2026-2036 Comprehensive Plan
Part 2

From



to



Celebrating Anderson County Bicentennial

Recommended for adoption by
Anderson County Planning Commission
on: April 14, 2026

Adopted by Anderson County Council
on: May 19, 2026

"While I breathe, I hope"
Dum Spiro Spero

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INTRODUCTION – PART 2

The adoption of the 2026 County Comprehensive Plan coincides with the Anderson County Bicentennial Celebration (1826 – 2026). The 1976 United States Bicentennial of American Independence was a celebration of the past and symbol of the future. The County's 200th year replicates the Country's by acknowledging the past and projecting a plan with confidence. Both citizens and government recognize unprecedented population and economic growth and the need for ensuring a quality of life. This 2026 Comprehensive Plan accommodates growth with lifestyle by providing an opportunity to unite with a consensus of the future landscape.

Part 1 of the Plan was recommended for adoption by the Anderson County Planning Commission on December 9, 2025, and adopted by Anderson County Council on January 20, 2026. Part 2 includes the following elements:

Chapter 6, Cultural Resources: This element considers historic buildings and structures, commercial districts, residential districts, unique, natural, or scenic resources, archaeological, and other cultural resources.

Chapter 7, Economic Development: This element considers labor force and labor force characteristics, employment by place of work and residence, and analysis of the economic base.

Chapter 8, Natural Resources: This element considers coastal resources, slope characteristics, prime agricultural and forest land, plant and animal habitats, parks and recreation areas, scenic views and sites, wetlands, and soil types.

Chapter 9, Resiliency: This element considers impacts of flooding, high water, and natural hazards on individuals, communities, institutions, businesses, economic development, public infrastructure and facilities, and public health, safety and welfare. It includes an inventory of existing resiliency conditions, promotes resilient planning, design and development, and is coordinated with adjacent and relevant jurisdictions and agencies.

Chapter 10, Transportation: This element considers transportation facilities including major road improvements, new road construction, transit projects, pedestrian and bicycle projects, and other elements of a transportation network. It must be developed in coordination with the land use element, to ensure transportation efficiency for existing and planned development.

In order to be effective, the Comprehensive Plan must evolve as community priorities change and new issues arise. According to the State Statute, the Planning Commission may review the Comprehensive Plan or any elements of the Plan as often as necessary. Changes in the growth or direction of development taking place in the community dictate when a review is necessary. In any case, the Planning Commission must re-evaluate the Comprehensive Plan elements at least every five years.

Part 2 of the Plan was solely crafted by the following Planning Department staff: Dr. Dennis Tobin (Culture), Joan Holliday (Economic Development and Transportation), Sarah Lyons (Natural Resources and Resiliency). Additional support provided by two graduate interns: Julia Aryee-Atta and Franklin Izundu. Advice was received by the Planning Commission. All research efforts made this process as inclusive as possible with public meetings conducted across the County during 2025-26. Both survey and public meetings appeared in the local press and on the County's website. The project team also conducted stakeholder interviews with various department heads and representatives from boards, commissions, and other advocacy groups.

This 2026 County Comprehensive Plan is a demonstration of Anderson County's independence and innovation. Most importantly it coincides with a Bicentennial celebration (1826 – 2026).

Happy Birthday Anderson County, South Carolina!

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Cultural Resources



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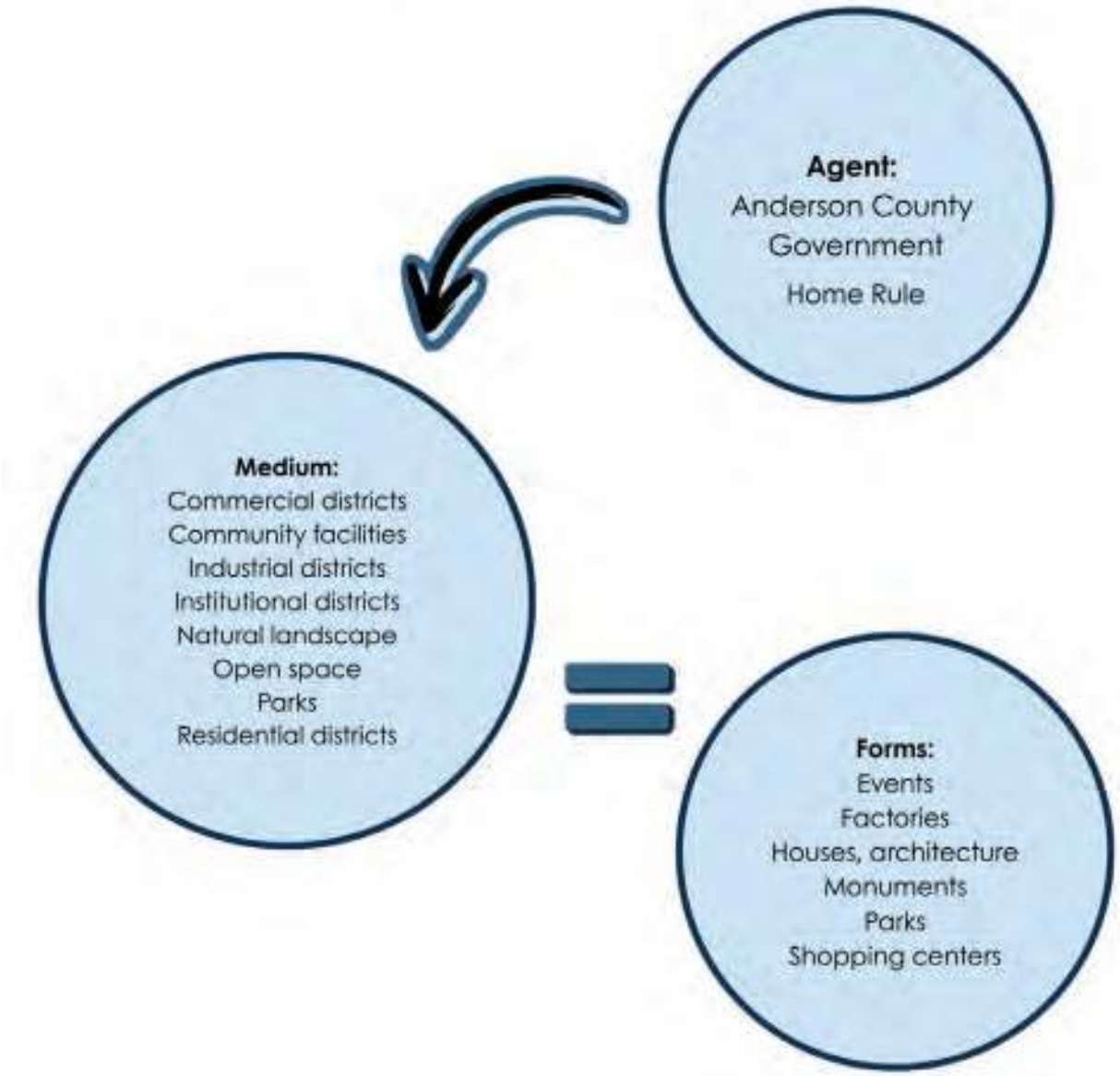
INTRODUCTION

Chapter 6 deviates from previous county plans by identifying the main cultural component for Anderson County government and enabling the implementation of an action-driven Plan. The emphasis is on a special type of plan capable of recognizing and recommending place-making tools for the future of Anderson culture. As Councilman Brett Sanders said in a December 2025 video interview: you have "*Americans*" and you have "Andersonians". In the Spirit of the Anderson County Bicentennial (1826-2026), this latest cultural element of the of the decennial county Plan describes how Andersonians create culture, in turn, contributing to the overall American culture. This chapter's objective is to discover the role of county government and then provide a prescription for departments and divisions to intensify Andersonian culture for the next 10 years. This is accomplished through the policy, champions, strategies, and actions listed at the end.

Three components of culture shall be introduced – home rule county culture, civil pilgrimage, and material culture. The first two items – home rule and civil pilgrimage describe the cultural geography of the county while the last component selects an inventory of physical items. Quite simply defined for this element – culture is the Agent (Anderson County government); the natural landscape is the Medium (commercial, industrial, natural landscape, subdivision, and institutional area); and the cultural landscape is the Form (shopping center, factories, farms, open space, parks, houses, and monuments, etc.). Dr. Carl Sauer, cultural geographer and author of the model summarizes it in a 1927 article *Recent Developments in Cultural Geography*: "Culture is the agent, the natural area is the medium, the cultural landscape is the result.' ***See Figure 6.1 – Cultural Geography, page 2***

Besides utilizing cultural geography (belief systems) another method of defining culture is to identify the material culture in an area. As mentioned in the previous county plans this includes an ongoing list of physical items in the landscape. These items can then be used for future county initiatives and plans. Also, at the end of this chapter, the cataloguing and inventorying of material items lends itself as input for crafting future land use ordinances.

Figure 6.1 - Cultural Geography



Inventory of Existing Conditions

Home Rule County Culture

Counties within the United States possess their own unique style of government culture. They are one of the first forms of government in America, formerly called shires dating back to the 1634 eastern shore of Virginia. Currently, there are 3,069 county governments in the United States and 46 of them are in the state of South Carolina. Anderson District was created in 1826 and then formally called a county with ratification of the 1868 South Carolina constitution. All counties in the state were under heavy handed control by state government via "supply bills" controlling finances and power structure. Ultimately, increasing complexity of modern life necessitated county government reformation. Therefore, the South Carolina General Assembly ratified and approved Article VIII, Section 7 and Governor John West signed the Home Rule constitutional amendment in 1973. Several years later, Governor James Edwards signed the Home Rule Act into law in 1975.

South Carolina is one of 13 states that provide counties with Home Rule. In contrast, 14 other states are solidly Dillion's Rule with the remaining states offering a mix of Home Rule and Dillion's Rule. Since 1975, Anderson has taken full advantage of Home Rule through endowing government with unique economic development initiatives. Due to Home Rule flexibility, the county attracted a manufacturing base via competitive incentives. It also created a means to enhance public facilities to the point of defining a new post-modern tourism culture. This post-modern culture includes the construction of some interesting civic pilgrimage systems, discussed later in this chapter.

The following page contains a photograph from *Special Section: Governing Body* in a 2012 *Uptown* magazine. It shows Governor John West signing the Home Rule constitutional amendment. The caption below the photograph briefly describes both the struggle and implementation of Home Rule County culture in the state of South Carolina. ***See Figure 6.2 – Home Rule Photo, page 4***

Special Section
Governing Body

Figure 6.2 - Home Rule Photo



Municipal and county officials gather around Governor John West as he signs the Home Rule constitutional amendment.

Governing Body

Home Rule

turning point for local governments

The Home Rule Act of 1975 is landmark legislation which is the source of local government authority.

The Act was the culmination of decades of efforts from a variety of groups interested in more flexible and efficient local government. It greatly expanded the authority of county government and gave a structural framework for county and municipal governments.

Municipal government in various forms had existed in South Carolina even before a formal state government structure. Municipal governments operated with a great deal of autonomy. Ordinances adopted by city government to regulate city life were rarely challenged.

As the state began to develop, the state legislature began to play an increasing role in regulating the fiscal authority of municipal government. From the early days of the Municipal Association in the 1930s, city officials saw increasing restrictions placed on their fiscal authority.

At the time, county government was just an arm of the state government at the county level. The legislative delegation, usually the senator, controlled the county. Each year the state legislature passed a supply bill which was the county budget. The delegation dictated every detail from pencils to personnel. Elected county officials mainly took care of county roads.

At the 1957 Municipal Association Annual Meeting, Mayor J. Clarence Dreher of Columbia presented a program to the delegates based on Report #5 of the General Assembly Fiscal Survey Commission which was published in 1956. It was commonly called the "Wiggins Report."

"The fiscal problems and affairs of the counties, school districts and cities are interrelated and interwoven with the fiscal affairs of the state government," Dreher read from the report. "In some cases the sources of revenue are overlapping. Local governments are at the end of the line as to sources of tax revenue except property taxes."

"A major factor in the fiscal problems of local governments in South Carolina is the extent to which the state controls the delicate relationship between itself and the local governments."

Dreher concluded his comments on the Wiggins Report saying, "The state must accept its responsibilities and unless we have healthy, fiscally sound municipal governments in the state, the state itself cannot experience progress and sound government."

Since 1975, Anderson County has reaped the benefits of Home Rule County culture. Serendipitously, it experienced the demise of textile industry (1980s) with a life saving injection of Home Rule empowerment. This event finally removed the constraints of being under Dillion's Rule which required counties to obtain state approval for any changes in government structure, function, or fiscal organization. In 1872 Judge John Dillion of the Iowa Supreme Court ruled that county governments possess powers explicitly granted by the state through its legislature or constitution. Then in another court case, *Aitkin versus Kansas* (1903), the U.S. Supreme Court upheld the Dillion decision. In contrast, Home Rule counties control their structural domain (government hierarchy), functional domain (optional services), and fiscal domain (revenues, expenditures, and taxes).

On June 25, 1975, Governor James Edwards signed the Home Rule Act; thereby, granting Anderson County with its current form of government. Finally, the power of South Carolina counties was formalized! Anderson County was empowered to control public works, taxes, and promote construction and recreation projects. The shackles of state mandated "supply bills" were lifted and both government and cultural development could proceed in tandem. By 1986 Anderson County was able to address its own property and liability insurance, offer a fee in lieu of taxes for industrial development valued at $85 million of more (1988), develop industrial or business parks (1989), local government sales tax including the one-cent local option sales tax (1990), solid waste, landfill, recovery/recycling material facilities (1991), and road maintenance fee on vehicles (1992), etc. Presently, Anderson County Council relies on Home Rule to create and amend land use ordinances as means to form the cultural geography of the county.

Further empowerment of Home Rule County culture occurred on April 13, 1993, in *Williams versus Hilton Head* when the South Carolina Supreme Court announced for the first time that South Carolina does not operate under Dillion's Rule. In turn, this enabled Anderson County to operate as its own entity and not as a government appendage of the state capitol in Columbia. The following page outlines how Home Rule incline remediated the textile industry decline. Consequently, Anderson County developed a Home Rule Culture promoting tourism and pilgrimage systems. ***Figure 6.3 – Home Rule Culture, page 6***

Figure 6.3 - Home Rule Culture

Textile Industry decline

1970s - Industry peak with 437 mills and 143,00 workers.
1980s – Foreign competition begins to compete.
1990s – North American Free Trade Act (NAFTA) adopts no tariffs for Mexico and Canada combined with lower pay equals increased competition.
2000s – China joins World Trade Organization compounding competition.
2010s – 42,000 textile workers in South Carolina.
2020s – 18,000 workers in South Carolina.

Home Rule incline

2020s – Indigent Memorial Wall and Saluda River Launch opened, a 10-year Comprehensive Plan and Land Use Ordinances adopted by Anderson County. Home Rule County Culture turns green by protecting environment with local ordinances, as well as funding the development of pilgrimage sites.
2010s – Green Pond Landing & Event Center opened by Anderson County; thereby, providing a larger setting for the Bassmaster Classic pilgrimage system.
2000s – Civic Center plus Anderson Sports and Entertainment Center activity accelerate after opening in the 1990s by Anderson County funding and providing the setting for music festival and sports pilgrimage.
1990s – *Williams v Hilton Head*, South Carolina Supreme Court specifically states counties no longer operate under Dillion's Rule.
1980s – Counties continue to debate freedom of fiscal limitation imposed by state legislation and modern annexation laws for municipalities.
1970s – Home Rule Amendment and Act signed by Governors John West and James Edwards
1964 – *Reynolds v Sims*, U.S. Supreme Court, "One man, one vote." A South Carolina senator no longer represented a geographic county; instead, they represent 1/46 of state population. County government no longer solely linked to state via a senator.

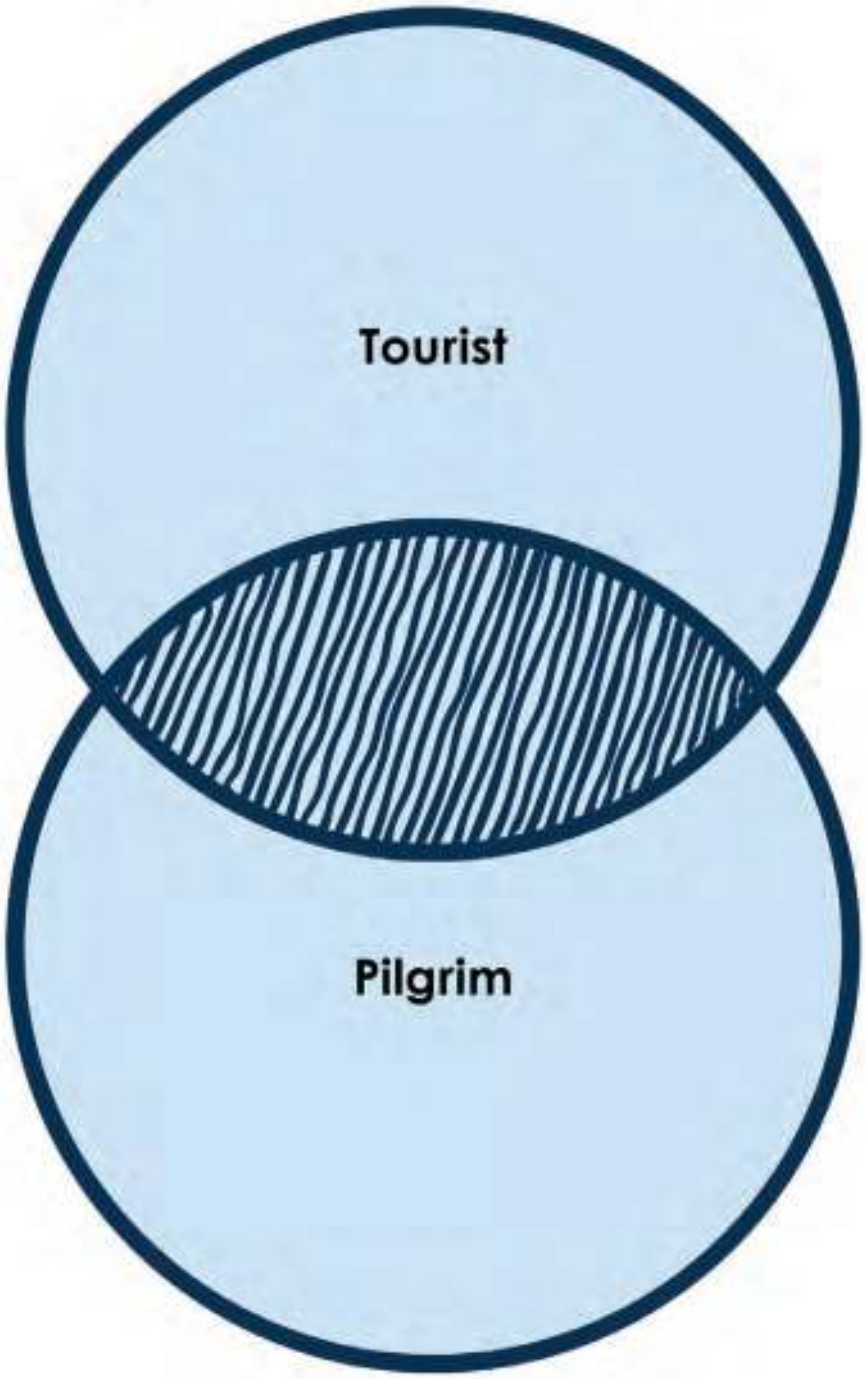
Civil Pilgrimage – Sports, Music, Memorial, and Scenic

One component of cultural geography is pilgrimage. It is spatial movement motivated by sentiment or belief. Pilgrims are like tourists through travel and shared physical appearances; but pilgrims have a few characteristics that set them apart from being a standard tourist. For instance, pilgrims travel somewhere for a specific purpose (either solo or with other people) and have a shared sense of belonging in a group apart from the larger society. When reaching their geographic goal, they perform a ceremony followed by a feeling of completeness. After the ceremony they gather in a festive (celebration) or with veneration, followed by a return home. The return is combined with memories associated with curios, patches, and photographs. In comparison tourists share travel to similar places but lack a specified purpose with group bonding. Pilgrims, while standing apart from the whole of society as their own separate group, reach that communal gathering point and then disband with a return to society and their own secular lives. In contrast, tourists simply travel and enjoy seeing. The recreational enjoyment of spatial movement is emphasized more than sentiment or belief.

Coincidentally, the adoption of South Carolina Home Rule County culture coincides with the identification of civil pilgrimage in America. During the same period of Home Rule adoption in the 1970s, cultural geographers increasingly identified the importance of civil pilgrimage systems. For example, Dr. Wilbur Zelinsky from Pennsylvania State University researched civil pilgrimage versus tourism associated with the Gettysburg National Battlefield. This was soon extended to other battlefields, sporting events, music venues, memorials, and scenic vistas. The concept of civil pilgrimage gained momentum and now plays a large part in the economic development of tourist sites. On the following page a simplistic academic model illustrates the interface between tourist and pilgrim.
See Figure 6.4 - Pilgrim Model, page 8

After examining the cultural component of Home Rule, it is necessary to see how Anderson County developed its own tourist sites that became civil pilgrimage sites. Several successful examples of the county's cultural place-making include Anderson Sports and Entertainment Center: Center of it All (Civic Center) *Rock the Country* festival, the *Bassmaster Classic Tournament*, the *Saluda River Rally*, the *Indigent Memorial Wall*, and *Savannah River Scenic Byway*.

Figure 6.4 - Pilgrim Model



Civic Center

Beyond the 1990s and continuing into the present, counties were able to expand their fiscal management and government operations. There are several prime examples of Anderson County using Home Rule County culture to create civic pilgrimage sites. A *Go Upstate* news article dated May 28, 1999, states that, "Two years ago, by using accommodations tax money, Anderson County was able to come up with the funds for the 337-acre sports and entertainment complex." This was an expansion of the original $12 million Civic Center with conference center and entertainment arena that opened in 1991. The newly formed 1999 Anderson Sports and Entertainment Center includes the 45,000 sq. ft. facility, an 80-acre sports complex and a 15,000-seat outdoor amphitheater. Thus, the creation of a cultural facility soon provided the setting for a county music pilgrimage site where pilgrims and tourists alike attend venues and road shows of their favorite artists. Previously, *Rock the Country* annual country music pilgrimage was held by the County during the heat of the summer. This music festival has the makings of an annual pilgrimage for music fans, depending on how much the county develops it as a site versus an event. Two regional examples of music pilgrimage are Elvis Presley's home Graceland and the Grand Ole Opry, a country music venue.

Bassmaster

Another *Andersonian* pilgrimage site is centered on Green Pond Landing & Event Center at Lake Hartwell. On December 19, 2014, a three-lane concrete ramp measuring 280 feet long was built to sustain historic periods of high- and low-level lake water. Additionally, 166 truck/trailer parking spaces and 113 single parking spaces were installed by Anderson County Parks & Recreation. Due to the large numbers of bass in Lake Hartwell and some quick marketing by Visit Anderson and the Anderson County Park & Rec Department, the Bassmaster Classic (known as the *Bass Pro Shops Bassmaster Classic* fishing tournament was held at Green Pond Landing). As Neil Paul, Executive Director of the non-profit Visit Anderson states, "The Green Pond Landing was the glue that cemented the community and lake together". Ultimately, this social "glue" created a sports pilgrimage system. The top of this hierarchical sports fishing pilgrimage is the Bass Classic tournament. It was held four times at Lake Hartwell in 2008, 2015, 2018, and 2022. If held for a projected 5th time it shall set a record by surpassing the only four repeat places in Alabama and Louisiana. Similar to the Olympics sports pilgrimage, it has changed locations every year since 1971.

The Bassmaster Classic takes place over three days. All fish caught must measure at least 12 inches (or match the state's catch and release rules). The highest total weight receives a trophy and monetary prize. The final event honoring the winner is held in a large coliseum nearby to accommodate a large crowd. When reviewing the contestants and the crowds on archived Bassmaster Classic video recordings, a sports pilgrimage system is revealed by watching the sentiment. The contestants and audience express plenty of emotions with tearful moments. The pyramidical hierarchy of Bassmaster sports pilgrimage towers above many medium size and small fishing tournaments for people from a large demographic pool, including aspiring anglers starting in youth and advancing to senior professionals with a life time pursuit of the largest or the most quantity of bass fish.

Saluda River Rally

Another germinating pilgrimage system is the Saluda River Rally which started in 2010 as camping and kayaking journey from a launch on the banks of the Saluda near Powdersville. Once again, the Anderson County Parks & Recreation Department started the event by improving Dolly Cooper Park. Future plans involve park expansion. The event has a regional pull of annual pilgrims and tourists seeking water recreation, camping, and a gathering. Simultaneously, another county music festival was added to event (*Rhythm on the River*). Similar to the Civic Center and Green Pond Landing, a new park is scheduled for completion. If Anderson County Home Rule culture building repeats itself, this will become a regional sports pilgrimage system. Annual camping families and others will socialize and kayak in the spirit of the Saluda River. By incorporating and intensifying the Rally and park development within the policy goals, champions, strategies, and actions in the later part of this chapter, this event has the makings of another civil pilgrimage system.

Indigent Memorial Wall

A more sentimental pilgrimage created by *Andersonian* Home Rule County culture is the Anderson County Indigent Memorial Wall. "*Andersonian*" is a term used by Councilman Bret Sanders in a video of the December 2025 memorial gathering. He applied the term to describe the sentimental and sympathetic values of county citizens while they reach out in remembrance of the deceased who were not claimed by family or supported by burial funds. The historic county Potter's Field (indigent cemetery) is located within the Anderson Sports &

Entertainment Complex area. The Anderson County Office of the Coroner created a memorial wall at the historical county cemetery on Civic Center property. Ashes of the fallen indigent are spread within the white picket fence cemetery. A sentimental memorial gathering is held every year by the Coroner's Office and County Council. The names and date of passing of the deceased are read as well as a sentimental citation. This event is marked with the tears of county officials and family members of the deceased. It is recorded on video by the *Anderson County Observer* news site. During the December 2025 ceremony Chief Deputy Coroner Donald McCown read a poem accompanied by group sentiment. ***See Figure 6.5 – Memorial Poem, page 12***

Savannah River Byway

Another worthy mention of Anderson County culture is the Savannah River Scenic Byway. It was designated in 1998 as part of the National Scenic Byway Association and is 110 miles in total. It parallels the Anderson County border with Georgia and the Savannah River. As the byway transects the county, it exhibits an intrinsic quality described as historic while utilizing highway Routes 24, 187, 412, and 81 for a total length of approximately 40 county miles. This stretch of the scenic byway offers travelers picnic areas, scenic views of Lake Hartwell and the Savannah River; as well as an opportunity to experience the rural agrarian South. After reactivation and revision of the 1998 byway nomination, this stretch of highway shall be the next pilgrimage system sponsored by Anderson County Home Rule County culture. Like the previously mentioned systems - policy, champions, strategies, and actions are described later in this chapter. The following map outlines the course of the scenic byway as it transects the county. ***See Figure 6.6 – Savannah River Byway Map, page 13***

Figure 6.5 – Memorial Poem
"For Those We Carry Home"

No names were spoken when you left,
no hands were there to hold your own.
Yet here, today, we gather still –
to say you did not walk alone.

For every life, however quiet,
leaves a footprint on this earth;
a whispered grace, a tender echo,
a story measured not by worth
but by the simple truth of being –
that you were here, and you were real.

A heartbeat once, a breath, a light
a soul that time could never steal.
Though no familiar voice is raised,
no family steps to claim your past,
we stand as witnesses for you -
your memory honored, your peace steadfast.

May rest be yours, unbroken, deep;
may gentler skies above you part.
And know this now: you are remembered,
held with dignity, kept in heart.

For no one leaves this world unseen;
no journey ends in solitude.
Today we carry you with care –
in solemn grace, in gratitude.

-Unknown

Read in December 2025 at the memorial ceremony

Figure 6.6 – Savannah River Scenic Byway



Highway route numbers in Anderson County include 24, 187, 412, and 81

Material Culture

It is vital to note that culture as a people's way of life encompasses their architecture, food, festivals, beliefs, religion, and residences, while history on the other hand tells the story of a people's past, identity, achievements and struggles. Cultural and historical resources remain an integral part of every society; they instill in people a unique sense of place and also serve as an essential ingredient in community building. The need for Anderson County to preserve its cultural and historical resources cannot be overemphasized. When preserved and marketed they can boost tourism place-making. Society requires rich cultural and historical resources to attract visitors and keep them engaged. Tourism is a great source of income for Anderson County if managed properly. Visual and performing arts also attract visitors from far and wide and keep them entertained with the various festivals and shows, prompting them to stay longer and spend more on hotels providing a boost to local economy. Additionally, agricultural heritage supports tourism by turning farm life and practices into visitor experiences. Several examples are the offering of farm-stays, catering venues, and the U-Pick experience. Furthermore, promoting water heritage by revitalizing waterfronts and making them event-ready promotes tourism. In conclusion, the underlying motive of crafting the mandated cultural resources element is to expound the importance of cultural and historical resources to maximize their full potential benefit. Anderson County is blessed with a number of important historic buildings which have consistently witnessed time, while telling stories that shaped the county. The South Carolina State Historic Preservation Office (SHPO), as well as the County and its municipalities, have devoted much time and effort to both inventory these sites and create the necessary regulatory framework to protect them from the adverse impacts of new development, redevelopment, rehabilitation and neglect. ***See Figure 6.7 – Historic Structures, page 15***

Anderson County's material culture also includes 23 properties listed on the National Register (***See Figure 6.8 – Historic Properties, pages 16 - 17***). In addition to marking the final resting places of our ancestors, cemeteries are sacred archives of our social, religious, artistic, and cultural heritage. They also contain genealogical information that may not be found elsewhere. More specific information about cemeteries may be found on the South Carolina Department of Archives and History's website. **See Figure 6.9 - Cemeteries, page 18**.

Figure 6.7 – Historic Structures


Faith Cabin Library


Ashtabula Plantation


Charming Pelzer Historic Inn


Belton Standpipe


Pelzer Lyceum/Hospital/Rescue Squad Building


Anderson Downtown Historic District


Anderson Historic District


Pendleton Cotton Mill


Denver Downs Farmstead


Boone-Douthit House


Caldwell-Johnson-Morris Cottage


United States Post Office and Court House


Ramer, Ralph John, House


Kennedy Street School


Pelzer Manufacturing Company

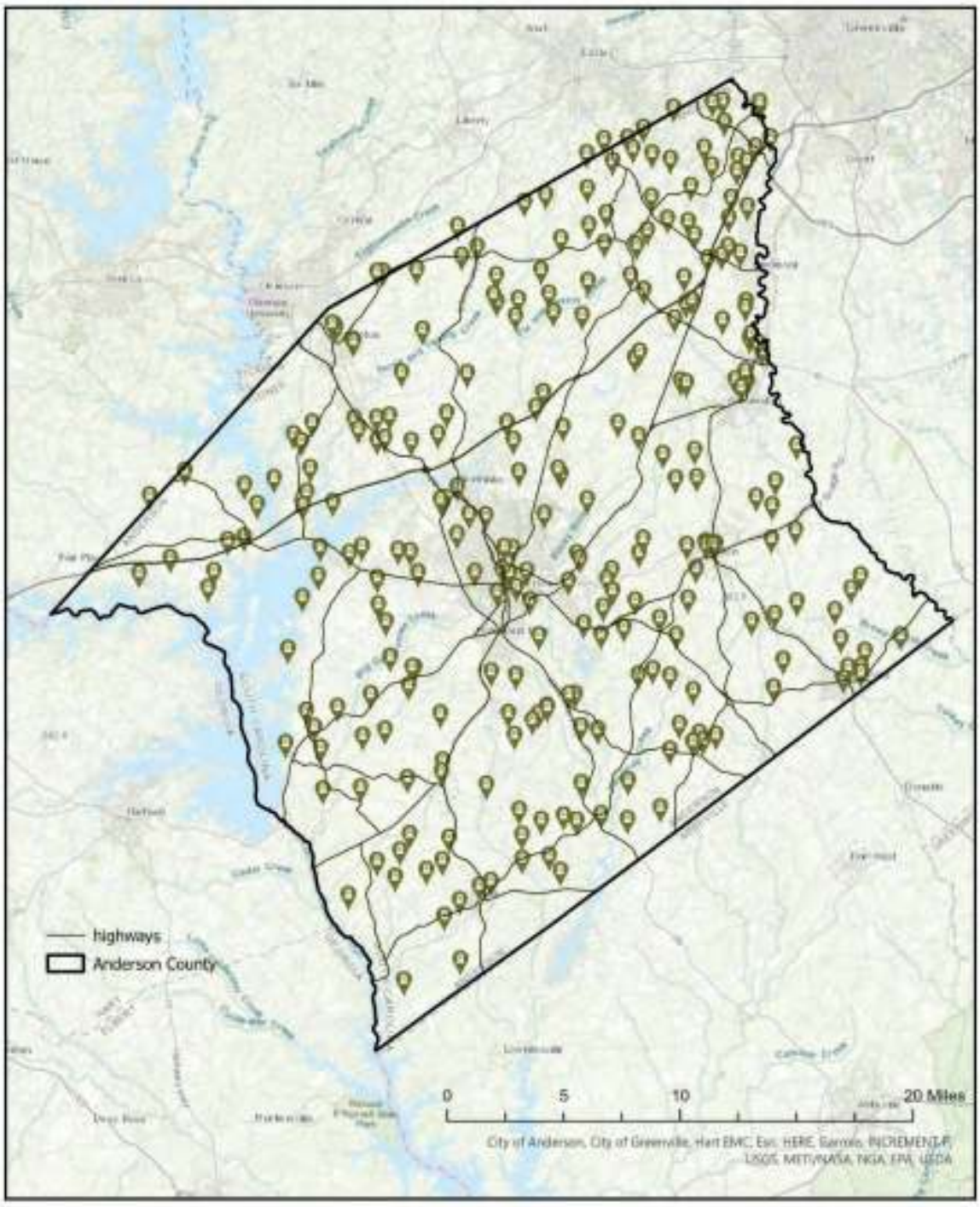

Shirley, Obediah, House

Figure 6.8 – Historic Properties

HISTORIC PLACES	DATE LISTED	REASON FOR LISTING
1. Anderson College Historic District	May 20, 1995	Well-preserved campus architecture, landscaped setting, and importance in the educational and cultural development of Anderson.
2. Anderson Downtown Historic District	February 23, 1979	Historic importance as Andersons central business and civic area, rich collection of turn-of-the-century commercial architecture and well-preserved urban design centered on the courthouse square.
3. Anderson Historic District	December 13, 1971	Strong historical associations, architectural diversity, and well-preserved residential character.
4. Ashtabula	March 23,1972	Distinct example of Lowcountry plantation architecture offering insight into early 19th century life and culture.
5. Belton Depot	August 13, 1979	Well-preserved early 20th century railroad architecture
6. Belton Standpipe	November 5, 1987	Early example of reinforced concrete water tower construction, the tallest of its kind at 155 feet.
7. Boone-Douthit House	July 2, 1997	Plantation-style Greek Revival house of architectural and agricultural significance.
8. Caldwell-Johnson-Morris Cottage	October 7, 1971	Distinctive Greek Revival "raised cottage" architecture.
9. Chamberlain-Kay House	November 25, 1980	Oldest surviving residence in Belton, circa 1854.
10. Denver Downs Farmstead	March 7, 2007	Intact working farm dating back to 1872 with a Colonial Revival main house and associated farm structures.
11. Faith Cabin Library	November 14, 2012	One room log cabin built by the African American community in 1936 to provide library access to rural Black residents during segregation.
12. Kennedy Street School	October 24, 2007	Well-preserved early 20th century commercial-style educational architecture with Classical Revival detailing and 1960 International (Modern) style architecture.
13. North Anderson Historic District	July 31, 2008	Intact early 20th century planned streetcar suburb featuring Revival and American Movement residential architecture set along curvilinear, park like streets.
14. Orr, Dr. Samuel Marshall House	April 13, 1973	Greek Revival architecture with columned portico and classical details

HISTORIC PLACES	DATE LISTED	REASON FOR LISTING
15. Pelzer Manufacturing Company and Mill Village Historic District	October 10, 2017	Early 20th century textile mill complex, including five mill buildings dating as early as 1851 and its associated mill village featuring worker housing and civic structures reflecting the social, industrial, and architectural history of the fully electrified mill town.
16. Pelzer Presbyterian Church	December 13, 1993	Vernacular example of late Victorian Gothic Revival architecture, a rectangular Akron Plan Church built in 1896 featuring stained glass windows, a Gothic-arch entrance, and historic Sunday school addition from 1905.
17. Pendleton Cotton Mill	January 29, 2018	Early 20th century textile mill with well-preserved industrial mill architecture including the two-story brick mill building, water tower, mill pond, and related auxiliary structures.
18. Pendleton Historic District	August 25, 1970	Well-preserved early town layout and over 6,300 acres of architecture including plantation homes, public buildings, and historic landscapes.
19. Ralph John Romer House	February 10, 1992	Tudor Revival architecture, designed by notable architect Henry Irwin Gaines in 1930 and its association with Ralph John Romer, a leading civic, business, and military figure in Anderson, SC.
20.Shirley Obedian House	September 3, 1999	Early 19th century Upcountry plantation farmhouse evolving over time from an 1826 log structure into a multi-room house and embodying vernacular architectural craftsmanship and agricultural heritage in Anderson County.
21. United States Post Office and Court House	October 13, 2017	Well preserved Colonial Revival architecture, constructed under New Deal era programs in 1938-40 and its symbolic value as a federal presence and source of community pride.
22. Woodburn Plantation	May 6, 1997	Antebellum Lowcountry style plantation architecture, built circa 1830 by Charles Colesworth Pinckney and its historical associations with prominent regional figures, later preserved as a well-maintained house museum.
23. Woodson Farmstead	April 30, 1998	Listed for its distinctive Queen Anne Eastlake Victorian farmhouse built in 1895, along with a well preserved 1875 cotton house and well house that collectively showcase over a century of agricultural and architectural history in Anderson County.

Figure 6.9 – Cemeteries

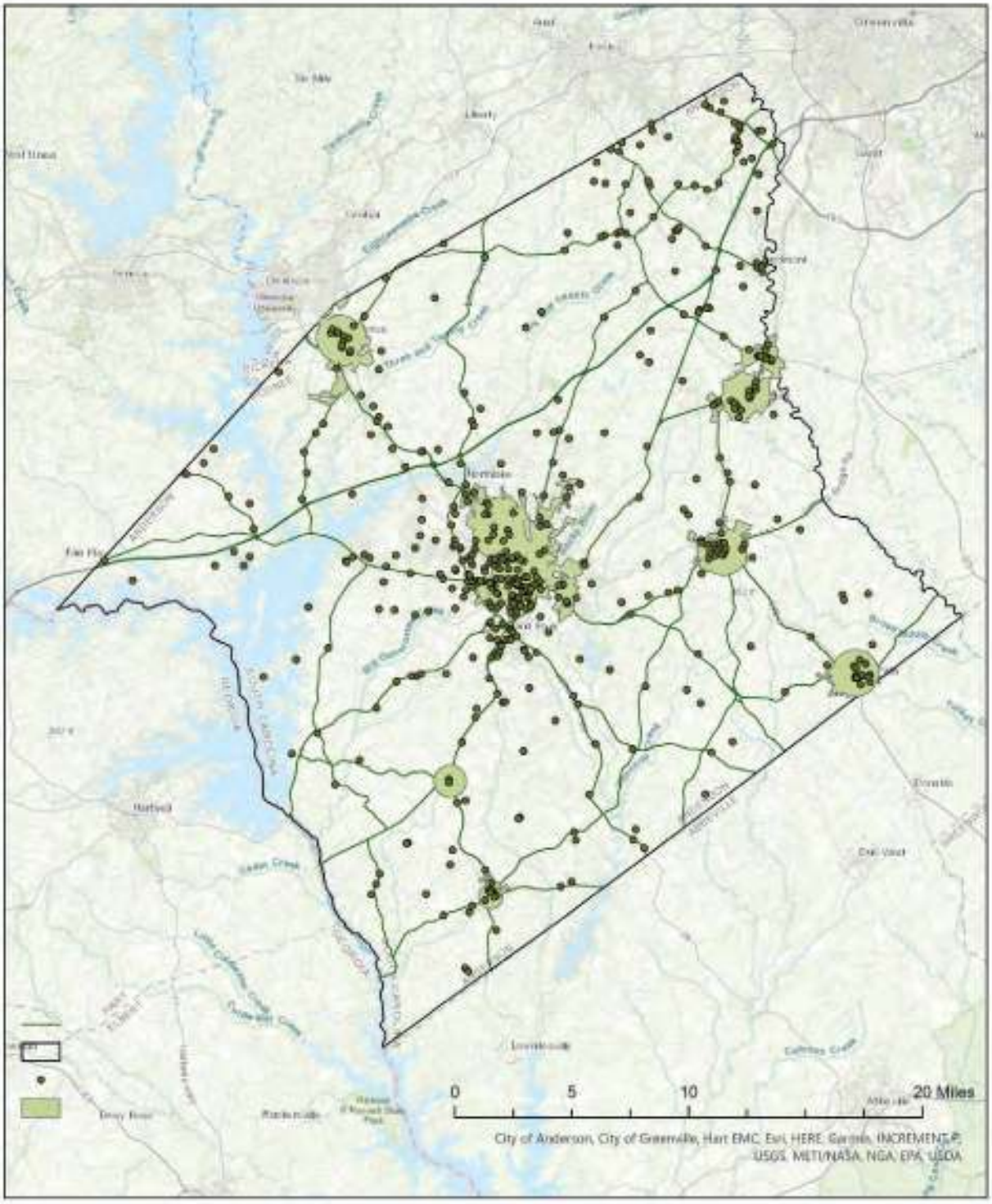


Religious organizations are an important part of a community's culture, which helps to shape values and nurture spirits. Not only are there many historic and beautiful church buildings spread throughout the County, it is religious organizations that actively contribute to emergency relief (including the Covid19 pandemic response and assistance to handicapped and homeless people), charitable giving, social services (particularly for the elderly, prisoners, vulnerable children, families in need, and the underemployed), and medical care. They help people who are struggling in some way (e.g., with addiction, homelessness, poverty, etc.). There are many religious groups that serve this function, as well as interfaith groups that bring in people of different religions to work together to serve those in need. ***See Figure 6.10 - Religious Organizations, page 20***

There are a handful of annual festivals in Anderson County. Residents anticipate attending these events to celebrate both historic and material culture. It is vital to support the coordination and marketing of these festivals to strengthen cultural identity, attract regional tourism, and celebrate local heritage. A short list of festivals follows this paragraph. This list is not exclusive and only serves as a sampling of festivals. Festivals are associated with the county residents called the "*Andersonians*", as well as both intrastate and interstate tourists. Several of the festivals appear apart from basic tourism by attracting annual pilgrims. The Christmas Tree Light festival in downtown Anderson marks the lighting of a tall Christmas tree during the darkest time of the year; while the Saluda River Rally may become an annual pilgrimage during the Summer for camping families from the regional southeastern US. A short list of Festivals in Anderson County includes:

Anderson Soiree
Anderson County Fair: September
Anderson Makers Market
Anderson Christmas Lights
Celebrate Anderson Weekend
Nexus Nebula-A Festival for the Arts
SC Chili Cook-Off: Belton
Depot Day Heritage Fall Festival Iva
Pumpkinpalooza Fall Festival: Pelzer
Fall Festival at Denver Downs
Old Farm Days: Pendleton
Sunflower Festival: Denver Downs
Fall Festival: Starr
Pig in the Park: Williamston
Balloons Over Anderson-A Hot Air Affair
The Great Anderson County Fair: May
Anderson County Spring Market
Holly Jolly Holiday Fair
Rock the Country: Anderson
Standpipe Heritage and Arts Festival
Sugar Foot Festival: Honea Path
Dog Days of Summer Dog Show: Pelzer
Fall & Farm Fest: West Pelzer
FreedomFest: Pendleton
Spring Jubilee Festival: Pendleton
Spring Fling: Starr
Mistletoe Market on Main: West Pelzer
Spring Water Festival: Williamston

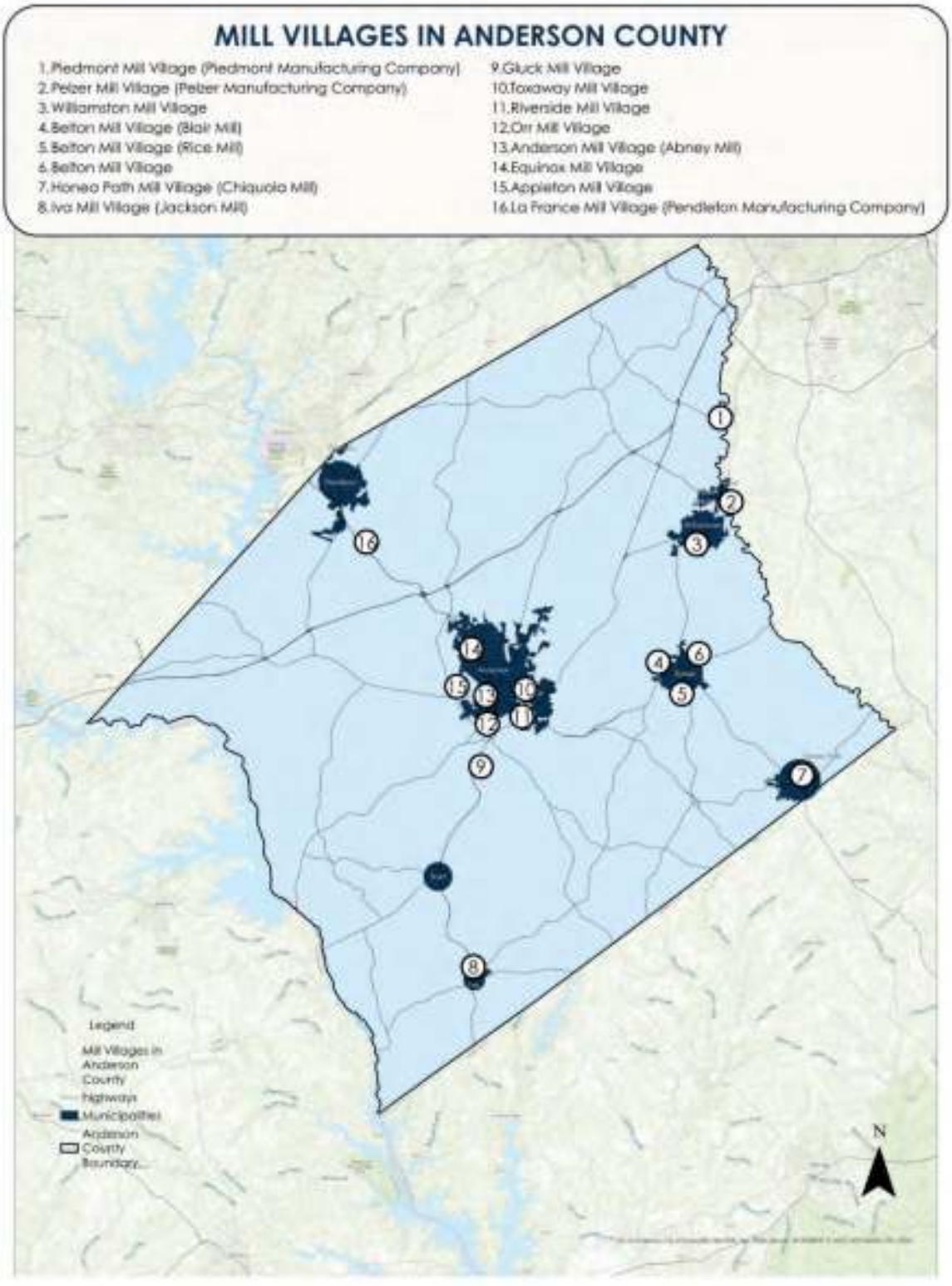
Figure 6.10 – Religious Organizations



Material culture is also manifested by Mill Villages. As mentioned in the 2026 Comprehensive Plan, Part 1, Chapter 2: Housing Element, Anderson County played a pivotal role in South Carolina's textile mill boom of the late 19th and early 20th centuries, with several notable mill villages like Pelzer, Orr Cotton Mills, and Anderson Cotton Mills forming self-contained communities centered on textile production. The mill villages contain four styles of worker housing. The homes can be divided into two distinct stylistic groups: early housing that was constructed at the time the mill was organized, and later housing constructed in the 1920s and 1930s. Currently, the county and local municipalities are assisting in the redevelopment projects that arise in the villages. Another issue concerns the on-going and ever-present balancing act that involves the need for affordable housing and profit-making gentrification associated with each building project. A map depicting 16 mill villages throughout the county follows. ***See Figure 6. 11 – Mill Villages, page 22***

Serious efforts are made to both inventory and protect archeological sites, historic structures and properties, cemeteries, churches, and mill villages. These preservation efforts need to be continued and enhanced in the future. Special emphasis can be placed on identifying and preserving the County's material culture through proactive means, i.e., adaptive reuse, grant funded marketing, promotion, and rehabilitation, etc. County land use ordinances and practices continually adapt as a means to increase mindfulness concerning material culture. Recognition of these resources gains economic, aesthetic, recreation, tourism, and pilgrimage advantages. Vibrant cultural activities coupled with preservation of historically significant sites and the making of great public "spaces" and vistas are vital to attract those who will invest in the local economy. Ultimately, the promotion of pilgrimage and the cultivation of material culture contributes to the 10 year comprehensive county plan.

Figure 6.11 – Mill Villages



Guiding Policy

Does policy guide local culture? Yes, the original guiding policy of Home Rule introduced in the 1970s transected the slow decline of textile manufacturing and cotton-based agriculture. Anderson County immediately absorbed the empowerment associated with Home Rule County government culture. It developed recreational facilities - an event center, a museum, lake and river landings, and parks. These forms on the landscape slowly created a tourism industry and then matured into several important civil pilgrimage sites. By identifying and intensifying these sites, Anderson County government can develop a list of policy champions, strategies, and actions to promote civil pilgrimage as culture in the 2026 comprehensive plan. In addition, Home Rule County culture empowers the Planning Commission and County Council to adopt a new comprehensive land development ordinance (LUDO) that protects the existing material culture.

Recommended Policy Champions

Anderson Museum; Dept. of Parks, Recreation, & Tourism

Anderson Sports & Entertainment Center; Dept. of Parks, Recreation, & Tourism

County Council

Facilities Division, Dept. of Central Services

Office of the Coroner

Parks Division, Department of Parks, Recreation, & Tourism

Planning Commission

Planning Division; Dept. of Planning & Community Development

Visit Anderson, Dept. of Parks, Recreation, & Tourism

Cultural Resource Strategies

Acknowledge and identify the prompts when a tourism event becomes a pilgrimage system. Then intensify the promotion of the event as a pilgrimage system. This includes combined action by the triumvirate divisions within the Department of Parks, Recreation, & Tourism. The trio includes Anderson Sports and Entertainment Center (ASEC), Parks & Recreation, and Visit Anderson. They can promote an event that contains a periodic activity followed by a gathering with awards and then a feast (dining and lodging) with a scheduled departure of participants. The awards can include a badge, token, clothing, trophy, and other curios to remind participants of their journey to Anderson County pilgrimage sites; i.e., Bassmaster and Civic Center venues. Additionally, these three county divisions can assist in developing the Saluda River Rally and the Savannah River Scenic Byway. The Indigent Memorial Wall requires action from another triumvirate of strategic management – Office of the Coroner, Facilities Division, and County Council to increase the Wall size, the landscape, and funding. As for Material Culture, the Planning Commission can utilize the land development ordinance (LUDO) rewrite to incorporate archaeology, history, and cultural landscape preservation via adoption of newly crafted site plan and subdivision regulations.

Recommended Actions

Bassmaster Classic Tournament

- Visit Anderson takes the national lead by obtaining a 5th Bassmaster Classic Tournament pilgrimage at Green Pond Landing; thereby, obtaining the record for the most BC Tournaments at one site – Lake Hartwell, Anderson County.
- Upon obtaining such a tournament, Visit Anderson promotes it as a pilgrimage site via local, regional, and national marketing.
- Anderson Sports & Entertainment Center provides additional space for extra fishing exhibits, collective dining, and ancillary events to promote the Bassmaster pilgrimage.
- Parks & Recreation continues to improve the Green Pond Landing site for the influx of tourists and pilgrims.

- Anderson Museum creates an exhibit, display, or lecture about Lake Hartwell.

Anderson Sports & Entertainment Center and Civic Center

- ASEC continues to develop music venues leading to possible pilgrimage. This may include enhancements to both exterior and interior, as well as landscapes.
- ASEC, Facilities, and Park & Recreation collectively consider music festivals as annual pilgrimage events and enhance the experience via increased flow of both tourists and pilgrims.
- Visit Anderson promotes such events as a pilgrimage destination.
- County Administration and Council seek to add music pilgrimage activity.

See Appendix D, page 29

Saluda River Rally

- Parks & Recreation further develops the infrastructure and events associated with the *Saluda River Rally* and associated landings and parks.
- Visit Anderson promotes the event as an annual pilgrimage package.

Indigent Memorial Wall

- Office of the Coroner, County Council, and Facilities division continue to expand and promote the Indigent Memorial Wall via landscape design.
- Anderson Musuem provides information on the history of the Anderson County's Potter's Field for inclusion in a historical marker.

Savannah River Scenic Byway

- Visit Anderson takes the lead on developing marketing material for the Savannah Scenic Byway.
- Planning Department registers for annual Champion level membership ($300) in the National Scenic Byway Association with NSBA media-enhanced opportunities.

- Planning Department enrolls in Byway Leader Training both on-site and virtual ($125 for NSBA members).
- Planning Department attends annual Byway conference
- Planning Department continues to educate, advocate, promote, engage, connect, and celebrate Anderson County's segment of the Savannah River National Scenic Byway.
- Planning Department along with Roads & Bridges division utilizes GIS to locate scenic picnic areas and pull offs along the byway.
- Planning Department updates the (1998) Travelbyways.com information requested for each scenic byway. **See Appendix D, page 30**

Material Culture

- Planning Commission and Department of Planning and Community Development along with county consultants shall have the current land use development ordinance (LUDO) revision incorporate material culture preservation language for plan reviews, i.e., historic structures and properties, cemeteries, churches, schools, archeological sites, agricultural heritage, and scenic viewsheds.
- Planning Commission and Department of Planning and Community Development along with county consultants assist in the redevelopment of the Mill Villages via critical site plan reviews.

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APPENDIX D

Anderson, S.C. (FOX Carolina) - Rock the Country announced that it has cancelled its stop in the Upstate, February 06, 2026.

Organizers said the festival, originally scheduled to be held in Anderson on July 25 through July 26, was cancelled due to "unforeseen circumstances".

The Anderson County Administrator issued the following statement:

"Anderson County has been proud to host Rock the Country for the past two years. The event was a huge success drawing tens of thousands of visitors, making a multi-million-dollar economic impact on the Upstate. An event of this caliber proved what a great venue and exceptional hospitality we have here in Anderson County. Of course, we are disappointed that Rock the Country will not return to Anderson this year.

We are already planning additional major events and look forward to exciting announcements to come. Anderson County is committed to bringing high quality arts and entertainment to our community."

County Administrator Rusty Burns

APPENDIX D

TravelByways.com information requested for each designated byway:

Example: https://nsbfoundation.com/nb/country-music-highway/

Make sure the current information posted already is correct:



Especially the "Byway Visitor Information" – where someone can go to get hotel/restaurant/event information

Overview – edit as needed – button at bottom of each page – (50 – 100 words)

Local Byway Partners: We can list up to 8 Byway Partners, their websites and phone numbers – this is in addition to the "Byway Visitor Information" link above – it can also include links to downloadable maps and guides instead of a partner link



Story – No word limit on our website – but, will a visitor read more than 300-500 words? (The Journal of Memory and Language says people read silently 238 words per minute)

Driving Directions – maybe from N to S; E to W; or from a major city/airport?

Points of Interest – we can list up to 15 points of interest; you just have to send the description and a website (if available) – we will identify the Google Map link for the "directions" – eventually, these points of interest will be put onto the Overlook Maps site

Itinerary (although it says singular, 'Itinerary' – we can put more than one, I will just say Itinerary One: Name; Itinerary Two: Name; etc.

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ECONOMIC DEVELOPMENT



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The Home Rule Act, passed by the South Carolina State Legislature in 1975, significantly expanded the power of counties. Counties became responsible for their own structure, functions, and financing. For the first time, it also made intergovernmental cooperation possible. Anderson County became able to chart its own destiny as it relates to local culture, economic development, land use, natural resources, and other areas of local concern now under its decision-making authority. Common threads bind these ten elements of the Comprehensive Plan together. It is the job of the County Council to find the balance that will result in the best outcomes for its citizens. So . . . a tip of the hat goes to those South Carolina legislators and leaders who, 51 years ago, had the foresight to allow local decisions to be conceived and carried out closer to the people!

INTRODUCTION

Anderson County will continue to advance practical policies that will drive economic prosperity. Ensuring that citizens have access to employment is one of the most important aspects of creating a vibrant and resilient community. The Economic Development Element serves to provide a status report of the Anderson County economy and to make recommendations for developing an environment capable of sustaining and refining the existing economy and quality of life. This element is a plan that, if implemented, is intended to generate new and alternative job opportunities and an increased tax revenue stream that will enable the County to continue to support and deliver an outstanding level of essential services in a way that will continue to sustain economic development. It places emphasis on how the County will choose to locate business uses.

Anderson County lies along Interstate-85 in the northwestern corner of South Carolina, midway between Atlanta, GA and Charlotte, NC. By its geographical nature, the area is destined to be one that attracts economic and population growth. It is blessed with abundant water resources and a mild climate. It has more than adequate arterial and rail access, along with nearby proximity to a local and an international airport and a South Carolina Inland Port. The area, having one of the lower costs of living in the United States, is already a prosperous industrial, commercial, and tourist center. With more than 15 universities and colleges within 50 miles of Anderson, there are many great higher education

options for the community. Anderson County has integrated the respected education and training programs of these local institutions, including Anderson University, Clemson University, and Tri-County Technical College, into economic development resources that aid in advancing the workforce needed to attract industries.

Its existing economy, along with up-and-coming sectors of economy, must be considered as Anderson County looks to reinforce its prosperity. In addition to its flourishing industrial sector, the County has grown its tourism sector, largely due to 55,950-acre Lake Hartwell, a U.S. Army Corps of Engineers lake with nearly 1,000 miles of shoreline touching six counties in two states. It is a highly desirable location for residential and recreational uses. The County is also the home of large farming and agricultural businesses. All these sectors combine to support a diverse and resilient economy.

Anderson County has been successful in replacing textiles and diversifying its economy in the last thirty years. The *Greenville Business Magazine*, June 14, 2023, gives good insight into the Upstate and the local Anderson economies:

> Textiles dominated Anderson County's economy for more than a century, from shortly after Reconstruction through the 1990s. As textile jobs began moving overseas toward the end of the 20th century, the County worked diligently to diversify its manufacturing base by attracting other industries and devising higher education opportunities to enable workers to better meet the needs of companies. Successfully creating such a diversified economy will keep its citizens employed and help ensure they are able to weather economic downturns.

This element walks through the County's existing economic conditions and the local business climate. More importantly, it makes recommendations for continuing a healthy economic outlook along with a balanced approach to locating new industry. Economic Development as it relates to land use, public infrastructure, and housing is discussed here and in other relevant elements. The latest available economic data reflect the same general trends. The County has built a strong economy.

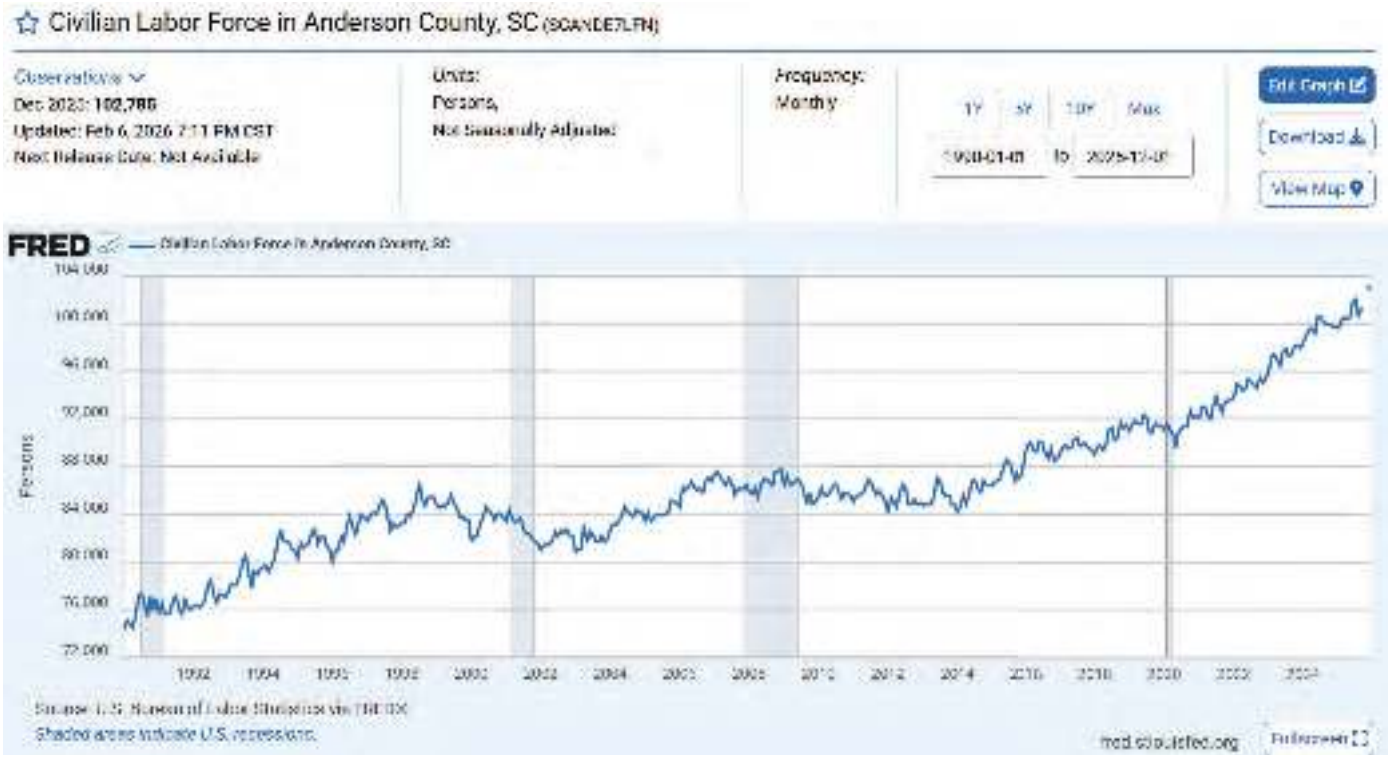
INVENTORY OF EXISTING CONDITIONS

Anderson County worked intentionally to fill the void left by the vanishing textile economy of the last century with a stronger, more diversified economic base. The County has earned a more-than-adequate share of the prosperity experienced by the Upstate over recent years via an expanding economy and unprecedented population growth. The County's economic slogan is "*Where the World Comes to Work*."

Anderson County's economic development efforts are among the strongest in the Southeast. According to the same article in *The Greenville Magazine*, "Anderson County has done a great job attracting the right type of industry–the kind that is creating modern, class-A industrial facilities and equipment. The County's leaders have devised a very streamlined way for businesses to come into the County or expand." Strong growth and low unemployment mean many of those employed by the more than 200 manufacturing firms operating in Anderson County are earning good wages. Of the County's five largest employment sectors in 2023, manufacturing had the highest average salary, more than 10 percent more than the second-healthiest sector--health care/ social assistance, and nearly double that of the third-largest segment--retail trade.

Labor Force Characteristics

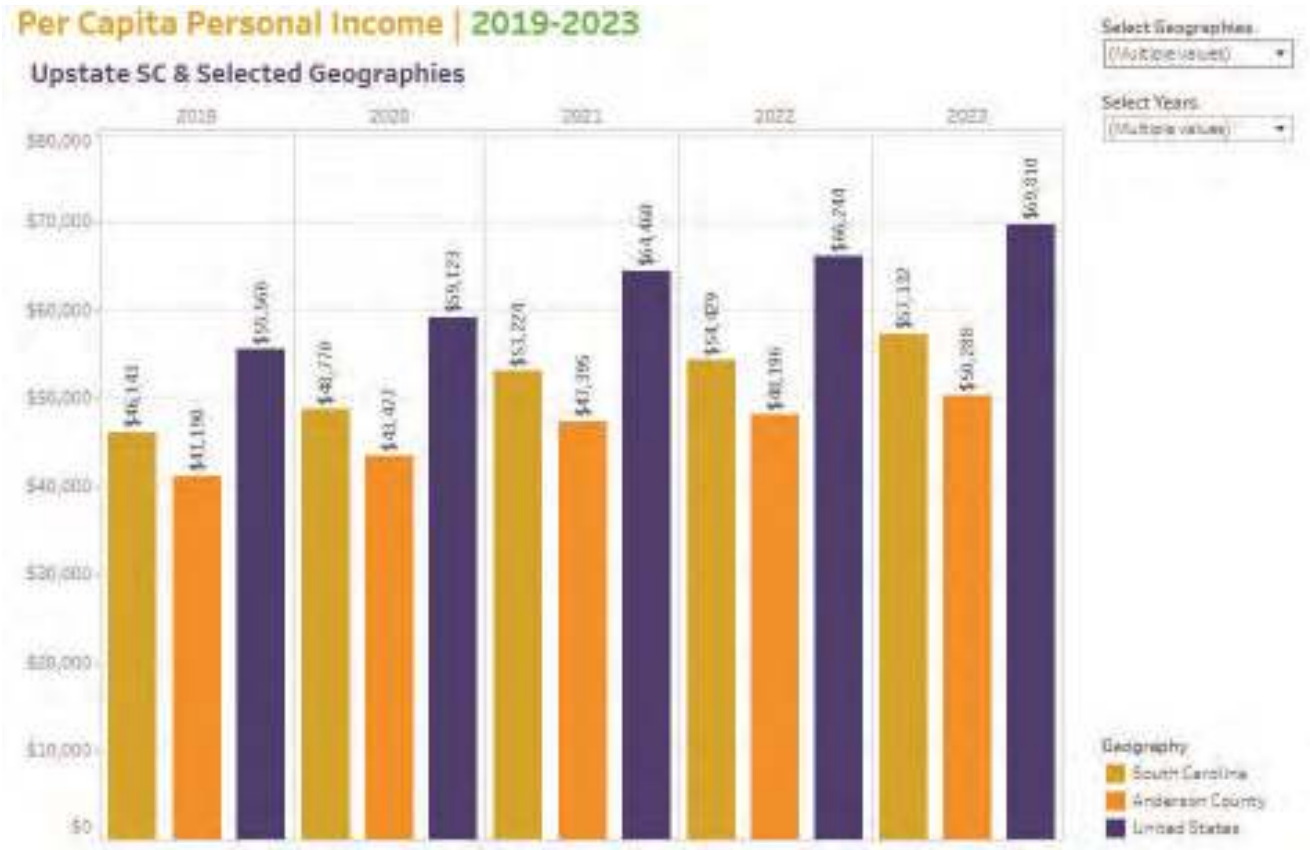
The U.S. Bureau of Labor Statistics defines labor force or work force as the total number of people aged 16 and older who are actively engaged in or available for work. Anderson County's labor force is becoming more educated, better paid, and older. The County maintains one of the lowest unemployment rates in the state. Its unemployment rate in August 2024 was 5.1% and had dropped to 4.4% by November 2024. As of December 2025, the labor force in Anderson County was 102,785 employees. By January 22, 2026, the labor force had risen to 103,346 (graphic not available). According to an article published in 2024 by the South Carolina Department of Employment and Workforce, the 2024 average salary for manufacturing was $61,048. It remains a high wage sector, higher than health care. The highest salaries belong to management positions at an average of $121,992 in 2024.



Personal and Family Income

Local income is one of the better indicators of the health of a local economy. There are several ways to consider income for an area—Median Family Income, Median Household Income, Per Capita Income, and others. More information on income data is found in Part I, Chapter 1- Population Element and Appendix E at the end of this Element.

Over the past 30 years, the per capita and median household incomes have steadily increased, but not in the same percentages as the State or the Nation. The following graphics show income trending generally upward in recent times for Median Family Income and Salary (Employment and Salary). Inflation adjusted Historical Family Income (2005-2021) for the Nation, the State, and Anderson County is also found in Appendix E.

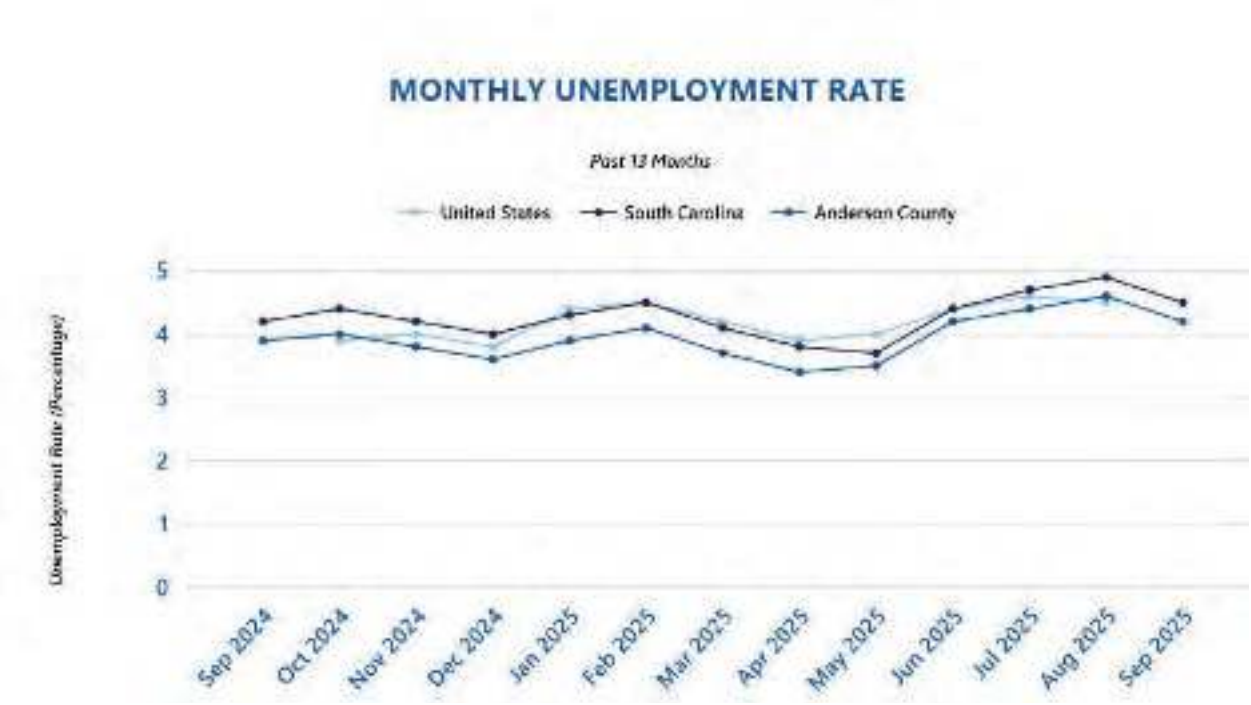


Source: US Bureau of Labor Statistics, Appalachian Council of Governments and Upstate Alliance for both graphics.



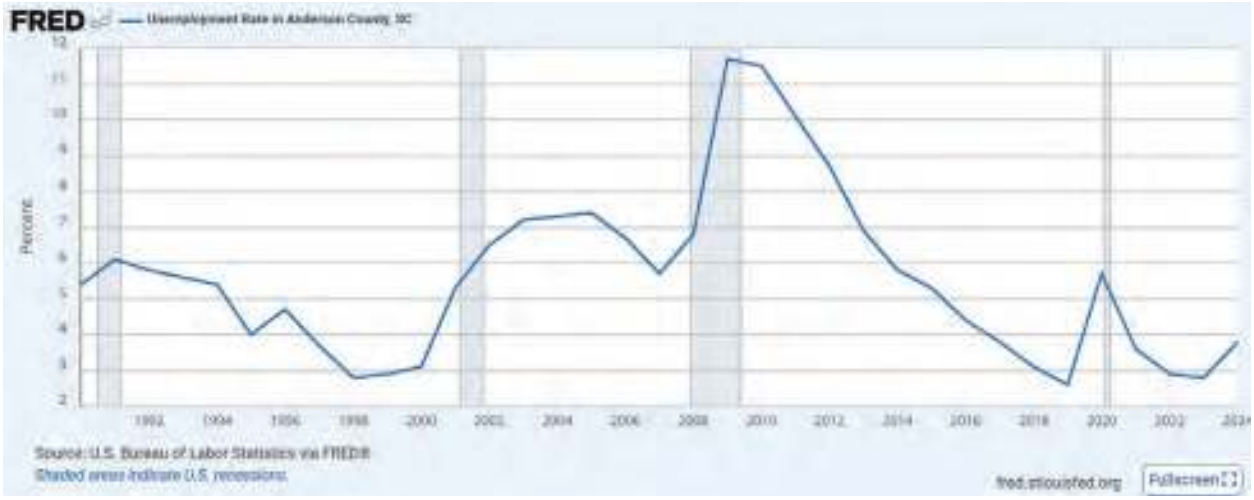
Unemployment Rate

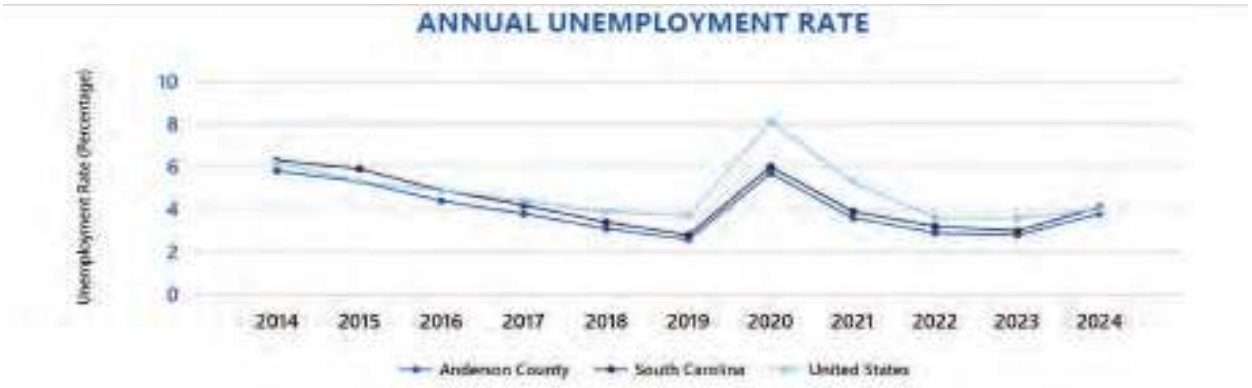
Anderson County has consistently maintained a lower unemployment rate than that of the State or the Nation. From September 2024 to September 2025, the unemployment rate for the County hovered around 3.4% to 4.6%. For a number of reasons, some unemployment will exist even in a good economy. People quit jobs to find better ones, people re-enter the workforce, switch careers, and some temporarily stop working to get training. A low unemployment rate (3-5%) is generally considered full employment. Full employment refers to a situation where virtually all individuals who are willing and able to work are employed. It does not imply zero unemployment. Full employment indicates that the economy is operating at its maximum productive capacity.



SC Department of Employment and Workforce, Community Profiles, Anderson County, SC 12/19/2025.

The County's year over year unemployment rate showed a healthy economy from 2014-2024. It spiked to nearly 12% during the 2008 recession. It also exceeded 5% during the COVID epidemic and fared better than the State and the Nation during cyclical downturns remaining under 5% for all other years during this time period, an indication that Anderson County has built a resilient economy.



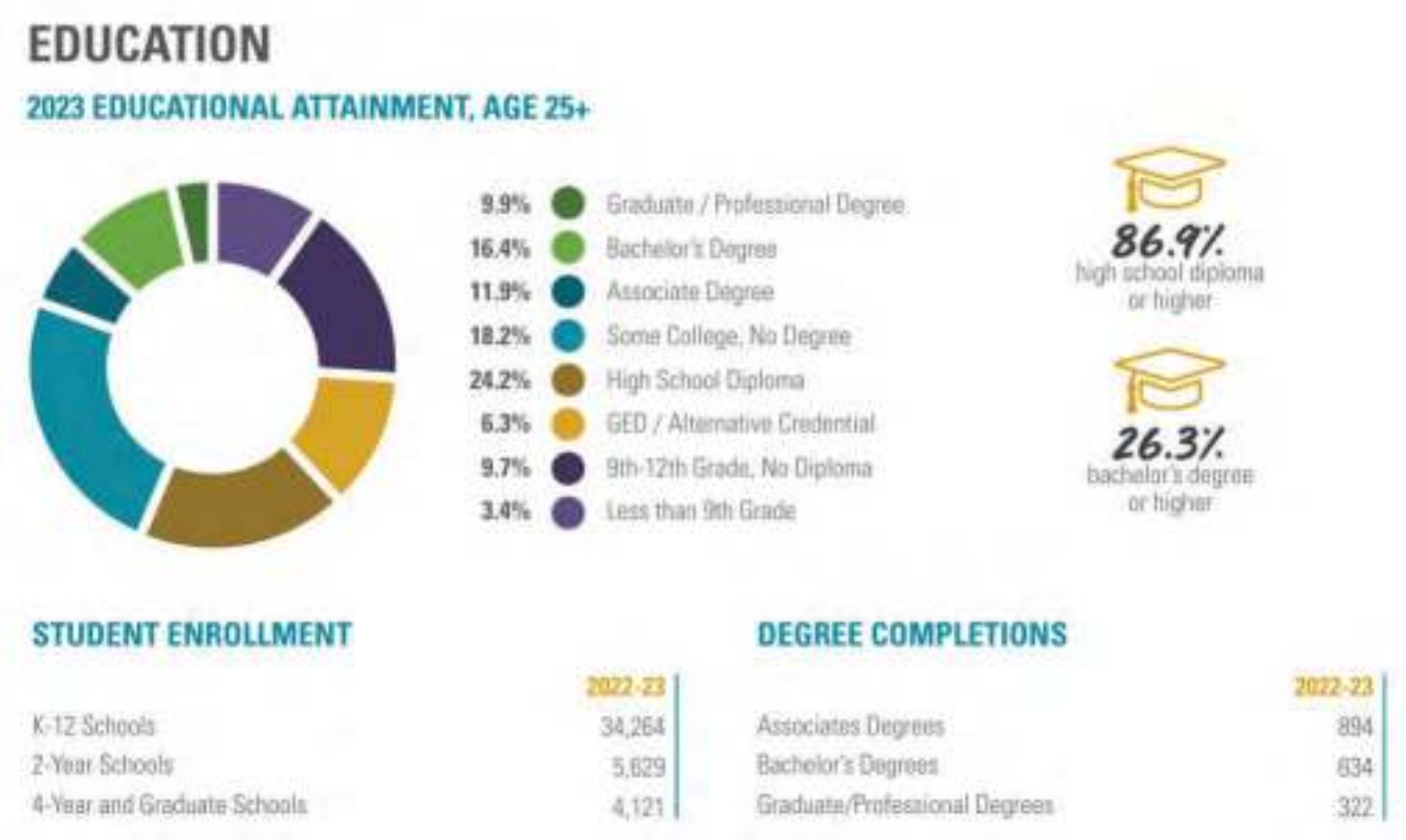


	ANDERSON COUNTY			SOUTH CAROLINA			UNITED STATES		
Year	Employment	Unemp.	Rate	Employment	Unemp.	Rate	Employment	Unemp.	Rate
2024	95,880	3,828	3.8%	2,430,453	105,178	4.1%	161,346,000	6,761,000	4.0%
2023	94,714	2,686	2.8%	2,401,212	74,248	3.0%	161,037,000	6,080,000	3.6%
2022	92,075	2,786	2.9%	2,330,548	77,339	3.2%	158,291,000	5,996,000	3.6%
2021	89,655	3,329	3.6%	2,272,940	92,676	3.9%	152,581,000	8,623,000	5.3%
2020	86,201	5,166	5.7%	2,201,090	140,613	6.0%	147,795,000	12,947,000	8.1%
2019	89,173	2,366	2.6%	2,263,682	64,405	2.8%	157,538,000	6,001,000	3.7%
2018	87,638	2,814	3.1%	2,206,821	76,542	3.4%	155,761,000	6,314,000	3.9%
2017	86,363	3,391	3.8%	2,168,104	94,845	4.2%	153,337,000	6,982,000	4.4%
2016	85,416	3,935	4.4%	2,145,584	110,199	4.9%	151,436,000	7,751,000	4.9%
2015	82,701	4,674	5.3%	2,108,786	132,281	5.9%	148,834,000	8,296,000	5.3%
2014	80,884	4,992	5.8%	2,063,369	138,475	6.3%	146,305,000	9,617,000	6.2%

Source: DEW LMI/BLS - Local Area Unemployment Statistics

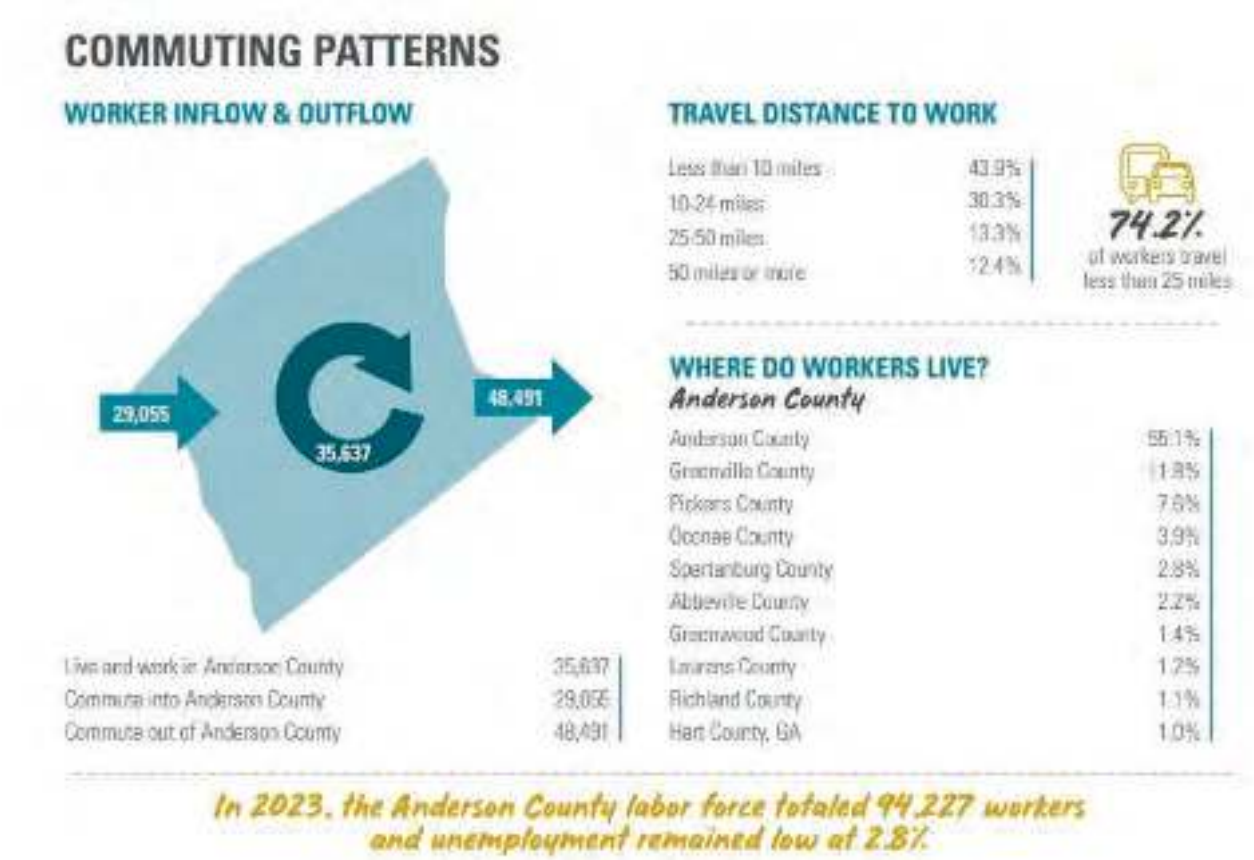
Education of the Labor Force

Educational attainment is improving in Anderson County's Labor Force. The graphic below shows the 2023 status of educational attainment as published by Upstate Alliance in its Anderson County Fact Sheet. One can view more detailed information regarding education in Anderson County on page 10 in the Anderson County Comprehensive Plan, Part I, Chapter 1, Population Element.



Commuting to Work

The latest figures for Anderson County show 42 percent (48,491) of the County's labor force work in other counties. Neighboring counties, such as Greenville, Pickens, Oconee, and Abbeville represent 26% of the commuters into the County. The workers who both live and work in the County numbered 35,637 (32%), fewer than workers who leave the County for work. The workforce living in Anderson County, therefore, would be able to satisfy the employment needs of any newly locating or expanding industry. In other words, Anderson County would be able to attract its residents back into the County to work locally without increasing housing and infrastructure needs.



Source: Upstate Alliance – Fact Sheet for Anderson County-2023, Inflow and Outflow of Workers (Workforce Growth) by Occupation, 2023, https://www.upstatescalliance.com/wp-content/uploads/Fact-Sheet-Anderson-County.pdf

Characteristics of the Local Economy

Apart from the labor force, the characteristics of local businesses and industries themselves are a major part of the inventory of the local economy. What does Anderson County's local economy look like?

The Main Economic Sectors

While agribusiness leads South Carolina in overall economic contribution, manufacturing (automotive/aerospace) drives exports, and tourism provides massive visitor revenue, making them all critical pillars of the State's and Anderson County's economies. Entrepreneurial opportunities in heritage and nature-based tourism, downtown retail, personal services, and specialty agriculture sectors are

particularly ripe for growth.

Anderson County is fortunate to announce major manufacturing moving in at a rate easily absorbed into the local economy which means that the labor market fills jobs, infrastructure is available, and employees have housing. There is a good mix of public and private sector employment as shown in the Top Ten Major Employers table below:

TOP 10 MAJOR EMPLOYERS

COMPANY	PRIMARY PRODUCT(S) / INDUSTRY	EMPLOYEE RANGE
Anderson County Public Schools	Public education (K-12)	2,501 to 5,000
AnMed Health Medical Center	Healthcare	2,501 to 5,000
Robert Bosch	Automotive components	1,001 to 2,500
Electrolux	Home appliances	1,001 to 2,500
Michelin North America	Rubber tires	1,001 to 2,500
State of SC	State government	1,001 to 2,500
Techtronic Industries (TTI)	Power equipment and tools	1,001 to 2,500
Anderson County	County government	1,001 to 2,500
US Government	Federal government	1,001 to 2,500
Milliken & Co.	Broadwoven fabric mill, textile finishing	1,001 to 2,500

Source: Upstate Alliance – Fact Sheet for Anderson County-2023, Inflow and Outflow of Workers (Workforce Growth) by Occupation, 2023, https://www.upstatescalliance.com/wp-content/uploads/Fact-Sheet-Anderson-County.pdf

Industrial Base

It is the industrial base that stabilized Anderson County's economy when textiles began to go overseas. These replacement industries are investments in the County. Between the years of 2016 and 2020, there was record industrial investment with both new industries and the expansion of existing industries. Expansions accounted for $587.6 million of the investment and $204.9 million was invested in new industries.

Anderson County currently has over 50 international companies from 20 different countries. Eight of those major industries have headquarters in the County. Most of these companies fall into the "manufacturing–durable goods" category, generally the County's third highest employment sector. Germany has the strongest presence with nine companies, followed by the United Kingdom and France. Other countries represented with two or more companies include China, Ireland, Italy, Japan, the Netherlands, Sweden, and Switzerland. Canada, France,

Belgium, and Finland also have a presence. From deeply established global manufacturers like Bosch, Michelin, Electrolux, and Arthrex to tech start-ups like Chartspan, Techtronic Industries, and RunVirt, the County is attractive to major domestic and international companies looking for a place to land.

Agribusiness

Agriculture is big business in Anderson County. For much of its history, agriculture has been the mainstay of the local economy. It played an important role in sustaining its population through hard economic times. While population growth has brought increased economic opportunities, the prominence of family farming is in decline. However, agribusiness remains one of the major sectors of the local economy.

Rep. Blake Sanders, in his October 22, 2025 piece in the Anderson Observer entitled *County Can Grow and Preserve Community Character*, stated "the story of Anderson isn't just about rooftops, roads, and industry. Agriculture has always been the backbone of this county and it still is. The market value of agricultural products has risen 12 percent since 2017, reaching $84.3 million, and we hold the largest cattle inventory in South Carolina at 32,033 head. Our farms feed families, support local businesses, and define the rural landscape that gives Anderson its identity."

The County Planning staff attended various community meetings throughout the Comprehensive Plan process to garner public input, and the planning consultants (CodeWright Planners) conducted a community survey, both of which revealed a strong desire among County citizens to protect agricultural and rural lands. Preserving and enhancing agriculture as a way of life in Anderson County is necessary for maintaining the County's economic and demographic diversity, providing economic opportunities to residents and landowners, reducing the pressures of sprawl, providing a source of fresh local produce, and retaining the traditions and characteristics that make the region unique.

Anderson County contained approximately 174,494 acres in land designated farmland in 2022 Census of Agriculture (USDA). There were 1,552 farms in production, as of 2022, versus 1,742 in 2017. The average farm size in 2017 was 112

acres, up 7% from 2017. It is imperative that action is taken now to ensure the continued existence of agriculture in Anderson County. According to the 2022 USDA Census of Agriculture, Anderson County ranks number one in the State for inventory of cattle and calves and number two in the state for sheep, goats, wool, mohair and milk. The 2022 Census of Agriculture County Profile data sheet can be found in Appendix E at the end of this Element.

Anderson County maintains one farmer's market and pavilion in the downtown Anderson area that draws people into town. There are also other markets operating through some of the municipalities including Belton and Pendleton. In addition to these county and town operated markets, nine roadside stands certified by the SC Department of Agriculture, and various family farms are open to the public.

Tourism

Tourism is a key revenue source across the State of South Carolina. Even though it is more prevalent along the coast, Anderson County has grown its tourism sector and takes advantage of tourist dollars. The County is cashing in on this sector by recognizing and utilizing their unique and highly marketable assets. It owns and operates the Anderson County Civic Center, the Anderson Sports Center/ASEC grounds, the Anderson County Farmers Market, the Gracie Floyd Event Center at McFalls Landing, and the Green Pond Landing & Event Center. These venues host major concerts and sporting events that draw people from inside, as well as outside the County. They draw visitors who spend money at local businesses, restaurants, and overnight accommodations resulting in Accommodations Tax and Hospitality Tax used for infrastructure improvements and other local needs. The positive economic impact is shared by local businesses.

The County is teeming with opportunities to further tap into economic development through outdoor recreation and ecotourism. Natural resources drive the States economy – a Clemson University study concluded that natural resource-based sectors contribute $33.4 billion in economic activity and support 218,719 jobs. Tourists drop in, spend money, and leave. They add millions of dollars to our economy and do not strain local services and resources for the most part.

Anderson County can anticipate the growth of natural resource tourism and plan

accordingly. The ecotourism market in the Nation has a projected growth rate of 14.8% by 2030. More than a third of the adult U.S population are birders creating $279 billion in economic output generated by birder expenditures—$7 billion of that is national county tax revenue generated by birding activity (State of the Birds). In 2023, new data was released by the U.S Department of Commerce's Bureau of Economic Analysis showing that outdoor recreation continues to be a major driver of the United States economy generating $1.2 trillion in economic output. The outdoor recreation economy has grown 36% in real terms since 2012.

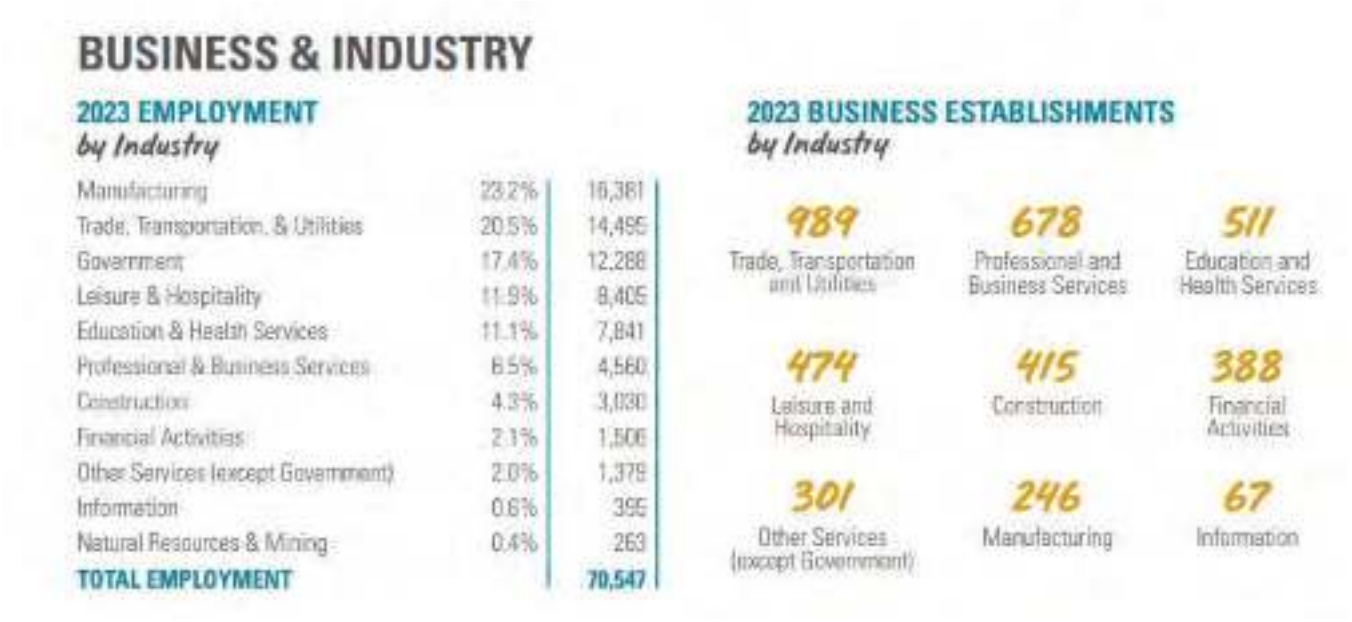
Small Businesses

Small businesses have a major impact on South Carolina's and Anderson County's economy, employing thousands of people and providing consumers with a range of goods and services. The growth of establishments, both small and large, reflects the commitment to creating an environment which allows businesses to flourish, no matter what their size. A distinct advantage of smaller businesses is that they are locally owned and typically employ residents within the local community, do business with other community-based businesses, and reinvest profits within the community. They also tend to locate in existing facilities and utilize existing infrastructure, resulting in less capital investment on behalf of the local government to accommodate them.

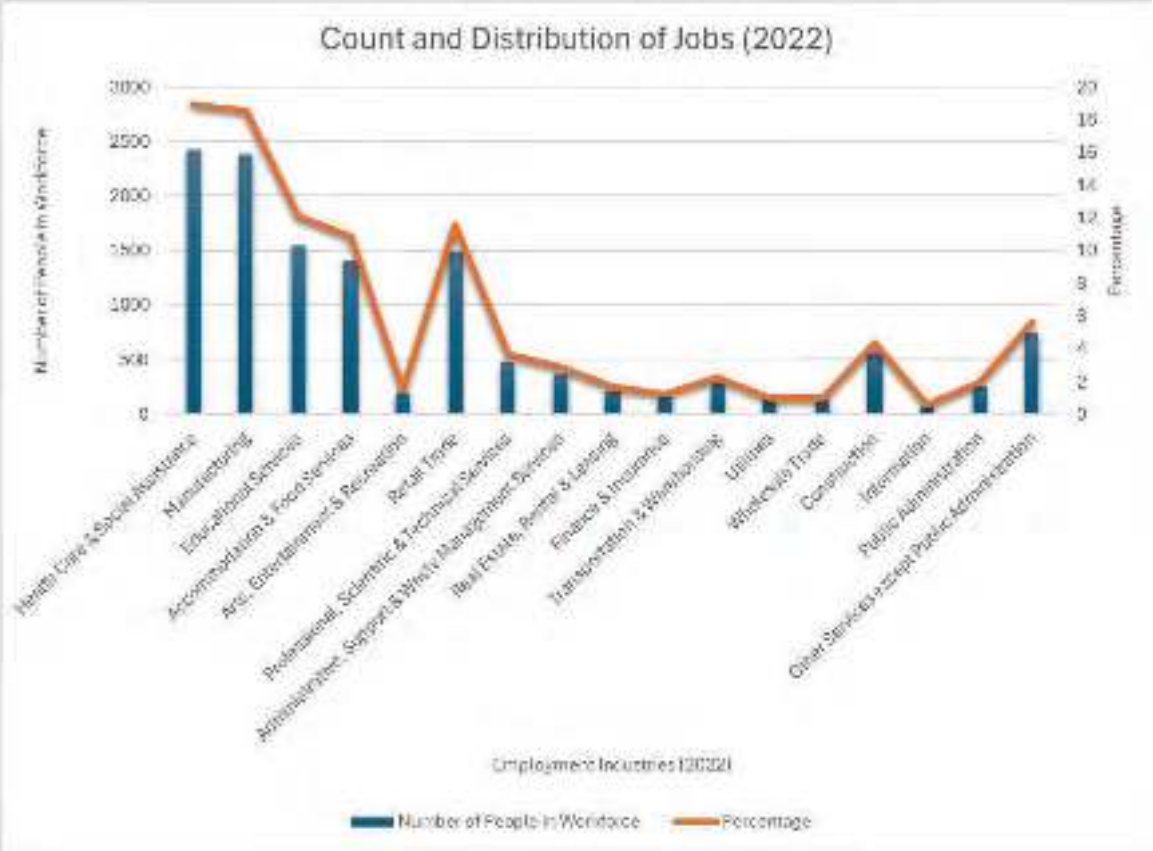
Small businesses include small professional services, independent commercial establishments, restaurants, and services such as electrical, plumbing, and HVAC contractors and the like. They employ a large percentage of the County's labor force. The 2025 Small Business Profile for South Carolina (U. S. Small Business Administration) showed that 42.9 percent of all South Carolina employees worked for small businesses. The number for Anderson County could not be located, but one would expect a number similar to the State. While the County's economic development efforts are focused on large business growth and investment in the County, the Anderson Area Chamber of Commerce, the U.S. Small Business Administration (SBA), and the Appalachian Development Corporation focus on cultivating small businesses through advocacy, networking, loans, and other resources. In addition, the SBA offers training, government contract assistance, and counseling. Even though they focus on larger industries, the Economic Development staff does lend support to other sectors of the local economy.

Employment by Sector

The following data shows the share of employment by industry. The breakdown of categories varies, and leaders may change from year to year. Manufacturing has remained the top employer each year with Government, Education and Health Services, and Professional and Business Services generally rounding out the top four employers on a regular basis.

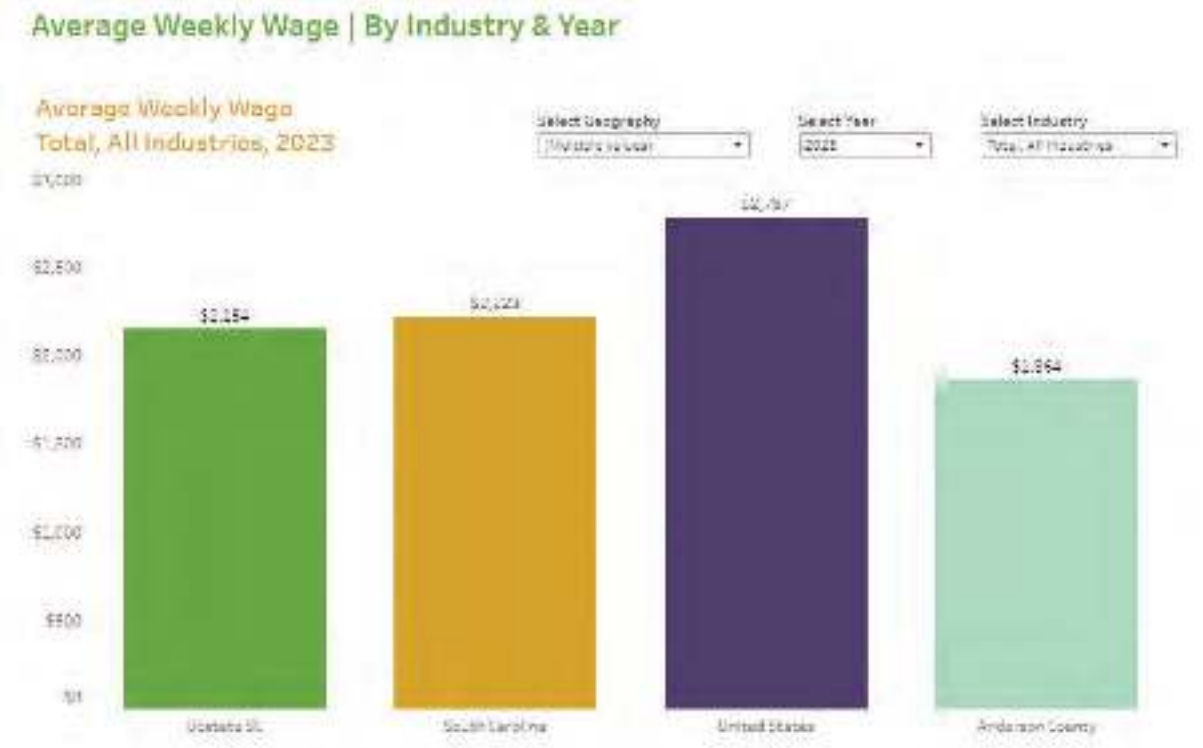


Source: Upstate Alliance – Fact Sheet for Anderson County-2023, Inflow and Outflow of Workers (Workforce Growth) by Occupation, 2023, https://www.upstatescalliance.com/wp-content/uploads/Fact-Sheet-Anderson-County.pdf



Weekly Wage by Sector

Anderson County works diligently to attract excellent quality companies that offer a competitive wage. Anderson County had a lower weekly wage, with all industries considered, than that of the Upstate, the State, or the Nation. The County's income, according to other income statistics, is growing but still lagging behind the State, the Nation, and some Upstate Counties. There is a major focus on attracting industries that have a higher pay scale than existing businesses. A bar chart below shows Anderson County's weekly wage as compared to the Upstate, South Carolina, and the Nation. As a part of their analysis, many industries consider the cost of employees in decisions to locate in any given area.



Gross Domestic Product

Anderson County's Gross Domestic Product (GDP) is growing along with its population and general economy. The County ranked 7th in the state for Gross Domestic Product from private goods-producing industries, totaling $2.7 billion in 2023. GDP, in simple terms, is an economic indicator that measures the total market value of final goods and services produced in the County.

Anderson County's GDP showed growth, with total GDP around $9.94 billion in 2023, driven partly by its strong private sector, including manufacturing, contributing significantly to the regional Upstate economy, with detailed data available from the Federal Reserve Bank of St. Louis (FRED), indicating a healthy economic base with manufacturing and service industries. FRED said the following about Anderson County.

Key Figures and Trends (Federal Reserve Bank of St. Louis Data)

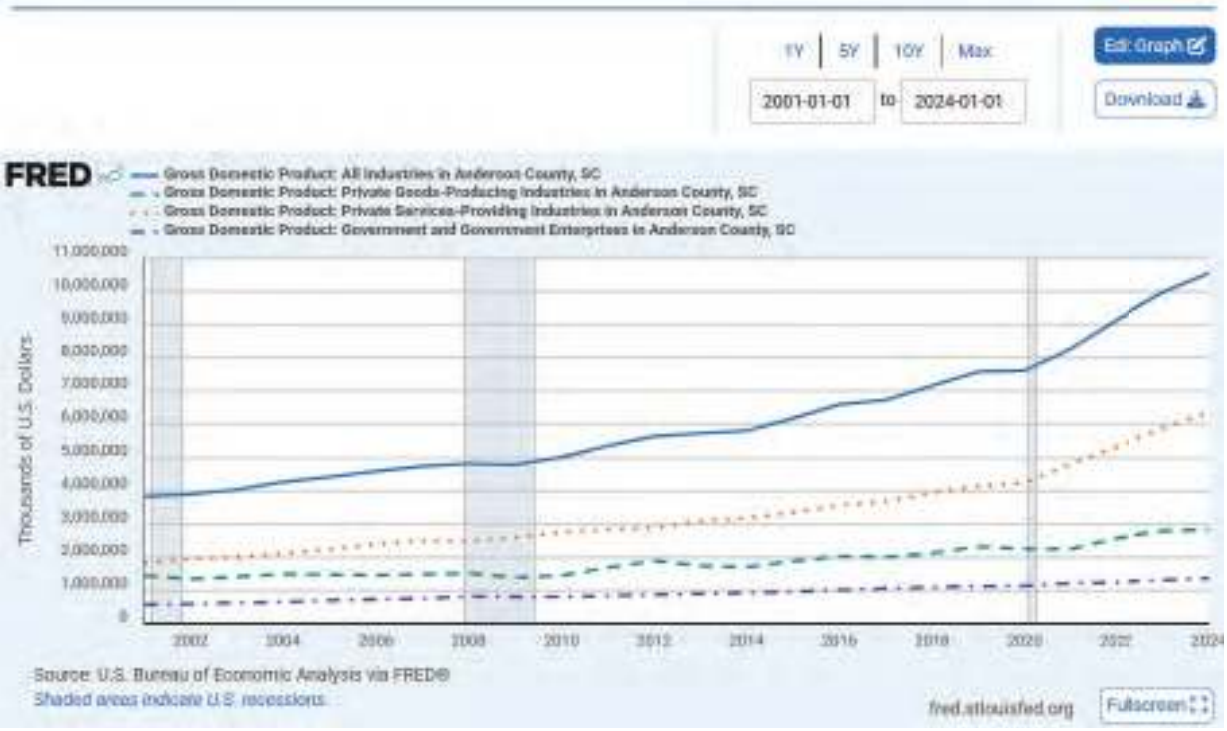
- Total GDP (2024): Approximately $10.56 billion.

- Private Services-Providing (2024): Around $6.37 billion.
- Private Services-Producing (2024): Around $2.83 billion.
- Government (2024): About $1.37 billion.
- Growth: Shows consistent increases from previous years, reflecting economic expansion.

Economic Highlights

- Manufacturing Strength: The county ranks high in the state for private goods-producing industries, a key part of its economic foundation.
- Strategic Location: Part of the Greenville-Anderson-Mauldin MSA, benefiting from regional economic ties and attracting major manufacturers.
- Diversified Growth: Activities in tourism (e.g., Green Pond Landing events) and agriculture also contribute to local economic output.

For detailed, historical data and breakdowns by sector, the Federal Reserve Bank of St. Louis (FRED) is a primary source. The below graphic shows how the different sectors contribute to the GDP.



Anderson County's Business Climate

The third part of the local economic equation is the local business climate, the environment in which businesses are welcomed, establish themselves, and open operations. This can be any size business, but economic development is generally thought of as significant capital investment by businesses delivering quality jobs that pay at or above the state average wage. Anderson County makes the landing for large economic powerhouses as gentle as possible. Some factors that affect the business environment are the manner in which businesses are attracted to locate here; various incentives; the availability of adequate water, sewer and road infrastructure; land use regulations that are not onerous; ample road, rail, and air access; and training and support available from the technical education partners.

It is important to diversify the types of business development in order to sustain the overall local economy. When prospective businesses visit, they are interested in what sets the area apart from the rest of the country – the "can-do" attitude of the Economic Development professionals, forward-thinking leadership, product depth and variety, the quality of life, available labor force, business incentives, etc. In essence, Anderson County acts as a proactive facilitator of these items, creating an attractive environment for businesses through strategic partnerships, targeted support, and a long-term development vision. County leaders understand that those businesses choosing to invest here need to have predictability in local land use regulations, as well.

The Economic Development Department was established in 1964 as the Melton Hill Regional Industrial Development Association which later changed its name and broadened its focus. The business model successfully deployed in the County includes leveraging the County's strategic location in Upstate SC between Charlotte and Atlanta with good rail and arterial access, a County airport, proximity of the GSP International Airport and, later, the South Carolina Inland Port.

Anderson County's business model has been refined over the years and now centers on aggressively attracting advanced manufacturing and logistics, offering strong incentives, developing a skilled workforce via partnerships with universities, and focusing on high-growth sectors like energy (solar, nuclear

components), biosciences, and sustainable agriculture, all guided by a comprehensive development plan to diversify its economy and attract global investment.

Key Components of the Current Model

The current economic development model according to the Anderson County Economic Development Department website:

Strategic Location: Positioning within the I-85 corridor provides access to major markets, ports, and airports, attracting international firms.

Targeted Industry Focus: Emphasizes advanced manufacturing (automotive, aerospace), energy, biosciences, and logistics, building on a strong base of existing international companies.

Aggressive Incentives: Offers tailored incentive packages (tax breaks, job creation credits) for new and expanding businesses based on investment and job creation.

Workforce Development: Collaborates with Anderson University and the S.C. Technical College System (readySC) to train a local talent pool, particularly in manufacturing skills, via internships and specialized programs.

Infrastructure & Site Readiness: Develops industrial parks (like Anderson Gateway) with modern facilities to meet the demand for high-quality industrial space.

"Global Approach" Branding: Markets itself internationally with slogans like "#WhereTheWorldComesToWork" to attract foreign direct investment.

The Development Corporation of Anderson County (DCAC)

The Development Corporation of Anderson County (DCAC) is a public/private 501(c)6 non-profit economic development organization under the Economic Development Department. The DCAC was organized to engage in community activities that promote and support economic development activities in Anderson County. Its mission is "to encourage and enhance an environment and unified voice that promotes job creation, economic development, enhanced quality of life, education, and workforce development across Anderson County." Their current goals are:

1. Develop a robust, diversified, and sustainable economy
2. Attract high-quality, primary Tier 1 and 2 industries
3. Diversify the County's employment and tax base
4. Provide training for all sectors of our labor force
5. Enhance training that meets the needs of all job creators
6. Preserve/enhance lifestyle amenities, parks, and sports venues

Targeting Best-Fit Industries

According to the staff at the Anderson County Economic Development Department, the County intends to follow the lead of the SC Economic Development Board. Pursuing high technology and advanced material and manufacturing industries is their main focus. County Council distributes the best incentives to companies whose salary ranges exceed the current Anderson County salary ranges. These are the key Industries driving the current growth:

- Automotive: A major hub for suppliers to companies like BMW.
- Aerospace: Home to leaders in composite materials.
- Advanced Manufacturing: Metal fabrication, packaging, electronics (Techtronic Industries), and appliances (Electrolux).
- Energy: Growing focus on solar, wind, and grid components.

Manufacturing, Distribution & Logistics: Anderson County capitalizes on durable goods manufacturing, in particular advanced materials and automotive. Recruiting efforts are concentrated in advanced manufacturing, technology, and specialized engineering, often supported by research partnerships. The County is emerging as an incubator for science and tech-based businesses, focusing on highly skilled roles that require expertise in mechatronics, coding, and design. These technology industries create products dependent on the professional and intellectual expertise of their workforce. They are environmentally friendly, attract high-wage jobs, and can locate almost anywhere provided the necessary infrastructure is in place. The required workforce tends to primarily be comprised of the younger population (25 – 34

years of age). This key demographic tends to be environmentally conscious and attracted to an area that offers 'quality of place'. They will likely select the location first, then the job. This requires that the right mix of housing choices, cultural and recreational activities, and transportation alternatives are available.

Incentives

Under South Carolina State law, counties are vested with the authority to grant incentives to reduce the property tax liability of a potential investor, and/or offset the infrastructure related expenditures of that potential investor.

The State of South Carolina offers various statutory and discretionary incentives to companies looking to locate or expand in any county in the State. Qualifying criteria is based on the per capita income of the proposed destination county. Some of the most utilized incentives by Anderson County are the Job Tax Credit (JTC), Fee-in-Lieu of Tax (FILOT), Special Source Revenue Credit (SSRC) or Infrastructure Credits. It should be noted that the FILOT is often applied in South Carolina to make the State competitive with our neighboring states which have lower industrial tax rates than South Carolina. These incentives and others are described in Appendix E.

Opportunity Zones



The Opportunity Zone program offers tax benefits to investors making qualified investment in areas that have been designated as Opportunity Zones. The

investment, made through Opportunity Funds, is eligible for deferred and eliminated capital gains tax. A taxpayer with realized capital gains must invest those gains within 180 days into a Qualified Opportunity Fund (QOF). The QOF then must deploy 90% of the funds into a qualified opportunity zone property or businesses within six months. The One Big Beautiful Bill has made the program, set to expire at the end of 2026, permanent. Anderson County's Opportunity Zones are depicted on the map above.

Transportation and Access

The I-85 corridor continues to be the artery that feeds economic activity in this region; it also serves as the major component of an intermodal system with rail and highway infrastructure access. Additionally, the SC Inland Port in Greer connects to the Port of Charleston by Norfolk Southern. Anderson also has good access to I-26, I-95, I-20 and I-77. Anderson County houses two Class 1 railroads, Norfolk Southern and CSX Transportation, and two short lines, Pickens Railway and the Greenville & Western Railroad Company, and Anderson County Regional Airport with a 6,000-foot runway. Greenville Spartanburg International Airport is in close proximity.



Source: https://www.upstatescalliance.cocountyontent/uploads/Fact-Sheet-Anderson-County.pdf

Local Zoning and Land Development Regulations

Location matters. There are several issues at play when the location of land uses is considered. Anderson County has zoning and land development regulations that are favorable to businesses wishing to invest in the County. Specifically, Zoning *(County Code, Chapter 48)* and Land Development Regulations *(County Code, Chapter 24)* allow for businesses of any size to locate in the County without onerous regulations. The Zoning Districts that allow businesses are Office, Planned Office, Commercial, Planned Commercial, Services, Industrial, Industrial Park, Planned Development, Airport Protective areas, Innovative Zoning, and Forest Agriculture. The Land Development Regulations also address some business-associated requirements, but both ordinances need to be updated.

As the County plans for how it will handle growth, it must consider developing land closer to existing urban development, providing incentives for infill, redeveloping previously developed areas, and avoiding encroachment of new development into areas that lack the necessary public facilities, services, and infrastructure. Significant vacant structures can range from former shopping malls and strip commercial centers to big box retail, abandoned mills, multi-family housing, government buildings, and old schools. Often referred to as gray fields, these properties generally consist of a large structure with significant land area. These sites represent infill opportunities that do not require the expansion of new infrastructure and are convenient to existing transportation networks and housing markets. The revitalization of existing built properties and the infill of new development on vacant lands within developed areas can produce significant economic benefits and maximize existing infrastructure investments.

Education Partners

Anderson County utilizes its education partners to help land important new businesses and expansions. Anderson University, Anderson Career and Technology Center, and Tri-County Technical College are growing rapidly and expanding their facilities and curricula, offering affordable academic and technical programs leading to four-year and associate degrees, diplomas, and certificates. Anderson County's continued relationships with these colleges highlight the emphasis the County is placing on high technology industries, specifically at areas such as the Advanced Materials Research Center/Clemson University Innovation Campus and Technology Park (CUICAT), located in

northwest Anderson County. CUICAT is dedicated to teaching and research of manufacturing opportunities and partnerships. It is home to Clemson's Advanced Materials Research Laboratory which houses work in optoelectronics, chemistry, and materials science.

SC Works, located in the County's 1428 Pearman Dairy Road building along with the Economic Development Department, links potential employees with jobs. Worklink offers skills assessment and training customized for employers. Incumbent Worker Training (IWT) provides resources for businesses to train currently employed workers to keep businesses and workers competitive. IWT funds the training needed in current businesses due to expansion, new technology, retooling, new services/product lines and new organizational structuring or as part of a layoff aversion strategy. SC Works offers a myriad of services to employers and those looking to find work.

The Economic Development Department partners with all the above institutions to attract businesses. While buildings are going up, space can be arranged for businesses to set up offices for hiring and getting the business off the ground locally. These partners can bring in the equipment for any given company and train their employees. It reduces the go-live time and expenses for the companies.

Workforce Housing

As the cost of living and the cost of housing continue to escalate faster than per capita income, many County residents and incoming workforce find it increasingly difficult to find a home in which they can afford to live. Such an environment is not conducive to attracting new businesses or the young professional community. It is important to recognize that without affordable housing, our workforce will look for job opportunities outside the area where they can afford to live. Workforce housing needs are analyzed further in the Housing Element of this Comprehensive Plan. The Housing Element, 2026 Anderson County Comprehensive Plan, Part I recommends a Housing Study and Plan to help the County stay out in front of this issue.

The Importance of GIS

The Planning Division needs the GIS capacity to track projects and make land data available to aid in economic development location decisions. Limitations to development such as flood plains, wetlands, steep slopes, protected land, zoning classifications would be a part of an Anderson County online dashboard which would also include approved development projects. Layers that would aid industrial location would be parcels available for development, large parcels in areas where industry would be allowed, and availability of road, water, and sewer access. It would be simple to overlay zoning districts with business potential variables to identify the best locations for industrial uses if the County had the appropriate data all in one place with a staff who could map and analyze it. It would be especially helpful in identifying the areas that are prime for preservation, areas that have limited infrastructure, and urban area parcels that could be infilled.

RECOMMENDATIONS

The Comprehensive Plan sets a long-term direction for the County in terms of the elements addressed herein. Recommendations for implementation are laid out in this format. Strategies are the high-level, long-term plan defining what to do and why. The identified actions are the immediate, specific, short-term implementation steps—the how, who, and when. Strategy provides direction; action delivers results. Without strategy, action is aimless; without action, strategy is just ideas. The County will identify further strategies and actions as it deems necessary.

Guiding Policy

Anderson County seeks to grow its economy in a manner that balances providing the best-paying jobs for its residents and their desire to preserve the rural/agricultural nature of the area. The economy will be diversified and resilient while the lands beyond the urban area will be preserved inasmuch as possible through land use regulations and other tools at the disposal of the County. Further, Policy Champions and funding will be explored to assist in permanently conserving key properties. The County will raise the bar for those locating and building here because growth is inevitable and must be better planned.

Recommended Policy Champions

Anderson County Administrator
Anderson County Council
Anderson County Deputy Administrator
Anderson County Government Affairs
Anderson County Office of Economic Development
Anderson County Planning and Community Development Department
Anderson County Facilities Department
Anderson County Parks & Recreation Department
Anderson County Planning Commission
Clemson University Agricultural Extension – Anderson, SC
The Development Corporation of Anderson County (DCAC)
Appalachian Council of Governments
SC Works Anderson
South Carolina Department of Commerce
South Carolina Department of Employment & Workforce Development
Upstate SC Alliance

Economic Development Strategies

Continue to be a leader in job recruitment by regularly refining the business and industry recruitment model. Diversify the local economy to make it more resilient to downturns. Recognize that access to rail, air, and uncongested major roads, gives businesses the needed quick access to their markets. Attract residents who leave the County to come back to jobs here. Acknowledge the relationship between economic development, land use, and infrastructure. Identify best locations for industries versus lands that need to be preserved, since the character and quality of life of the area is a non-negotiable for residents. Work with partners to develop and support cultural amenities and an excellent education system since they attract businesses. Develop the tourism sector and obtain additional dollars from visitors by conducting a tourism action plan. Following are some specific actions recommended to enhance what is already happening in Anderson County.

Economic Development Actions

- Energy has become one of the sought after investments for Anderson County and the State. The Office of Economic Development will stay informed regarding the effects of these uses on the County, the power grid, etc. in order to make sound decisions.
- The Office of Economic Development and its partnerships with educational institutions, the State Development Board, and other Policy Champions will continue to work to provide specific training for those companies coming into the County.
- The Office of Economic Development and County Council will continue to use the Fee in Lieu of Taxes incentive to lure prime economic development projects.

Zoning and Land Development Regulations

- The Planning and Land Development Divisions will work with the consultant to balance land use regulations with economic development efforts by refining land development regulations in unzoned areas to add a degree of predictability for those businesses interested in locating here.

- The Planning and Land Development Divisions will work with the consultant to redefine the zoning classification definitions and ensure zoning district locations are consistent with updated classifications.
- The Planning and Land Development Divisions will work with the consultant to better protect existing uses from incompatible land uses through buffers, spacing, screening, and other suitable methods. This is especially important between large industries and neighborhoods.
- The Planning and Land Development Divisions will work with the consultant to regulate the location of industry and homes in a manner that will facilitate preservation of agricultural land natural resources.
- See the 2026 Anderson County Comprehensive Plan, Part I, Land Use Element beginning on page 23, for more detailed recommendations regarding zoning and land development regulation updates.

GIS Data and Maps

- The Planning Division will use mapping and analysis tools to identify best locations for industries based on data they will gather and digitize into GIS and will provide decision makers access to accurate maps and data.
- The Planning Division, along with other County GIS users, will gather and analyze infrastructure data regarding the issues with sewer lines and distribution of power (DICES) identified by the Economic Development Department. Such mapped data will reveal infrastructure shortcomings for decisionmakers.
- The Planning Division and their GIS partners will bring data sets together and offer an online dashboard, a powerful planning and decision-making tool to be used by anyone who can go online. The status of development projects can be accessed by the applicant, the County Council, Planning Commission and others, saving staff time.

Opportunity Zones

- Anderson County Office of Economic Development will utilize its Opportunity Zones to attract businesses to these challenged areas.
- The Planning Division will use GIS to overlay Opportunity Zones and infrastructure to determine possible locations for businesses inside the Zones.

Tourism Actions

- County Council and Administration can cultivate the tourism sector by having appropriate departments to partner to conduct a tourism action plan.
- As a part of a tourism action plan, County Council and Administration will direct a study of the economic impact of tourism on Anderson County, the A-Tax and H-Tax collected year over year, the ripple effect of tourism on local businesses, the specific impact of Anderson County venues, and learning about how the County can develop other forms of tourism that would build on its recent success.
- The Development Standards Division and the LUDO consultant will write standards for way-finding signage that fits with local character to make the area increasingly navigable for visitors. These wayfinding signs should be considered for exemption from the sign regulations
- The Cultural Element covers additional actions that need to be considered here. (Page 24, Cultural Element, Part II of the 2026 Anderson County Comprehensive Plan)

Tracking Legislative Activity

- The County Governmental Affairs Division will track and report on bills in the State Legislature that affect local governments' authority over land use and other pertinent issues, such as the ability to use concurrency programs and the Transfer of Development Rights (TDR). Concurrency means new development would move forward when adequate infrastructure like roads, water, sewer, and schools is already in place or planned. Transfer of Development Rights (TDR) designates "sending areas" where landowners sell their development rights to developers who want to build more densely in "receiving areas." The result: preserved rural lands and natural resources.

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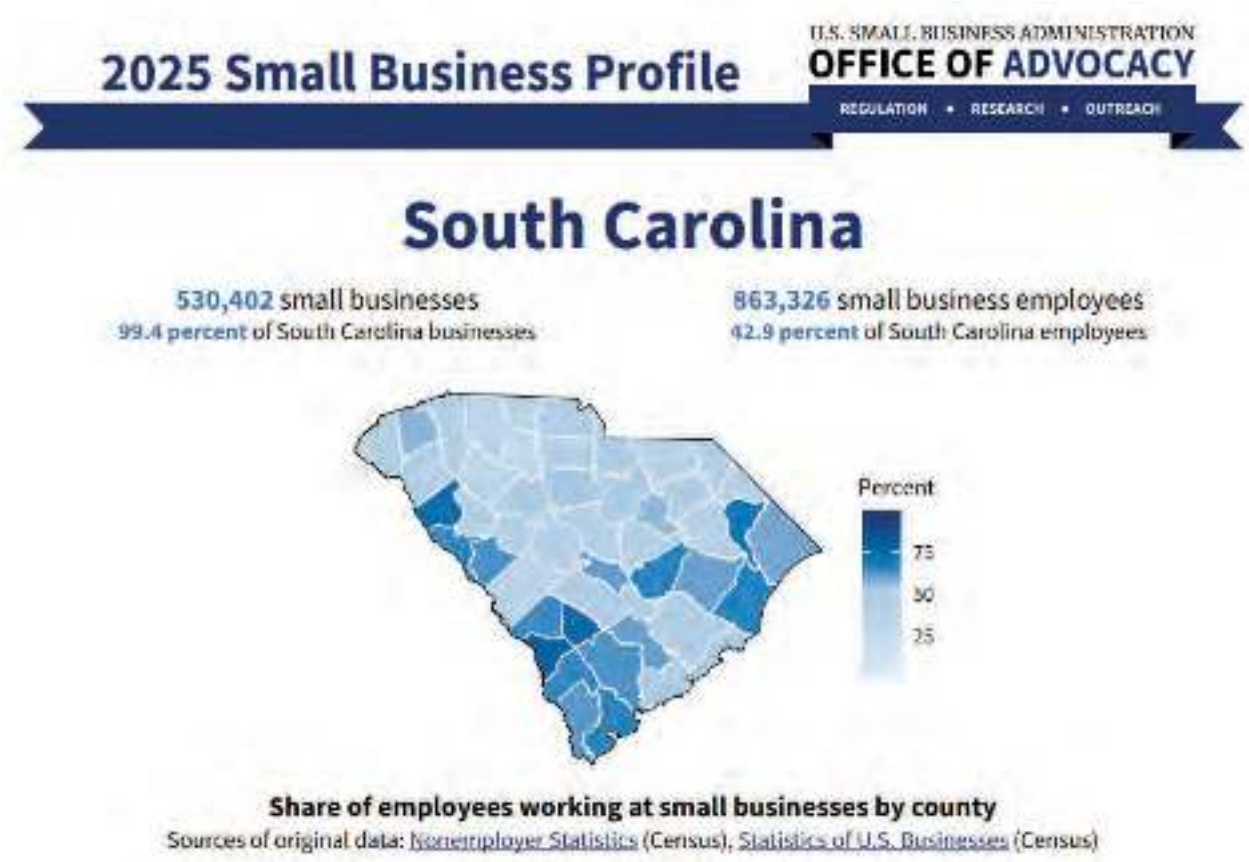
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APPENDIX E



TAX INCENTIVES AVAILABLE IN SOUTH CAROLINA DEFINED

Corporate Headquarters: At the end of the 2008 South Carolina legislative session, an economic development bill included an amendment to the existing law governing incentives for organizations wishing to locate a headquarters facility in the State. The new law now allows a Limited Liability Company (LLC) to be eligible for tax incentives that were previously only available to incorporated companies. One of the key criteria an incoming headquarters must meet in order to qualify for tax credits is the creation of a minimum of 40 new headquarter jobs which must earn twice the State per capita income.

Jobs Tax Credit: The Job Tax Credit (JTC) is a statutory incentive offered to

companies, both existing and new, that create new jobs in the State. The credit is available to companies that establish or expand corporate headquarters, manufacturing, distribution, processing, qualified service-related, or research and development facilities. This credit is extremely beneficial for companies because it is a credit against corporate income taxes, which can eliminate 50 percent of a company's liability.

Fee-in-Lieu of Tax: Expanding or relocating companies may also be able to negotiate a Fee-in-Lieu (FILOT) of property taxes, which can greatly reduce their property tax liability. It levels the playing field with neighboring states who have much lower property tax than SC on manufacturing. Although a State-level program, this property tax incentive is offered at the discretion of local governments. Companies investing as little as $2.5 million dollars may negotiate this exemption with the County in which they locate. This 20-year incentive creates significant savings for companies by lowering the assessment ratio from 10.5 percent for manufacturers to as low as 6 percent. Furthermore, the millage may be held lower than if the property were not under a FILOT.

Special Source Revenue Credit (SSRC) or Infrastructure Credits: Infrastructure credits may be offered in tandem with a Fee-in-Lieu or as a standalone incentive. Credits, which are taken against an investor's property tax liability, may be utilized under State law to offset an investor's qualifying infrastructure-related expenditures including improvements to utilities serving a project site, real estate expenditures, and costs relating to improving real estate.

Multi-County Park Agreement (MCIP): In an effort to further attract businesses to the state, a county may establish a Multi-County Park Agreement. Under an MCIP agreement, two counties agree to partner and share property taxes with the partnering county. The agreement also raises the State's Job Tax Credit available to employers by up to $1,000 per job, with no liability to the county.

Manufacturing Property Tax Abatement: Abatement of the County's portion of the total levy is a mandated incentive for manufacturing industries. SC Code provides a 5-year exemption from county property taxes (excluding school and municipal taxes) for all new manufacturing establishments and additions costing

$50,000 or more to existing manufacturing facilities. This applies to land, buildings and additional machinery and/or equipment installed in the facility.

State Tax Incentives: The Job Development Credit (JDC) is available through state legislation for qualified projects creating jobs in South Carolina. As a result, eligible companies may retain a percentage of their employee's state withholding for up to ten years. State legislation offers several other incentives as an option for a new or expanding economic development project. This is a negotiation with the South Carolina Department of Commerce and the Coordinating Council for Economic Development (CCED).

Employee Training: South Carolina's ReadySC Training Program is one of the most comprehensive and successful programs in the US. Its structure and content serve as a model for other state programs throughout the state and the country. Candidates are taught the skills necessary to gain and retain employment in some of the world's leading industries.

Other Programs: Anderson County has several options for gaining and training additional individuals within the community. Those options are available through programs with the Anderson County Workforce Development, Tri-County Technical College, and SCWorks. Additionally, the Upstate also has programs available for workforce education and training.

VARIOUS LABOR FORCE DATA

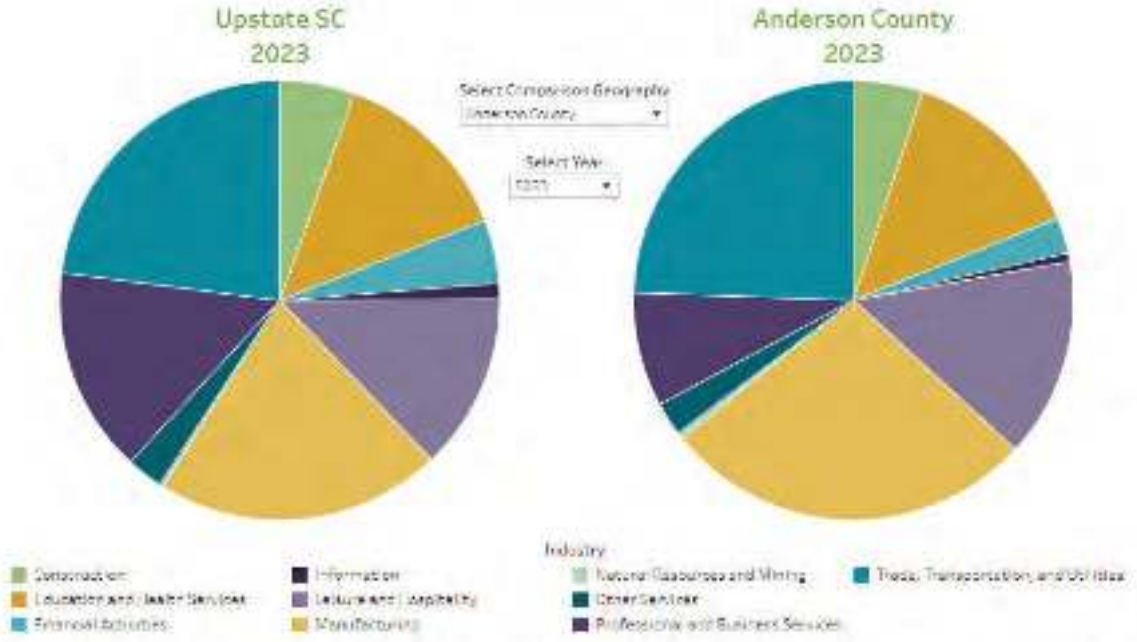
Historical Median Family Income for Anderson County 2005-2021
(Inflation Adjusted)

Date	US	South Carolina	Anderson County
2021	$85,806	$73,901	$67,002
2020	$87,269	$75,592	$69,589
2019	$85,780	$74,752	$69,909
2018	$82,434	$70,933	$71,790
2017	$81,669	$69,004	$67,901
2016	$80,231	$69,475	$64,018
2015	$78,061	$67,794	$65,928
2014	$75,505	$64,715	$58,948
2013	$74,593	$63,707	$58,271
2012	$73,920	$62,377	$57,453
2011	$74,192	$63,067	$62,945
2010	$75,477	$64,388	$64,688
2009	$77,322	$66,339	$66,440
2008	$79,933	$70,218	$67,123
2007	$80,131	$69,312	$65,387
2006	$78,838	$67,803	$66,825
2005	$77,647	$66,894	$62,939

The U.S. Bureau of the Census shows that there have been no recent updates regarding inflation adjusted median family income.

Employment by Industry | All Sectors

Upstate SC as Compared to Anderson County



Labor Force Overview | August 2025

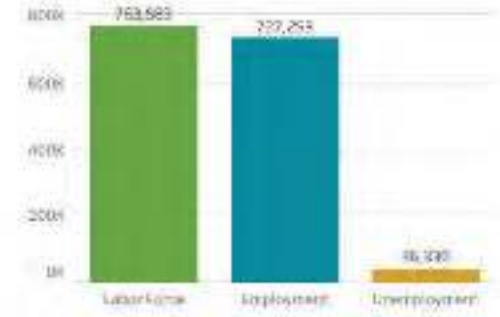
Upstate SC as Compared to Anderson County

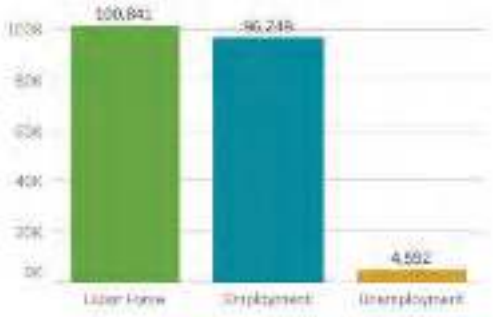
Select Year: 2025 | Select Month: August

Select Comparison Geography: Anderson County

Upstate SC	
Labor Force	763,583
Employment	727,253
Unemployment	36,330
Unemployment Rate	4.8%

Anderson County	
Labor Force	100,841
Employment	96,249
Unemployment	4,592
Unemployment Rate	4.6%





Download Data

CENSUS OF AGRICULTURE: 2022 COUNTY PROFILE



Anderson County
South Carolina

Total and Per Farm Overview, 2022 and change since 2017

	2022	% change since 2017
Number of farms	1,552	-11
Land in farms (acres)	174,494	-5
Average size of farm (acres)	112	+7
Total	($)	
Market value of products sold	84,372,000	+12
Government payments	360,000	-81
Farm-related income	4,546,000	+7
Total farm production expenses	77,845,000	+12
Net cash farm income	11,434,000	-1
Per farm average	($)	
Market value of products sold	54,364	+26
Government payments *	6,794	-3
Farm-related income *	13,026	+6
Total farm production expenses	50,158	+25
Net cash farm income	7,367	+12

2 Percent of state agriculture sales

Share of Sales by Type (%)

Crops	20
Livestock, poultry, and products	80

Land in Farms by Use (acres)

Cropland	56,252
Pastureland	62,333
Woodland	45,822
Other	10,087

Acres irrigated: 3,212
2% of land in farms

Land Use Practices (% of farms)

No till	7
Reduced till	4
Intensive till	9
Cover crop	7

Farms by Value of Sales

	Number	Percent of Total [b]
Less than $2,500	701	45
$2,500 to $4,999	207	13
$5,000 to $9,999	208	13
$10,000 to $24,999	200	13
$25,000 to $49,999	113	7
$50,000 to $99,999	40	3
$100,000 or more	83	5

Farms by Size

	Number	Percent of Total [b]
1 to 9 acres	130	8
10 to 49 acres	702	45
50 to 179 acres	489	32
180 to 499 acres	153	10
500 to 999 acres	51	3
1,000+ acres	27	2

USDA United States Department of Agriculture
National Agricultural Statistics Service
www.nass.usda.gov/AgCensus



Natural Resources



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INTRODUCTION

Anderson County's natural resource endowment is made up of expansive landscapes—forests of live oaks and towering pines, pastures, and prime farmlands, forested wetlands, as well as over 300 miles of shoreline. When discussing natural resources, it is important to note that the resources are all interconnected and there is a finite number of them. Ecology, or the interrelationships between living organisms with their environment and each other, is part of what is discussed in this section. Some of the most pressing issues—expanding population, degradation of the environment, species decline and extinction, food security, and pollution—are all considered ecological. As Anderson County experiences rapid growth and development, our cherished natural assets are at risk. If not planned and executed properly, the County's rapid growth could lead to unforeseen consequences for air and water quality, agricultural communities, wetlands, biodiversity, and soil stability. The value of natural resources and the ecological systems they support are often hard to quantify, resulting in overlooking the value when making land use decisions. Natural resources are the basis of the State economy—a Clemson University study concluded that natural resource-based sectors contribute $33.4 billion in economic activity annually and are responsible for 218,719 jobs (Willis and Straka). In Anderson County alone, "the market value of agricultural products has risen 12% since 2017, reaching $84.3 million, and we hold the largest cattle inventory in South Carolina at 32,033 head. Our farms feed families, support local businesses, and define the rural landscape that gives Anderson its identity" (S.C. Rep. Blake Sanders, Dist. 9). Economic growth and a healthy, thriving environment can and must coexist as Anderson County residents depend on both to maintain or improve their quality of life. In summary, we mustn't lose our collective ecological awareness. Strategies to safeguard the county's natural resources can be found in the recommendations section of this element.



A sense of place is created by memories, time spent there, connection to the land or others who live there. Rapid change or destruction to the natural environment strains the sense of place and permanently alters its fabric. community building and placemaking emphasizes the importance of the County's natural resources. The more informed a community is, the more engaged and active they are civically—knowledge-sharing benefits communities. Conserving and preserving natural resources can improve community health through access to natural spaces. Studies show that spending time in nature boosts the immune system, improves cognitive function, heart health, sleep, and even reduces stress and inflammation. It is essential for communities to access healthy and accessible waterways such as the Saluda River. Trees are beneficial—creating a more robust and equitably distributed urban tree canopy expands those benefits community wide. According to the U.S. Department of Agriculture, one acre of forest absorbs six tons of carbon dioxide and puts out four tons of oxygen. This is enough to meet the annual needs of 18 people (2025). Trees provide oxygen and significant economic benefits. This element was created through a data driven and ecologically minded approach.

Inventory of Existing Conditions

The Data

The data in this Element has been gathered from sources including South Carolina Department of Natural Resources and others. The full list of references is at the end of this element. Additionally, the collection of community feedback includes residents and stakeholders sharing a diverse range of experiences.

Water

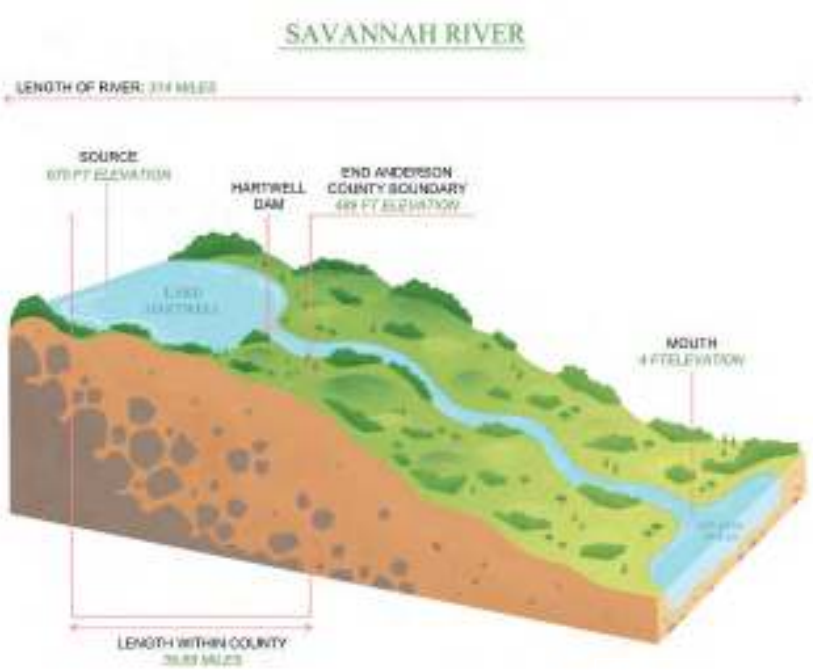
Access to clean, reliable water is a fundamental right for county residents. Anderson County is home to creeks, tributaries, ponds, wetlands, the Savannah, Rocky, and Saluda rivers, Lake Hartwell, and others. Water quality issues receive more attention and have a larger impact on county residents. The recent Spring 2025 algae bloom on Lake Hartwell prevented residents from enjoying the water ("SCDES Issues Recreational Water Watch for Lake Hartwell in Anderson County | South Carolina Department of Environmental Services"). Every 8-digit subbasin classification (see page 7) within the county has impaired waters making it less than ideal for fishing or other water recreation activities. Water quality impacts the health and wellbeing of communities and the ecosystems they depend on.

River Basins



Source: Pip Wren

Two river basins are within the county, the Upper Savannah River Basin which covers 82.7% of the county and the Saluda River Basin. The Savannah River is 314 miles long in its entirety with a little over 35 miles flowing along the county boundary. The source of the river is the confluence of the Tugaloo and Seneca Rivers with an elevation of 670 feet. At the mouth there is an elevation of 0-4 feet as it empties into the Atlantic Ocean. There are three major dams along the river, one of them being Hartwell Dam within Anderson County. The Rocky River lies within the Upper Savannah River Basin and is 50.3 miles long with 23.84 of those miles flowing through the county. The source forms as the confluence of Beaverdam Creek and Little Beaverdam Creek and is at an elevation of 746 feet. The mouth is west of Calhoun Falls where it flows into the Savannah River at an elevation of 490 feet. "The Upper Basin is defined by its rich ecological diversity and significant economic and recreational value.



Source: Pip Wren

Its forests, wetlands, and waterways provide critical habitats for countless species of fish, wildlife, and plants, making it a cornerstone of the region's natural heritage" (Savannah Riverkeeper). At the same time, it serves as a primary source of drinking water, irrigation, and industrial use for surrounding communities. The Upper Savannah River basin is home to an exceptionally diverse array of plants and animals--The Savannah River Basin hosts over 75 species of rare plants and animals, including the striking swallow-tailed kite, the rocky shoal's spiderlily, and the wild cocoa tree ("Native Species"). Across both the Upper and Lower Savannah River basins, there are 13 federally endangered and five federally threatened species. Fifty-five species in the combined basins are state-listed or of special concern (Georgia River Network 2018). The Upper and Lower Savannah basins are home to a total of 118 native fish species, which is more than the total richness of some states (Marcy et al. 2005). Many amphibians and reptiles also live within the Upper and Lower Savannah basins, including endangered salamanders and newts (*Upper Savannah River Basin Plan*). Despite its high diversity and importance for species conservation in the American southeast, the Savannah River is listed as one of the most polluted rivers in the United States, with more than 90 303(d) impaired sites listed within the upper portion of the South Carolina side of the basin alone (SCDHEC 2022b). Citizens can get involved in protecting the river through engaging with The Savannah Riverkeeper—a nonprofit organization working to safeguard water resources and repair degraded habitats throughout the basin in a citizen driven, bottom-up approach.

The Saluda River is 200 miles long—39.98 of those miles flow along the county boundary. 20% of the Saluda is within Anderson County. The source of the river is the confluence of the North and South forks of the Saluda with an elevation of 871 feet. The mouth of the Saluda River is at the confluence with the Broad River, forming the Congaree River at an elevation of 140 feet. The rivers and tributaries of the Saluda River Basin are the most ecologically diverse for fish in South Carolina, with 84 species of freshwater fish present (SCDNR 2023c). Seventy-one of these species are native to the area. The basin accounts for 60 percent of South Carolina's native freshwater fish diversity in only 8 percent of the state's area. Eighteen Regional Fish Species of Greatest Conservation Need are present within basin waters, the most of any South Carolina basin ("SALUDA RIVER BASIN PLAN"). Citizens can get involved in protecting the river through engaging with Save Our Saluda—a nonprofit organization working to protect and restore the upper basin.



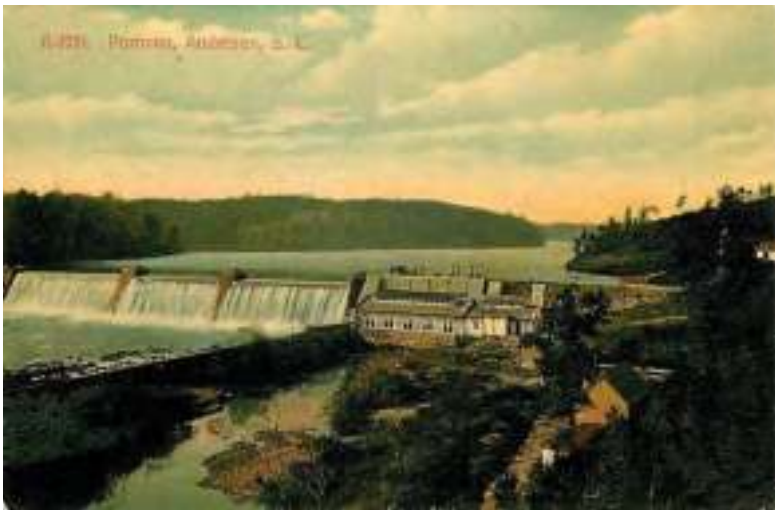
Source: Pip Wren

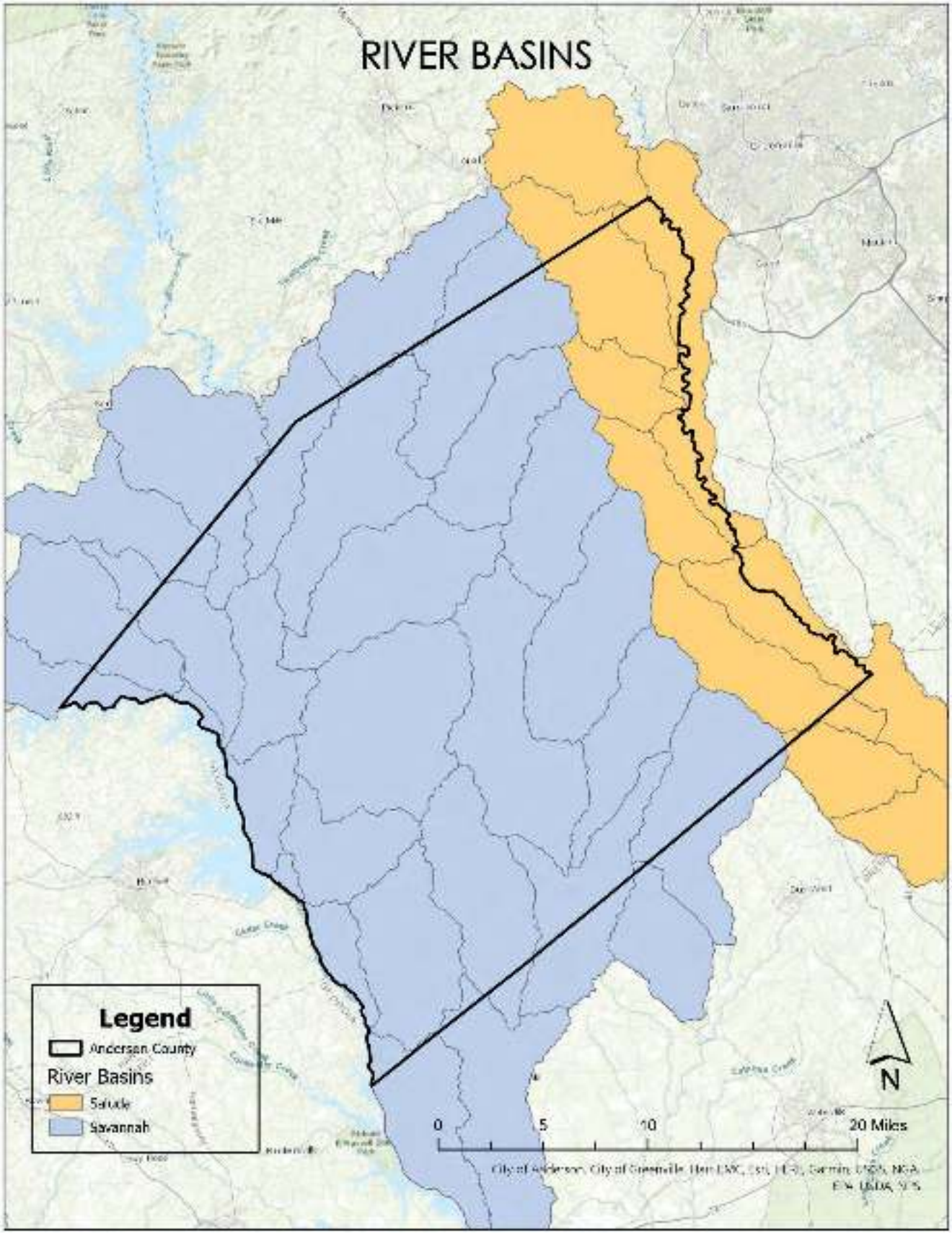


Source: Pip Wren

Anderson has long understood the power of water and in 1895, Anderson's businesses and community leaders witnessed Anderson harness that power at McFall's Mill at High Shoals on the Rocky River. The hydropower station, engineered by W.C. Whitner, generated and transmitted power over a six-mile distance, making it the first long-distance power transmission of electricity in the South. (Tabler)

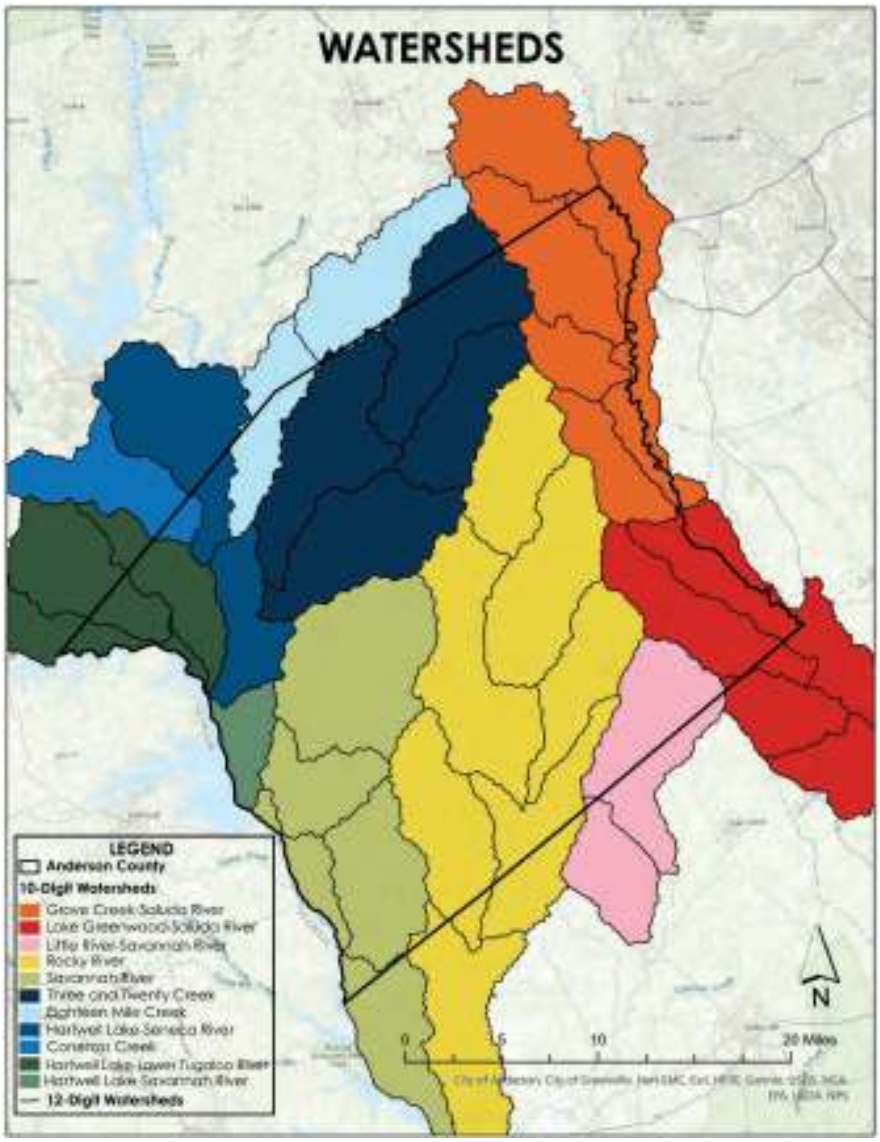
Following the success at High Shoals, a larger dam and power plant were constructed at Portman Shoals on the Seneca River. The Portman Shoals Power Plant was the first hydroelectric facility to generate high voltage power without step-up transformers in the Nation. This area is now underwater after the construction of Lake Hartwell between 1955 and 1963. The Seneca River was "drowned" within the lake, altering the landscape forever. (Scott)




RIVER BASINS
Legend
Anderson County
River Basins
Saluda
Savannah
N
0
5
10
20 Miles

Watersheds

The river basins located within Anderson County are subdivided into regional watersheds based on geographic location. The 8-digit hydrologic unit codes (HUCs) are subbasins, the 10-digit HUCs are watersheds and the 12-digit HUCs are sub watersheds. The map to the right reflects the 10- and 12-digit watersheds. Watersheds are land areas that channel rainfall and snowmelt to creeks, streams, and rivers, and eventually to outflow points such as reservoirs, bays, and the ocean. Watersheds play a crucial role in the environment and human society, as they determine both the availability and quality of water. They supply drinking water, support agriculture, sustain ecosystems, and help manage stormwater. Healthy watersheds provide a natural filtration system for water, preventing pollutants from entering rivers and lakes. However, human activities can significantly impact watersheds, leading to issues related to water quantity and quality (National Oceanic and Atmospheric Administration). Water is a finite resource. By protecting our watersheds, we are in turn protecting the ecosystems and communities that depend on our water resources. Citizens can get involved in helping protect and monitor our watersheds through SC Adopt-a-Stream, a volunteer water quality monitoring program where



community members can help our state by collecting data on waterways that may not be regularly monitored otherwise.

Lakes

Water has shaped Anderson County—Lake Hartwell was constructed between 1955 and 1962. The reservoir was filled in the thirteen months leading up to the completion of the lake in March of 1962. According to the U.S. Army Corps of Engineers, the number of visitors to the project has increased regularly from about 750,000 in 1962, to 9.6 million in 2000. This ranked Hartwell third of the ten most popular Corps projects in the nation. Lake Hartwell spans almost 56,000 acres with 962 miles of shoreline making it one of the largest lakes in the southeast. The lake has an average depth of 45 feet with a maximum depth of 185 feet. The Hartwell Dam is a concrete earth gravity dam; it is 64 years old and produces hydroelectric power. ("Hartwell Dam and Lake History") Cititzens can get involved in safeguarding the lake by engaging with Lake Hartwell Partners for Clean Water, a nonprofit organization working to protect this resevior.





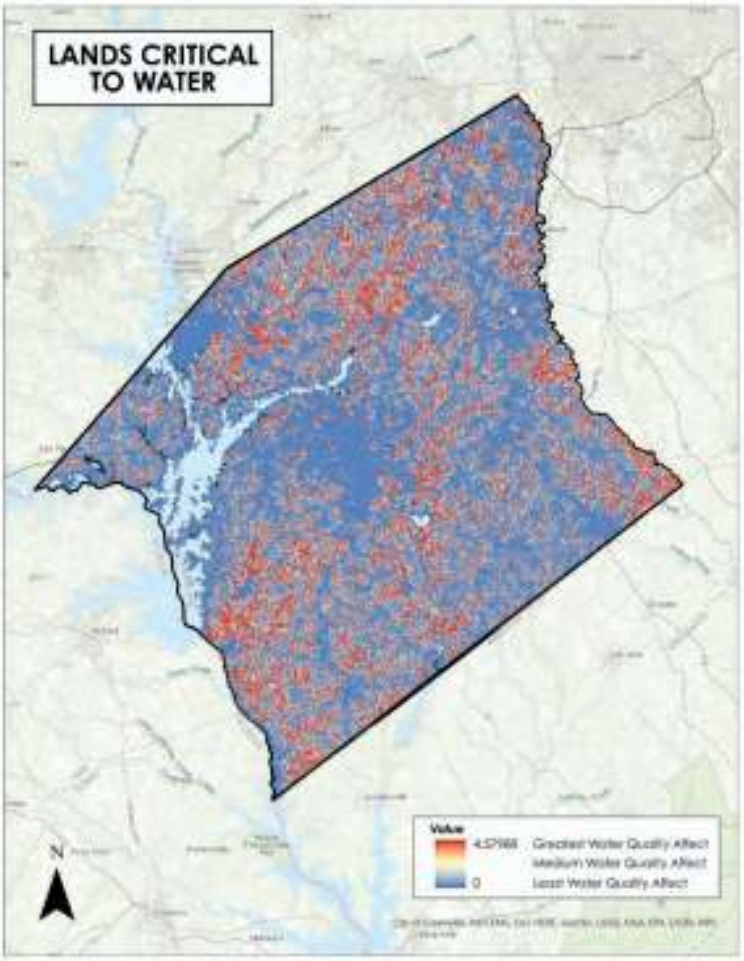
Broadway Lake was constructed in 1940 and has an earthen embankment dam that is 86 years old. The lake spans 300 acres with 5 miles of shoreline. It has an average depth of 5.9 feet and has a maximum

depth of 22.1 feet. There are three known archaeological sites within the area of Broadway Lake, including a site known locally as the "Indian Mound" (Brooks). Citizens can get involved in safeguarding this lake by engaging with Friends of Lake Broadway, a nonprofit organization working to improve, protect, and preserve the lake.

Lake Secession began construction in 1933 and after a tumultuous period the multiple arch buttress dam and two-story brick powerhouse that produces hydroelectric power was completed in 1940 and is now 86 years old. The lake spans 1,425 acres with 52.28 miles of shoreline and has a maximum depth of 67 feet.



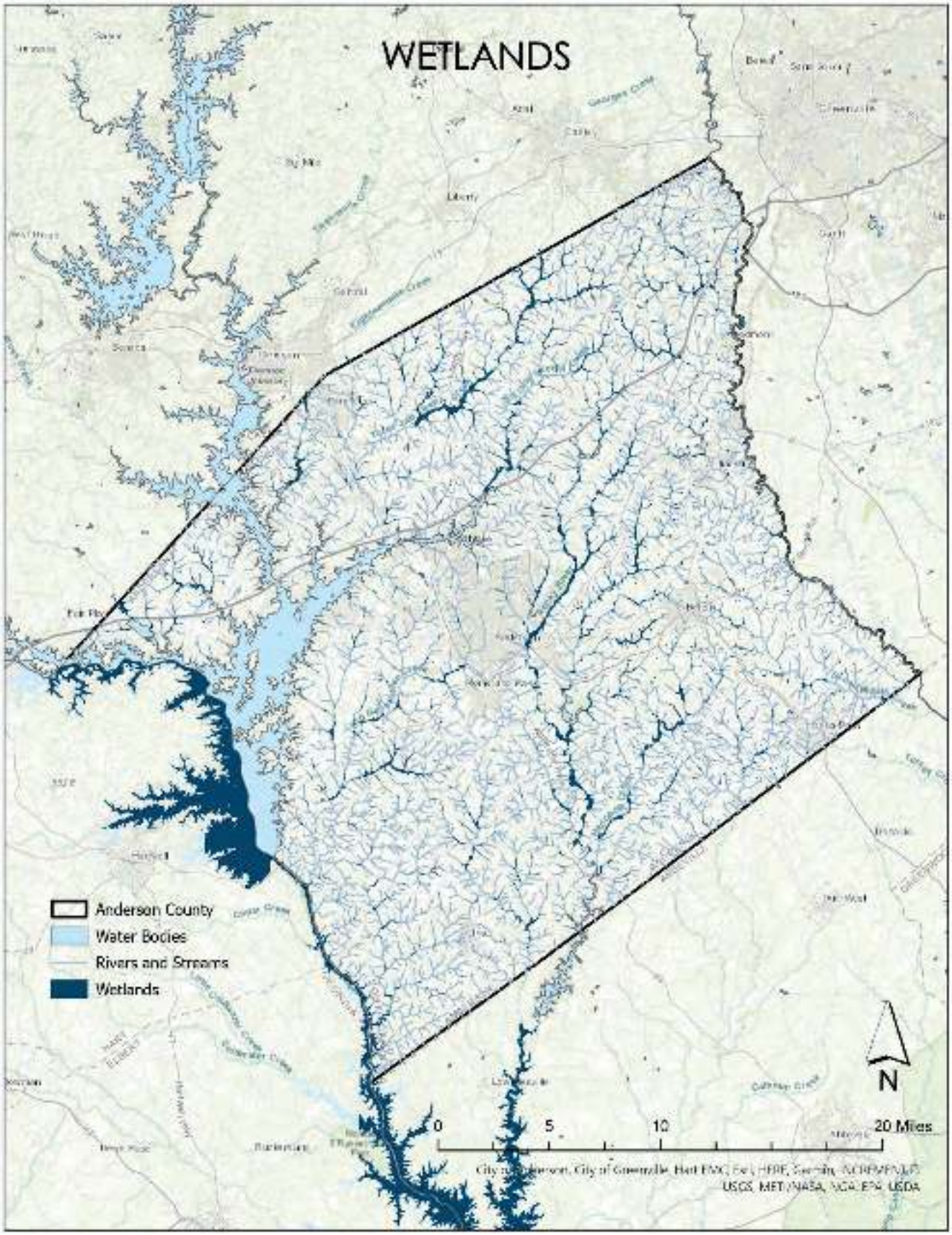
Lands Critical to Water Quality



Access to clean, reliable water is a fundamental right for all living things. Lands critical to water quality play an essential role in protecting surface water and groundwater resources throughout the county. Development or land disturbance in the areas identified in the map to the right can lead to erosion, increased pollution, and habitat degradation, which collectively threaten the quality of our water. By 2030 the upstate region will have experienced a 48% increase in population in just 40 years. preserving our critical lands and preventing dispersed, sprawling development is essential to protecting our water resources ("Upstate Forever Completes Critical Lands Mapping Project"). In 2025, Anderson County passed the Riparian Buffer Ordinance requiring a minimum 50-foot riparian buffer where the watershed is less than 50 acres and a minimum 100-foot riparian buffer where the watershed is 50 acres or more. SCDNR defines a riparian buffer as the land area adjoining a stream, lake, or wetland characterized by a cover of naturally occurring vegetation consisting of trees, shrubs, grasses, and forbs. Riparian Buffers provide a continuous band of vegetated land along the water's edge (SCDNR). Citizens with waterways on their private property can help protect those water resources by checking for loss of vegetation, stream bank erosion, and degradation and take steps to repair and protect the area. Clemson Extension has Stream Bank Repair manual and other resources available online.

Wetlands

Wetlands are areas where water covers the soil, or is present either at or near the surface of the soil all year or for varying periods of time during the year, including during the growing season (US EPA). Wetlands are one of the most threatened ecosystems in the United States and are an extremely valuable yet increasingly vulnerable ecosystem, they provide values that no other ecosystem can—they have recreational, historical, scientific, and cultural values. "Today most planning and development decisions are made on economic grounds and, more and more, on the basis of forces at play in the free-market system… Hence, wetland goods and services must be given a quantitative value if their conservation is to be chosen over alternate uses of the land itself or the water which feeds the wetlands" (Barbier and Knowler). Over 50% of wetlands within the United States have been destroyed and drained---only to be filled for development. Since the 1970's South Carolina has had extensive losses of wetlands. These losses, as well as degradation, have greatly diminished our wetlands resources; as a result, we no longer have the benefits they provided. The increase in flood damages, drought damages, and the declining bird populations are, in part, the result of wetlands degradation and destruction. They provide the most ecosystem services (Benefits to humans and the environment) of any ecosystem type, including flood protection (similar to a giant sponge), water filtration (absorbing pollutants and cleaning the water), groundwater recharge, and nutrient retention.


WETLANDS
Anderson County
Water Bodies
Rivers and Streams
Wetlands
N
0
5
10
20 Miles

Wetlands play a fundamental role in the ecology of the watershed and provide critical wildlife habitats, and more than half of threatened or endangered species are dependent on wetlands at some point during their life. For many animals and plants, like wood ducks, muskrat, cattails, and swamp rose, wetlands are the only places they can live ("America's Wetlands"). When wetlands are properly cared for, they store carbon which in turn improves air quality and moderates global climate conditions. According to the Environmental Protection Agency, over 75 percent of wetlands are privately owned, so individual landowners are critical in protecting these national treasures. Our economic well-being and quality of life largely depend on our natural resources, and wetlands are a vital link between our land and water resources ("America's Wetlands).

The Rocky River Conservancy is a citizen-led nonprofit working to provide green space through clean-up and preservation of the Rocky River and its associated wetlands and uplands. The Rocky River Nature Park is a 148-acre public preserve with walking trails and teeming with opportunities to connect with our natural environment. This diverse natural sanctuary contributes to the county's sense of place and provides an area where Andersonians can participate in citizen science and work together to preserve and protect this county treasure. A biodiverse illustration of the Rocky River wetland area created by Pip Wren is on the following two pages.



1. Tulip Poplar | 2. Big Brown Bat | 3. River Birch | 4. Loblolly Pine | 5. Barred Owl
10. Common Reed | 11. Christmas Fern | 12. Red-bellied Woodpecker | 13. Diana Fritillary
18. Rough Green Snake | 19. Carolina Mantis | 20. Hooded Merganser | 21. Virginia Opossum
26. Green and Gold | 27. Wood Duck | 28. Northern Short-tailed Shrew | 29. Painted Turtle
34. Ebony Spleenwort | 35. Eastern Garter Snake | 36. Southern Leopard Frog



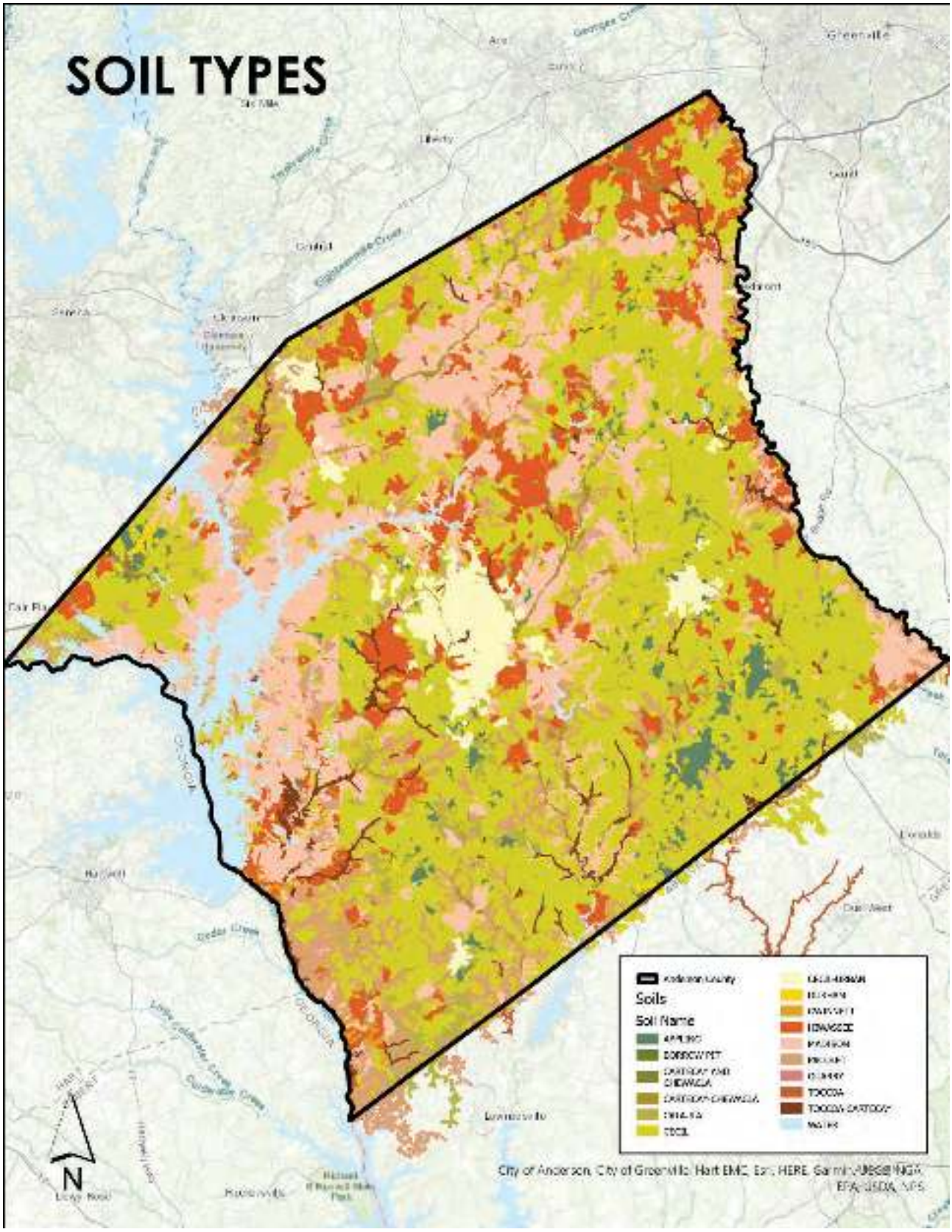
6. Tufted Titmouse | 7. Dogfennel | 8. American Beaver | 9. Great Blue Heron
14. Carolina Wren | 15. Giant Cane | 16. Eastern Phoebe | 17. Painted Buckeye
22. Common Cattail | 23. American Mink | 24. Lizard's Tail | 25. Eastern Eyed Click Beetle
30. Bullfrog | 31. Arrowhead | 32. Eastern Box Turtle | 33. Swamp Rabbit
37. Carolina Saddlebag | 38. Marbled Salamander | 39. Lowbush Blueberry

Slope

Slope is an important consideration for land use and development – slope in this context can be defined as the steepness of the grounds surface. When slopes are disturbed during land development, significant issues can arise – increased runoff, erosion, and sedimentation. This can contribute to streambank instability and negatively impact water quality. It is imperative to consider these risks when making land use and development decisions across the county.

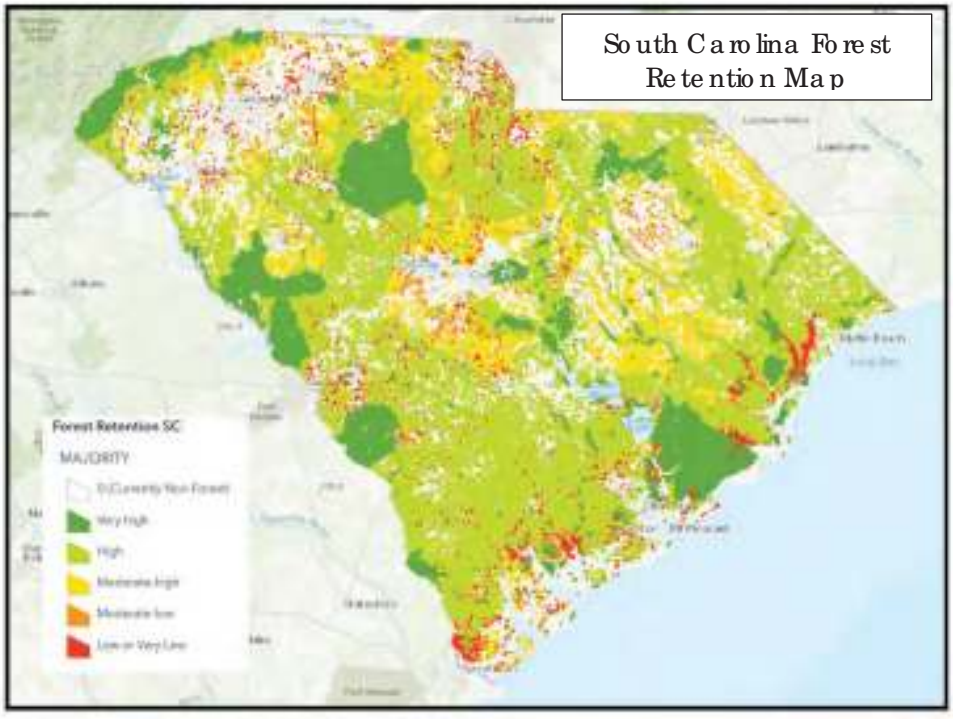
Soils

Soil is a critical, non-renewable resource that sustains all life on earth—it is finite, meaning its loss and degradation is not recoverable within a human lifespan. According to the U.S. Department of Agriculture, soil is not an inert growing medium—it is a living and life-giving natural resource that is teeming with billions of bacteria, fungi, and other microbes that are the foundation of an elegant symbiotic ecosystem. Mycorrhizal networks play another integral role in soil health by acting as extended root systems, providing nutrients to plants, help protect plants from certain diseases and insects, and acting as the glue that holds soil particles together (Grabowski). Soil is essential for providing clean water and 95% of global food supplies rely on soil (Ellerbeck). In Upstate South Carolina, the soil was 12 to 15 feet deep in the early 1900's – a few years ago a study revealed it is down to 5 to 8 inches. It takes 500-600 years to build one inch of topsoil, and we lost 12 feet of it in one century (Stamets). Deforestation, overdevelopment, agricultural and residential chemicals, overgrazing, and extreme weather events have led to rapid land and soil degradation or the loss of physical, chemical, or biological qualities that support life (Godin 119). The Natural Resource Conservation Service defines soil health as the continued capacity to function as a vital living ecosystem that sustains plants, animals, and humans. It does this by regulating water, sustaining plant and animal life, filtering and buffering pollutants, cycling nutrients, and providing physical stability and support. The four principles of maintaining soil are to maximize the presence of living roots, minimize disturbance, maximize soil cover, and maximize biodiversity. Anderson County is home to various types of soil—protecting them is vital to the health and wellbeing of our ecosystem as well as for county residents. Adopting best management practices that build soil and not deplete it can combat the soil crisis.

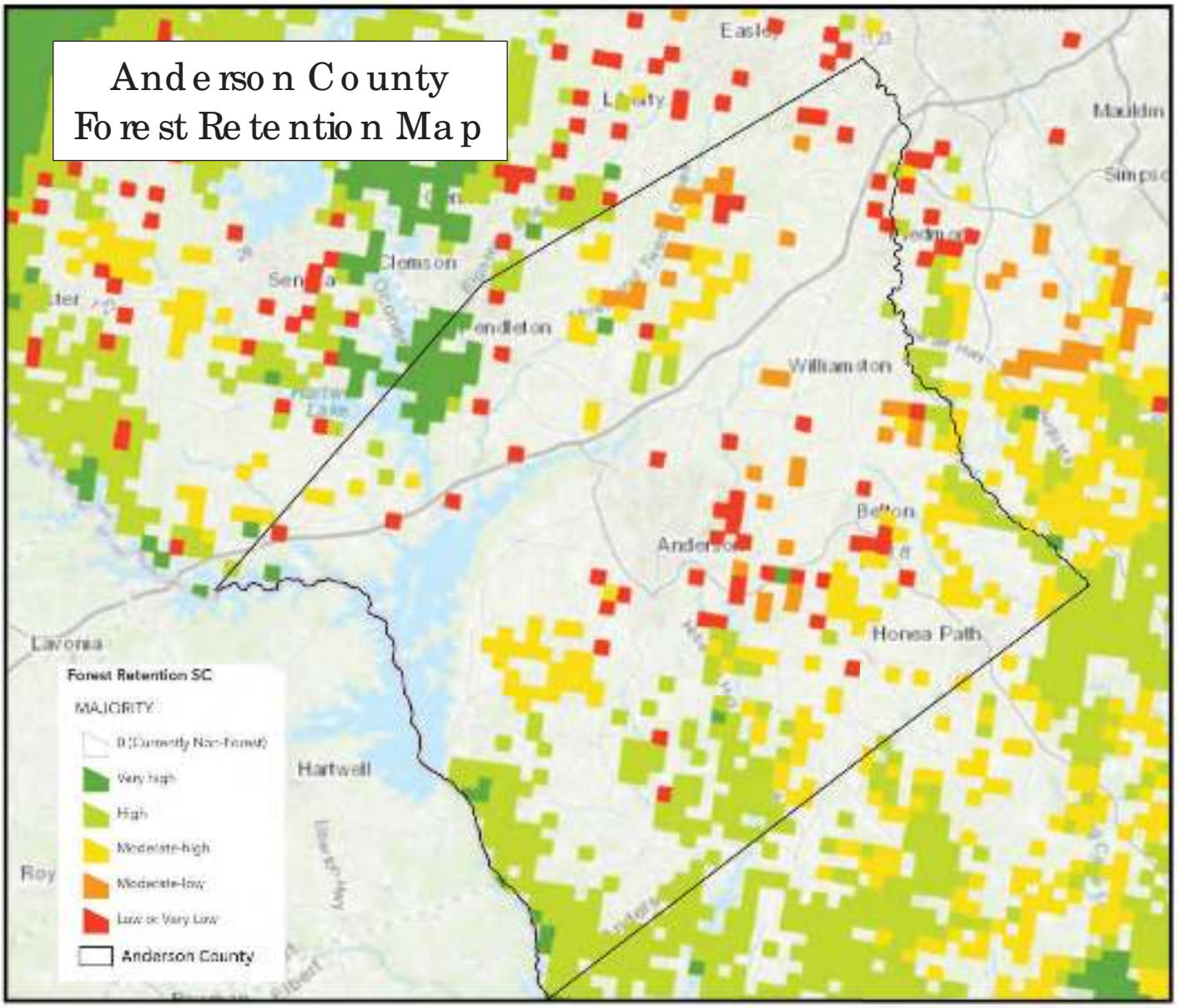

SOIL TYPES
Soils
Soil Name
N
City of Anderson, City of Greenville, Esri, HERE, Garmin, USGS, NGA, EPA, USDA, NPS

Tree & Forest Communities

"Forests support our very existence. Everyone who breathes air, drinks water or eats food is benefiting from ecosystem services provided by trees. Correspondingly, as we lose trees, our ability to provide 'ecosystem services', such as absorbing and filtering land runoff, providing oxygen, filtering air pollution, shading cities, supporting pollinators or wildlife and providing recreation are likely to decline" (Forests and the Comprehensive Plan). A forest is not only its trees but also includes the structures and assemblages of forest soils, accumulated leaf litter – also known as the 'duff' layer – soil microbes, fungus and the myriad habitat niches provided by overstory and understory trees, shrubs and plants (e.g. herbaceous plants and vines) (Firehock). Forests are critical habitats for wildlife and to support wildlife diversity there has to be larger forests that can support a greater diversity of habitat types. "A new forest, or a new tree, does not immediately replace the value of a mature forest. A mature forest, which will tend to support more rare species of plants, animals and larger trees, is not the same as a new forest springing up in an old field. It will take decades to even approach the same quality as an established forest cut down and converted to development" (Forests and the Comprehensive Plan). One of the most pressing problems the county faces is loss of tree and forest communities, taking steps to protect and preserve them is critical. Furman University's Shi Institute for Sustainable Communities mapped forest hotspots to identify areas that are economically productive and ecologically valuable to protect from urban expansion. The maps reflect forest retention and show the probability that existing forests will be retained as forest land in



2060. As you can see, Anderson County shows devastating losses of our forest land. This will take place in the coming decades if swift action is not taken to protect these lands.



Urban + Community Forestry

Trees growing in cities and towns, collectively, encompass "urban and community forests." Urban and community trees are essential components of community infrastructure that provide a multitude of benefits to improve the local environment, economy, human health and well-being ("Urban and Community Forestry"). In urban areas, smaller habitats provide myriad benefits for other organisms, such as salamanders, birds, pollinators and other beneficial insects. A locality should focus on how to facilitate the movement of species through the urban landscape, creating a network of paths, woodland patches, parks, trails, and so on, that create a more beautiful landscape and provide recreation and wildlife movement. (Forests and the Comprehensive plan). Urban forest cover has been declining at a devastating rate due to development. Having a robust urban forest improves the lives of residents in countless ways. Trees add natural character, reduce air pollution and soil erosion, conserve water, capture runoff, benefit mental and physical health, save energy, provide shade and help cool the "heat island" effect, reduce noise pollution, increase economic stability and property values, as well as create local ecosystems that provide food and habitats which in turn support biodiversity. People shop longer and spend 12 percent more in tree-lined shopping districts, benefiting the local economy. Without an Urban Forest Master Plan, the county lacks the needed data to assess the current urban forest and plan for improving it.



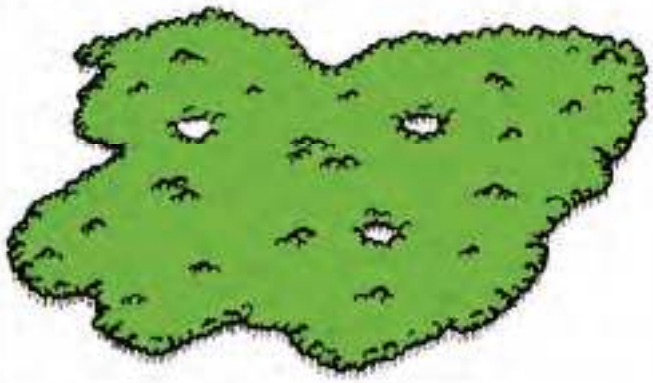
Trees provide many benefits – from *capturing* stormwater, *improving* air quality (one mature tree can remove the equivalent of up to 11,000 miles of car emissions, each year! ("Resources - Trees Upstate")), *reducing* surrounding temperatures and *providing* shade, *reduce* crime, *increase* property values, *provide* habitats to *support* biodiversity, and even *improve* overall health and wellness of populations in well treed communities.

Habitat Core + Fragments

Animal habitats are threatened by more than the loss of forests, open space and water – though those are the main dangers. Air, light and noise pollution are contributing factors – though not immediately recognized. Air quality is important for the survival of both animals and their habitat and food supply. Updating the 2016 Green for Future Generations Plan would provide more up to date information on the state of the green infrastructure, especially in areas that have been heavily developed over the last decade.

Habitat Cores Explained

Habitat Cores ("A Green Infrastructure Plan to Restore, Connect, and Protect South Carolina's Habitats") are **intact areas larger than 100 acres that can support interior forest**, marsh, or wetland dwelling species. For example, Cerulean Warblers, interior forest dwelling birds need 100 acres of interior forest habitat for adequate foraging and nesting habitats. These birds are identified in the 2025 State of the Birds Report as a tipping point species meaning immediate conservation is needed.



Fragmentation is one of the **leading causes** of **habitat decline** in the southern United States, primarily as a result of development.

Source: Green Infrastructure Center

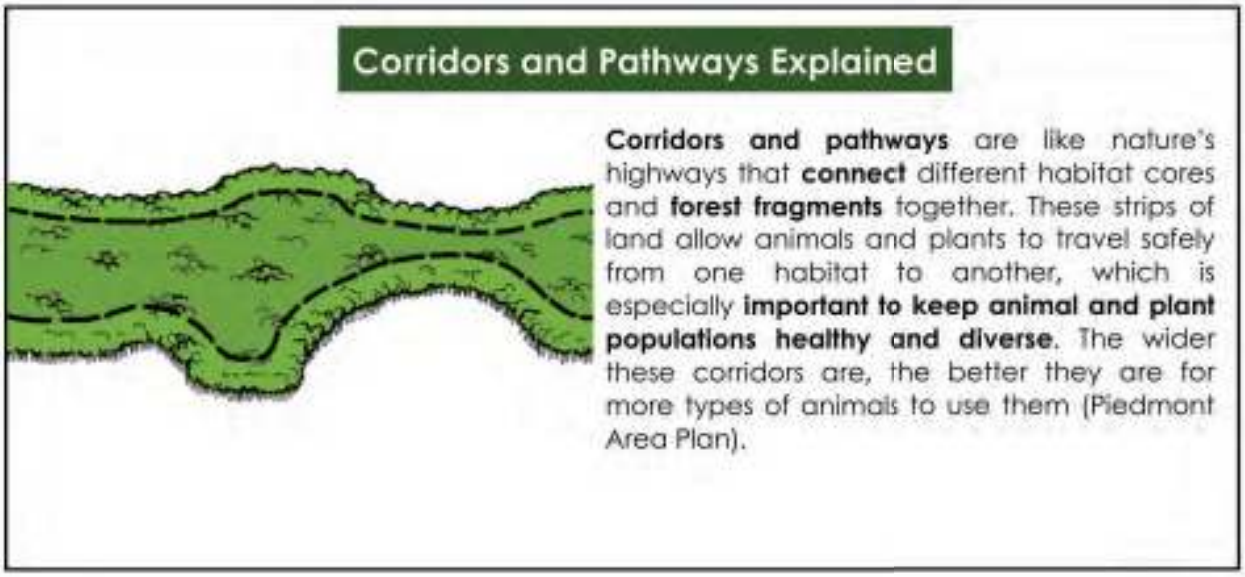


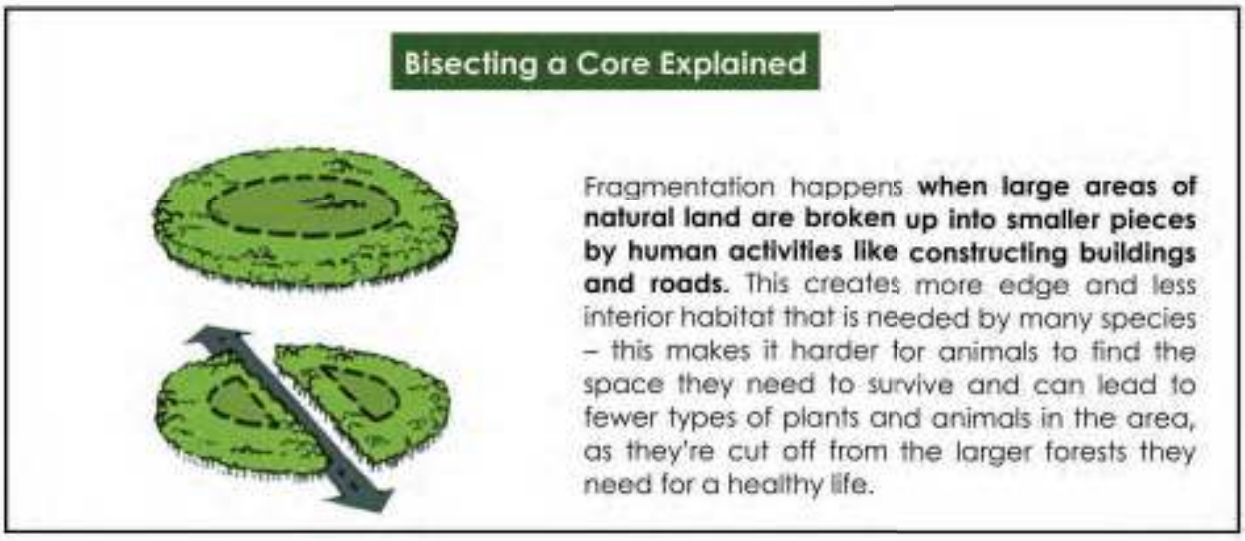
The term ***refugia*** refers to a location that supports an isolated population, whose range was previously far wider.

Forest Fragments Explained

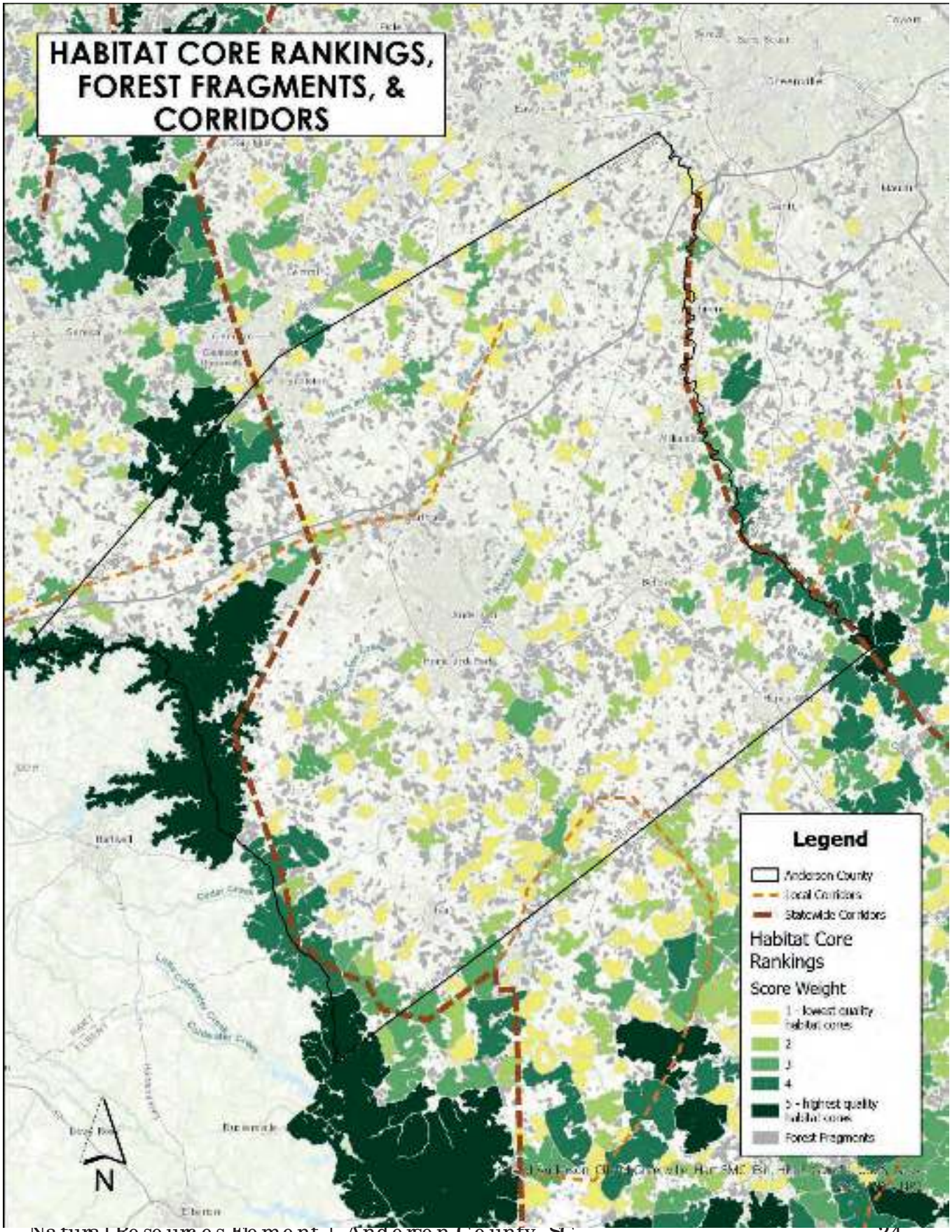
Forest fragments, are **smaller isolated areas of forest habitat surrounded by non-forest landscapes,** often resulting from human activities like agriculture, development, or logging. These fragments impact ecosystem functions and disrupt biodiversity. **Fragments** can **provide quality refugia** for some species and act like stepping stones for others, **allowing wildlife to move** across the landscape.

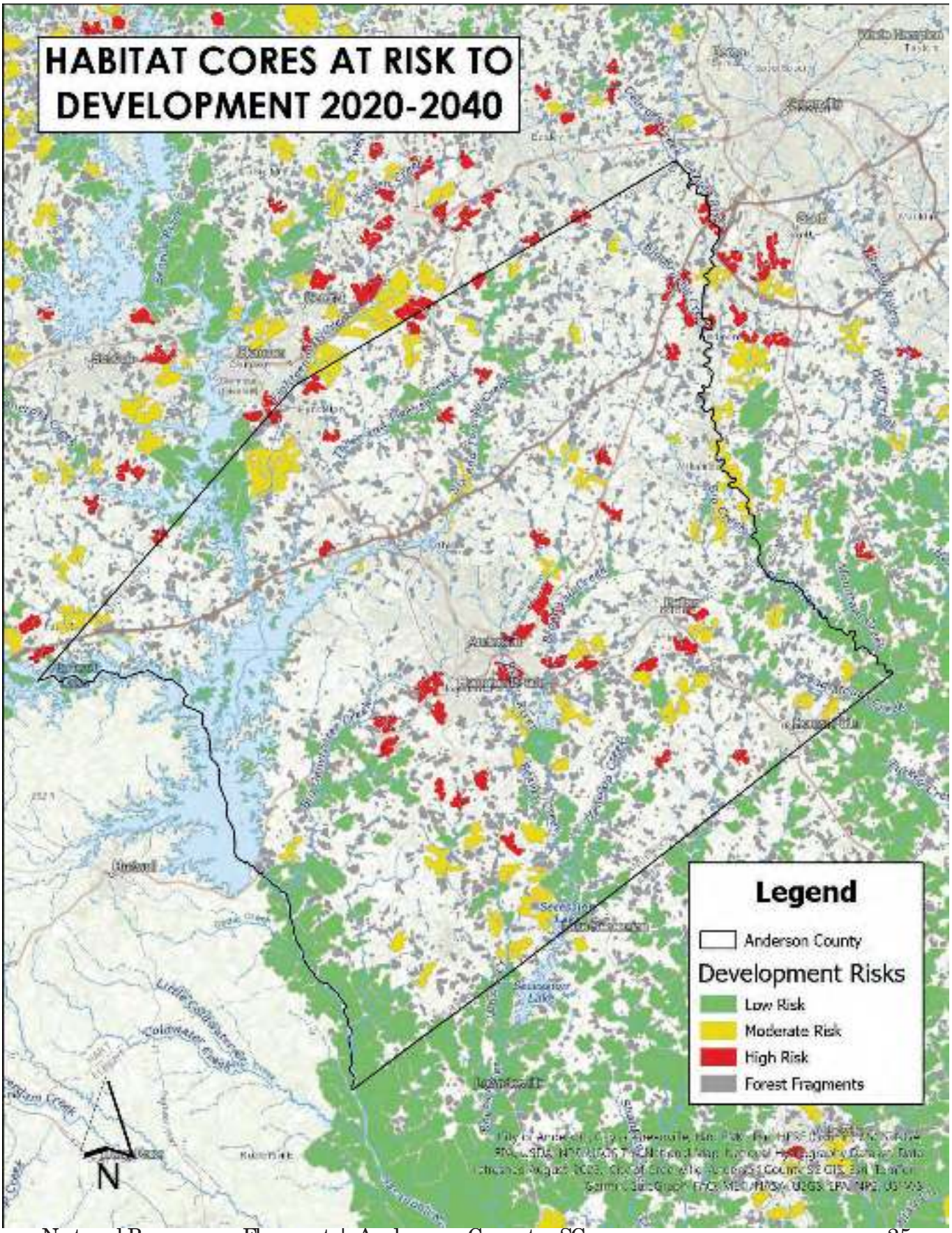






The following map represents habitat cores categorized by ranking of core quality, forest fragments, and corridors. The local corridors represent pathways for species to migrate across the landscape on a local scale, and the statewide corridors represent pathways for species to migrate on a statewide scale. There are very few areas within the County that have the highest quality habitat cores, and many of the intact cores are of the lowest quality. There is a significant amount of forest fragments which are not ideal habitat for larger species but can still provide quality refugia for some species ("A Green Infrastructure Plan to Restore, Connect, and Protect South Carolina's Habitats").


HABITAT CORE RANKINGS, FOREST FRAGMENTS, & CORRIDORS
Legend
Anderson County
Local Corridors
Statewide Corridors
Habitat Core Rankings
Score Weight
1 - lowest quality habitat cores
2
3
4
5 - highest quality habitat cores
Forest Fragments
N


HABITAT CORES AT RISK TO DEVELOPMENT 2020-2040
Legend
Anderson County
Development Risks
Low Risk
Moderate Risk
High Risk
Forest Fragments
N

Ecosystems, Ecosystem Services, and Biodiversity

Biodiversity is the variety of living species on earth including plants, animals, fungi, and other living things. Biodiversity provides vital services to humans. Ecosystems or living things that are interacting with their physical environment provide numerous essential services to people. These essential services are often called ecosystem services. Human well-being is dependent on nature – human existence would be impossible without the contributions of our natural environment (ecosystem services) which provide food, water, shelter, energy, medicine, and more. When we disrupt or destroy ecosystems, they lose their ability to function and can reach tipping points where they are no longer able to be restored (*Summary for Policymakers of the IPBES Global Assessment Report on Biodiversity and Ecosystem Services*). Nature-based solutions support biodiversity and improve ecosystem health, playing an essential role in protecting, managing, and restoring the county's natural resources.

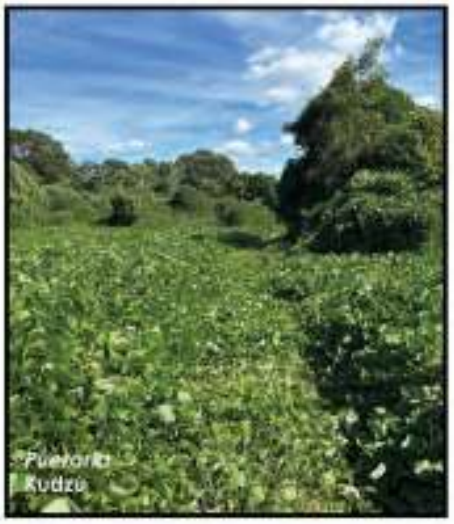
Native Plants

Native plant communities have evolved over thousands of years along native insects, birds, and animals that are dependent on them. Native plants provide a myriad of benefits including cooling the air, managing floodwaters, and cleaning our air. Native plants are adapted to our area and need minimal inputs once established. In 2022, South Carolina ranked 8th in the nation for loss of land to development. This loss of land destroys native plant habitats that other native species depend on. Restoring your private property and planting native is critical to supporting our local ecosystems ("Why Native Plants at Home | South Carolina Native Plant Society"). The Upstate is home to a native plant



nursery and has a local chapter of the South Carolina Native Plant Society with resources available to help you identify and support native plants. Habitat destruction and degradation are not the only threats to native species – invasive species can compete with native species, decrease the quality of animal habitats, and increase the risk of wildfires.

Invasive Species



Invasive species are non-native organisms that harm our native flora and fauna. Invasives are likely to cause economic or environmental harm or harm to human health ("Invasive Species Definition Clarification and Guidance | National Invasive Species Information Center | USDA"). According to the South Carolina Native Plant Society, invasive weeds are the second greatest threat to biodiversity and ecosystems after human-caused habitat destruction ("Invasive Plant Species"). Kudzu (pictured right) is an example of an invasive species that chokes out all trees and other plants in the area. Its tightly wrapped vines prevent plants from acquiring the needed nutrients to survive and thrive.

Endangered & Threatened Species

According to the U.S. Geological Survey, Endangered means a species is in danger of extinction throughout all or a significant portion of its habitat range. Threatened means a species is likely to become endangered within the foreseeable future. Not every species that is at risk or in danger has a threatened or endangered status at the federal or state level. Anderson County is home to one species that is state listed and eight species that are federally listed. The South Carolina Natural Heritage Program tracks species of concern across the state as well as monitoring known populations of rare species. This program tracks 76 species in the county – two of the tracked species are ranked critically imperiled, and seventeen species are ranked imperiled. South Carolina was once home to birds like the Carolina Parakeet and Bachman's Warbler – now extinct species.

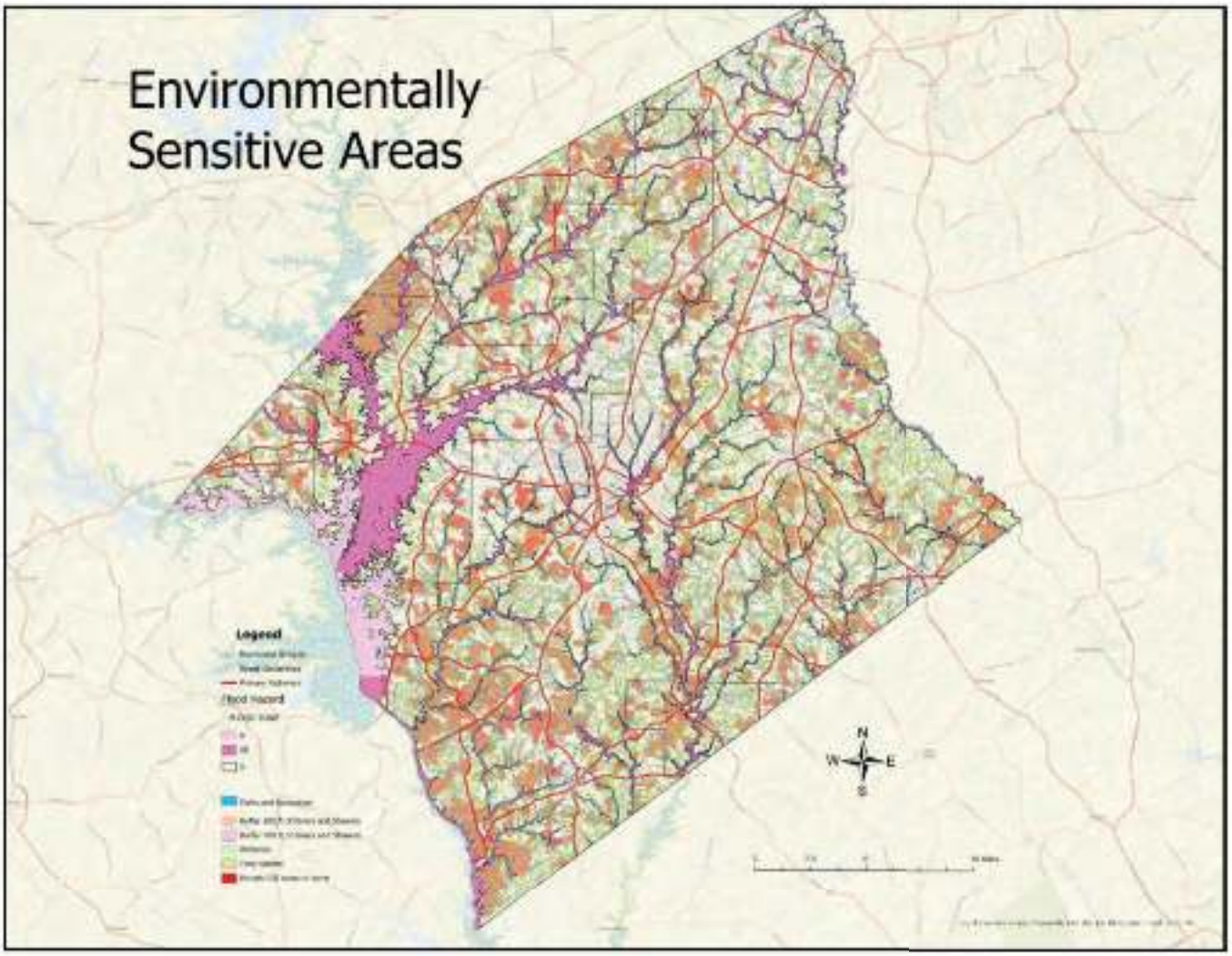


Without conservation efforts, other species are at risk of extinction. Through supporting conservation efforts, county residents can help prevent the loss of any other South Carolina wildlife.

Environmentally Sensitive Areas

Environmentally sensitive areas are landscapes, habitats, ecosystems, or natural features that are ecologically significant, meaning they are critical to plant and wildlife populations as well as to the health and wellbeing of county residents and require special protections to keep them intact and minimize damage from human activities. These areas include floodways, wetlands, core habitat areas, river and stream buffers, as well as parcels that are 100 acres or more. Property owners who would like to protect their land for future generations can do so through conservation easements or deed restrictions. Communities can work together to create community land trusts – nonprofit, community-based organizations that acquire, own and steward land permanently for the common good. More than 60% of the forest and farmland in the state is owned by private individuals ("Land Protection Guide") – it takes everyone working together to protect our natural lands that are cherished by Andersonians.

No one has a greater role in shaping the landscape of our state, than family landowners. -*SC Land Trust Network*



Agriculture

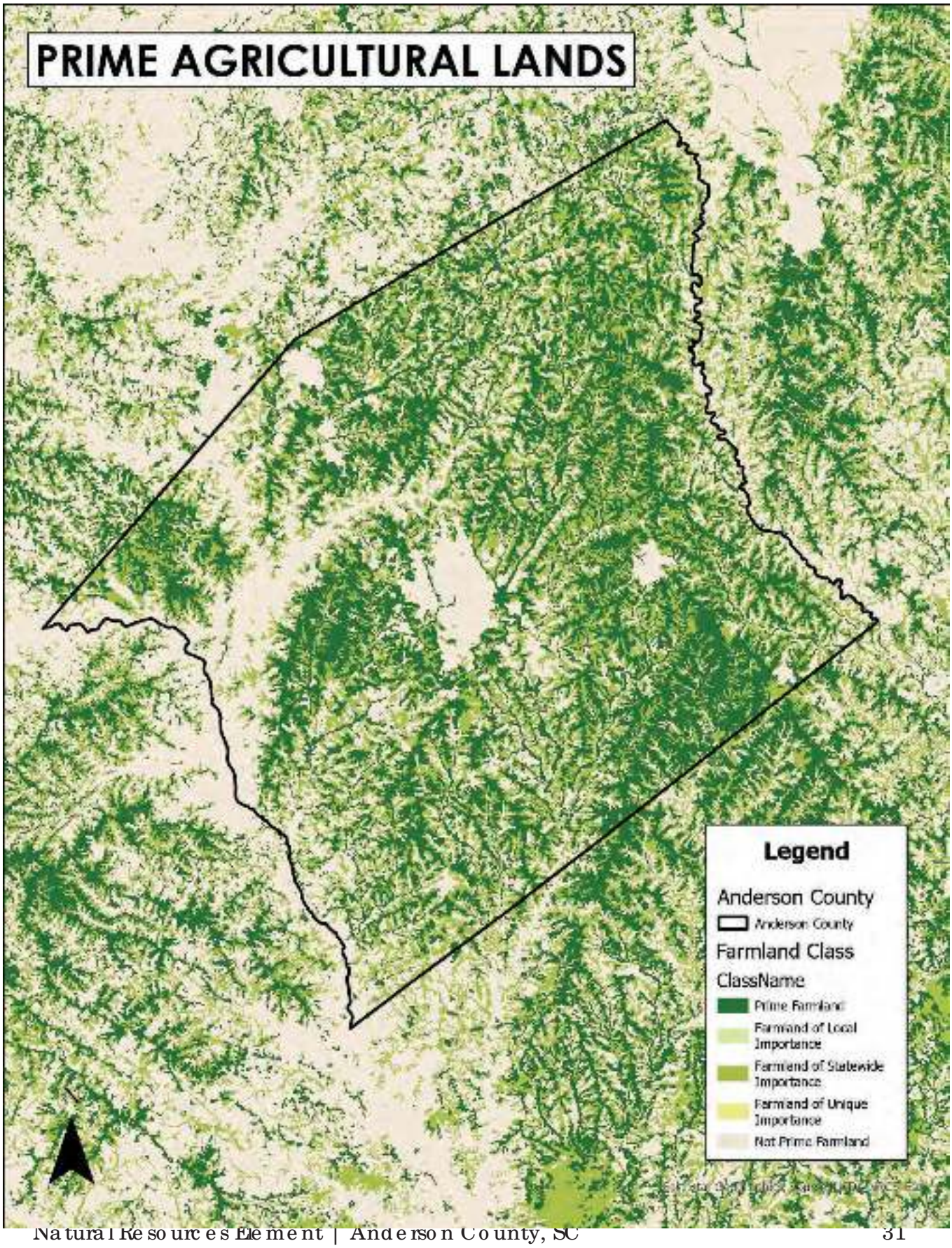
According to the National Resource Conservation Service, *Prime Farmland* is of major importance in meeting the Nation's short- and long-range needs for food and fiber. Protecting prime farmland is critical to the area's long-term food resiliency. The National Institute of Food and Agriculture has shown that local and regional food systems reduce food waste, support local economies, increase the biodiversity, freshness, and nutritional value of foods, and reduces food insecurity. Agriculture has the potential to be a carbon sink rather than a source.

The 2022 Census of Agriculture shows an 11% decrease in the number of farms in the county from 2017 to 2022. The South Carolina Farm Bureau Land Trust is one resource in protecting farmland for future generations. Another way to combat the loss of farmland is to encourage and support small-scale, regenerative farms. The United Stated Department of Agriculture has launched a new regenerative pilot program to help American farmers adopt practices that improve soil health, enhance water quality, and boost long-term productivity. "Protecting and improving the health of our soil is critical not only for the future viability of farmland, but to the future success of American farmers…we must protect our topsoil from unnecessary erosion and improve soil health and land stewardship" ("USDA Launches New Regenerative Pilot Program"). Regenerative agriculture is an approach to farming that prioritizes soil health, biodiversity, and natural processes. It is a holistic, systems-based approach that seeks to create resilient and regenerative agricultural systems that restore and replenish natural resources. Regenerative farmers use a variety of practices such as crop rotation, cover cropping, reduced tillage, and the integration of livestock to improve soil health, conserve water, and promote biodiversity ("Regenerative Agriculture"). Industrial agricultural practices have greatly increased food yields but cause significant harm to the environment and rural communities.

Between 2001 and 2016, **287,700 acres of farmland** in South Carolina **were either developed or compromised.**
- *American Farmland Trust*



Source: Library of Congress


PRIME AGRICULTURAL LANDS
Legend
Anderson County
Anderson County
Farmland Class
ClassName
Prime Farmland
Farmland of Local Importance
Farmland of Statewide Importance
Farmland of Unique Importance
Not Prime Farmland

Over half the topsoil in the United States has been washed away in the past seventy years and an even higher percentage of the country's farmers have voluntarily left or been pushed out of the profession" (Berry). The NRCS has designated 31.8% of the County upland acreage as "prime", and 30.2% as "additional farmland of state importance". Preservation of farmland in the County is important to the maintenance and growth of local food production, the economic well-being of local farmers, and maintenance of green space. The relocalization of farming and increase in the local food economy through farmers markets, locally owned farm stands, and farm to table restaurants is not only economically beneficial but also builds a resilient local food system (Smaje).

Public Health & Access to Natural Resources

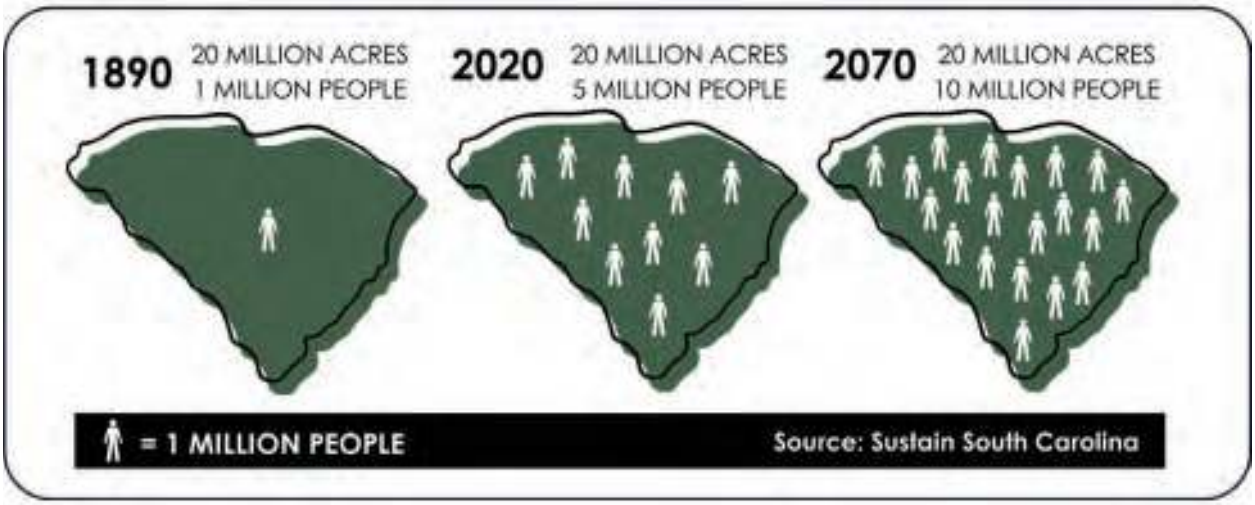
Access to green space is a necessity, not an amenity. Removing barriers to accessing green spaces is critical to the wellbeing of county residents. A green space is a land area with natural vegetation like grass, trees, and other plants that are accessible to the public. This could be in the form of tree-lined streets, trails, parks, gardens, and other natural areas. These spaces benefit communities in numerous ways from connecting people and building strong community ties, to improving health outcomes, and even benefitting wildlife. The concept of natural spaces as being beneficial for the human population has been generally accepted since the 1800s (Twohig-Bennett and Jones). Being in nature improves the health and wellbeing of humans. Studies have shown a host of benefits, including lowered blood pressure and cortisol levels, improved heart health and cognitive function, increased productivity and physical activity, better mood, improved sleep, and even an increase in empathy and cooperation (Wolf). Children having access to nature provides lifelong benefits to physical and mental health. Natural space in school surroundings has a



positive impact on student performance (Li et al.) Recent studies have shown that children today spend roughly 50% less time outside than their parents did (Weir). Expanding and protecting equitable access to green spaces improves the lives of county residents and visitors alike. As the population of the county increases it will be imperative to continue to expand and improve access to green spaces.

Planning for Change

South Carolina continues to see a rapid increase in population. It is expected to double in the next 50 years. The upstate lies within the Piedmont Atlantic megaregion, an area that stretches from Raleigh, North Carolina to Birmingham, Alabama. The challenges this region is facing are increased traffic congestion, runaway land consumption, and inadequate infrastructure ("America 2050: A Prospectus"). This region and its challenges include Anderson County. Considering the growth that is coming—whether it is welcome or not, one of two things will happen. Either growth will be effectively planned and directed to the appropriate areas or the county will sprawl and experience an unprecedented loss of land and degradation of its natural resources.



All ethics so far evolved rest upon a single premise: that the individual is a member of a community of interdependent parts. His instincts prompt him to compete for his place in the community, but his ethics prompt him also to co-operate (perhaps in order that there may be a place to compete for).

The land ethic simply enlarges the boundaries of the community to include soils, waters, plants, animals, or collectively: the land.

This sounds simple: do we not already sing our love for and obligation to the land of the free and the home of the brave? Yes, but just what and whom do we love? Certainly not the soil, which we are sending helter-skelter downriver. Certainly not the waters, which we assume have no function except to turn turbines, float barges, and carry off sewage. Certainly not the plants, of which we exterminate whole communities without batting an eye. Certainly not the animals, of which we have already extirpated many of the largest and most beautiful species. A land ethic of course cannot prevent the alteration, management, and use of these 'resources,' but it does affirm their right to continued existence in a natural state.

In short, a land ethic changes the role of Homo sapiens from conqueror of the land-community to plain member and citizen of it. It implies respect for his fellow-members, and also respect for the community as such.



- Aldo Leopold, *A Sand County Almanac*

Recommendations

Guiding Policy

The natural resources guiding policy involves safeguarding the county's natural assets through improving our waterways, restoring and protecting wetlands, rebuilding soils, conserving tree and forest communities, encouraging low impact development to minimize harm, creating a robust and equitably distributed tree canopy, protecting habit cores, encouraging the use of native plants in landscaping, and preserving agricultural lands.

Recommended Policy Champions

Anderson County Council
Anderson County Planning Commission
Anderson County Planning and Community Development Department
Anderson County Building and Codes Division
Anderson County Development Standards Division
Anderson County Environmental and Code Enforcement Division
Anderson County Stormwater Division
Anderson County Parks, Recreation, Tourism Department
Anderson County Clemson Extension
Anderson County Soil and Water Conservation District
Anderson County Watershed Protection Council

Strategies

The loss and degradation of the county's natural resources require rapid mobilization of Policy champions to draft, propose, adopt, and implement timely environmentally focused ordinances. This Plan captures the end of the 2016 – 2025 County Comprehensive Plan by referring to adopted ordinances and introducing new 2026 ordinances associated with Part 2 of this Plan. Another strategic consideration is the land use development ordinance (LUDO) comprehensive rewrite. Project completion is expected in April 2027. Natural resource protection found within the rewrite shall be incorporated into the 2026 Plan by amendment. The outside consultant, CodeWright, is leading the LUDO project.

Recently adopted natural resource-based ordinances include the following:

2026-009, pending adoption, Townhome and Apartment dwellings
2025-043, adopted March 3, 2026, Solar Energy Facilities
2026-001, adopted February 3, 2026, Minimum dimensions, Setbacks
2025-058, adopted January 20, 2026, Part 1 of the 2026 Comprehensive Plan
2025-063, adopted January 6, 2026, County Council Member Notification
2025-057, adopted December 30, 2025, Mass Grading/Tree Preservation
2025-018, adopted May 20, 2025, Riparian Buffers
2025-010, adopted April 1, 2025, Bufferyard Table Requirements
2025-012, adopted April 1, 2025, Landscaping and Bufferyard Requirements
2024-042, adopted October 15, 2024, Land Use Administrator Report
2024-031, adopted October 6, 2024, Lots and Lot Size Limits

The Environmental and Code Enforcement Division relies on the following:

Environmental:
Unlawful Dumping—20-23(b) 2023-009

Failure to Abate—20-32 // 2023-009 (non compliance)

Uncovered Loads—20-24 (b) // Responsibility for loose material on property, in vehicles.

Driver Responsible –20-25 // Driver held liable for violation.

Littering –20-23(a) // Compliance

Code Enforcement:
Tall Grass: 8-80 // Grass or overgrowth over 12' in height.

Rubbish and Debris: 8-79(1) Section 302

Junkyard/Vehicle Violation: 10-24/10-36

Business Zoning Violation: 24-52

Recommended Actions

1. Planning Division, Planning Commission, and County Council continue to adopt land-based ordinances, either created internally or by outside consultants. Such ordinances will protect the natural resources of Anderson County. Additionally, the Planning and Community Development Department shall produce an annual inventory of these ordinances.
2. Development Standards, Roads & Bridges, and Stormwater Management Divisions continue conducting plan review along with pre-, during, and post-construction inspections. Letters and sign-offs shall also be issued when required.
3. Planning Division shall create educational resources on the value and importance of our natural resources.
4. Both the Environmental & Code Enforcement Department and Stormwater Divisions will enforce past, present, and future ordinances when adopted.
5. County Council will investigate the possibility of a county land trust.

The following are long-term goals of both the Environmental and Code Enforcement Departments over the next 5-10 years.

6. Revise, implement, and enforce new ordinances, to include -Trash in yards, -Unlawful Burning, Building Permit Violations, Junk Cars, Loss of load, and a Tire Hauling ordinance.
7. Develop a litter pick-up division within the Environmental Enforcement Department. This division would be comprised of part-time and full-time employees that would focus on picking up litter on the county roads and would also assist in cleaning up vacant homeless campsites.
8. Write and implement a Demolition Manual for substandard housing. This manual will lay out policy and procedures integrating state law and county ordinances for our substandard housing cases.

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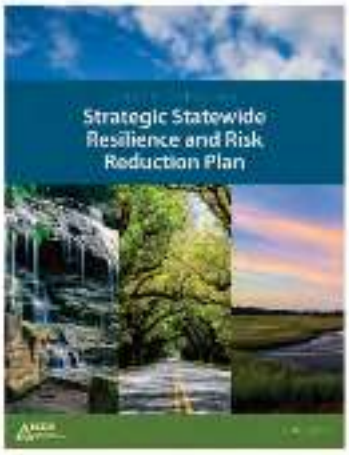
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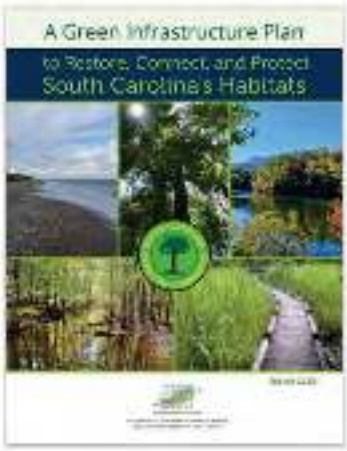
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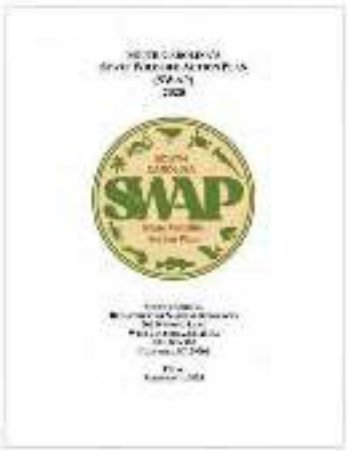
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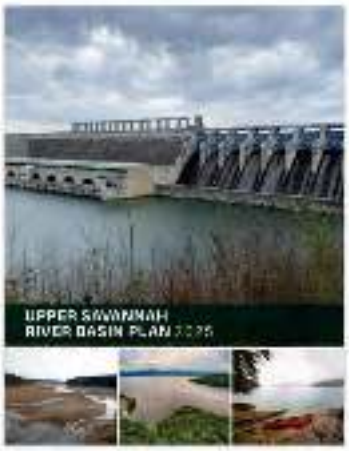
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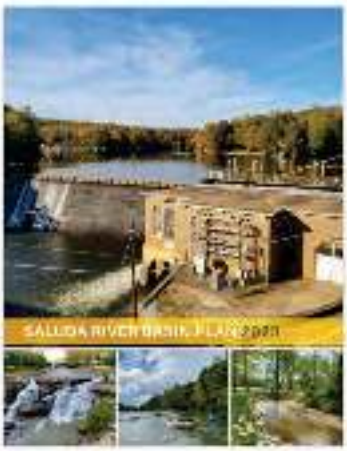
Plans referenced throughout the element:



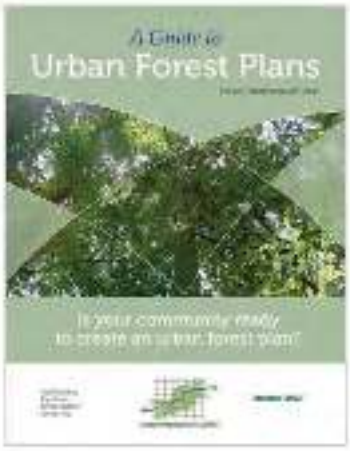
















Relevant adopted plans and ordinances in Anderson County:

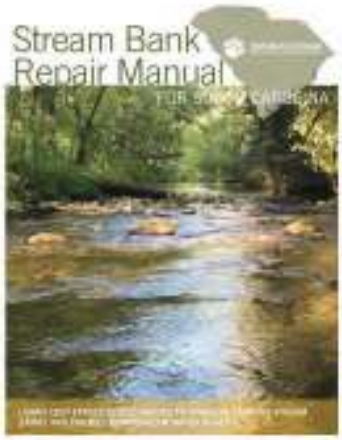




Other useful resources:

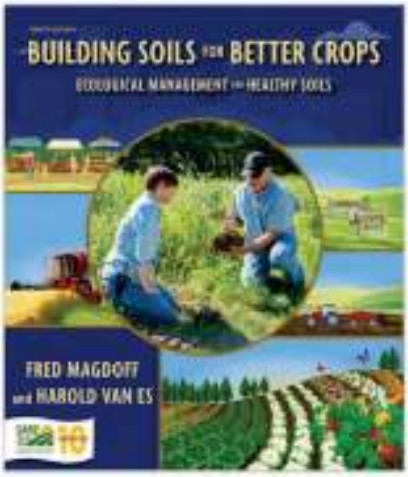












Organizations focusing on natural resources:

+ Anderson Water Council
+ Audubon South Carolina
+ Friends of Broadway Lake
+ Lake Hartwell Partners for Clean Water
+ Naturaland Trust
+ Rocky River Conservancy
+ Savannah Riverkeeper
+ Save Our Saluda
+ SC Farm Bureau Land Trust
+ SC Land Trust Network
+ The Nature Conservancy – South Carolina
+ Upper Savannah Land Trust
+ South Carolina Native Plant Society
+ Anderson County Beekeepers Association
+ South Carolina Conservation Coalition
+ The Upstate Land Conservation Fund
+ TreesUpstate
+ Upstate Greenways & Trails Alliance

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Resiliency



The American Planning Association defines resilience as "the capacity of individuals, communities, institutions, businesses, and systems within a city to survive, adapt, and grow no matter what kinds of chronic stresses or acute shocks they experience."

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INTRODUCTION

"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.

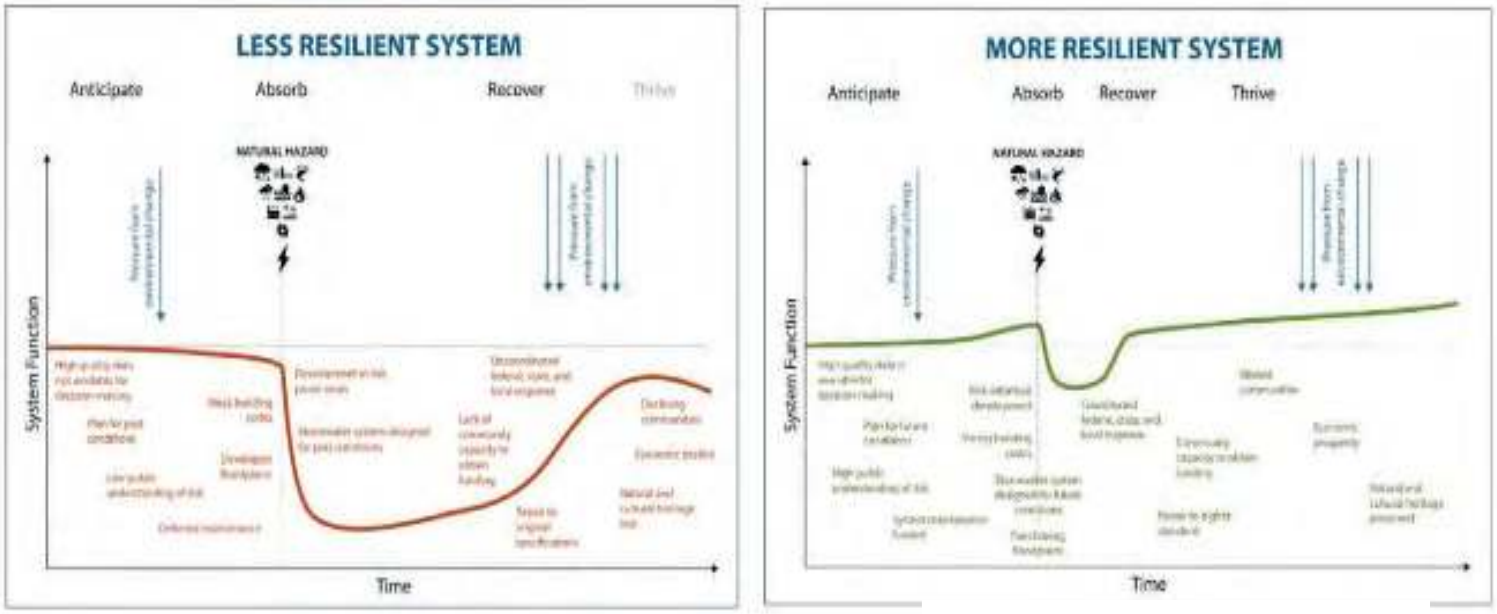
We must take actions that increase our ability to anticipate, absorb, recover, and thrive as we face these environmental changes and natural hazards. Our communities, economies and ecosystems are complementary, intertwined, and inseparable – each dependent on the other. To strengthen one is to strengthen 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 (2023) developed by the South Carolina Office of Resilience

Planning Principles

Anderson County, in the event of environmental changes and natural hazards, must have the ability to anticipate it, recover from it, and thrive afterwards. Harm to its citizens, economy, and environment must be overcome quickly. This is the essence of resilience.



Source: South Carolina Office of Resilience

Existing Conditions

The Data

The data in this element has been gathered from sources including the South Carolina Office of Resilience, First Street, The Fifth National Climate Assessment, and others, the full list of references is at the end of this element.

A Note About the South Carolina Office of Resilience

Impacts from three presidentially declared disasters in less than four years led, in part, to the creation of the South Carolina Office of Resilience in 2020. The South Carolina Office of Resilience (SCOR) exists to increase resilience to disasters and reduce or eliminate the long-term risk of loss of life, damage to and loss of property, and suffering and hardship, by lessening the impact of future disasters. (SCOR). The Strategic Statewide Resilience and Risk Reduction Plan was released

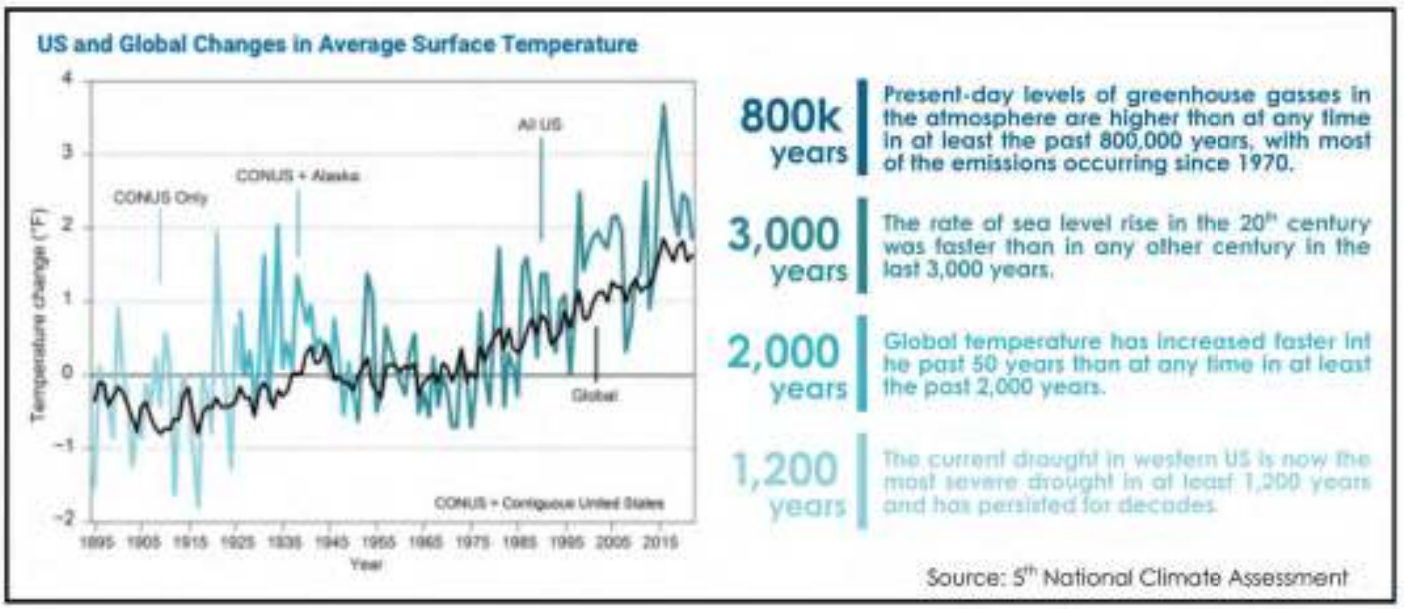
in June 2023, and updates have been released each year since. County Planning Staff completed in-person Resilience 101 training while meeting with SCOR Staff. They also received data and guidance through the process of creating this element.

A Note About First Street

First Street Foundation creates physics-based deterministic models that use validated and proven methodologies that are built from decades of peer-reviewed research and incorporates the latest technological advancements. First Street measures and predicts the impact of a peril based on the underlying physics of how an actual event would transpire (First Street). The risk modeling maps in this element for floods, fire, wind, air, and heat were created using First Street data—the leader in climate risk modeling. The South Carolina Office of Resilience has provided First Street data to Anderson County. The data is used throughout the element.

Climate

A resilient Anderson County prepares for threats and hazards outlined within this element and recovers rapidly from adverse conditions. The 5th National Climate Assessment, a comprehensive report that outlines nationwide climate change impacts, risks and responses was released in November 2023.

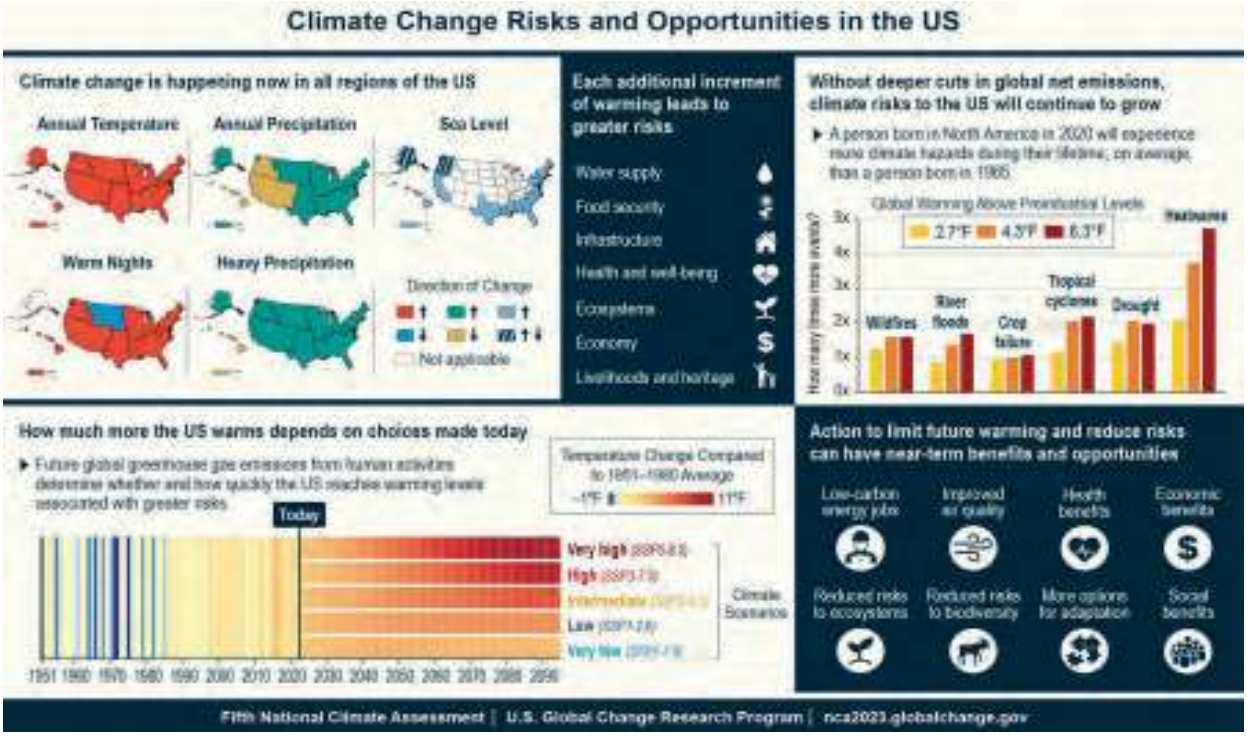


Based on the report, some adaptation and mitigation actions that can be taken include implementing nature-based solutions, restoring wetlands to increase water storing capacity, upgrading stormwater infrastructure to account for heavier rainfall and applying innovative agricultural practices to manage drought risk (NATIONAL CLIMATE ASSESSMENT).

Economy

In the late 1980's the country experienced, on average, one (inflation-adjusted) billion-dollar disaster every four months, Now, there is one every three weeks, on average. Extreme weather events cause direct economic losses through infrastructure damage, disruptions in labor and public services, and losses in property values. Extreme events cost the U.S. close to $150 billion each year—a conservative estimate that does not account for loss of life, healthcare-related costs, or damages to ecosystem servics (NATIONAL CLIMATE ASSESSMENT).

The County must keep its economy diverse and less vulnerable to natural hazards and unexpected shocks. Economic resilience is dependent upon technical and vocational training.



Hazards

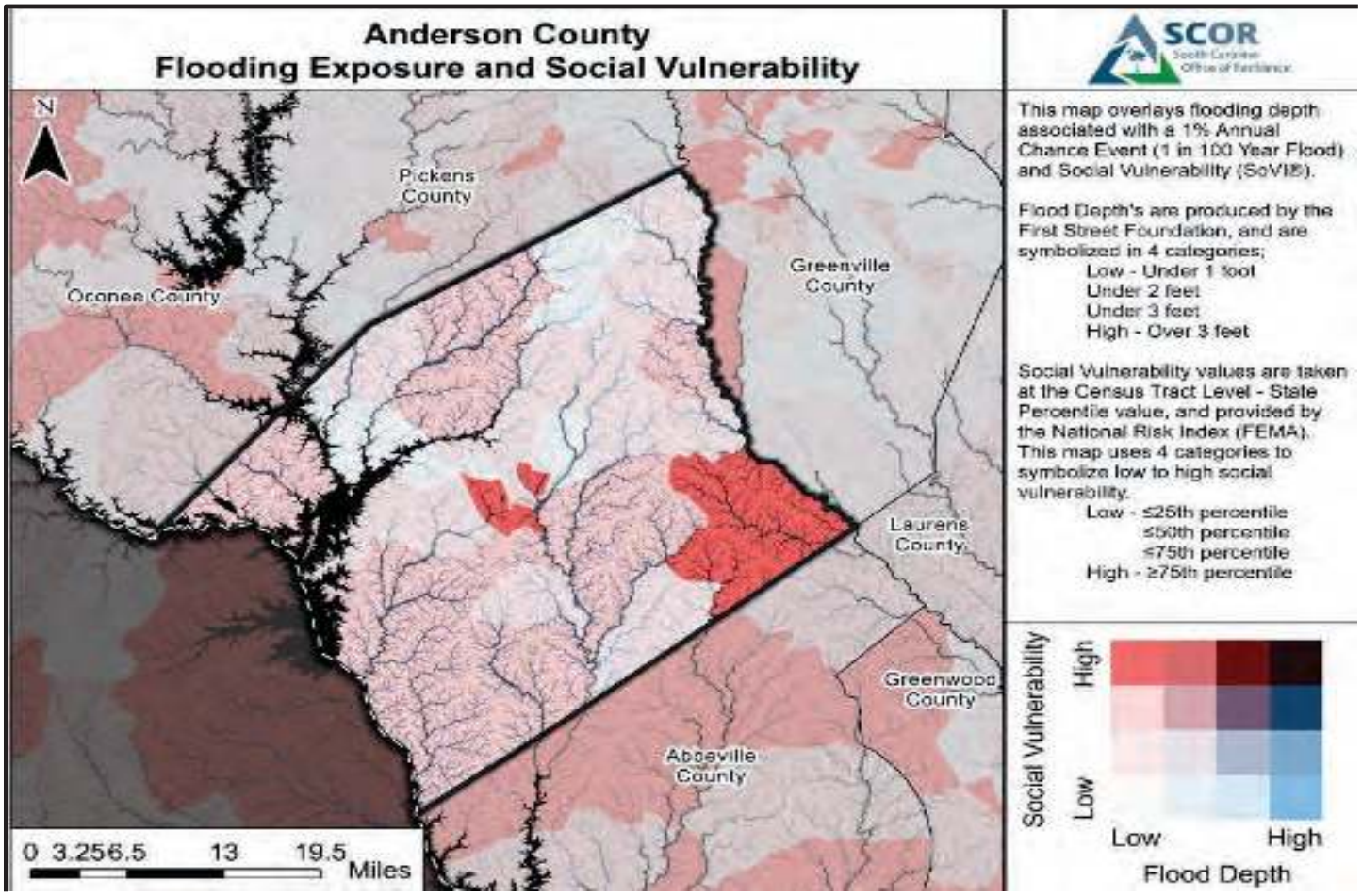
Hazards & Natural Disasters in Anderson County

A list of natural disasters that periodically happen in the County, based on the Emergency Operation Plan prepared by Anderson County Emergency Management Division (ACEMD), as recommended by the Federal Emergency Management Agency (FEMA) is as follows:

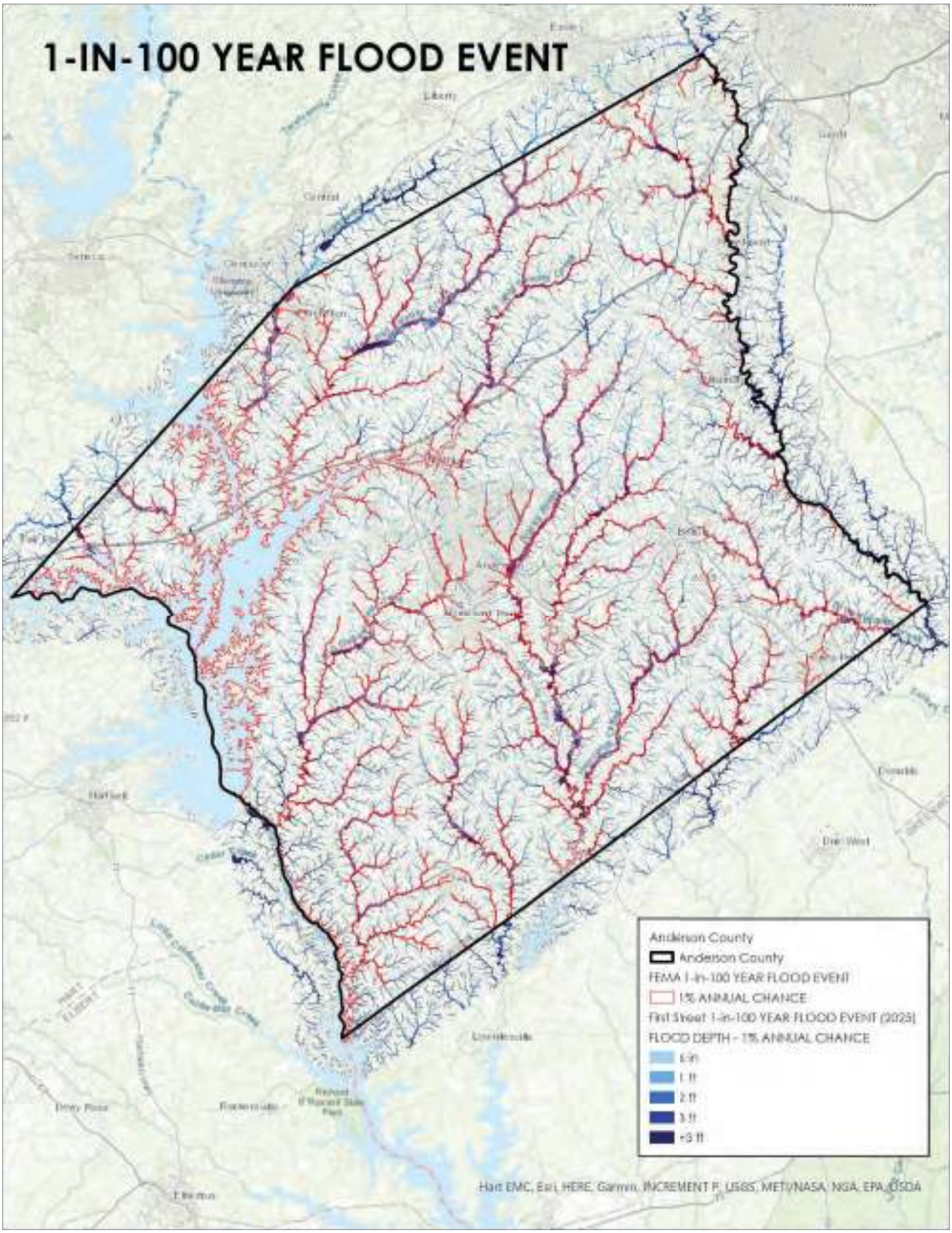
- Flooding/Flash Flooding
- Tornadoes
- Tropical Storms/Hurricanes
- Hailstorms, Thunderstorms and Heavy Precipitation Events
- Drought
- Extreme Heat
- Earthquakes
- Winter Weather

Flooding

Flooding is the most frequent and costly hazard in the United States and is of a moderate risk priority in Anderson County. Flash floods are identified as the most dangerous types of floods as they can occur within minutes or up to 6 hours after heavy rainfall and combine the destructive power of a flood with an incredible amount of speed (NATIONAL CLIMATE ASSESSMENT). The map on the following page layers the county's flood exposure and social vulnerability using data provided by First Street Foundation and the National Risk Index (FEMA). Flood depths are symbolized in blue, ranging from white to light blue, signifying a flood depth of under 1 foot, to a dark blue, signifying a flood depth of over 3 feet. Social vulnerability values are represented in pink, ranging from white to light pink, signifying a low social vulnerability, to a deep coral pink, indicating a high social vulnerability. Some areas at the county's center and in the southeast corner are identified as having a high social vulnerability.

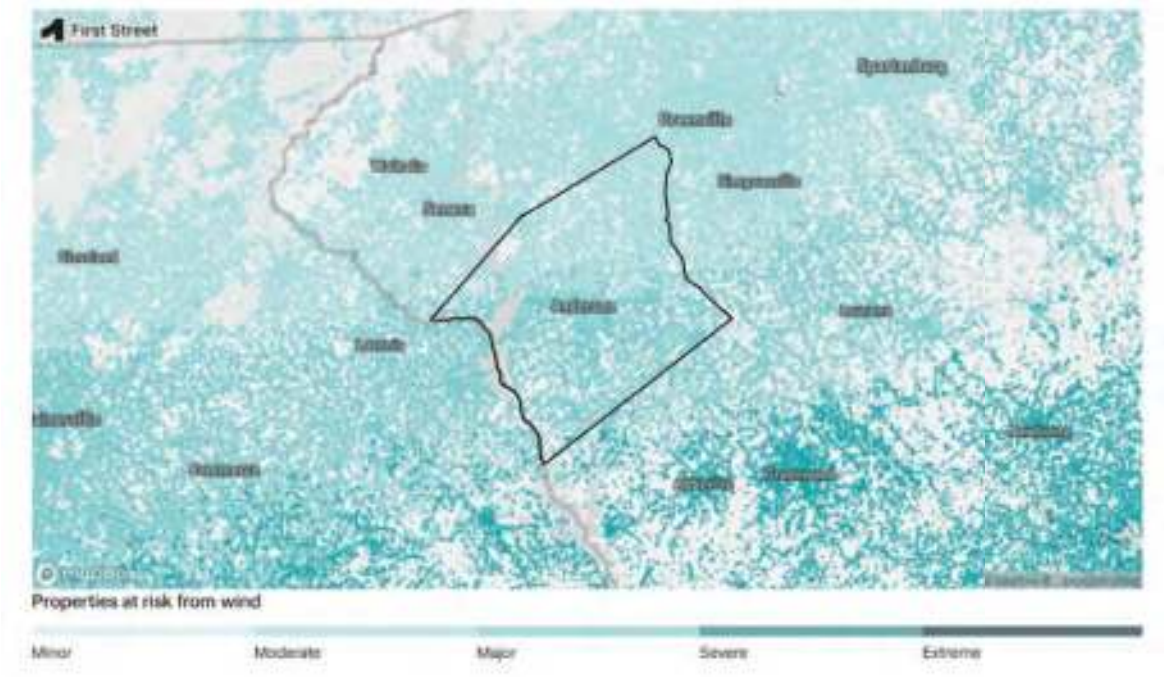


Historically, flood risk has been determined by Flood Insurance Rate Maps (FIRM) that are produced by FEMA. These maps include Base Flood Elevations, Flood Zones, and Special Flood Hazard Areas among others. Hurricane Helene was an intimate example of how these maps are outdated and do not reflect the full scale of the current flood risk within the county. The First Street Flood Model was built on decades of peer-reviewed research and models from climatology, hydrology, and statistics to create an unprecedented U.S. flood model with 98% accuracy between predictions and observed flooding that occurred during Hurricane Helene (First Street). A map of FEMA data overlayed on First Street flood data, highlighting discrepancies and areas of additional risk, emphasizing the need for green infrastructure and other resilient land use and low-impact development strategies to mitigate future flood risks is on the following page.


1-IN-100 YEAR FLOOD EVENT
Anderson County
Anderson County
FEMA 1-in-100 YEAR FLOOD EVENT
1% ANNUAL CHANCE
First Street 1-in-100 YEAR FLOOD EVENT (2023)
FLOOD DEPTH - 1% ANNUAL CHANCE
0 ft
1 ft
2 ft
3 ft
+3 ft
Hart EMC, Esri, HERE, Garmin, INCREMENT P, USGS, METI/NASA, NGA, EPA, USDA

First Street Wind Factor

According to First Street, Anderson County has a moderate Wind Factor risk based on the projected likelihood and speed of hurricane, tornado, or severe storm winds impacting it. It is most at risk from severe storms.



Tornadoes (High Wind Events)

Anderson County has a relatively moderate risk level rating for tornadoes ("FEMA Resilience Analysis and Planning Tool"). Tornado season usually occurs from March to June. South Carolina has recorded a total of 1,305 tornadoes from 1950 to 2024 ("Anderson County, SC Tornado | Homefacts"), averaging twenty-three per year. Since 2014 ("Tornadoes - South Carolina Emergency Management Division"), 114 tornadoes have touched down in the county ("Anderson County, SC Tornado | Homefacts"). Notable tornadoes in Anderson's history include one in 1924 that "remained on the ground from Anderson County to York County." This tornado was part of the same system that produced the "Horrell Hill Tornado", which was more destructive. The two together killed 77 people and injured over 778 more, destroying over 400 homes. In 1933, a tornado hit Belton that destroyed the Blair Mill area and killed 12 people. The largest tornado in Anderson County's history was an EF-4 tornado that occurred in 1973, causing 30 injuries and 7 deaths. The most recent tornado in Anderson County, an EF-0, occurred in January 2020.



Tropical Storms & Hurricanes

A tropical storm is a tropical cyclone with maximum sustained surface winds ranging from 39-72mph. When a tropical cyclone increases in speed and attains a speed of 74mph or more, it is categorized as a hurricane ("Tropical Definitions"). Hurricanes are historically recorded in the United States between May and

November, with the peak season from August to October. A total of 238 tropical cyclones have impacted South Carolina between 1851 to 2024, 45 of which made landfall (25 of these were hurricanes) along the coast ("SC HURRICANES COMPREHENSIVE SUMMARY") causing disaster and wreaking havoc. South Carolina is ranked 5th in the list of states most frequently affected by hurricanes ("South Carolina Hurricanes").

Hurricane Helene

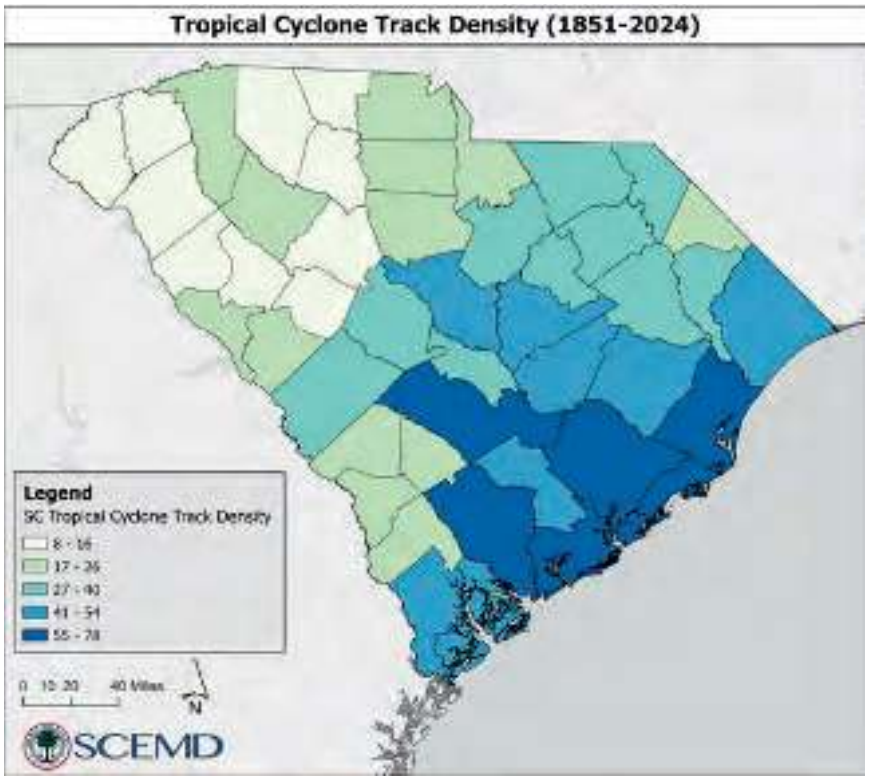
After 11 pm on the night of September 26th, 2025, Hurricane Helene, made landfall in the Florida Big Bend region as a Category 4 hurricane, bringing catastrophic inland flooding, extreme winds, deadly storm surge, and numerous tornadoes that devastated portions of the southeastern United States and the southern Appalachians. Helene is the deadliest hurricane in the contiguous United States since Katrina in 2005 (Hagen et al.). Anderson County experienced 55mph sustained winds and gusts up to 72mph – causing 194 million dollars in timber and forest damage in the state ("TROPICAL CYCLONE HELENE PRELIMINARY OPEN FILE REPORT Storm History and Impacts Report"). Almost 20 inches of rain fell over parts of the Upstate causing flash





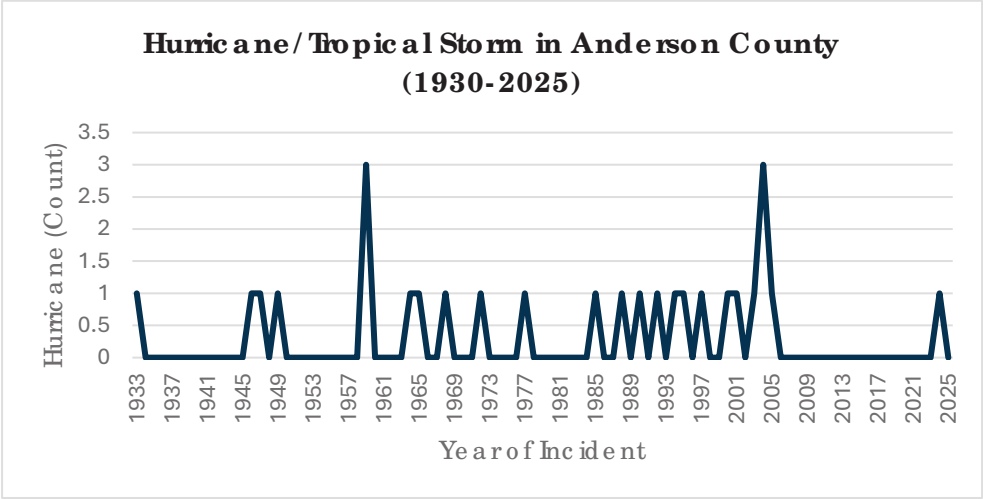
flood emergencies. Anderson County had over 13 inches of rainfall. The Saluda River set a record crest at 20.26 ft.

In South Carolina, 51 people lost their lives as a result of hurricane Helene. Five of those deaths occurred in Anderson County, one of them being an individual who was swept away by flood waters (Rose). 600 County roads were closed, including some that were washed out and will remain closed for the foreseeable future.



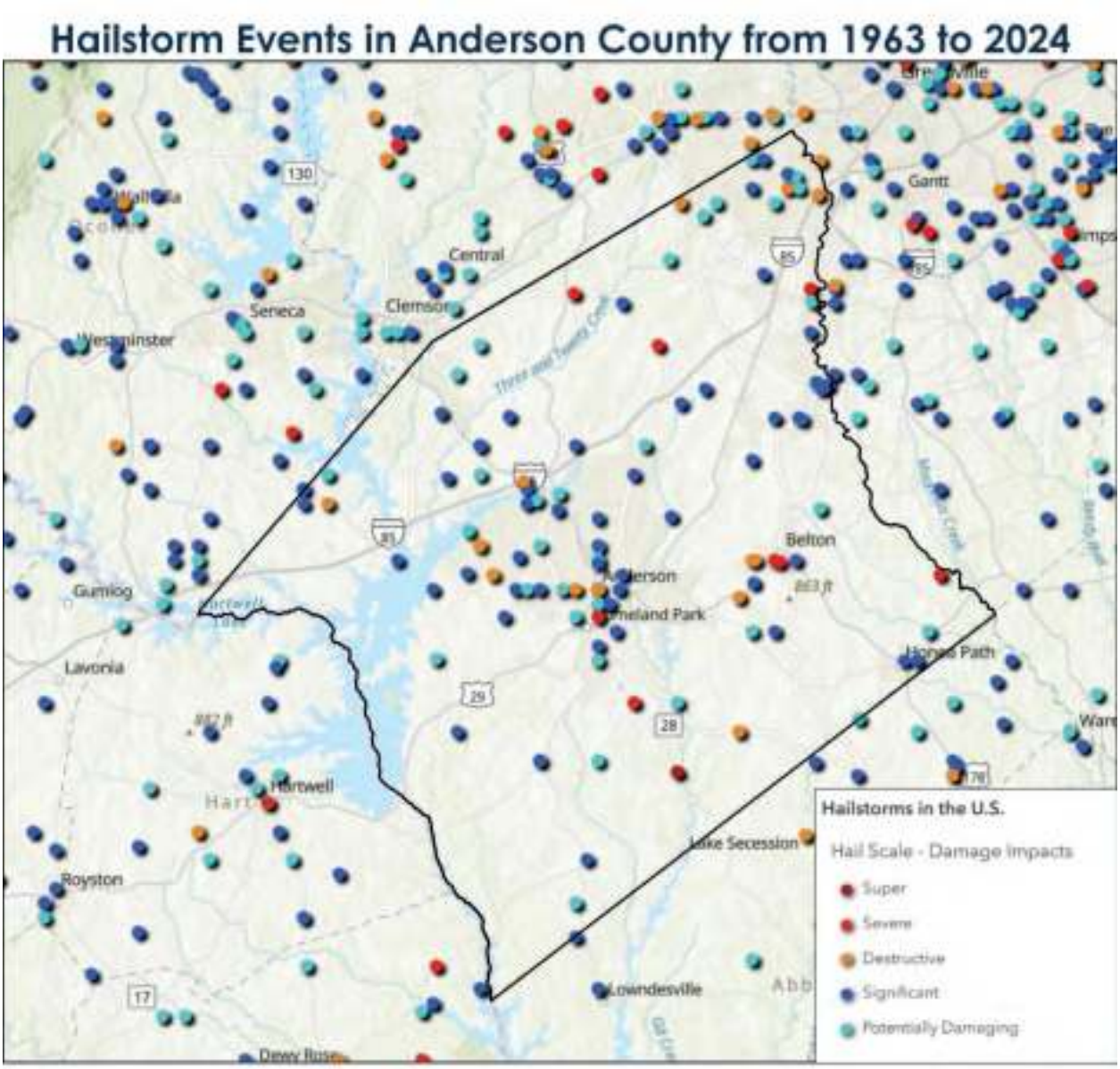
Power outages kept nearly 95,000 county customers without power for more than a day after the storm. Many residents went 7 days without power—some longer, causing significant disruptions, creating challenges in accessing essential services, and preventing perishable food from spoiling. Hundreds of power poles were broken (Rose).

"Anderson County looks like a warzone" - Rusty Burns, County Administrator (Anderson Independent).



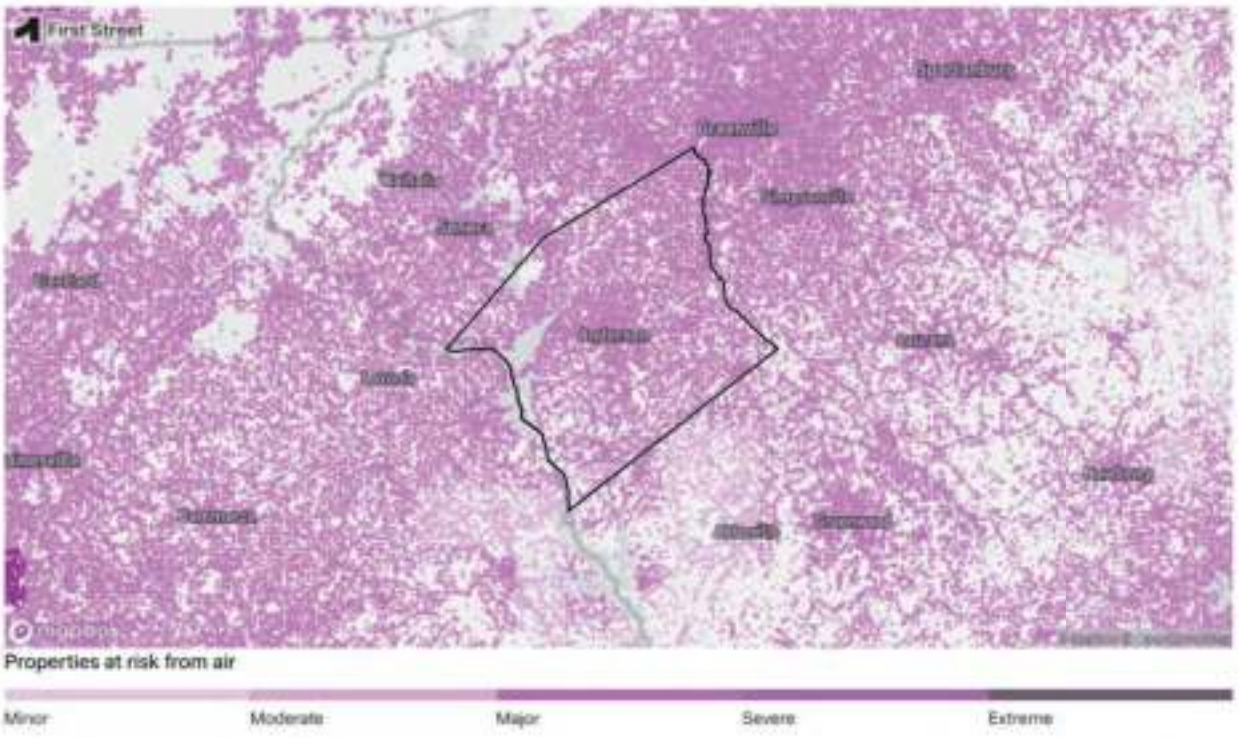
Hailstorms, Thunderstorms and Heavy Precipitation Events

Anderson County recorded a total of 139 hailstorm events between 1963 and 2024. The increase in the severity of hailstorm events in the U.S. cause significantly more property damage than tornadoes. In 2023 alone, hail-related damage totaled $40 billion, making it the leading cause of weather-related property damage in the country. Fortunately, Anderson County is a low-risk area and has experienced minimal damage to crops and properties, with no reported injuries or deaths due to hailstorms ("Storm Events Database - Search Results | National Centers for Environmental Information").



Air (First Street)

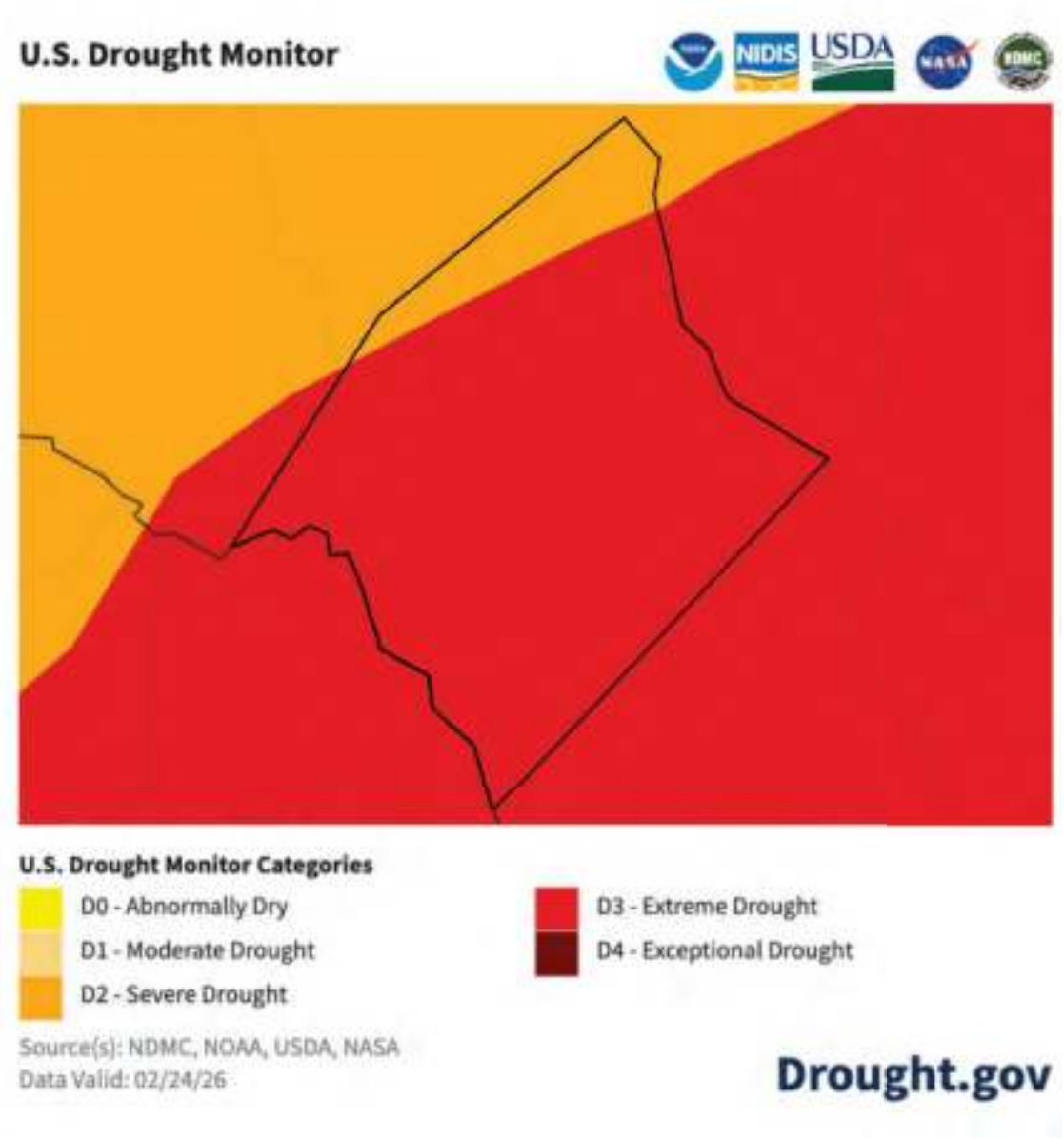
According to First Street, Anderson County has a moderate risk from air quality. Although Anderson County has worse air quality than 93% of counties in South Carolina based on the number of poor air quality days. (First Street)



Drought

Droughts occur during a prolonged period of little to no rainfall[21]. When they occur, it means that the dry weather has persisted long enough to have significant environmental (including agriculture and ecosystems), economic, and social (including communities) impacts. Droughts can be classified into different categories: meteorological, agricultural, hydrological, and socioeconomic. Meteorological droughts are region-specific and occur when an area receives at least 25% less rainfall than it typically receives in comparison to previous years. Agricultural droughts occur when there is insufficient soil moisture during the crop period, leading to reduced crop yield (Aditya Abhishek). Hydrological droughts occur when there is a lack of surface and subsurface water supply. Socioeconomic drought occurs when the demand for an economic good exceeds supply due to a weather-related shortfall in water supply ("Types of Drought"). Anderson County falls in the Southeastern region which is an area that

is susceptible to periodic droughts that often stress agriculture as well as ecosystems. As of February 24, 2026, 88.78% of the county was experiencing extreme drought and 11.22% was experiencing severe drought.

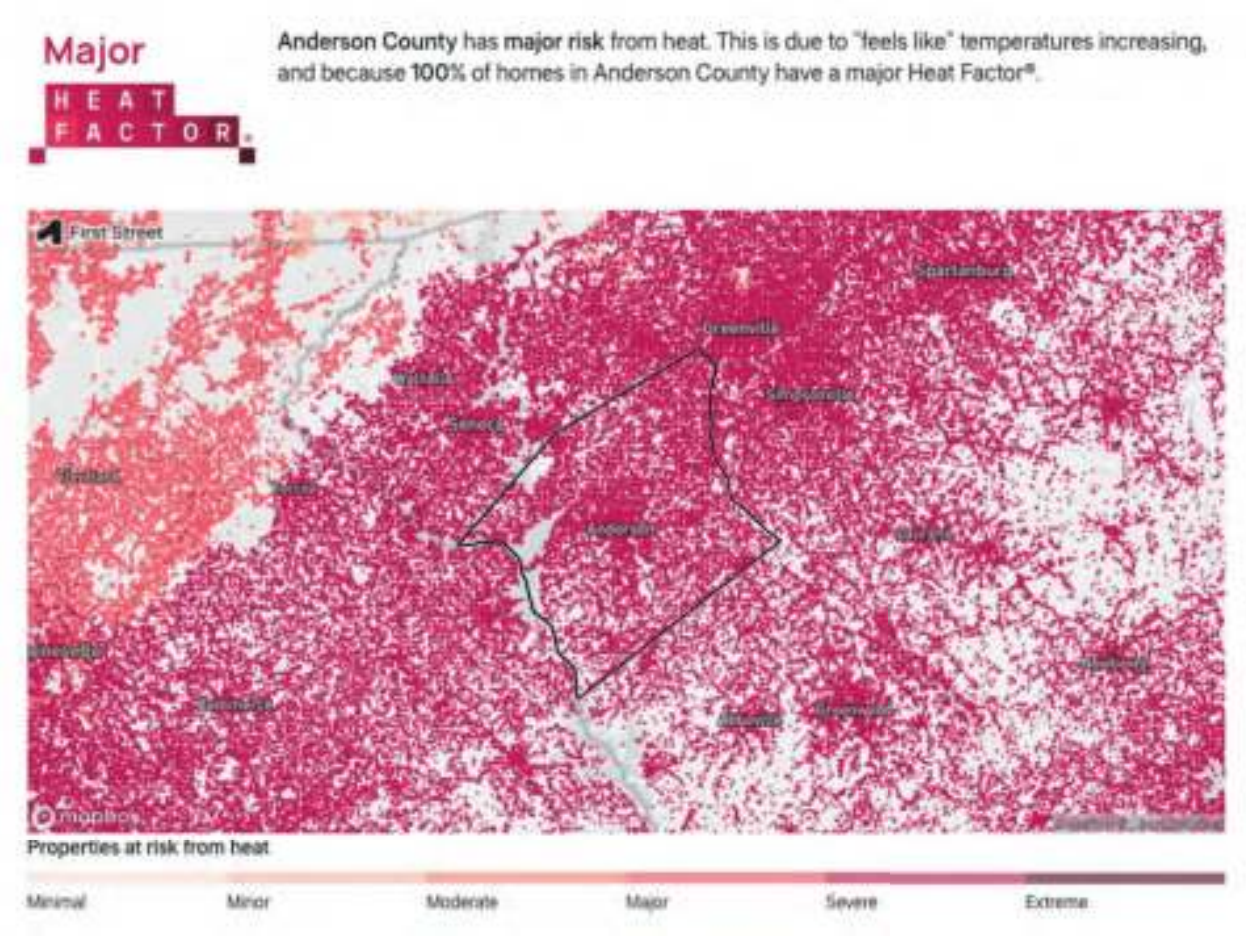


Extreme Heat

Extreme heat is defined as unusually high temperatures and humidity in a specific area compared to the average temperatures for that time of year (*Climate Change and Extreme Heat*). It becomes hazardous when it lasts for extended periods, classified as a heat wave.

The Urban Heat Index map of the county displays the areas which have a medium to high heat index along major interstates or highways including Interstate 85, Highway, 76 and 29 and within the various urbanized municipal boundaries. The Heat Factor map, produced by First Street, depicts the number of properties vulnerable to extreme heat conditions.

In 2024, 114,446 properties were identified to have a major heat risk, whilst 235 were identified as a severe heat risk. The high level of vulnerability of buildings within the county as a result of heat indicates the importance of integrating heat

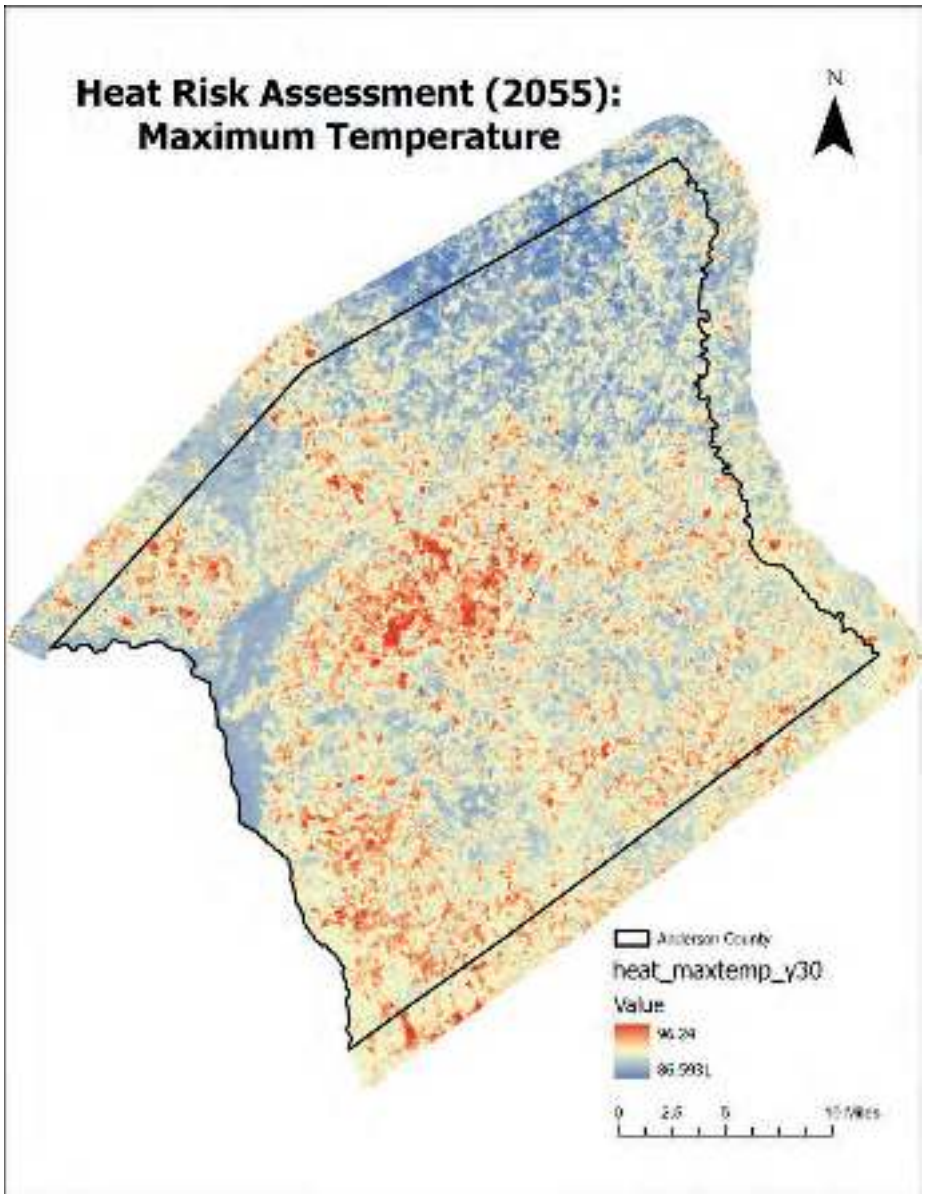


resilient design (including green infrastructure and Low Impact Development (LID) into future planning activities.

The Heat Risk Assessment map for the year 2055 is a map that illustrates the projected maximum temperatures within Anderson County for the year 2055. It is a forward-looking map, considering heat model predictions, 30 years in advance.

The areas shown in bright orange represent higher maximum temperatures of 96.2 degrees Fahrenheit (°F) whilst the blue areas show lower maximum temperatures of 86.6°F.

The orange areas are concentrated in the central and southern parts of the map which are more urbanized areas and so are a likely result of urban heat island effect. The blue areas correspond to cooler areas including waterbodies, vegetative cover and less urbanized or built-up areas.



Wildfires Risk

Wildfires are large and destructive fires that occur in the wilderness as a result of a wide range of reasons, including weather events such as lightning. When these fires occur, the presence of vegetation serves as fuel, causing the fires to become more widespread and intense, making them difficult to control.

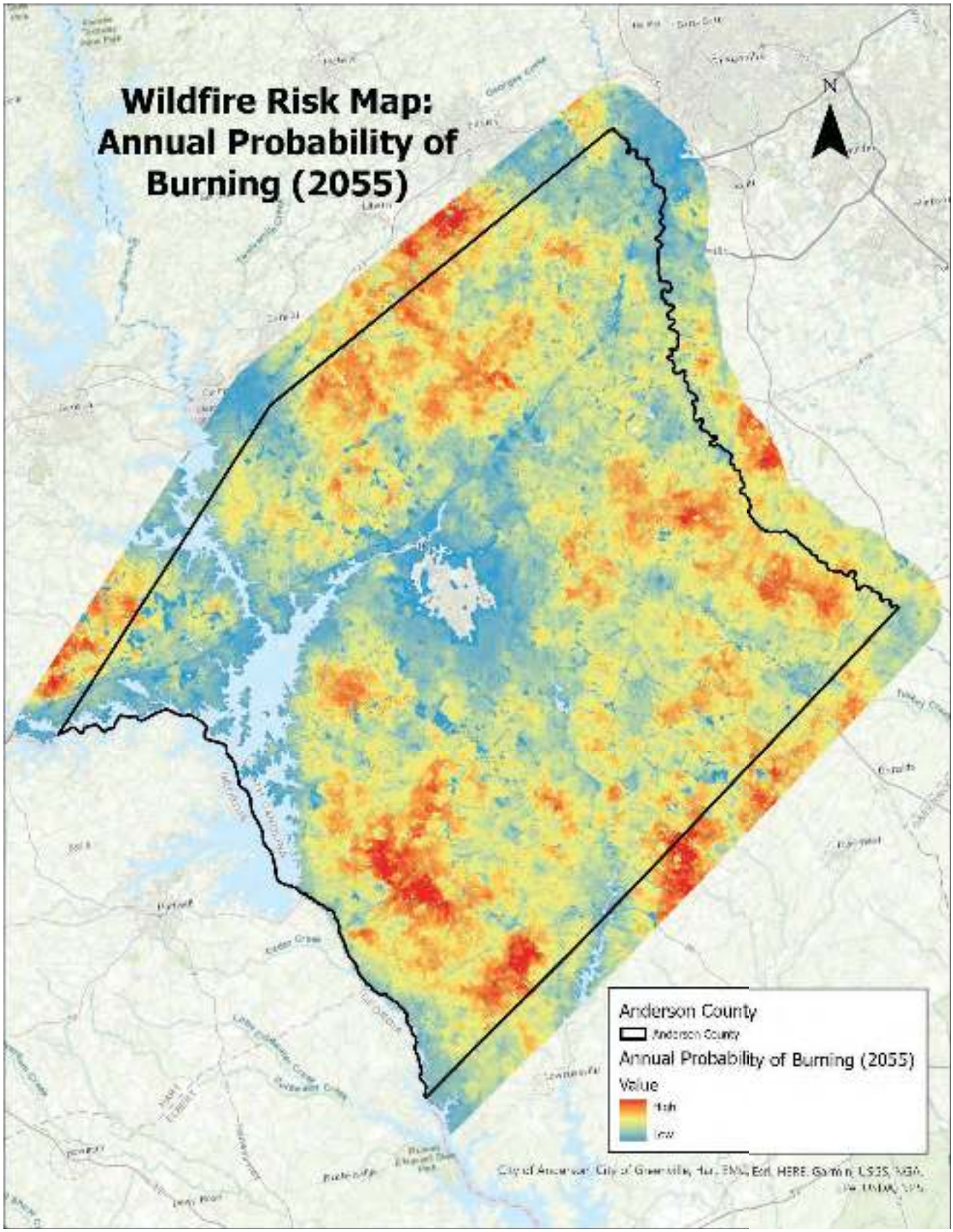
The Upstate region of South Carolina has been subjected to a number of wildfires in the past. In 2025, both Pickens and Greenville counties experienced wildfires that were contained. The Table Rock Fire (in Pickens) began on March 21, 2026 and burned over 13,845 acres and remained active past August 15, 2026. Similarly, the Persimmon Ridge Fire (in Greenville County) burned over 2,128 acres ("Wildfire Map: Track Live Fires, Smoke, & Lightning | Map of Fire"). These fires, became known as the "Table Rock Complex." were worsened by existing dry conditions, wind, and plenty of fuel on the ground left behind by Hurricane Helene. Both counties are neighboring to Anderson County and serve as a caution. Anderson County has experienced its share of fires throughout its history including the 1845 Brick Range Fire, and the Great Fire of August 13, 1913, or 1914.





NOAA predicts an alarming increase of 300% of the risk of very large fires in the Southeastern US by the middle of the 21st century (2041-2070) ("A Green Infrastructure Plan to Restore, Connect, and Protect South Carolina's Habitats").

Older adults, people with disabilities, people with low income, and those with language barriers are the most at risk. Using data collected by First Street this map illustrates the projected wildfire risk of Anderson County in 30 years. The map depicts the annual burning probability of an area if a fire was to occur in the year 2055. The areas represented in blue have a low burn probability while the yellow to red areas have a moderate to high probability of burning. Lake Hartwell, one of the county's major geographic features, also represents a low-risk area because of the presence of ample water.

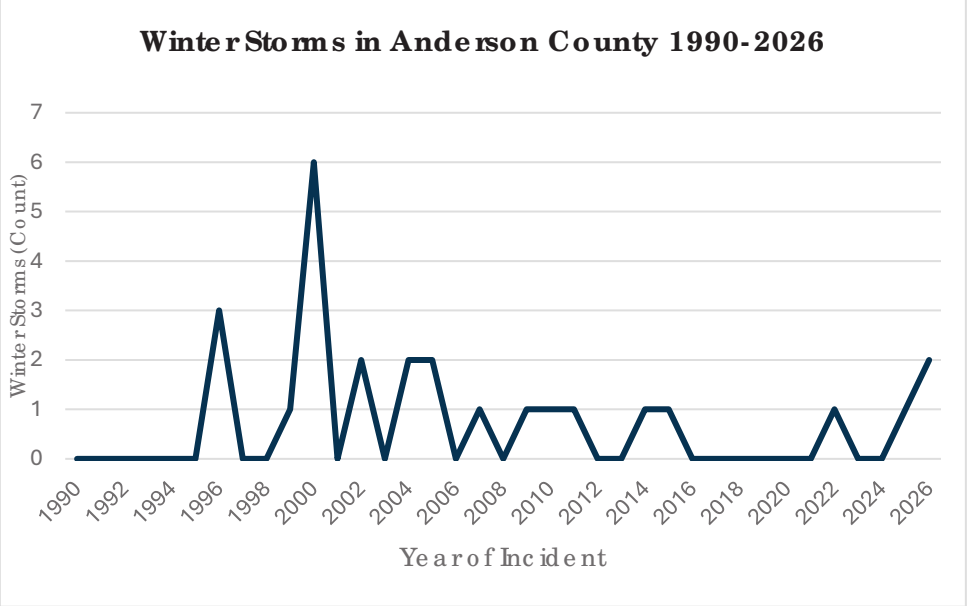

Wildfire Risk Map:
Annual Probability of
Burning (2055)
N
Anderson County
Anderson County
Annual Probability of Burning (2055)
Value
High
Low

Earthquakes

Earthquakes are the sudden, rapid shaking of the earth, caused by the breaking and shifting of underground rock (*How to Prepare for an Earthquake*). There is no reliable way to determine the time, place, and size of an earthquake. Most earthquakes occur along plate boundaries however earthquakes that occur within a tectonic plate are known as intraplate earthquakes. SC earthquakes are intraplate earthquakes. Seismologists generally believe that earthquakes can occur where they have previously occurred. The most recent earthquake to take place in the county was in August of 2022 off Abbeville Highway between High Shoals Road and Middleton Road – it was a magnitude 2 ("Recent Earthquakes - SCDNR"). Anderson County has a low risk, specifically a 2.55% chance of earthquakes occurring within the next 50 years ("Anderson, SC Earthquakes | Homefacts").

Winter Weather & Ice Storms

Winter brings a variety of extreme weather conditions including heavy snow, freezing temperatures, ice accumulation and wind chill. Winter storms sometimes cause damage to properties, infra-structure, crops as well as pose safety risks to human life such as hypothermia and frost bite.



The most snow recorded in Anderson in the calendar year was 13 inches, in 1930. In 2025, Anderson recorded 1.1 inches of snow ("Most Yearly Snow in Anderson History"). In January of 2026, back-to-back winter storms took place. Anderson

County declared a state of emergency on January 22, 2026, ahead of the first winter storm that took place on January 23rd with an accumulation of an inch of snow in parts of the county (Medley). The following weekend, January 31st, a winter storm brought snow and ice with parts of the county accumulating 3-5 inches of snow and ice mix (Meadows).

Health Hazards

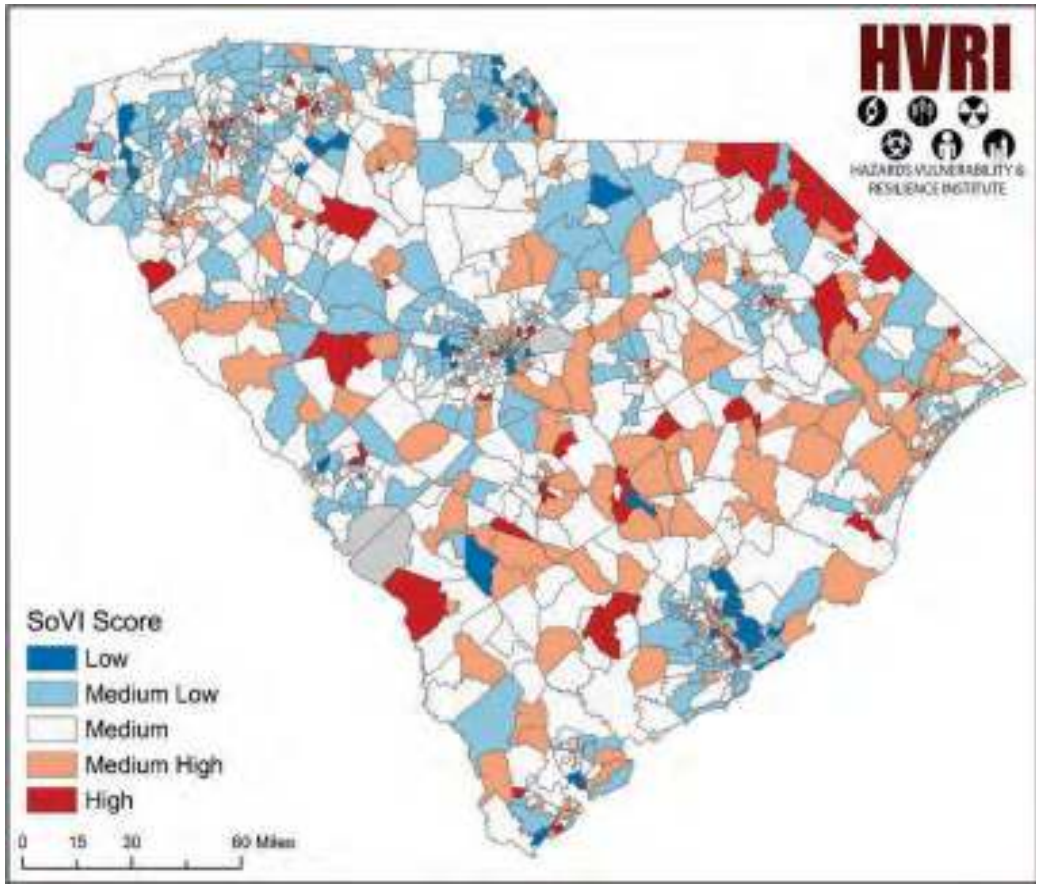
Resilience cannot be discussed without remembering the COVID-19 pandemic and the need to act quickly when our community's health became vulnerable. It brought the importance of healthcare to the forefront in our county. It highlighted the strengths (resilience) and weaknesses (vulnerabilities) of our healthcare system and our citizens to respond to major stressors. The pandemic also highlighted the importance of other infrastructure such as telecommunication systems, food and water supply chains that enable individuals and institutions to keep moving forward.

Social Vulnerability Indices (SoVI)

In discussions concerning hazards and emergency management, it is important to consider two concepts: social vulnerability and community resilience.
Social vulnerability refers to the social and economic systems that affect a community's ability to prepare for and respond to hazards including food and disease outbreaks. Factors such as income, age and housing conditions affect how different groups experience and respond to these events.

Community resilience, on the contrary, signifies the strength of local participation, planning capabilities, and social cohesion within a community. While social vulnerability points out the limitations encountered by specific populations, community resilience focuses on the existence of local systems, resources, and networks which allow for effective response and long-term recovery. It is possible for a community to be socially vulnerable but have strong community resilience and vice versa. When used together, these two factors assist with identifying places within the community where residents may require additional support, prioritized investment, or improved hazard preparedness measures (*Social Vulnerability Index: Anderson County, South Carolina*).

The Hazards Vulnerability and Resilience Institute (HVRI), located in University of South Carolina's Department of Geography created the Social Vulnerability Index (SoVI) which makes use of twenty-eight demographic variables representing a community's level of vulnerability to hazards and natural disasters while considering their social conditions. Another index known as the Baseline Resilience Indicators for Communities (BRIC) index (Habets), co-produced by SCOR and HVRI, is made up of fifty-two variables including health insurance, employment rate, and public transport access. All are grouped into 6 resilience capitals and demonstrate the preparedness of a community. Both indexes are determined on a census tract scale to reduce the margin of error. The map below was prepared using data collected by HVRI on a census tract scale. It depicts the SoVI of South Carolina.



Lifeline Maps

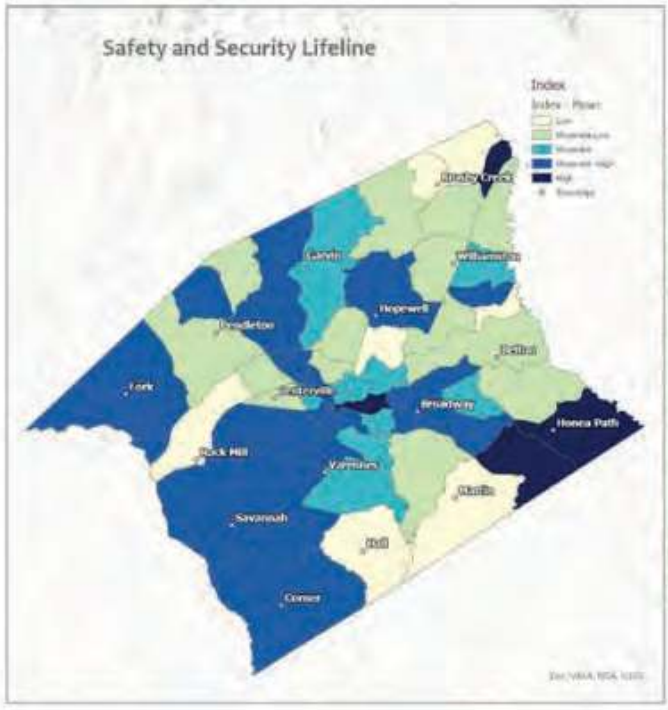
Lifelines are the fundamental services in the community that ensure the continuous operation of critical government and business functions and are essential to human health, safety, and security ("Community Lifelines"). Resilience planning depends on these lifelines to be maintained during and after an event. There are currently 8 lifelines that have been identified by FEMA.

The US Department of Homeland Security (DHS) has developed a free tool 'Community Lifeline Status System' (https://clss-cusec.hub.arcgis.com/) for counties to register.

The 8 lifelines can be found below:

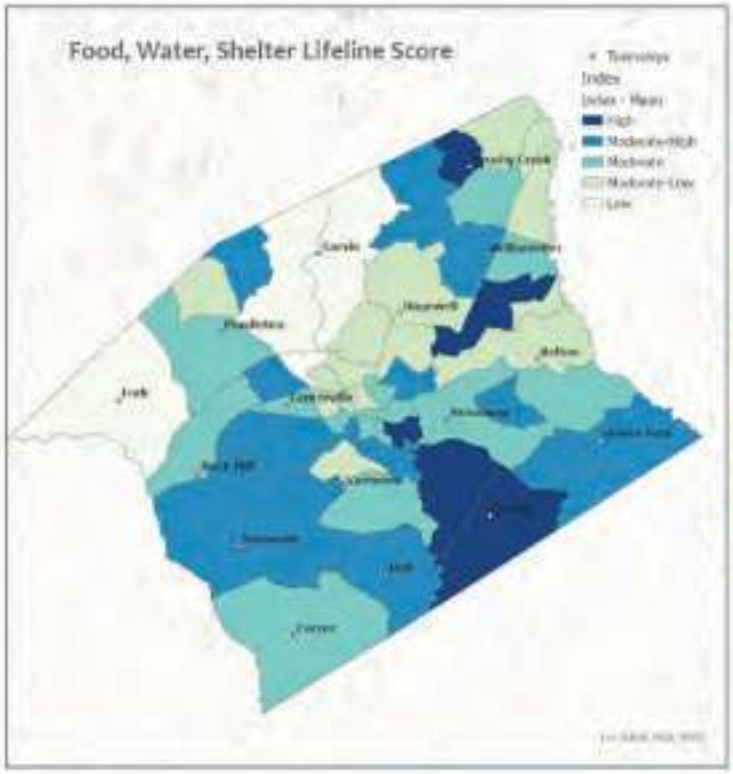


For the purpose of this Resiliency Element, local discussions determined weights among the criteria for Community Lifelines. In subsequent plans, it is advised that the Community Lifeline Status System tool by DHS be taken advantage of to give more accurate and detailed results.



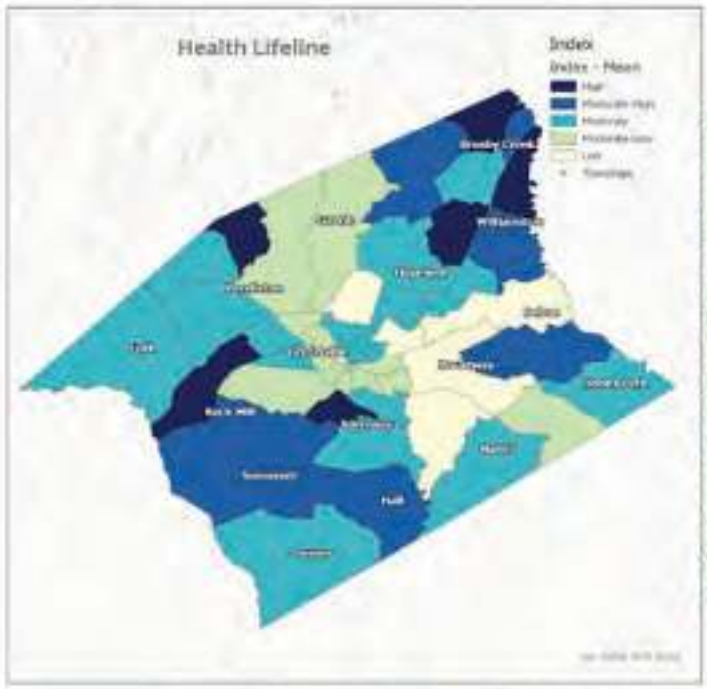
Safety and Security

Description	Score
Number of Inactive Hydrants	15
Crime Index	20
Law Enforcement facilities	15
EMS and Fire stations	20
Hydrant fire density	20
Public Schools	10



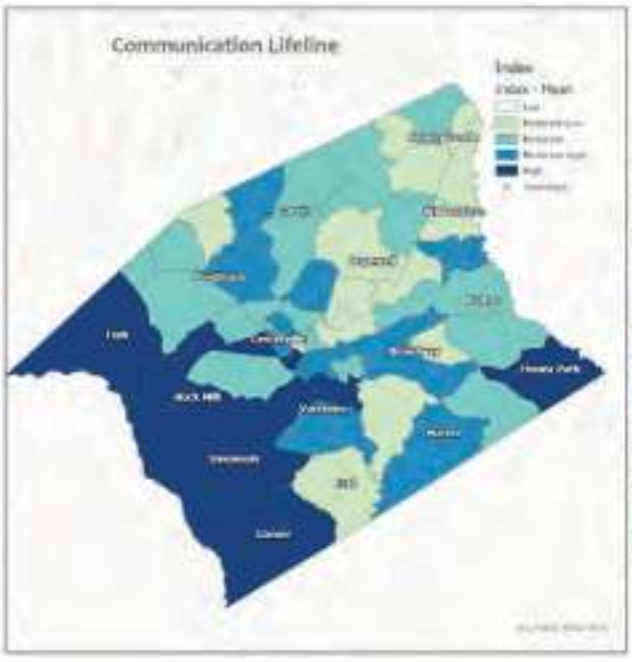
Food, Water and Shelter

Description	Score
Number of water facilities	15
Number of waste facilities	15
County parks	5
Number of shelters	10
Number of grocery stores	15
Walk time to grocery stores	15
Drive time to grocery stores	12
School neighborhood poverty	13



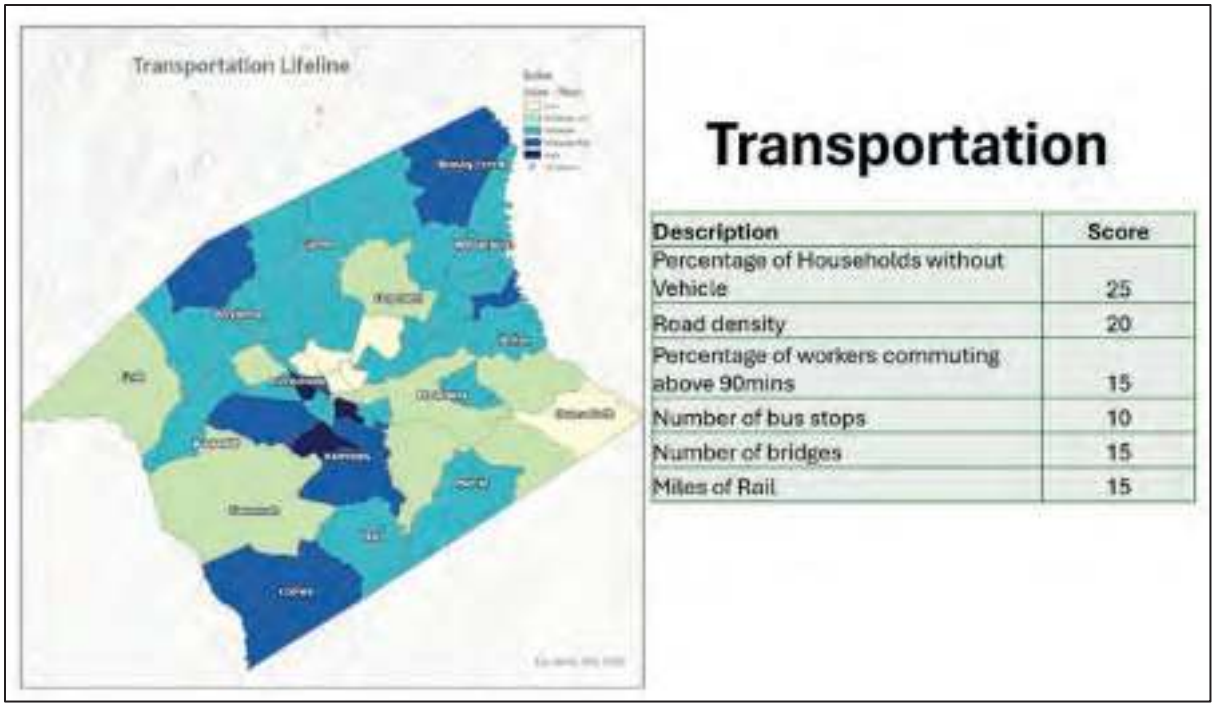
Health

Description	Score
Access to urgent care within 10min	20
Number without Health insuranc coverage	25
Fire stations and EMS points	20
Number of health care business	15
Acess to dialysis facility	10
Access to parks in 10 minutes walk	10



Communication

Description	Score
Percentage of Households without Internet Access	25
Household Population age 3+ not in school	15
HH population No Computer	25
Presence of Cell Tower	15
Household with internet but no subscription	20



Other Resilience Elements

It is impossible to discuss resilience without considering other aspects that relate to the residents and their well-being. Some of these areas, including health, transportation, and economic resilience, have been discussed in previous sections. Energy and food resilience are discussed below.

Energy Resilience:

The National Climate Study identified energy production and its dependence on water availability as a key concern in the Southeast, given the region's growing population and large, diversified economy. An increasing number of high-heat and dry days, as the climate warms, threatens efficient power generation, particularly when using natural gas and water-intensive nuclear power. This is particularly important given the operation of the hydroelectric plant at the Hartwell Dam.

The County's Hazard Mitigation Plan must consider the vulnerability of the County's population when it comes to risk from dam breaches, power grid failure, and similar catastrophes, whether due to natural disasters or acts of terrorism. Dams, power grids, and other major infrastructures are particularly vulnerable to

terrorism. We have come to realize in the past couple of decades that appropriate planning and precautions have become a necessary part of life.

Food Resilience:

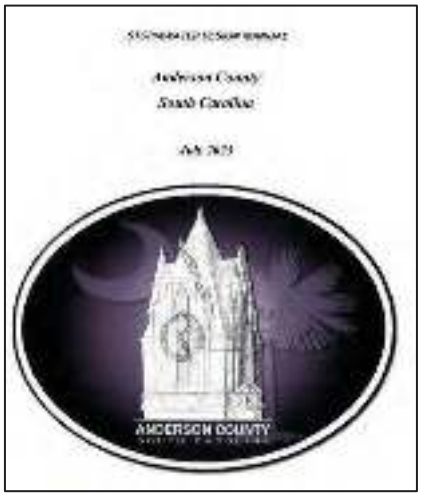
Access to food is essential for our community to survive and thrive, and agriculture is a large portion of our county's economy. Livestock, as addressed in previous elements of the Comprehensive plan, is an important industry in the county. However, the National Climate Study notes that these animals are particularly "vulnerable to heat stress." Additionally, changes in climate or precipitation will change what plants are able to grow in our region. Frost prone plants may be aided by increased winter temperatures, while drought and hot weather will be devastating to other crops. Drought and increased temperatures requiring more irrigation and water usage will further deplete water supplies.

Tools and Existing Protective Measures

Anderson County has several plans and regulatory tools that work together to reduce hazard risks, promote resilience, and protect public safety. These resources must be regularly updated and coordinated across departments and cross-county jurisdictions to remain effective.

Stormwater Design Manual

The county's Stormwater Design Manual and Stormwater Management and Sediment Control Ordinance set standards for managing stormwater runoff, controlling sediment and erosion, protecting wetlands and watercourses, and improving water quality. They establish design, construction, and maintenance requirements for drainage systems to mitigate flood risk and minimize environmental impacts associated with development.



Hazard Mitigation Plan

Through the Anderson County & Oconee County Natural Hazards Mitigation Plan (developed in compliance with the Federal Emergency Management Agency (FEMA) March 2023), the county identifies and addresses risks from natural hazards. The plan is updated annually and fully reviewed every five years to guide hazard mitigation actions and secure federal disaster funding.





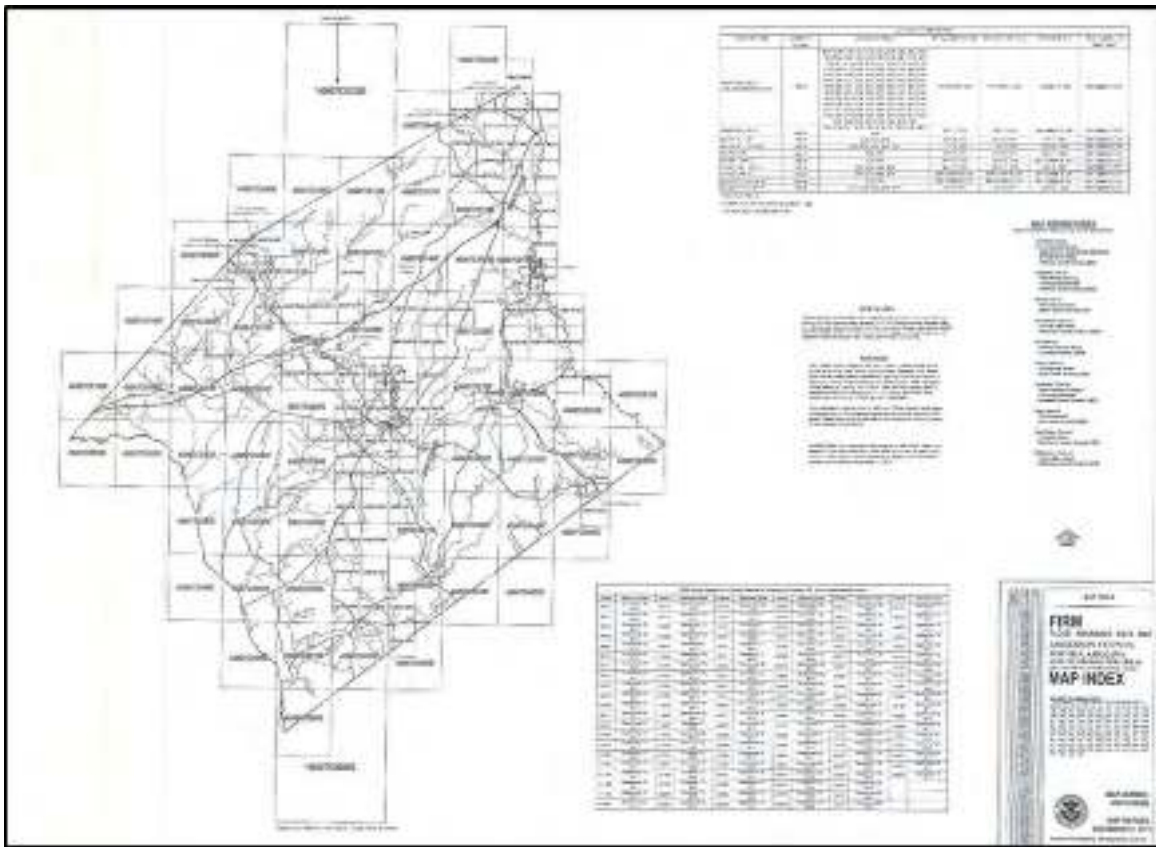
Green Infrastructure Plan

The Green Infrastructure Plan (2016): Green for Future Generations promotes integrating green spaces and ecological systems into county planning. It encourages resilient flood and water management, biodiversity protection, agricultural land conservation, cultural landscape preservation, and expanded public access to nature. Even though green spaces have been lost to development, the plan is still valid because the majority of the green spaces remain.

Flood Insurance Rate Maps

Additionally, the county uses Flood Insurance Rate Maps (FIRM) from FEMA to identify flood zones and communicate risk to the public, and it enforces the Flood Damage and Prevention Ordinance to regulate development in flood-prone areas. This ordinance minimizes public and private losses, ensures compliance with the National Flood Insurance Program, and helps preserve the natural functions of floodplains.

Together, these tools provide a comprehensive framework for reducing hazard risks, protecting natural systems, and building long-term resilience across Anderson County.



Recommendations

Guiding Policy

Resilience planning has taken a turn for the better. It is no longer reactive only only responding to hazards and disasters. True resilience planning is proactive and tackles hazards at their source, developing strategies, habits, and actions that may appear minor individually but collectively play a crucial role in enhancing Anderson's safety, habitability, and sustainability for future generations.

This element is guided by the South Carolina Code of Laws and informed by principles from the South Carolina Office of Resilience (SCOR) and the American Planners Association (APA), as well as existing long-range plans and ordinances for the county.

Recommended Policy Champions

Anderson County Council
Anderson County Planning Commission
Anderson County Emergency Management Division
Anderson County Planning and Community Development Department
Anderson County Building and Codes Department
Anderson County Development Standards Department
Anderson County Environmental and Code Enforcement Department
Anderson County Stormwater Department
Anderson County Parks and Recreation Department
Anderson County Clemson Extension
Anderson County Soil and Water Conservation District
Anderson County Watershed Protection Council
South Carolina Office of Resilience

Resiliency Strategies

Educate countywide personnel on state-sponsored resiliency programs.

Resiliency Actions

Create a long-range planning division within the Planning and Community Development Department to serve as a liaison between the county and South Carolina Office of Resiliency to implement resiliency strategies.

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TRANSPORTATION



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INTRODUCTION

A well-maintained and well-connected transportation system is necessary for a dynamic and growing county. The Transportation Element considers the entire transportation system from interstates to farm-to-market roads; from walking trails to bike routes; from pedestrian projects to public transit. It considers the current state of transportation, focusing on the road network. The County is responsible for all aspects of the roads it owns. Although it has some input into the decisions regarding roads owned by the South Carolina Department of Transportation (SCDOT), goal setting, policy decisions, and financing responsibilities lie with partner agencies under the direction of SCDOT and federal laws. The Element describes the transportation network and incorporates the plans (by reference) of the agencies who have jurisdiction over transportation planning and implementation.

Anderson County's transportation system itself includes multiple components: railway lines, the Regional Airport, a public transit system (Electric City Transit operated by the City of Anderson), and a network of local, collector and arterial roads and one Interstate. All transportation modes are important, but the fact remains that roads move the vast majority of people and freight in this County. Also, roads, with their varying characteristics, are a major factor affecting local land use decisions. The S.C. Local Government Comprehensive Planning Enabling Act of 1994 (as amended) calls for the Transportation Element to be developed in coordination with the land use element to ensure transportation efficiency for existing and future development.

Transportation planning is a complex and costly process that includes data collection, needs assessment, goal setting, alternative development, environmental and social impact assessment, plans for funding, implementation planning, monitoring, and public involvement. Engineering and construction are exponentially more expensive. This Element also serves as a call for the County to fully participate with transportation partners in choosing priority network improvements, getting a handle on access to properties so as not to degrade carrying capacities, and linking new and repurposed land uses along these roads to the land-use regulatory process.

There are several main partners in the Anderson County transportation mix which makes it more important to collaborate on priorities for the total network to operate as a well-designed and efficient system. None of these agencies are adequately funded for meeting local transportation needs. The Partners include the following:

- Anderson County Roads and Bridges Department
- Anderson County Transportation Committee ("C" Funds)
- South Carolina Department of Transportation (SCDOT)
- Anderson Clemson Area Transportation Study (ACATS)
- Greenville Pickens Area Transportation Study (GPATS)
- Appalachian Council of Governments (ACOG)
- Municipalities

Traffic increases with growth, and growth is generated by economic prosperity. Quality of life is impacted by growth associated with traffic congestion on Anderson County roadways—greater travel times, more accidents, and air pollution. Economic prosperity is preferable to stagnation and despite the perceived deleterious effects of traffic, the former context is generally preferable to the latter. Stopping growth is not acceptable to most residents and businesses in the long term since it results in higher property taxes and a reduction in available jobs. Growth brings inconvenience and expense, but it carries a surplus reinvestment in infrastructure and quality of life. Appropriate land use regulations aim to locate growth to areas with adequate infrastructure as a means to reduce residential conflict.

A closer analysis of the entire road network is necessary to determine where operational improvements are implemented so the system operates at its maximum capacity. There are relatively inexpensive options to help with travel times or designs that reduce the number of accidents. It requires a look at functional classifications, traffic counts, peak hour trips showing locations of congestion, accident locations, etc. Mapping such items reveals issues and possible remedies.

Inventory Of Existing Conditions

The roads in Anderson County form an extensive network that accommodates all types of trips. Many citizens are unaware of where the responsibilities, the costs, and the possibilities begin and end. There are over 3000 centerline miles of public roads in the County that include arterials, collectors, and minor roads, along with the vehicle bridges and large drainage culverts required to make them functional. The impact of roads on both the State's and the County's budgets is overwhelming. The County continues to pursue the means to adequately fund road maintenance and improvement.

The Road Network

The road network in Anderson County includes all the roads owned by the County and the State. The main network concerns of residents and businesses are the backlog of maintenance and rush hour traffic congestion that chokes the efficiency of the system. Network considerations include functional classifications, traffic density, and accidents. Funding and prioritization are issues that plague the transportation partners daily. Partners' project planning and programming factor into the efficiency of the system.

Functional Classification of Roads

Defining functional classifications and assigning them to all roads is vital in examining the functionality of the Countywide road network. Interstates and arterials promote mobility and traffic flow over direct property access, while local roads promote direct access over mobility and traffic. Collector roads serve as links that carry traffic to arterials. See the map on page 5.

An important part of a well-planned roadway network is the relationship and hierarchy of roads to land uses. Functional road classifications describe the character of service intended for the roadway and degrees of travel mobility and land access. An optimum roadway system balances mobility and access.

Section 24-115 of the Anderson County Code of Ordinances addresses Intensity Standards that require a Traffic Impact Study if a project generates 100 or more peak hour trips. All roads in the County are classified on the basis of their traffic carrying capabilities, their general function in the traffic circulation system, and

the existing land use of abutting properties. In Anderson County, the classification groupings include minor local, major local, collector, and arterial roads which are defined below. These definitions can be used in several ways to regulate land use. It is important for County departments to have common definitions.

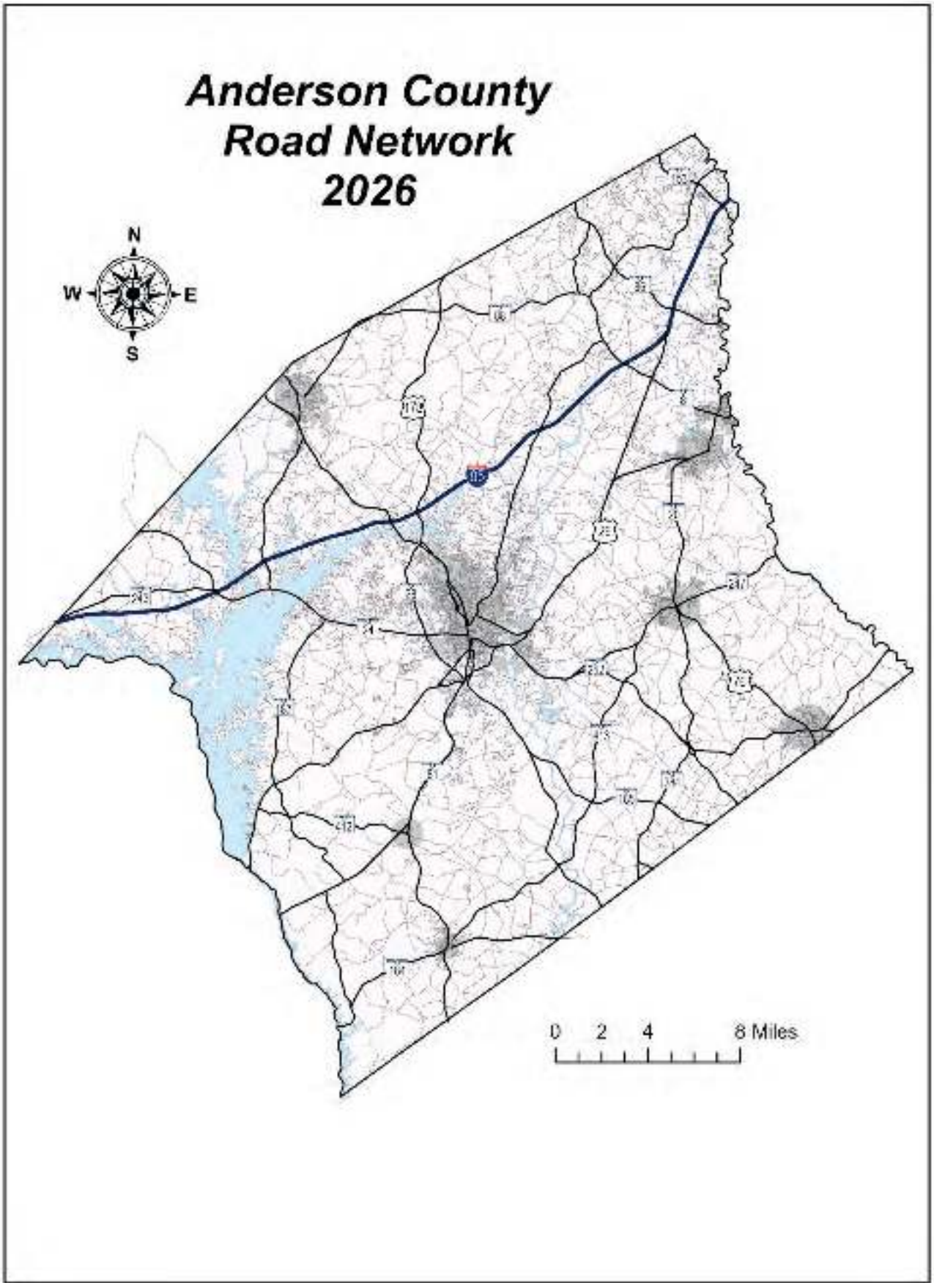
Minor local roads are designed primarily to access abutting properties. This road type normally terminates in a cul-de-sac, loop or other turnaround, with no more than two access points. These roads are generally thought of as neighborhood or subdivision roads. The maximum ADT (average daily trips) is 500 trips for one access point. The maximum ADT is 1000 trips for two access points.

Major local roads are designed to access abutting properties. This road type is characterized as one having two or more access points and receiving traffic from minor local roads. These roads are generally known as farm-to-market roads. They are not suitable for large traffic generators or attractors without major upgrades. The maximum ADT is 1600 trips.

Collector roads connect local access roads to the highway systems major and high-speed arterial roads. They provide both land access and traffic service for residential subdivisions, commercial and industrial areas. Collector roads form barriers between neighborhoods and are designed for higher speeds and traffic volumes than minor or major local roads and shall not be designed as a cul-de-sac. Optimum property access is controlled so as not to deteriorate the carrying capacity of the road. There is no maximum ADT.

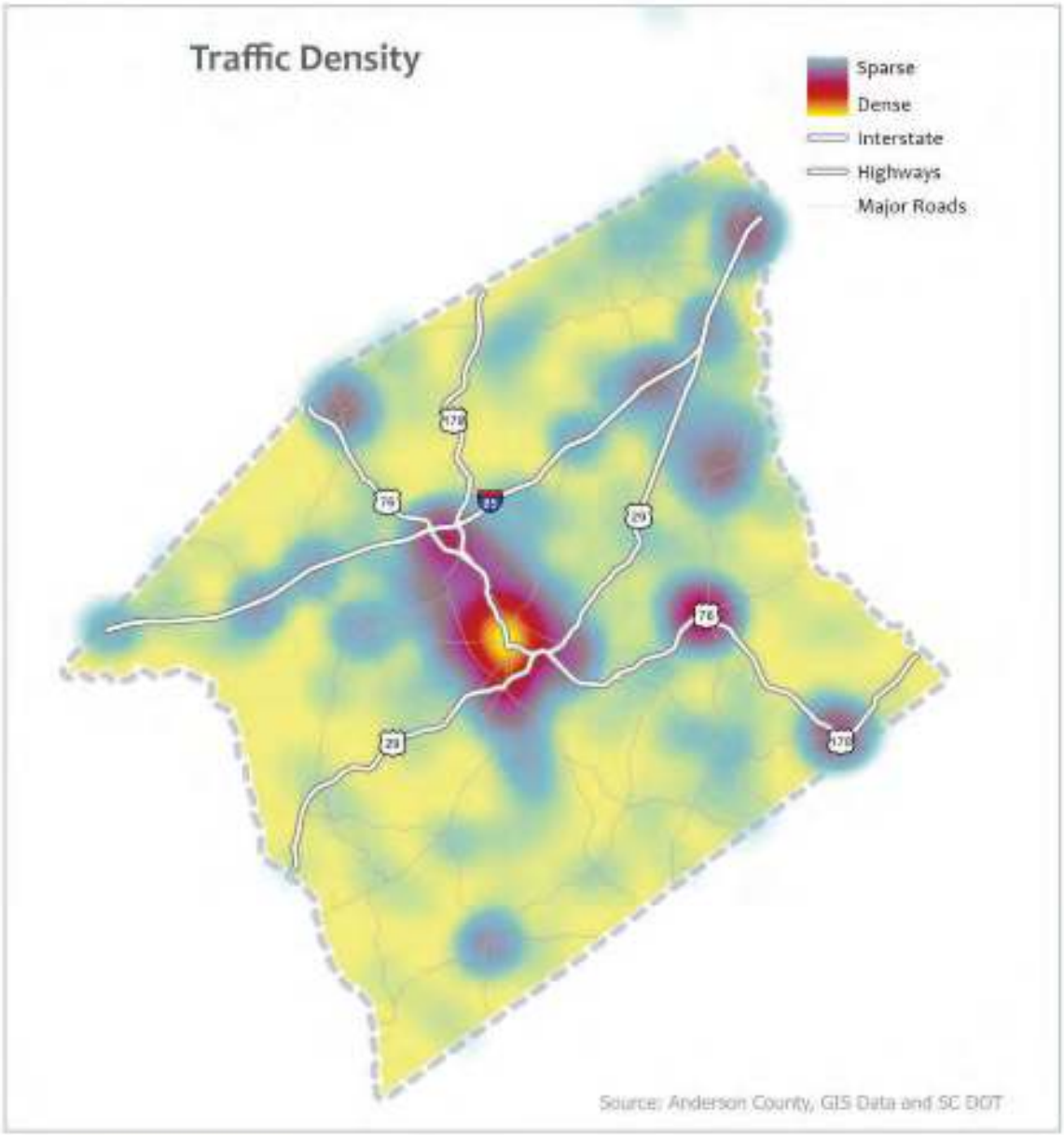
Arterial roads are designed to carry thru traffic and intra-county traffic. Arterial roads are characterized as having access control, channelized intersections, restricted parking and signalization. The concept of service to abutting land is subordinate to the provision of travel service. The carrying capacity of these roads is protected in the land use regulations.

There is no maximum ADT.


Anderson County
Road Network
2026
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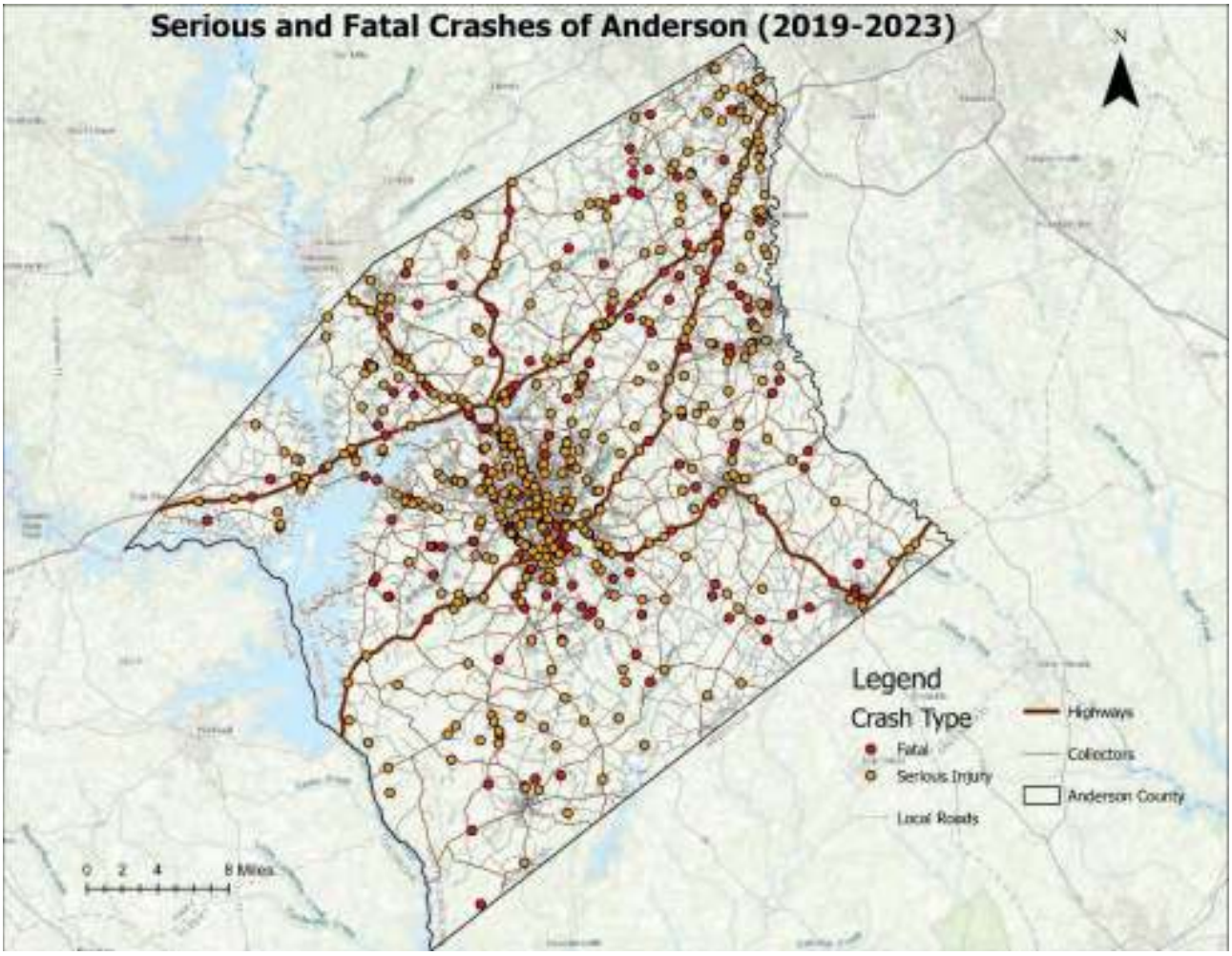
Traffic Density

The number of vehicles on the roads is certainly increasing. Growth in both residential and business uses are contributing factors. The economic prosperity that the County is currently experiencing results in more traffic issues as people come here to live, work, play, and do business. See Traffic Density map, page 6. Traffic in the urban area is the densest. The minor roads do not escape the peak hour congestion. There are multiple traffic nodes throughout the County.



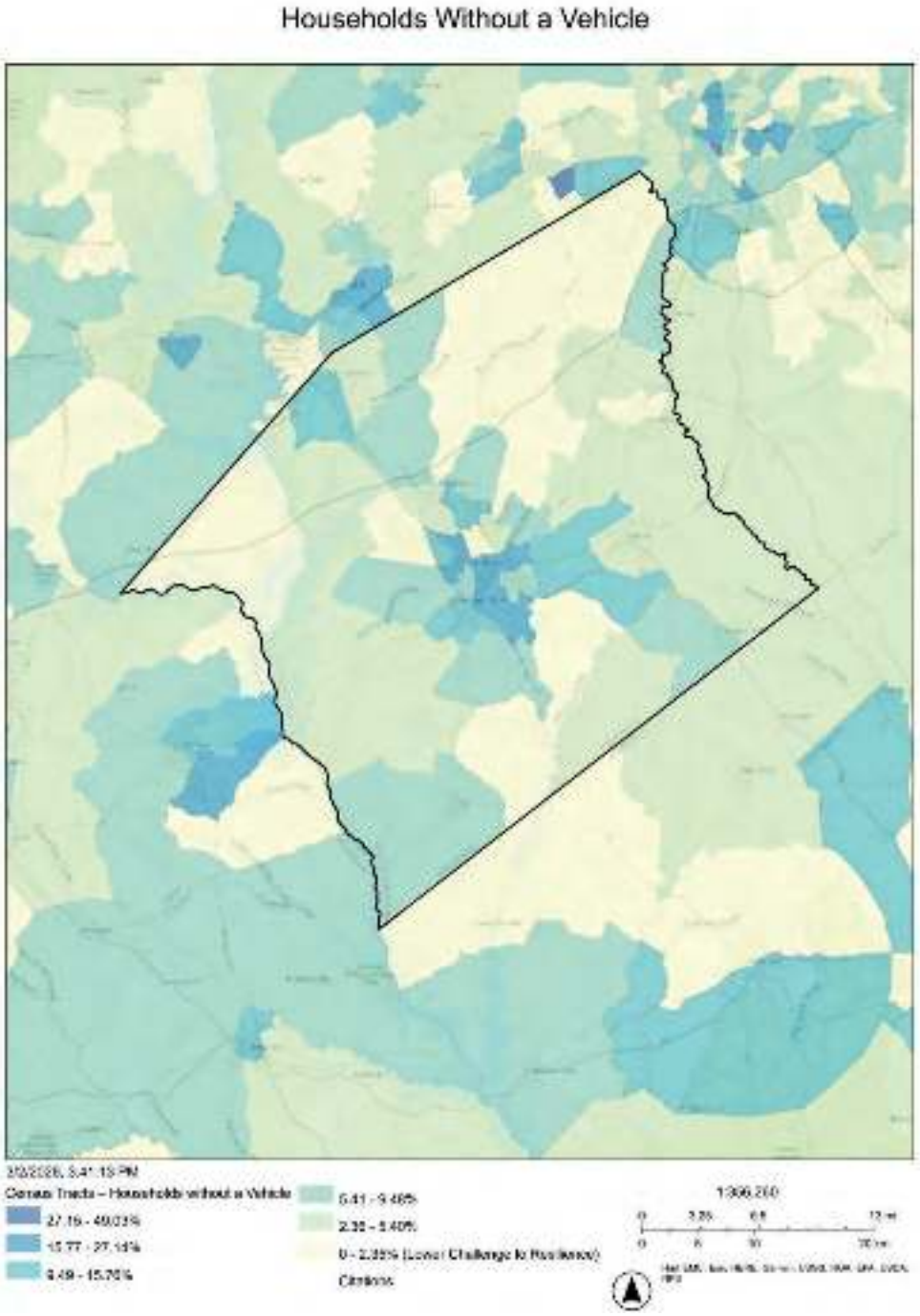
Accidents and Crashes

An analysis of Serious and Fatal Crashes in Anderson County is illustrated on the map on page 7. ACATS, GPATS, ACOG, SCDOT, and the County's engineers may assist in providing traffic safety measures to address the issues identified by this map.



Households Without a Vehicle

The map on page 8 shows households by census tract that do not own a vehicle. Some urban areas have almost 50% of their population who are without transportation. Some outlying tracts have up to 27% without cars. Senior Solutions offers rides to medical appointments, shopping, and other necessary trips for a fee. Medicare will cover the fee for a medical visit.



SCOR Strategic Statewide Resilience and Risk Reduction Plan, 2025 Update

Another tool to assist engineers with traffic safety efforts is the enhanced, high-resolution roadway elevation inventory that is being conducted by Clemson University with the support of the S.C. Emergency Management Division and SCDOT. SCOR also provides the First Street Risk Factor flood model (Flood Version 3.0) to identify potential road flooding vulnerabilities of SC roads. This valuable transportation resource will be made public as it is completed.

The Cost of Road Maintenance

Anderson County's most valuable asset, in terms of dollars, is its road network. Here in the United States, we use roads so frequently that we often take them for granted . . . until they have maintenance and congestion issues. Somebody must build roads and maintain them for the duration of their life cycle. These people are among the few who fully appreciate the complexity and expense of providing roads.

In the article "How Much Does It Cost to Build a Mile of Road?" in *Economy, Soil Stabilization, Surface Management*, Frank Elswick explains issues associated with road costs from new roads of varying sizes and topography to maintenance. He states that the "realities of road building have much to do with a number of variables: location, terrain, type of construction, number of lanes, lane width, surface durability, and the number of bridges, to name a few." Of course, it costs more to build a new road than to rehabilitate an existing road. It generally costs more to build roads in urban settings than in rural areas. The numbers are daunting.

How Much Does It Cost to Build, Maintain, or Expand a Mile of Road?

Road Type	Cost per Mile
Build Two-Lane Undivided – rural	between $2 and $3 million
Build Two-Lane Undivided – urban	between $3 and $5 million
Build 4-lane highway, rural or suburban	between $4 and $6 million
Build 4-lane highway, in urban areas	between $8 to $10 million
Build 6 lane interstate highway - rural	$7 million
Build 6 lane interstate highway - urban	$11 million-plus
Mill and resurface a 4-lane road	$1.25 million
Mill, resurface, expand a 4-lane road to 6 lanes	$4 million

Source: "How Much Does It Cost to Build a Mile of Road?" in Economy, Soil Stabilization, Surface Management, Frank Elswick, 2015.

More recent costs per mile specifically for Anderson County are found in the following table. These figures came from the Anderson County Transportation Committee.

Anderson County Transportation Committee Paving Cost Information	
Year	**Road Work and Cost Data**
2021	3.38 Miles at an average cost of $267,558.02
2022	9.07 Miles at an average cost of $342,426.75
2023	24.20 Miles average cost Breakdown of $577,020 per mile for 7.56 miles of CMRB, $352,721 per mile for 12.61 miles of Patch/Surface Treatment & Pave & $405,190 per mile for 5.52 miles of HIR, and Westinghouse Extension for New Westinghouse Road, Swaney Road, and Signalization of Intersection on US 76.
2024	24.20 Miles average cost Breakdown of $577,020 per mile for 7.56 miles of CMRB, $352,721 per mile for 12.61 miles of Patch/Surface Treatment & Pave & $405,190 per mile for 5.52 miles of HIR, and Westinghouse Extension for New Westinghouse Road, Swaney Road, and Signalization of Intersection on US 76
2025	16.39 Miles average cost Breakdown of, $864,983 per mile for 2.93 miles of CMRB, $458,042 per mile for 7.31 miles of Patch/Surface Treatment/Pave, $248,655 per mile for 5.44 miles of SAMI and .71 miles of Intersection construction at SC 86.
Source: Consor, Program History and Project Types, Engineer's Report, February 23, 2026	

Much of the funding for roads in the U.S. comes through programs supported by the Highway Trust Fund. According to a report from the Committee on Transportation and Infrastructure entitled *Running on Empty: The Highway Trust Fund*, the HTF was established in 1956 to finance the Interstate Highway System, but now supports broader surface transportation, bridges, and public transit. While drivers pay at the pump, taxes are collected by the Treasury and distributed to state and local governments for projects. It provides a dedicated source of funding for national infrastructure, with over 85% of its revenue coming from motor fuel taxes. To keep the fund solvent, Congress has regularly transferred hundreds of billions of dollars from the general tax revenue into the HTF to fill the gap. With road conditions at an all-time low and HTF dwindling in recent years to a level inadequate to fulfill existing approved projects, many jurisdictions are searching

for alternative and innovative ways to keep roads in good condition while staying within budget.

The Bridges and Safety Infrastructure for Community Success Act (BASICS Act), is a new bipartisan transportation bill recently introduced in Congress that makes targeted updates to existing federal transportation programs to improve accountability and speed in delivering local and regional transportation projects. The BASICS Act renews and updates federal surface transportation programs with a focus on local bridges, road safety and community-selected priority transportation projects. The bill also strengthens flexible formula programs for local projects and bolsters regional planning capacity. Current federal transportation programs expire on Sept. 30, 2026, and Congress is preparing to renew surface transportation programs later this year. "The bipartisan BASICS Act is a major advance toward securing counties' access to critical federal transportation funding" according to the National Association of County Engineers (NACE) who says the bill would better align federal funding with local needs and leverage the expertise of our nation's local road professionals across the country.

There are a number of items carried over from previous transportation bills. The FAST Act federal transportation legislation outlines several planning factors that must be considered during the planning process. The following eleven planning factors are used to guide development of the plan: Economic Vitality, Safety, Security, Accessibility/Mobility, Environment, Connectivity, Efficiency, System Preservation, System Resiliency/Reliability, Storm Water Impacts on Surface Transportation, and Travel/Tourism, with the latter three being newly added from the FAST Act legislation. Also passed along from MAP-21 legislation, the FAST Act focuses on transportation planning decision making that is performance based. This means agencies involved in transportation will invest resources in projects that are tied to targets that make progress toward these national goals for a "performance-driven, outcome-based approach to planning."

Alternative Modes of Transportation

Even though County residents are almost solely dependent on automobiles for their transportation needs, there are those who do not have access to transportation. The Transportation Partners need to seek opportunities to expand

transit and other alternative transportation for those underserved. Alternative transportation also provides air quality benefits, a reduction in vehicle miles traveled, and opportunities to be active. State and federal funding is available, but most grants require a local match.

When researching the most vibrant communities in the country, a variety of transportation modes are available, such as walking, cycling, trains, streetcars, trolleys and buses. In recent years, the demand for more modes of transportation has risen steadily. While the majority of residents use personal automobiles, there is major interest in walkable communities, including sidewalks, bicycle paths, and complete streets. As the County grows in population and develops the necessary critical mass, it will be able to support transit and other modes of transportation enjoyed by larger, denser communities.

In 2015 in the United States, commuting in slow-moving rush hour traffic released 56 billion pounds of CO_2 into the air, used an additional 3.1 billion gallons of gas, and cost the economy $160 billion in productivity losses. There is no specific breakdown of this information for Anderson County. (The New Urban Sociology)

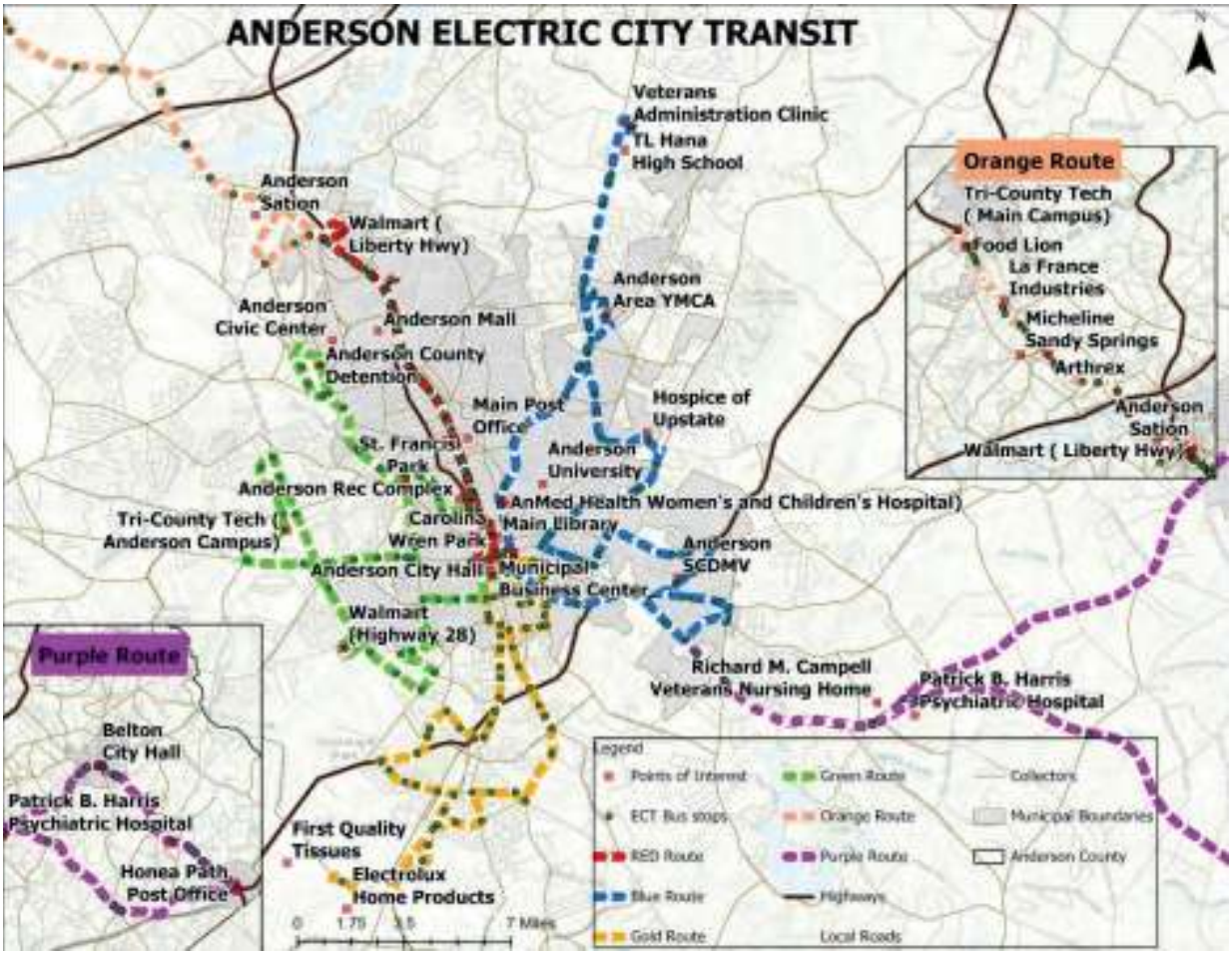
Public Transit

Transit service provides an important alternative to automobile travel and in many cases is the only available transportation option for residents who cannot afford a car or do not have the ability to drive. Anderson County currently collaborates with the City of Anderson to provide transit services within the County. Electric City Transit operates the system. This service is supported by local, state and federal funds. In addition, Clemson Area Transit (CAT) serves the Town of Pendleton with the Pendleton/Tri County Technical College route known as the Purple Route. See map, page 14.

In the unserved and underserved areas of Anderson County, such as Iva, Pelzer, Starr, and Williamston, Senior Solutions is available for public transportation to those areas not currently served by regular transit routes. Senior Solutions is a non-profit organization that provides rides to medical appointments and various errands for seniors and others for a fee.

Because of the rapid population growth in northern Anderson County,

Powdersville/Piedmont, and the SC-81 corridor has been targeted for bus rapid transit (BRT) service. This service could potentially connect with Greenlink on SC-153.



Pedestrian Paths, Bicycle Networks, and Walking Trails

Bicycles are an alternative mode of transportation utilized for environmental and health benefits. When greenways are intentionally connected with bike lanes and paths, they function as amenities for commuting cyclists. Furthermore, when greenways, bike paths, walking trails, and public transportation are connected, they create intermodal transportation opportunities.

The City of Anderson transportation and recreation network plans to include an additional 14 miles of greenways and 10 miles of bike lanes and paths, connecting key destinations such as AnMed Health North Campus, Anderson University and the Electric City Transit Transfer Center. The current multi-use path

parallels the East-West Parkway and has the potential to connect with the City's proposed multi-use paths both to the east and west. The east side multi-use path could connect to AnMed Health North Campus on Highway 81 and the Anderson Sports and Entertainment Center could connect on the western end of the Parkway.

The Rocky River Conservancy is a non-profit group collaborating with the City of Anderson, Anderson County, Anderson University, and other community partners to provide green space. The Conservancy seeks to connect with other planned community recreational and environmental resources to provide a comprehensive network of unique trails.



Anderson County has multiple hiking trails, including those at Clemson University Experimental Forest, Hartwell Dam and Pine Grove. The County has a mountain bike trail located in Sadler's Creek State Recreation Area and shares a multi-use path with Pickens County at Fant's Grove.

Anderson County expects to expand bike and pedestrian facilities as funds become available, usually through grants, private donations, and non-profit organizations. All existing and proposed facilities require mapping so connection opportunities are clear. Priorities for publicly funded trails will be decided through the local transportation planning process.

Freight – Trucking, Rail, and Air

Freight activities are vital to the economic health of Anderson County. National and state data indicate a continued increase in freight traffic, especially on U.S. highways and interstates. With access to major state highways, interstates, rail, and aviation, local governments must consider ways to improve freight movement and maintain adequate freight access.

In South Carolina, the trucking industry dominates the movement of most types of freight. Trucking has seen rapid growth over rail due to its speed, reliability,

flexibility and the capacity to meet surges in demand. According to the South Carolina Trucking Association, nearly 80% of the communities in South Carolina are served by trucks exclusively, and trucks carry 93.8% of all manufactured freight transported in South Carolina (148,900 tons per day). Medium and large trucks account for about 3% of all vehicles in the state according to the South Carolina 2020 State Rail Plan.

Trucking is very strong in South Carolina, but rail remains an integral part of the freight picture. Several railroads operate and maintain corridors in the Upstate region. Greenville and Western Railway Company (GRLW) is a Class III carrier, which acquired a 13 mile-long CSXT line segment from Pelzer to Belton. The railroad interchanges traffic with CSXT at Pelzer and with the Pickens Railroad Company in Belton, which also provides access to Norfolk Southern (NS). Pickens Railway Company consists of two separate operations located in the Upstate; the original Pickens Railroad (PICK) and Honea Path's Division (PKHP). PKHP is a combination of NS and CSXT branch lines located in Anderson County running from Anderson to Honea Path, via Belton, which is 28.5 miles. Both railroads' shippers include major industries in Anderson County.

The South Carolina Inland Port opened in October 2013, extending the Port of Charleston's reach 212 miles inland to Greer, S.C., providing shippers with access to more than 95 million consumers within a one-day drive. Norfolk Southern serves the inland port through its main rail line, and the facility is positioned along the Interstate 85 corridor between Charlotte and Atlanta, where Norfolk Southern operates additional rail yards.

There is no passenger rail servic e in Anderson County. Amtrak Crescent passenger trains provide the closest train service with routes running along the east coast from New York to New Orleans. The nearest station is located in Clemson, South Carolina.

Anderson County owns and operates the Anderson Regional Airport which has two asphalt runways measuring 6,000 feet long by 150 feet wide and 4,996 feet long by 150 feet wide. Oversight is provided by the Airport Advisory Board, the members of which are appointed by County Council. Financially, the airport operates as a special revenue fund. The Anderson Regional Airport serves the citizens, visitors and businesses of Anderson County and surrounding areas.

As one of the state's busiest general aviation airports, Anderson Regional Airport, maintains a five-year Capital Improvement Plan. The Airport is positioned to update its Master Plan with the South Carolina Aeronautics Commission's assistance. It has recently opened a state-of-the-art terminal to expand services and to support economic development.



Transportation Partners

The Transportation Element of the 2026 Anderson County Comprehensive Plan takes into account the ACATS, GPATS, and ACOG Long-Range Transportation Plans (LRTP) and Transportation Improvement Plans (TIP). Appendix H includes links to these plans that are periodically updated. SCDOT's State Transportation Improvement Plan (STIP) is included, as well as the County's plans for its roads. The STIP includes all state road projects that receive Regional Mobility funding. See the map on page 19. The focus is on road improvements, but consideration is given to multi-modal transportation in the Alternative Modes of Transportation section above. The TIPs use a fiscally constrained approach to balance rapid development with infrastructure needs. If projects appear in the STIP, they have been funded. Those projects in the LRTP are important but are not moved into the TIP until funding becomes available. Priorities may change for the projects in the LRTP before the funding becomes available. LRTPs usually have a 20-25-year horizon. Funding state road projects is a long, arduous process. Descriptions of the partners follow.

Anderson County Roads and Bridges Department

The County owns 1,554 centerline miles of roads, 160 vehicle bridges (55 of which are weight-limited), and 865 large drainage culverts (36 inches or larger). These are local roads and bridges that are the responsibility of Anderson County and not maintained by State or Federal agencies. Many of the County's roads and bridges were constructed in the 1950s and 1960s and are now deteriorating. Also, the majority of older existing culverts were constructed of metal which has a much

shorter life span than the concrete culverts typically used today. The Anderson County Roads and Bridges Department continues to inventory and inspect roads, culverts, and bridges while rating them according to condition, safety, and improvements required. County roads, bridges, and culverts are currently in maintenance mode due to limited funding. There are no County-funded road projects planned outside of required maintenance for the foreseeable future. 67% of the gas tax funding is spent on County Roads. See the section below that discusses the County Transportation Commission (CTC).

Anderson County qualifies for grants to help with planning and projects. The Roads and Bridges staff recently completed a Safe Streets for All (SS4A) Safety Action Plan. This plan makes Anderson County eligible to seek various additional funding. It resulted in two grant awards from the US Department of Transportation--$200,000 to develop the Plan and $529,600 to be used to pilot a program to support first responders on route to an emergency or transporting a patient. This device (Emergency Vehicle Preemption – EVP) interrupts the normal operations at a traffic signal to provide a green signal for approaching emergency vehicles provide a clear path without conflicts, so emergency vehicles do not have to run a red light. See the Appendix for a link to Anderson County Safe Streets for All Plan.

In terms of new development versus maintenance, the Roads and Bridges Department spends approximately 15-20% of its time on new development and 80% on maintenance. The Department also assists municipalities with potholes, sinkholes, maintenance, and road signs.

Various Anderson County representatives participate in ACOG and MPO Policy Committees and Study Team Meetings. They are responsible for the Anderson County Transportation Committee (ACTC), as well.

Anderson County Transportation Committee

Each County's Legislative Delegation Transportation Committee provides funding for various transportation projects within its jurisdiction. The County Transportation Committees are funded through gas tax revenue. Anyone may approach their County Transportation Committee and request funding for a project, such as an intersection safety project, a sidewalk, a road improvement, or another type of

transportation project.

"C" Funds consist of money returned to Anderson County from 3.99 cents per gallon of the State's gasoline tax distributed to the counties based on land area, population, and rural road mileage. The County must spend 33% of these funds on State roads. The 1.33 cents per gallon additional tax last added must be used for repairs, maintenance, and improvements to State Roads and will be credited toward the 33% State highway system funding requirement. The County Transportation Committee selects the projects. The following table gives an idea of the funding provided to and distributed by the ACTC.

SOUTH CAROLINA "C" PROGRAM
FORECASTED APPORTIONMENT OF FUNDS FOR FISCAL YEAR 2024-25
This chart includes (1) projected apportionment of $115,562,00.00, (2) a $20,500,000.00 Donor Bonus, and (3) a non-recurring earmark of $200,000,000.00

County	Apportionment Forecast		Donor Bonus	Apportionment Forecast + Donor Bonus	$200 Million Non-Recurring Distribution	Total Forecast (Apportionment + Donor Bonus + Nonrecurring Distribution)
	Percent	Amount				
Anderson	3.49%	$4,038,300.00	$ 562,362.71	$4,600,662.71	$6,988,900.00	$11,589,562.71

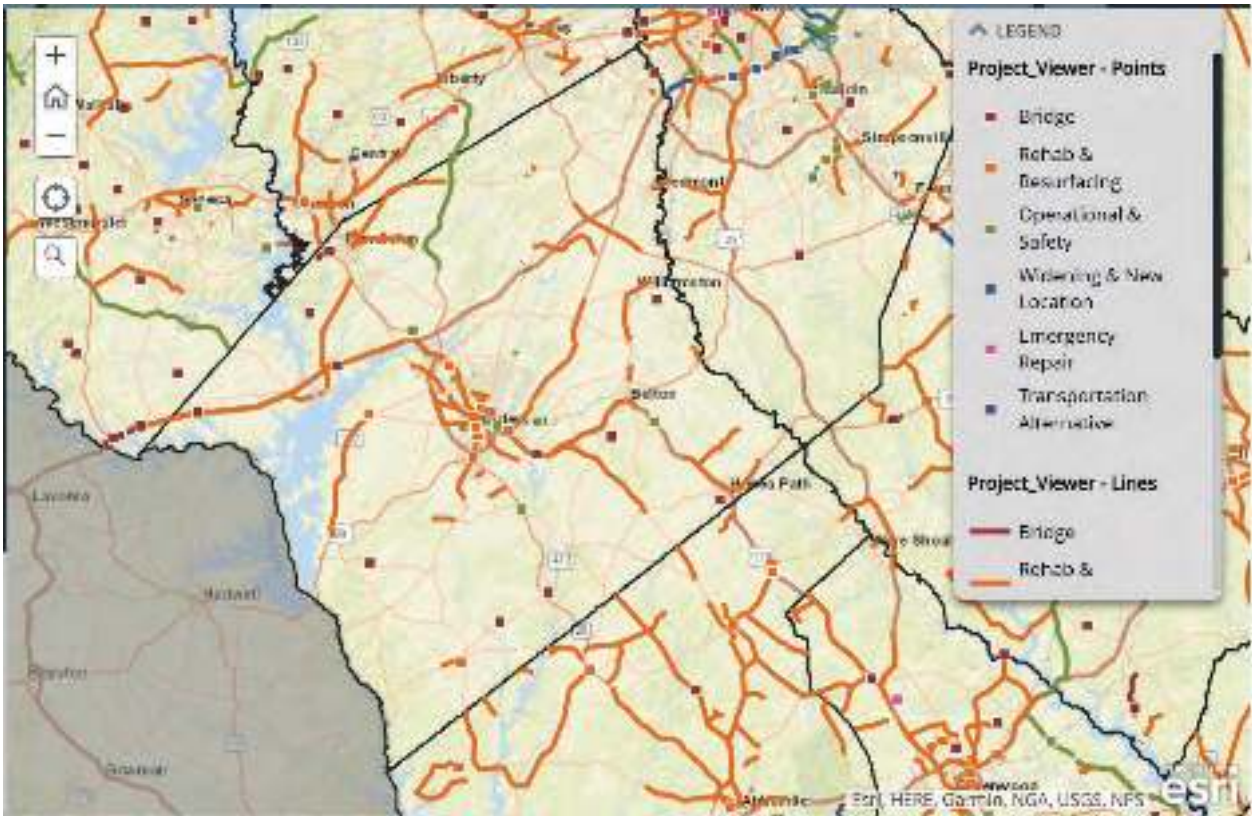
Source: Total C Fund Distribution - FY 24-25 PDF (www.scdot.org) (https://www.scdot.org/content/dam/scdot-legacy/performance/pdf/reports/Total%20C%20Fund%20Distribution%20-%20FY%2024-25.pdf)

South Carolina Department of Transportation (SCDOT)

The South Carolina Department of Transportation (SCDOT) operates and maintains approximately 1,337 miles of roads in Anderson County. The County contains 36 miles of Interstate 85 frontage with ten interchanges. In addition to its own road plans, It oversees the development of the transportation plans of GPATS, ACATS, and ACOG under the Regional Mobility Program and the Transportation Alternatives Program which are the funds with the most local input.

See the Appendix for a link to SCDOT Plans.

SCDOTRoad Projects in Anderson County



Source: SCDOTWebsite, SCDOTProgrammed Project Viewer, July 24, 2025

Municipalities

The nine independent municipalities within Anderson County also own and maintain about 200 miles of roads, along with multiple bridges. They are eligible for a portion of the County's C Funds and, if located within the MPOs if the road belongs to the State, they are also eligible for those dollars.

The remaining partners are GPATS, ACATS and ACOG. The map on page 21 shows their jurisdictions inside and outside of Anderson County. The map gives an idea of the competition for funding. The partners and their programs and funding are described in this section.

Anderson Clemson Area Transportation Study (ACATS)

ACATS is a Metropolitan Planning Organization operating in Anderson and Pickens Counties. It is housed in the City of Anderson Planning Department. The ACATS Policy Committee approves the scheduling of projects, the allocation of

funds, and guides the development of the region's transportation infrastructure. This includes, but is not exclusive to, roads and highways, mass transit, bicycle and pedestrian facilities, and freight. The Long Range Transportation Plan (LRTP), the Transportation Plan (TIP), and the Unified Planning Work Program guide ACATS operations.

ACATS is responsible for conducting regional transportation planning and overseeing transportation investments. It is involved in transportation projects that utilize federal funding within the boundary area. Only roads that are considered "federal aid-eligible" are included in the ACATS network. These roads typically do not include subdivision roads and smaller local roads as these are generally owned by Anderson County or one of its municipalities.

ACATS works with road projects, safety projects, bicycle and pedestrian projects, and public transit. It provides staff and technical assistance with a number of local plans, projects, and initiatives, and also provides funding to other agencies to carry out transportation-related studies.

See the Appendix for links to ACATS Plans.

Greenville Pickens Area Transportation Study (GPATS)

The Greenville-Pickens Area Transportation Study (GPATS) is a special Metropolitan Planning Organization called a Transportation Management Area (TMA), for the Greenville Urbanized Area. GPATS covers a significant portion of Greenville County and Pickens County, and smaller portions of Anderson, Laurens, and Spartanburg counties. It is housed in the Greenville County Planning Department.

The primary role of GPATS is to be the designated recipient of all State and Federal funds for transportation projects in the Greenville Urbanized Area. It operates virtually the same way ACATS operates. The UPWP, the LRTP and the TIP are required. GPATS controls its own Transportation Alternatives Program funding.

See the Appendix for links to GPATS Plans.

Appalachian Council of Governments (ACOG)

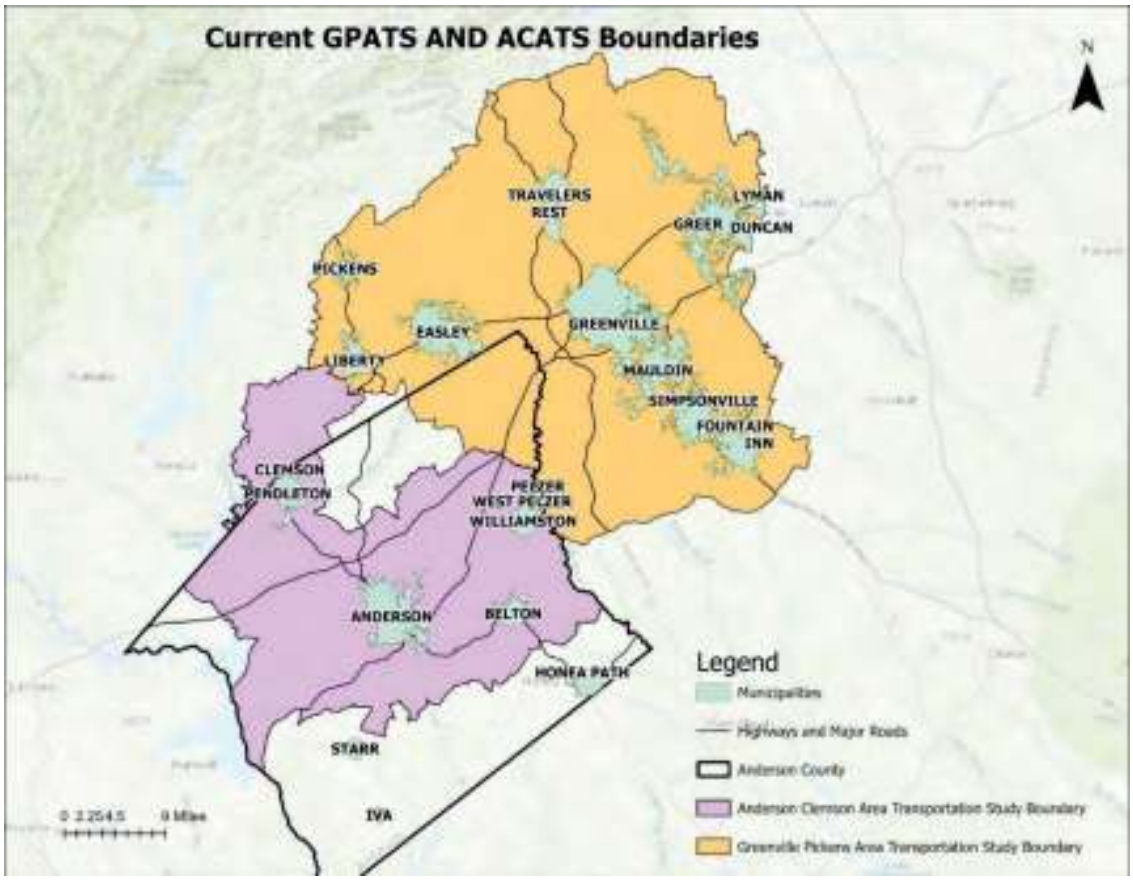
The Appalachian Council of Governments (ACOG) is the designated agency for rural transportation planning in the region. The ACOG is responsible for the update

and development of the LRTP and TIP for the rural areas outside of the GPATS and ACATS jurisdictions.

The map on page 21 depicts the GPATS, ACATS, and ACOG areas within Anderson County. Given that each entity plans for transportation in their geographic area, there must be a great deal of collaboration and coordination.

The ACOG's LRTP study area for Anderson County is depicted on the map on page 22. It is the area not served by ACATS or GPATS. The entire ACOG area encompasses six Upstate counties. There is much competition for ACOG's transportation funds and, likewise, much competition for GPATS funds.

See the Appendix for a link to ACOG's Plans.



MAJOR STATE AND FEDERAL FUNDING

The South Carolina Department of Transportation (SCDOT), the Anderson Clemson Area Transportation Study (a Metropolitan Planning Organization (MPO)), the Greenville Pickens Area Transportation Study (a Transportation Management Area (TMA) which is special type of MPO), the Appalachian Council of Governments (ACOG), and the County itself, work together to ensure that the road network operates efficiently. This intricate partnership plans and implements road and other transportation improvements. They maintain separate plans and funding, but these partners seek better transportation outcomes for the County.

Regional Mobility Funds (formerly Guideshare)

Until 2021, the funding program for these agencies was called the Federal Guideshare program but was renamed to the Regional Mobility Program. This change reflects SCDOTs efforts, in coordination with COGs and MPOs, to reinvigorate South Carolina's transportation planning methodology to focus on a more wholistic approach to transportation. This update includes policies that encourage complete streets efforts that include not only vehicular transportation, but pedestrian and bicycle travel, as well.

MPO, TMA, and COG projects are funded through the federal and state transportation Regional Mobility funds and allocated by SCDOT. The S.C. Transportation Commission sets aside funding from FHWA and SCDOT funds each year and distributes the money among the state's eleven MPOs (including TMAs) and ten Councils of Governments based on population and vehicle miles of travel in each region. The Regional Mobility Program sets the annual budget for highway improvements within each MPO or COG, and total project costs in any given year normally cannot exceed the Regional Mobility allotment.

Road improvements may include constructing roads, adding traffic lanes to existing roads, constructing paved shoulders, installing traffic signals, constructing sidewalks or bike lanes, or making safety improvements. Major maintenance improvements may also be included, such as resurfacing. However, minor maintenance activities such as patching potholes are not funded through these agencies but are handled directly by SCDOT maintenance units.

Transportation Alternatives Program (TAP)

The Transportation Alternatives Program (TAP), formerly known as Transportation Enhancements (TE), was created to help expand transportation choices and provide funding for activities that are often left out of transportation projects. Activities that are eligible for TAP funding include pedestrian and bicycle facilities, Safe Routes to School improvements, and projects that were previously funded by the Recreational Trails Program.

The Moving Ahead for Progress in the 21st Century (MAP-21) Highway Authorization Bill was signed into law On July 6, 2012. The former Transportation Enhancement Program, created by the Intermodal Surface Transportation Efficiency Act (ISTEA), was rebranded as the Transportation Alternative Program (TAP) which wraps Transportation Enhancements, Recreational Trails, and Safe Routes to School into a single funding source. TAP is funded through the Highway Trust Fund. Counties can apply for funding for qualified projects. Applications are made directly to GPATS in its jurisdiction and to SCDOT for the ACATS jurisdiction.

TAP grants funding can include the following project types:

- Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation.
- Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation.
- Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to address storm water management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff.
- Community improvement activities, including inventory, control, or removal of outdoor advertising.
- Historic preservation and rehabilitation of historic transportation facilities.
- Recreational trails program under 23 USC 206

Federal Transit Administration Projects

Federal Transit Administration (FTA) Section 5300 funds are provided to the local transit agencies by the federal government and funneled through the MPO/TMA to provide public transportation services. The funds are allocated based on

urbanized areas. Urban funding is available in Section 5307, which can be used for capital (e.g. purchasing buses, bus stop shelters, construction of facilities) and some maintenance activities and up to 50 percent of the net operating expenses of the transit system. These funds are used for Electric City Transit. The Clemson Area Transit system is funded through student fees.

State Infrastructure Bank Projects

Local governments can access State Infrastructure Bank funds. Section 350 of the National Highway System Designation Act of 1995 (NHS Act) (Public Law 104-59) authorized the U.S. Department of Transportation (U.S. DOT) to establish the State Infrastructure Bank (SIB) Pilot Program. As a result, the S. C. General Assembly, during its 1997 session, created the South Carolina Transportation Infrastructure Bank (SCTIB) to select and assist in financing major qualified projects by providing loans and other financial assistance to government units and private entities for constructing and improving highway and transportation facilities necessary for public purposes including economic development. It is a revolving fund for financing highway and transit projects through loans and credit enhancement. SIBs are designed to complement traditional Federal-aid highway and transit grants by providing states with increased flexibility for financing infrastructure investments.

The South Carolina SIB is funded through the State General Fund as a one-time source of capitalization, state recurring monies which include a share of a one cent per gallon gas tax (approximately $22 million annually), and truck registration fees (approximately $53 million annually). Other sources include loan repayments from the borrowers and additional contributions from SCDOT.

This Transportation Element is not meant to be a listing of projects that have already been built or approved, but as a resource for looking forward. The transportation partners in Anderson County can use this document to help them understand where the County stands and how to plug into the various aspects of transportation planning and implementation within the County. There are a host of strategies and actions presented below for consideration. There are links to the approved transportation plans and documents throughout the Element and in the Appendix.

RECOMMENDATIONS

Guiding Policy

Anderson County will utilize all tools accessible to it to ensure its total road network is efficient and as well-maintained as it can afford. It will fully participate in the decision-making processes affecting the network's safety and connectivity. Road classifications will be considered when rewriting County land use and zoning regulations to add a layer of protection for arterials, collectors, and local roads.

Recommended Policy Champions

Anderson County Roads and Bridges Department
Anderson County Administration
Anderson County Council
Anderson County Planning Commission
Anderson County Planning and Community Development Department
Anderson County Transportation Commission
SCDOT
ACOG
ACATS
GPATS
Municipalities

Transportation Strategies

Participate in and endorse the Transportation Improvement Plans and Long Range Transportation Plans for ACATS, GPATS, and ACOG. The plans (Appendix H) have been approved by the appropriate bodies and are incorporated by reference into the Comprehensive Plan. Work toward integrating land use with road, freight, transit, and active transportation improvements, including upgrading access to Interstate 85 and enhancing safety. The transportation network will enable safe access for all users. Streets will include pedestrian access, landscaping, streetscape, and signage as appropriate. Seek grant funding for alternative transportation options in the way of TAP grants, private foundation funds, non-profit assistance, and private funds. Support programs designed to improve streetscapes and road corridors, both for better visual appearance and improved operations.

Work to ensure the quality of the current network is maintained to provide robust service to residential, commercial, and industrial uses.

Recommended Actions

- The County Council and staff who participate in Policy Committees and Study Teams will seize opportunities to affect road connectivity and intersection improvements.
- The County will establish an internal county staff network (and they shall be as a club with brownbag lunches and/or remote meetings and/or official day meetings) with an official MISSION STATEMENT. They will be called the TITANS OF TRANSPORTATION and will hold a BIANNUAL FORUM to analyze the network for improvements on an ongoing basis and work those through the local funding mechanisms. They will keep records and inform partners of the results of their analyses and any funding opportunities.
- County Council and the County Roads and Bridges Department will collaborate fully with transportation partners ACATS, GPATS, the Appalachian Council of Governments, SCDOT, municipalities, and neighboring counties to identify important transportation improvements, with particular attention to connectivity.
- The Planning and Development Standards Divisions will work with the LUDO consultant to propose regulations to direct growth to areas with sufficient road capacity and to minimize inefficient growth patterns.
- The Roads and Bridges staff will work with the Planning Division and the LUDO consultant to develop regulations to mitigate the transportation impacts of new projects on the transportation network through the construction of turn lanes, new lanes, right-of-way dedication, sidewalks and trails, signalization, landscaping, or other measures deemed reasonable and appropriate.
- The Planning Division will gather/digitize data and map functional classifications, traffic counts, peak hour trips showing locations of congestion, accident locations, etc. can reveal a host of issues and possible remedies. Closer analysis of the entire road network is necessary to determine where operational improvements can happen and where various land uses are suitable for location.
- The Planning and Development Standards Divisions will work with the LUDO

consultant to write stronger regulations in unzoned areas, limit non-residential development on residential roads, and limit large traffic generators/attractors on farm-to-market roads.

- The Planning Division and the Roads and Bridges Department will work with the LUDO consultant to write regulations to preserve road capacity by adopting, applying, and enforcing regulations to manage property access.
- County staff from various departments will seek grants for planning and implementing mobility projects.
- The Planning Division will identify and link transportation efforts with the strategies and recommended actions of the Housing, Economic Development, and Land Use Elements of this Plan.
- County Council will work with SCDOT and the LUDO consultant to enhance "Gateways into Anderson." by regulating the appearance of certain roads, perhaps calling them appearance corridors. Another method would be to increase standards on collectors and/or arterials for landscaping, architectural design, signs, etc.
- The County Roads and Bridges Department, ACATS, GPATS, and ACOG will advocate for countermeasures to improve safety at intersections as needed countywide:
    - -Roundabouts - reduce conflict points (have reduced fatal crashes 100%)
    - -Access management – preserves carrying capacity
    - -Design alternatives
    - -Improved sight distance
    - -Traffic signals
- County Council will work with ACATS to pursue opportunities to expand/improve public transportation and other alternatives (i.e. sidewalks, bikeways), as funding allows, for those residents who do not have automobiles.

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Appendix H

South Carolina Code of Laws (6-29-510): (D) A local comprehensive plan must include . . . (8) a transportation element that considers transportation facilities, including major road improvements, new road construction, transit projects, pedestrian and bicycle projects, and other elements of a transportation network. This element must be developed in coordination with the land use element, to ensure transportation efficiency for existing and planned development . . .

Anderson County Roads and Bridges Department



Anderson County Comprehensive Safety Action Plan
Bit.ly/andersoncoss4a
Bit.ly/AndersonCoRecs

ACOG - Appalachian Council of Governments





US29 Corridor Study
https://www.us29study.com/

2045 Long Range Transportation Plan
https://www.cityofandersonsc.com/wp-content/uploads/2019/10/ANATS_TIP_21-27_approved.pdf

GPATS – Greenville Pickens Area Transportation Study



Long Range Transportation Plan:
https://gpats.org/Plans/LRTP.aspx

Transportation Improvement Plan:
https://gpats.org/documents/2025-2034%20TIP%20DOCUMENT%20updated%20PM.pdf





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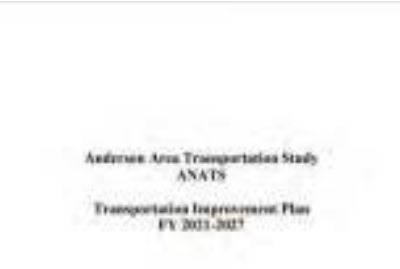
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ACATS - Anderson Clemson Area Transportation Study



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SCDOT Transportation Plans



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South Carolina State Transportation Improvement Plan: chrome-extension://efaidnbmnnnibpcajpcglclefindmkaj/https://www.scdot.org/content/dam/scdot-legacy/inside/pdf/planning/Approved-SCDOT%202024-2033%20STIP%20Final.pdf