Liberty St
224 Emily Ln	27 Langston St	10 Liberty St
228 Emily Ln	25 Langston St	23 Liberty St
226 Emily Ln	6 Langston St	~~14 Liberty St~~
48 Emily Ln	20 Langston St	11 Liberty St
12 First Baptist Church Rd	28 Langston St	20 Liberty St
8 First Baptist Church Rd	16 Langston St	6 Liberty St
109 Flanagan Rd	~~4 Langston St~~	4 Liberty St
522 Freeman Lake Rd	19 Langston St	475 Lindley Rd
508 Freeman Lake Rd	29 Langston St	461 Lindley Rd
6 Greenville St	10 Langston St	611 Looperville Rd
8 Greenville St	23 Langston St	634 Looperville Rd
4 Greenville St	18 Langston St	22 Main St
1 Greenville St	21 Langston St	20 Main St
3 Greenville St	8 Langston St	34 Main St

Appendix C.2: Potential Historic Properties List (Greenville County) [continued]

21 Main St	420 Moody Ln	449 Osteen Rd
20 Main St	405 Moody Ln	425 Osteen Rd
36 Main St	409 Moody Ln	424 Osteen Rd
37 Main St	212 Moody Rd	450 Osteen Rd
31 Main St	211 Moody Rd	445 Osteen Rd
38 Main St	250 N Flat Rock Rd	165 Owens Rd
24 Main St	450 N Flat Rock Rd	191 Owens Rd
26 Main St	457 N Flat Rock Rd	360 Owens Rd
39 Main St	340 N Flat Rock Rd	75 Parker Rd
3 Main St	290 Neely Rd	89 Parker Rd
35 Main St	7 New Bethel Rd	16 Parker Rd
43 Main St	199 New Cut Rd	98 Parker Rd
40 Main St	1140 Old Bessie Rd	77 Parker Rd
52 Main St	1144 Old Bessie Rd	75 Parker Rd (2)
53 Main St	1110 Old Bessie Rd	139 Patterson St
54 Main St	1116 Old Bessie Rd	117 Patterson St
14 Main St	1102 Old Bessie Rd	128 Patterson St
55 Main St	1120 Old Bessie Rd	127 Patterson St
56 Main St	1121 Old Bessie Rd	123 Patterson St
57 Main St	1140 Old Bessie Rd	260 Pepper Rd
50 Main St	1284 Old Gunter Rd	45 Piedmont Ave
58 Main St	999 Old Pelzer Rd	9 Piedmont Ave
60 Main St	511 Old Pelzer Rd	118 Piedmont Ave
61 Main St	161 Old Pelzer Rd	8 Piedmont Ave
62 Main St	1905 Old Pelzer Rd	8 Piedmont Ave
63 Main St	1619 Old Pelzer Rd	101 Piedmont Ave
64 Main St	1625 Old Pelzer Rd	17 Piedmont Ave
1 Main St	640 Old Pelzer Rd	114 Piedmont Ave
1 Main St	163 Old Pelzer Rd	12 Piedmont Ave
59 Main St	168 Old Pelzer Rd	7 Piedmont Ave
4-8 Main St	165 Old Pelzer Rd	7 Piedmont Ave
49 Main St	860 Old Pelzer Rd	111 Piedmont Ave
41 Main St	208 Old Pelzer Rd	10 Piedmont Ave
42 Main St	206 Old Pelzer Rd	13 Piedmont Ave
47 Main St	895 Old Pelzer Rd	13 Piedmont Ave
46 Main St	214 Old Pelzer Rd	6 Piedmont Ave
16-18 Main St	392 Old Pelzer Rd	18 Piedmont Ave
44 Main St	209 Old Pelzer Rd	14 Piedmont Ave
45 Main St	8 On The Line Dr	100 Piedmont Ave
48 Main St	111 Orr St	15 Piedmont Ave
12 McCullough Rd	107 Orr St	41 Piedmont Ave
9 McMahan Bridge Ct	6 Orr St	110 Piedmont Ave
481 McMahan Mill Rd	11 Orr St	209 Piedmont Ave
482 McMahan Mill Rd	18 Orr St	25 Piedmont Ave
487 McMahan Mill Rd	105 Orr St	102 Piedmont Ave
490 McMahan Mill Rd	119 Orr St	29 Piedmont Ave
431 McMahan Mill Rd	115 Orr St	27 Piedmont Ave
433 McMahan Mill Rd	127 Orr St	2 Piedmont Ave
328 McMahan Rd	8 Orr St	26 Piedmont Ave
324 McMahan Rd	19 Orr St	24 Piedmont Ave
4 Mill St	428 Osteen Rd	102 Piedmont Ave

Appendix C.2: Potential Historic Properties List (Greenville County) [continued]

23 Piedmont Ave
20 Piedmont Ave
105 Piedmont Ave
22 Piedmont Ave
20 Piedmont Ave
107 Piedmont Ave
205 Piedmont Ave
109 Piedmont Ave
303 Piedmont Ave
16 Piedmont Ave
19 Piedmont Ave
631 Piedmont Golf Course Rd
645 Piedmont Golf Course Rd
605 Piedmont Golf Course Rd
~~620 Piedmont Hwy~~
236 Piedmont Hwy
221 Piedmont Hwy
221 Piedmont Hwy
220 Piedmont Hwy
314 Piedmont Hwy
316 Piedmont Hwy
521 Piedmont Hwy
520 Piedmont Hwy
516 Piedmont Hwy
513 Piedmont Hwy
512 Piedmont Hwy
770 Piedmont Hwy
100 Piedmont Hwy
506 Piedmont Hwy
504 Piedmont Hwy
630 Piedmont Hwy
522 Piedmont Hwy
234 Piedmont Hwy
233 Piedmont Hwy
312 Piedmont Hwy
768 Piedmont Hwy
768 Piedmont Hwy
763 Piedmont Hwy
762 Piedmont Hwy
761 Piedmont Hwy
759 Piedmont Hwy
721 Piedmont Hwy
502 Piedmont Hwy
719 Piedmont Hwy
781 Piedmont Hwy
781 Piedmont Hwy
~~123 Piedmont Hwy~~
230 Piedmont Hwy
230 Piedmont Hwy
232 Piedmont Hwy
651 Piedmont Hwy
233 Piedmont Hwy
701 Piedmont Hwy
334 Piedmont Hwy
775 Piedmont Hwy
420 Piedmont Hwy
424 Piedmont Hwy
304 Piedmont Hwy
423 Piedmont Hwy
419 Piedmont Hwy
203 Piedmont Hwy
414 Piedmont Hwy
205 Piedmont Hwy
101 Piedmont Hwy
412 Piedmont Hwy
428 Piedmont Hwy
434 Piedmont Hwy
411 Piedmont Hwy
118 Piedmont Hwy
300 Piedmont Hwy
405 Piedmont Hwy
405 Piedmont Hwy
216 Piedmont St
13 Pine Bluff St
15 Pine Bluff St
7 Pine Bluff St
12 Pine Bluff St
11 Pine Bluff St
16 Pine Bluff St
9 Pine Bluff St
17 Pine Bluff St
8 Pine Bluff St
10 Pine Bluff St
14 Pine Bluff St
100 Pinewood Ln
311 Rehobeth School Rd
302 Rehobeth School Rd
485 Rehoboth Rd
124 Rhodes Rd
9 Ridge Row St
~~7 Ridge Row St~~
~~20 Ridge Row St~~
23 Ridge Row St
3 Ridge Row St
3 River St
1 River St
5 River St
4 River St
8 River St
2 River St
7 River St
100 Roosevelt Dr
107 Roosevelt Dr
102 Roosevelt Dr
1738 S Piedmont Hwy
403 S Piedmont Hwy
912 S Piedmont Hwy
1715 S Piedmont Hwy
1738 S Piedmont Hwy
405 S Piedmont Hwy
1739 S Piedmont Hwy
1508 S Piedmont Hwy
861 S Piedmont Hwy
625 S Piedmont Hwy
1720 S Piedmont Hwy
908 S Piedmont Hwy
1010 S Piedmont Hwy
1719 S Piedmont Hwy
601 S Piedmont Hwy
329 S Piedmont Hwy
856 S Piedmont Hwy
719 S Piedmont Hwy
1711 S Piedmont Hwy
319 S Piedmont Hwy
525 S Piedmont Hwy
722 S Piedmont Hwy
1733 S Piedmont Hwy
718 S Piedmont Hwy
729 S Piedmont Hwy
18 S Piedmont Hwy
714 S Piedmont Hwy
1324 S Piedmont Hwy
717 S Piedmont Hwy
716 S Piedmont Hwy
1411 S Piedmont Hwy
832 S Piedmont Hwy
1780 S Piedmont Hwy
838 S Piedmont Hwy
715 S Piedmont Hwy
721 S Piedmont Hwy
1310 S Piedmont Hwy
1002 S Piedmont Hwy
7 Sloan Ave
2 Sloan Ave
4 Sloan Ave
1 Sloan Ave
9 Sloan Ave
12 Sloan Ave
16 Sloan Ave
11 Sloan Ave
13 Sloan Ave
6 Sloan Ave
10 Sloan Ave

Appendix C.2: Potential Historic Properties List (Greenville County) [continued]

15 Sloan Ave	3 Spring St	7 Sue Cleveland School Rd
14 Sloan Ave	14 Spring St	5 Sue Cleveland School Rd
5 Sloan Ave	15 Spring St	6 Sue Cleveland School Rd
3 Sloan Ave	2 Spring St	302 Sunny Ln
29 Southside Cir	2 Spring St	313 Sunny Ln
15 Southside Cir	24 Spring St	3 Underwood Ave
8 Southside Cir	11 Spring St	1 Underwood Ave
13 Southside Cir	10 Spring St	2 Underwood Ave
2 Southside Cir	16 Spring St	4122 W Georgia Rd
1 Southside Cir	5 Spring St	3684 W Georgia Rd
41 Southside Cir	6 Spring St	360 White Rd
33 Southside Cir	4 Spring St	379 White Rd
146 Southside Cir Ext	17 Spring St	365 White Rd
148 Southside Cir Ext	23 Spring St	440 Whitt Rd
8 Spring St	7 Spring St	487 Whitt Rd
18 Spring St	19 Spring St	491 Whitt Rd
22 Spring St	1 Spring St	499 Whitt Rd
9 Spring St	3 Sue Cleveland School Rd	234 Woodlawn Dr
20 Spring St	4 Sue Cleveland School Rd	234 Woodlawn Dr
21 Spring St	1 Sue Cleveland School Rd	10 Young Dr
13 Spring St	8 Sue Cleveland School Rd	

This page is intentionally left blank.



Greenville County Planning Department
301 University Ridge Ste S-3200
Greenville, SC 29601
www.gcplanning.org

The Piedmont Area Plan was developed by
Greenville County Long Range Planning
in collaboration with Anderson County.