



# STUDIO REPORT

*2025*

ANDERSON COUNTY, SOUTH CAROLINA  
Clemson University MCRP

# *AUTHORS*

## STUDENTS:

Daniela Agbeko  
Sedinam Barney  
Grace Bowar  
Beau Clardy  
Sydney Ford  
Cory Hauptman  
Haley Howell  
Franklin Izundu  
Leah Kaisner  
Andrew Karriem  
Dylan Mathis  
Charles Morrison  
Lennon Murphy  
Mabel Williams


## INSTRUCTORS:

John Gaber  
Barry Nocks  
Russell Stall



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# CHAPTER 1

## *HOUSING*

### AUTHORS:

Daniela Agbeko  
Noor Hooijmaijers  
Leah Kaisner  
Charles Morrison  
Lennon Murphy

### SOURCES:

Census Reporter  
American Community Survey  
(ACS)  
ESRI Updated Demographics



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# SECTION ONE: INTRODUCTION

## Introduction

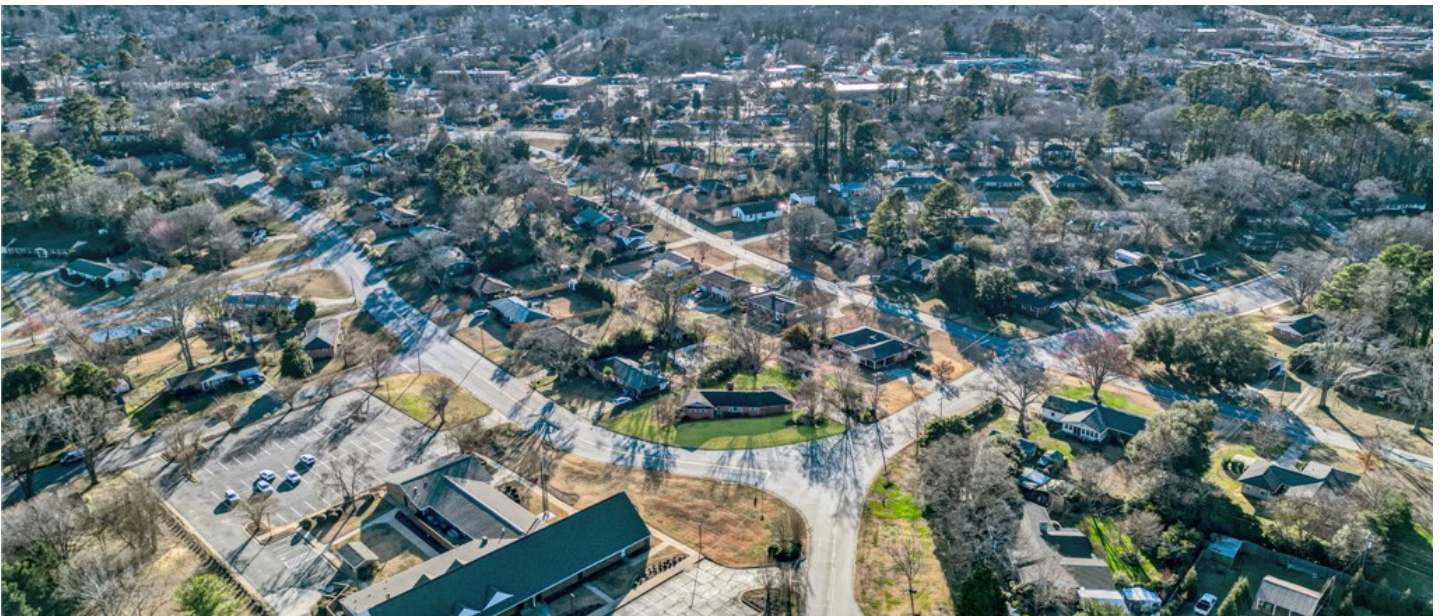
Anderson County has experienced rapid population and housing growth in recent years. With a rise in residential demand, the county now faces affordability challenges that impact both long-term and new residents.

The purpose of this housing element is to provide a comprehensive analysis of housing conditions in Anderson County. It identifies current and future housing needs across different incomes and demographics, and it outlines actionable strategies to support diverse and affordable housing options. This element serves as a policy framework to guide housing development, preservation, and affordability in both the urban and rural parts of the county.

Housing is a foundational component of community well-being, economic resilience, and environmental sustainability. Where people live influences their access to jobs, education, healthcare, and transportation. Therefore, a balanced and inclusive housing strategy that helps support economic development and improve equity and quality of life is needed. The Housing Element is closely linked to other elements of the Comprehensive Plan as it reflects the county's vision of equitable growth and quality of life for all residents. It helps guide where new homes should go, makes sure that the neighborhoods have the needed roads and utilities, and supports local job growth by addressing the need for affordable housing. All elements combine to support a strong future for Anderson County.

## Vision Statement

Anderson County will support a variety of housing types and price points to make sure that all residents, regardless of income, age, or background, have access to safe, quality, and affordable homes. The county will pursue policies and programs that encourage this vision by working closely with public, private, and nonprofit partners.



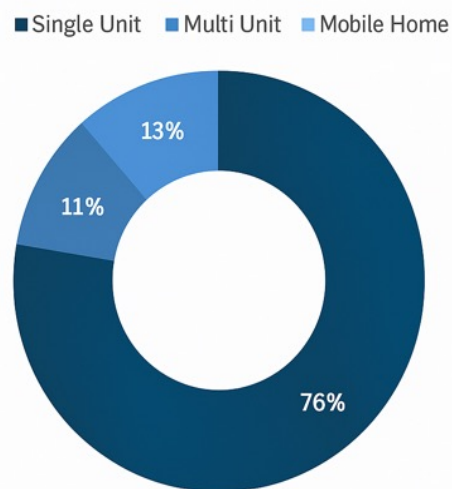
# SECTION TWO: EXISTING HOUSING CONDITIONS



## Existing Housing

Anderson County has 93,805 housing units, making up just under 4% of South Carolina's total housing stock. The composition of housing structures in Anderson County reflects a predominantly single-family residential landscape, with 76% of all units categorized as single-unit structures. This high percentage underscores the county's emphasis on traditional neighborhood development and long-standing preference for detached housing. Mobile homes constitute a notable portion of the housing stock, accounting for 12.6%, which suggests both affordability considerations and the presence of rural or semi-rural living patterns. Multi-unit structures, such as apartments and townhouses, make up 11.4% of the total housing, indicating a smaller but present share of higher-density residential options. There are virtually no residences classified under unconventional housing types such as boats, RVs, or vans. These figures are consistent with Anderson County's suburban and rural character and emphasize the need for a balanced housing strategy that accommodates future growth while maintaining community preferences and character.

**OCCUPIED HOUSING UNITS BY STRUCTURE TYPE**

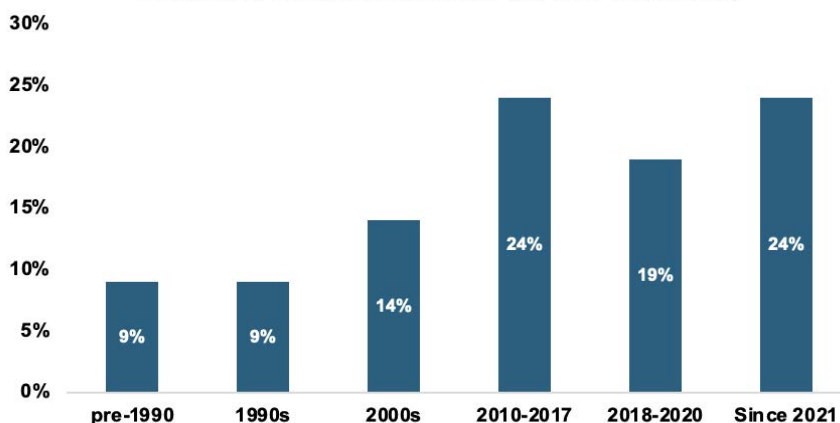


Source: 2023 Census Reporter

About 92% of housing units in the county are occupied, with 76.1% being owner-occupied and 23.9% renter occupied. These figures highlight the county's residential stability and long-term community investment. Vacant units make up a relatively small portion—just 7.5%—of the total.

Recent data on move-in dates tells an interesting story about Anderson County's shifting population trends. While only 9% of residents have lived in their homes since before 1990, a significant number — 24%—moved in between 2010 and 2017, and another 19% between 2010 and 2018. Most notably, 24% of current residents have moved in since 2021. This recent influx signals a strong interest in the area and suggests that Anderson County is becoming an increasingly desirable place to live. It also points to the potential for continued population growth in the near future. This growth is where planning efforts must address the housing stock necessary.

**Year Moved to Anderson County (by % of population)**

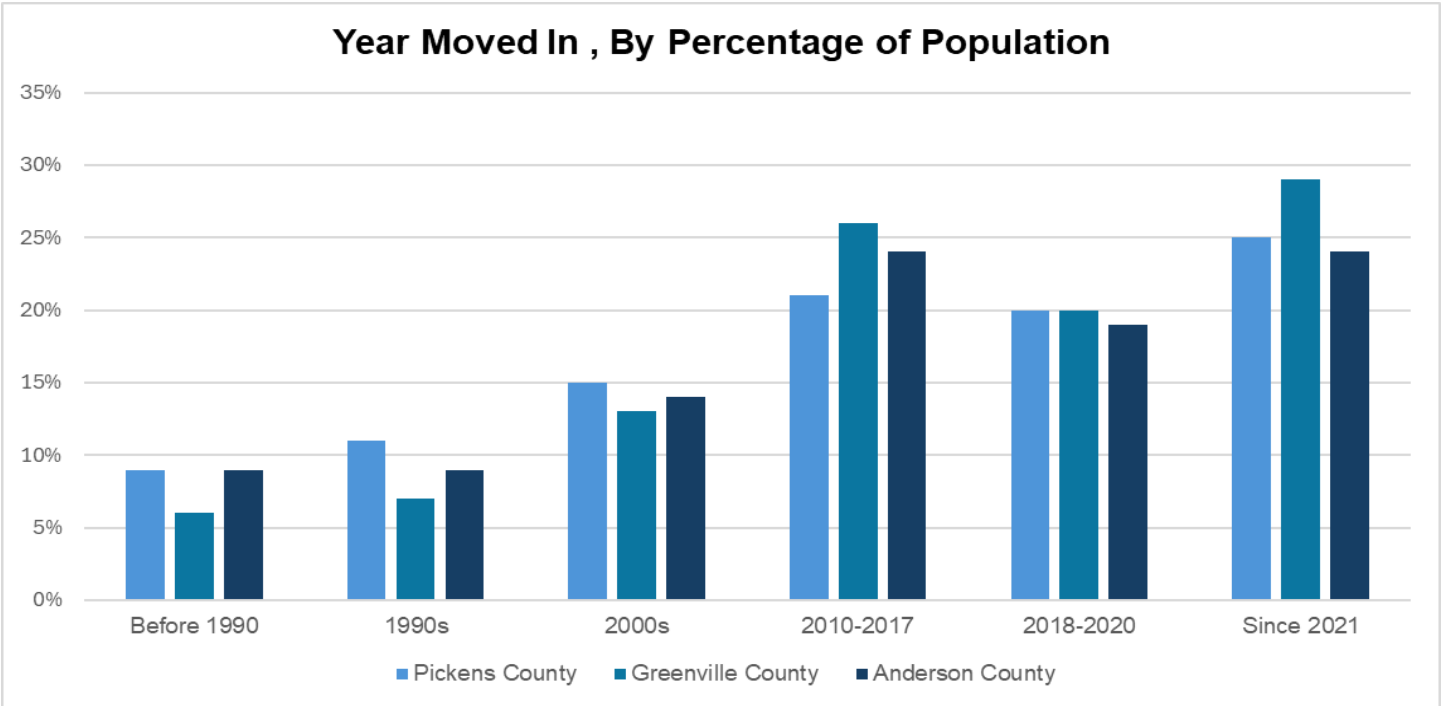


Source: 2023 Census Reporter



## Comparison with Greenville and Pickens County

An analysis of recent move-in data across Anderson, Greenville, and Pickens Counties reveals distinct residential mobility patterns that reflect both growth trends and community stability. Anderson County stands out with the highest percentage of residents, 24%, having moved in since 2021, indicating a recent surge in population and growing demand for housing. This figure surpasses that of Greenville and Pickens Counties and highlights Anderson’s increasing attractiveness as a residential destination. Across the 2010–2017 period, all three counties experienced significant movement, with Anderson again leading slightly. In contrast, Greenville County maintains a comparatively higher share of long-term residents who settled in prior to 1990 or during the 1990s, suggesting more established residential roots. These trends highlight the need for responsive planning efforts in Anderson County to address the implications of rapid in-migration on housing availability, infrastructure, and community services.

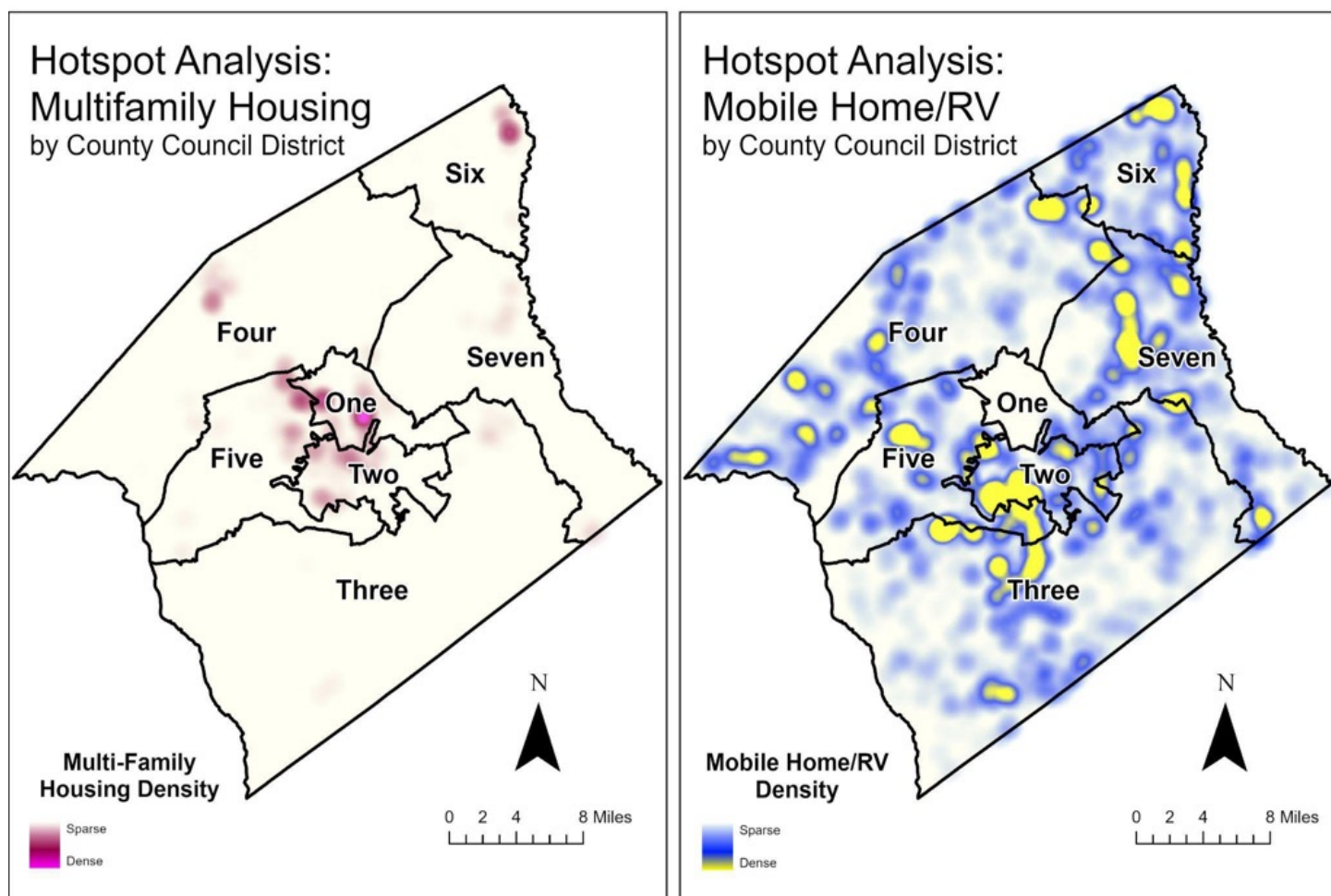


Source: 2023 Census Reporter

The maps below show a hotspot analysis of Mobile Homes/RVs and multi-family housing in Anderson County. The hotspot analysis displays the relative density of a particular housing type. In this case, while mobile homes are prevalent throughout the county, the county districts with the highest density are Districts Two and Seven. This makes sense, as both districts have relatively lower median income averages and a preponderance of single-family homes. Multi-family housing is much less common throughout the county, with the most significant concentrations being in the downtown Anderson area, Pendleton, and Powdersville.

This can be potentially explained by the following:

- Downtown Anderson is the only truly “urbanized” area in the county, and there is less available land for single-family homes.
- Pendleton is near Clemson and Clemson University and is home to many students.
- Powdersville is near I-85 and Greenville, making it prime for commuters looking for lower rents.

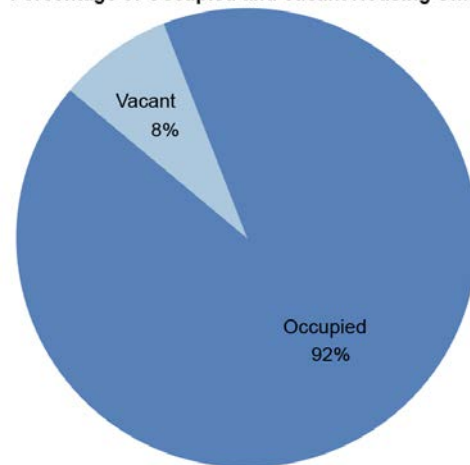


Source: ESRI Updated Demographics 2024

## Housing Tenure and Vacancy Rates

Anderson County exhibits a high housing occupancy rate, with 92% of its housing units currently occupied and only 8% classified as vacant. This low vacancy rate suggests a relatively stable and active housing market, reflecting strong residential demand and limited excess supply. High occupancy often indicates a healthy local economy and a desirable quality of life, attracting new residents and retaining existing ones. However, such a tight housing market can also place pressure on affordability and availability, particularly for first-time homebuyers, low-income residents, and renters. As population growth continues, the county may face increased demand for diverse housing options. Planning efforts should proactively address this by ensuring that future development includes a mix of housing types and affordability levels, while also monitoring vacancy trends as an early indicator of shifts in market balance or neighborhood-level change.

Percentage of Occupied and Vacant Housing Units



Source: 2023 Census Reporter

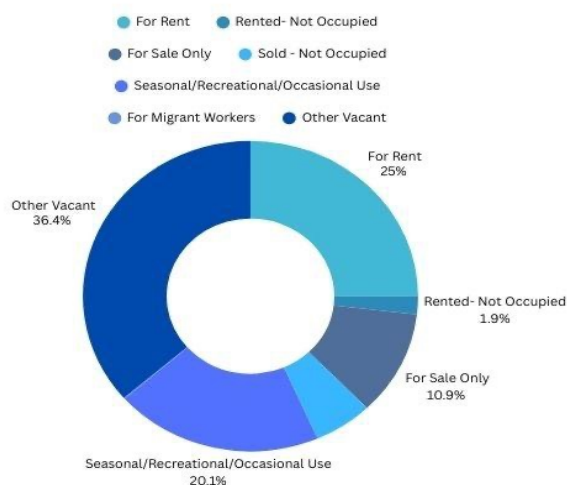
## Vacancy units by status

According to the 2020 Census, Anderson County had 8,751 vacant housing units at the time of reporting, with a variety of reasons behind those vacancies. The largest share—about 25%—were rental units that were currently available for rent. This highlights ongoing activity in the local rental market. Homes listed for sale made up around 11% of the vacancies, indicating small opportunities for homeownership across the county. This small number is possibly influenced by the COVID-19 pandemic.

Some homes were in transition: about 1.9% were rented but not yet occupied, and 5.7% had been sold but were still awaiting move-in. A notable 20.1% of vacant homes were used for seasonal or occasional purposes, pointing to Anderson County's appeal as a part-time or vacation destination for Lake Hartwell close by.

There were also a few more specialized uses, such as 10 units were held for migrant workers. However, the largest portion of vacant units—more than a third (36.4%)—fell into the “other” category. This broad group may include homes undergoing renovations, properties tied up in legal or financial issues, or those simply unlisted for any specific use. In Summary, this data helps paint a clearer picture of Anderson County's vacant housing landscape and points to areas where future planning can support housing availability and stability.

Census 2020 Vacant Housing Units by Status

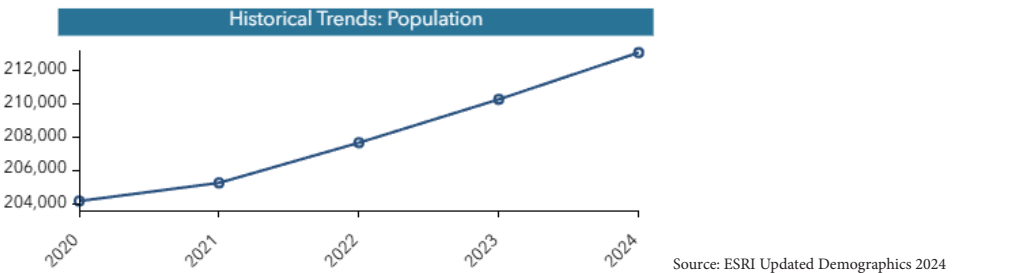


Source: Census Data

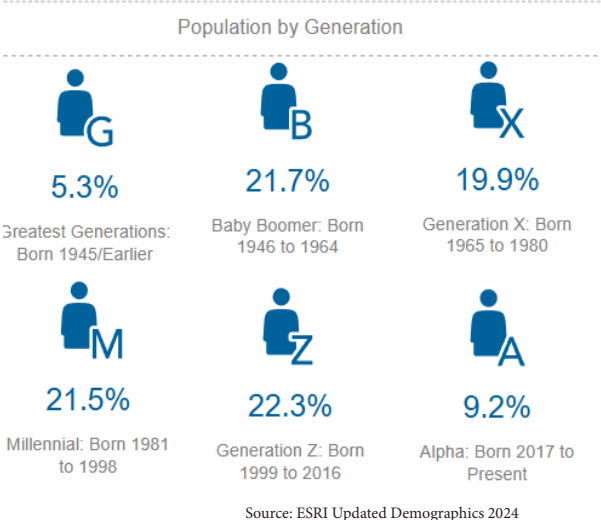
**SECTION THREE:**  
**DEMOGRAPHICS**  
**AND HOUSING**  
**AFFORDABILITY**

# Population

Anderson County, South Carolina, has a population of 213,089 residents, with 84,556 households averaging 2.48 persons per household. The population growth rate from 2010 to 2020 is 0.86% based on the census data.

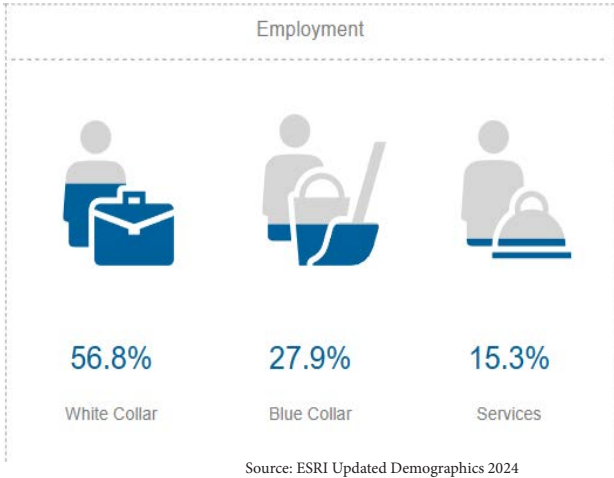


The county’s median age is 41.5 years, showing a balanced distribution of age groups, with 21.8% of the population under 18, 58.0% between 18 and 64, and 20.2% aged 65 and older. Generationally, the population is 22.3% Generation Z, 21.5% Millennials, 19.9% Generation X, and 21.7% Baby Boomers, with smaller proportions of the Greatest Generation and Generation Alpha. The county’s median age is 41.5 years, showing a balanced distribution of age groups, with 21.8% of the population under 18, 58.0% between 18 and 64, and 20.2% aged 65 and older. Generationally, the population is 22.3% Generation Z, 21.5% Millennials, 19.9% Generation X, and 21.7% Baby Boomers, with smaller proportions of the Greatest Generation and Generation Alpha.



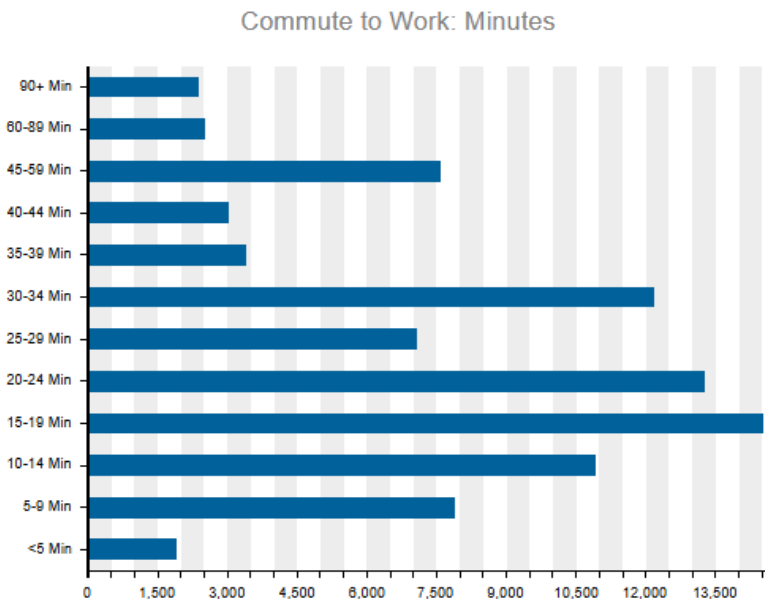
# Workforce demographics and transportation

Anderson County’s workforce is predominantly employed in white-collar occupations (63.6%), with smaller shares in blue-collar (22.1%) and service-related jobs (14.3%). Commuting patterns indicate a high reliance on personal vehicles, with 83% of workers driving alone and only 8.8% participating in carpools. Alternative transportation modes, including biking (0.3%) and walking (0.3%), are not widely utilized, and no residents report using public transit for commuting. Commute times reflect moderate travel distances, with the largest share (16.9%) commuting 25-29 minutes. These trends highlight the need for a transportation network that supports diverse commuting options, promotes accessibility to employment centers, and aligns with future housing development to reduce reliance on single-occupancy vehicles.

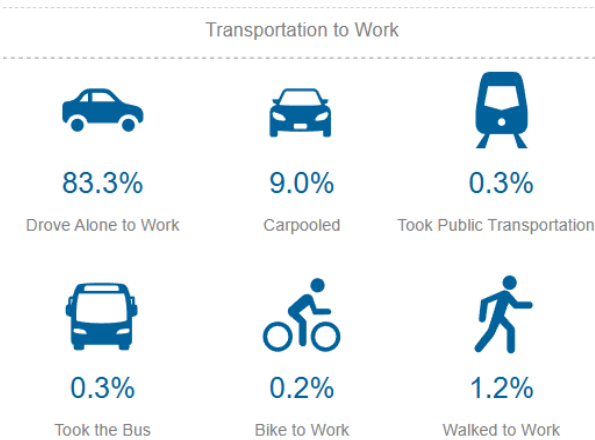


In Anderson County, the majority of residents have relatively short commutes to work, with the most common travel time being between 20 to 24 minutes, a pattern that applies to over 12,000 commuters. Following closely behind, 30 to 34 minutes is the second most frequent commute time, with around 11,000 individuals, and 15 to 19 minutes ranks third, with approximately 10,000 residents.

Overall, nearly half of the county’s workforce commutes less than 30 minutes, suggesting that many people live relatively close to their places of employment. However, a significant portion of residents which is nearly one-third, face longer commute times of 30 minutes or more. About 9,000 people travel between 30 to 44 minutes each way, and over 4,000 individuals spend 45 to 59 minutes commuting daily. Smaller but still notable groups report commutes of 60 minutes or more, including around 1,000 to 2,000 residents.



In terms of how people get to work, the overwhelming majority 83.3% drive alone, indicating a strong car-dependent culture and determining longer commute time to and from employment centers from their homes. Carpooling is the second most common mode at 9.0%, while all other forms of transportation make up less than 2% combined. Only 0.3% of workers rely on public transportation or the bus, 0.2% bike to work, and 1.2% walk. These numbers highlight a need for more robust transit options and infrastructure for alternative modes like biking and walking if the county aims to support more sustainable, accessible commuting choices.



Source: ESRI Updated Demographics 2024

These patterns matter because longer commutes and car-dependence often result in higher transportation costs, reduced personal time, environmental impacts, and even negative health outcomes. For local policymakers and planners, understanding these trends is crucial for shaping future investments in transportation infrastructure, promoting job opportunities closer to residential areas, and supporting initiatives like remote work. While Anderson County has a strong foundation of manageable commute times, addressing the needs of those with longer drives and limited travel options could help improve overall quality of life and economic resilience across the region.

Adding to the picture of daily life in Anderson County, the nature of employment plays a major role in shaping how residents commute and the transportation options they rely on. The local workforce is predominantly employed in white-collar jobs (56.8%), which typically include office, administrative, and professional roles. These types of jobs often offer more predictable hours and, in some cases, remote work flexibility, which could help



explain the large percentage of commutes under 30 minutes.

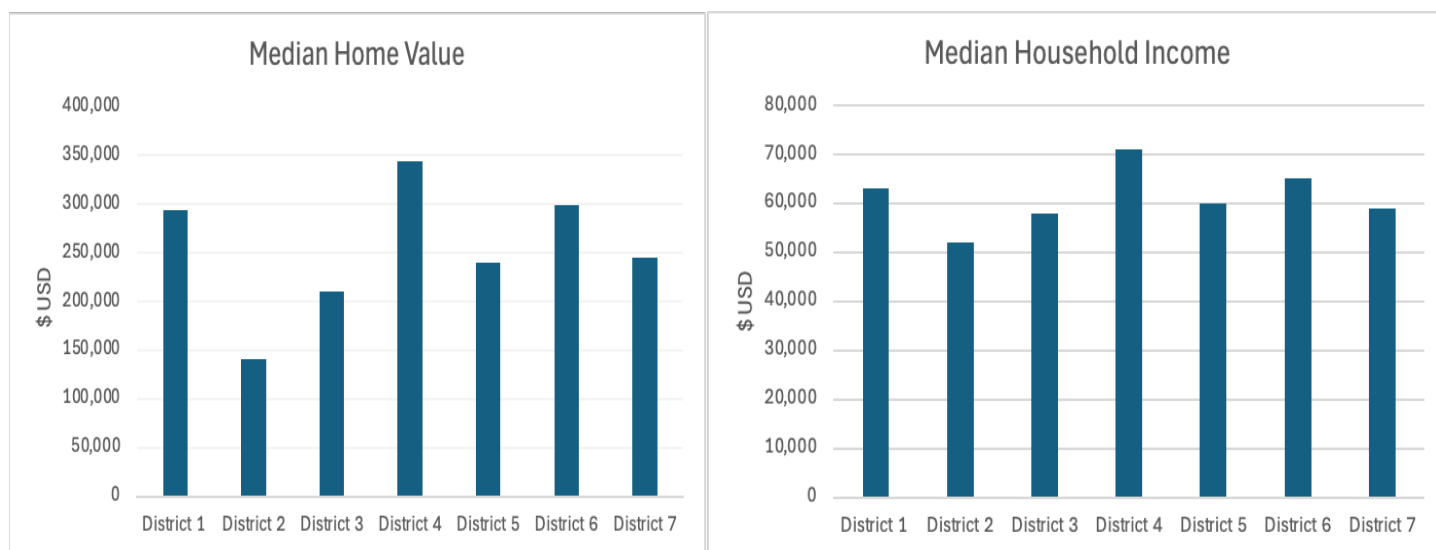
Meanwhile, blue-collar occupations which include construction, manufacturing, and skilled trades make up 27.9% of employment. These jobs may require travel to industrial parks or construction sites not always located near housing clusters or public transit lines, contributing to some of the longer commute times observed. Lastly, 15.3% of residents are employed in service occupations, such as food service, cleaning, and retail. These roles often involve irregular hours and lower wages, yet are essential to the county's economy. The combination of job types and transportation patterns reinforces the picture of a region where driving alone is the norm, and where limited alternative commuting options could present challenges for residents without access to reliable personal vehicles. Expanding public transit, improving pedestrian and cycling infrastructure, and incentivizing mixed-use development near employment hubs could offer long-term solutions that increase accessibility and reduce commute strain particularly for service and blue-collar workers.

## Median home prices vs. median household income

Housing affordability in Anderson is shaped by the relationship between income and housing costs. The median household income in Anderson County is \$64,148, slightly below the statewide median of \$64,938. The median home value in Anderson County is \$263,899.

- District 4 stands out with both the highest median home value (\$350,000) and the highest household income (\$71,000).
- District 2 has the lowest median income (\$52,000) and also the lowest home value (\$180,000).

Despite these alignments, housing affordability may still be strained as the home price is well above the median household income.



These graphs show that median home prices are outpacing household incomes in nearly every district in Anderson County. This imbalance indicates that many households have to spend over 30% of their income on housing, while also making entering into homeownership increasingly difficult.

## Affordable housing availability

As housing prices continue to rise across Anderson County, the availability of affordable housing has become more and more limited, specifically for low and moderate-income households. While there has been an increase in housing construction over the past decade within the County, much of this development has been focused on higher-end markets. Therefore, many essential workers, seniors, and young families struggle to find homes within their price range.

According to the 2026 Anderson Housing Element Draft, 40.4% of renters in the county are cost-burdened, meaning they spend more than 30% of their monthly income on housing. This shows a widening gap between housing costs and wages. Affordability challenges are most visible in Districts 4 and 5, which are areas that include desirable lakefront and suburban neighborhoods with higher property values. Meanwhile, rural parts of the county face different challenges, including limited infrastructure and fewer public services, which constrain new development and restrict housing choice.

### *What is affordable housing?*

Affordable housing refers to housing that costs no more than 30% of a household's gross income. This includes rent or mortgage payments, utilities, taxes, and insurance. This threshold is a nationally recognized standard set by the U.S. Department of Housing and Urban Development (HUD) and is used to evaluate housing needs.

In South Carolina, the definition for affordable housing aligns with HUD's standard, although it applies a slightly stricter threshold (S.C. Code §6-29-1110). For ownership this means that no more than 28% of the annual income should be spent on principal, interest, taxes and insurance. For renting this means no more than 30% of the annual income should go toward rent and utilities.

## Summary of affordability factors

- o The median household income for Anderson County is \$64,148, while the median home value is \$263,899.

Using data from the 2020 census and 2023 American Community Survey, Median home values and Median household incomes (MHI) were used to calculate the affordable home price and monthly mortgages for each council district of Anderson County by various levels of MHI. This allows a closer look at home affordability challenges in each district and demonstrates the areas that require more affordable housing. The tables are based on the average annual interest rate for 2025 of 6.75% on a 30-year loan (the most common loan among homeowners). Then, the affordable home price is compared to the median home price of the district, creating the affordability gap for each class of MHI. There are some limitations to this analysis, such as, homes around the Lake Hartwell area (districts 4 and 5) could be second homes or rentals, affecting the income or home price data.

District 1					
MHI	INCOME LEVEL	AFFORDABLE HOME PRICE	AFFORDABLE MONTHLY MORTGAGE	MEDIAN HOME VALUE	AFFORDABILITY GAP
\$76,590	50% MHI	\$147,606.82	\$957	\$292,782	-\$145,175
	80% MHI	\$236,170.91	\$1,532	\$292,782	-\$56,611
	100% MHI	\$295,213.63	\$1,915	\$292,782	\$2,432
	120% MHI	\$354,256.36	\$2,298	\$292,782	\$61,474
District 2					
MHI	INCOME LEVEL	AFFORDABLE HOME PRICE	AFFORDABLE MONTHLY MORTGAGE	MEDIAN HOME VALUE	AFFORDABILITY GAP
\$34,702	50% MHI	\$66,878.86	\$434	\$140,285	-\$73,406
	80% MHI	\$107,006.17	\$694	\$140,285	-\$33,279
	100% MHI	\$133,757.72	\$868	\$140,285	-\$6,527
	120% MHI	\$160,509.26	\$1,041	\$140,285	\$20,224
District 3					
MHI	INCOME LEVEL	AFFORDABLE HOME PRICE	AFFORDABLE MONTHLY MORTGAGE	MEDIAN HOME VALUE	AFFORDABILITY GAP
\$54,477	50% MHI	\$104,989.90	\$681	\$210,317	-\$105,327
	80% MHI	\$167,983.84	\$1,090	\$210,317	-\$42,333
	100% MHI	\$209,979.80	\$1,362	\$210,317	-\$337
	120% MHI	\$251,975.76	\$1,634	\$210,317	\$41,659
District 4					
MHI	INCOME LEVEL	AFFORDABLE HOME PRICE	AFFORDABLE MONTHLY MORTGAGE	MEDIAN HOME VALUE	AFFORDABILITY GAP
\$79,232	50% MHI	\$152,698.57	\$990	\$343,082	-\$190,383
	80% MHI	\$244,317.71	\$1,585	\$343,082	-\$98,764
	100% MHI	\$305,397.13	\$1,981	\$343,082	-\$37,685
	120% MHI	\$366,476.56	\$2,377	\$343,082	\$23,395
District 5					
MHI	INCOME LEVEL	AFFORDABLE HOME PRICE	AFFORDABLE MONTHLY MORTGAGE	MEDIAN HOME VALUE	AFFORDABILITY GAP
\$63,764	50% MHI	\$122,888.12	\$797	\$239,347	-\$116,459
	80% MHI	\$196,620.99	\$1,275	\$239,347	-\$42,726
	100% MHI	\$245,776.24	\$1,594	\$239,347	\$6,429
	120% MHI	\$294,931.49	\$1,913	\$239,347	\$55,584
District 6					
MHI	INCOME LEVEL	AFFORDABLE HOME PRICE	AFFORDABLE MONTHLY MORTGAGE	MEDIAN HOME VALUE	AFFORDABILITY GAP
\$87,810	50% MHI	\$169,230.38	\$1,098	\$299,059	-\$129,829
	80% MHI	\$270,768.60	\$1,756	\$299,059	-\$28,290
	100% MHI	\$338,460.75	\$2,195	\$299,059	\$39,402
	120% MHI	\$406,152.90	\$2,634	\$299,059	\$107,094
District 7					
MHI	INCOME LEVEL	AFFORDABLE HOME PRICE	AFFORDABLE MONTHLY MORTGAGE	MEDIAN HOME VALUE	AFFORDABILITY GAP
\$63,216	50% MHI	\$121,831.99	\$790	\$244,005	-\$122,173
	80% MHI	\$194,931.19	\$1,264	\$244,005	-\$49,074
	100% MHI	\$243,663.99	\$1,580	\$244,005	-\$341
	120% MHI	\$292,396.79	\$1,896	\$244,005	\$48,392

Source: ESRI Updated Demographics 2024

Anderson County's housing landscape paints a complex picture. While the median household income (MHI) and home prices vary across its seven districts, a clear trend emerges: many residents, especially those earning below the median, are priced out of the current market.

For example, in District 1, where the MHI is \$76,590, homes are technically affordable at that income level but only for those earning 100% or 120% of MHI. At 50% MHI, the affordable home price is just \$147,608, leaving a staggering \$145,175 affordability gap when compared to the district's median home value of \$292,782. Even residents earning 80% of the median face a gap of over \$56,000.

The situation is even more alarming in Districts 2 and 3, where median incomes fall below \$55,000. In District 2, a household earning \$34,702 (the district median) can afford a home priced around \$133,757 yet the median home value is \$140,285. While this may seem like a manageable difference, it underscores how thin the margin is for working-class households, many of whom may also be blue-collar or service workers.

In District 4, with a relatively high MHI of \$79,233, the gap closes slightly. Households earning 100% of the median can afford homes priced at \$305,397, just shy of the district's median home value (\$343,082). However, those earning half the MHI would face a massive shortfall of \$190,383, indicating a steep climb for lower-income earners, including many essential workers.

These affordability gaps hit particularly hard when considering the employment and commute patterns in the county. A large share of Anderson's workforce is made up of blue-collar workers (27.9%) and service workers (15.3%), who typically earn less and often lack flexibility in housing choices. Many of these residents endure longer commute times, not by choice, but by necessity, driven farther from job centers in search of affordable housing.

The dominance of single-occupancy vehicle commuting (83.3%) further reflects the county's spread-out housing patterns, where limited transit options (only 0.3% use public transportation) and long housing affordability is deeply intertwined with income level, job type, and transportation access. While white-collar workers may find homeownership within reach in several districts, blue-collar and service workers often fall short both in terms of income and opportunity. Closing the affordability gap will require targeted investment in affordable housing near job centers, expanded transit access, and creative zoning and development incentives that reflect the needs of all residents, not just those earning above the median. Commute corridors are common. In areas where housing is unaffordable near employment centers, residents must travel farther, resulting in the 20–34 minute average commute range seen earlier.

# SECTION FOUR: HOUSING NEEDS AND CHALLENGES

## Affordable housing gap

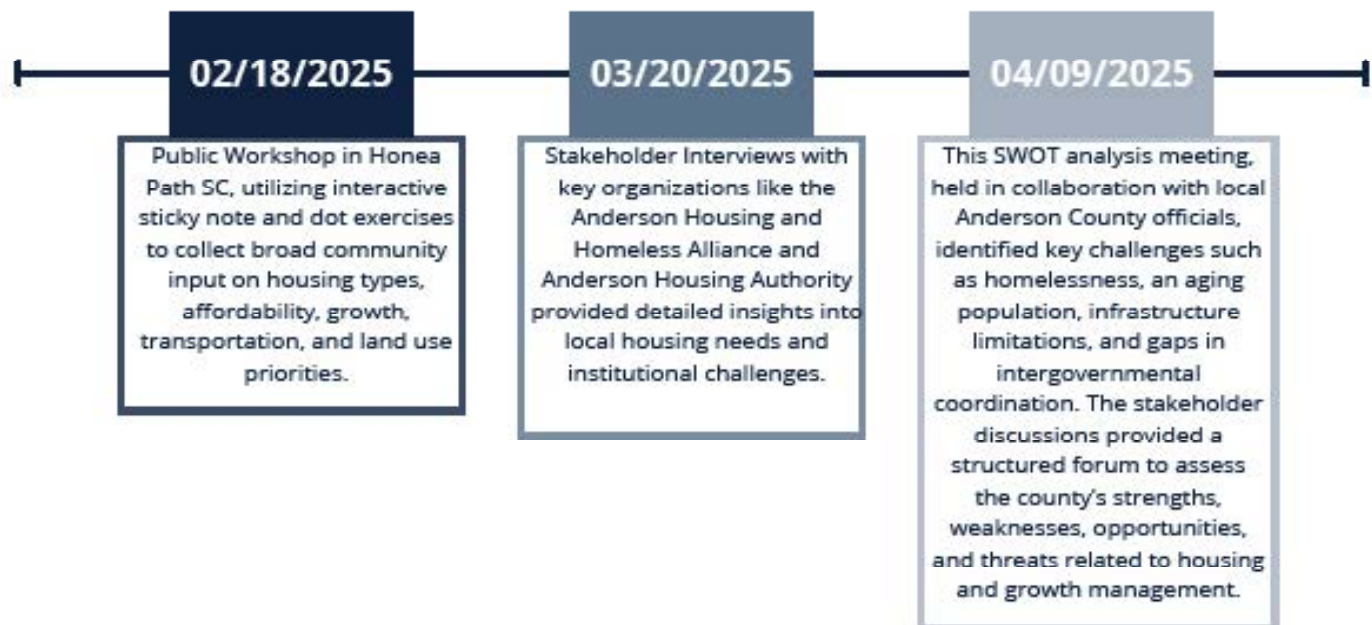
- Barriers to affordable housing development
- Current zoning and its impact on the housing supply
- Policies for affordable housing development, infill, and redevelopment

## Public Engagement: Housing Affordability for Anderson County

### Community Input Overview

Public engagement was conducted between February and April 2025 for the Anderson County Comprehensive Plan for the upcoming year to guide policy for the future. These public engagement exercises highlight critical community concerns, challenges, and opportunities in affordable housing. Through structured public meetings, stakeholder workshops in collaboration with Anderson County and other local government entities, and focused interviews, Anderson County residents and stakeholders shared valuable perspectives.

### Public Engagement Timeline





## Key Community Concerns and Emerging Threats:

- Anderson County lacks diverse and affordable housing options, especially for low-income residents, seniors, and young professionals.
- Rising housing costs and limited support for those earning below 60% of AMI are pricing out essential workers and putting vulnerable populations at risk.
- Political resistance, aging infrastructure, and poor coordination between agencies are compounding challenges like homelessness, sprawl, and service access.

One of the most pressing concerns is the lack of diverse housing options. Residents voiced that current housing availability is largely limited to single-family homes, which primarily serve middle-income households. There is a noticeable gap in housing that accommodates a broader range of needs, such as townhomes, duplexes, apartments, and accessory dwelling units, especially for young professionals, seniors, and low-income individuals.

Additionally, rising housing costs and increasing rates of homelessness have created an urgent need for action. The Anderson Housing and Homeless Alliance (AHHA) emphasized that most affordable housing strategies are focused on households earning between 30% and 60% of the Area Median Income (AMI), leaving those below 30% AMI often the most vulnerable without adequate support. High energy bills and poor insulation in existing homes are major contributors to housing instability and eviction risk (AHHA, 2025). It was stated the interviews limited housing affordability for essential workers, such as teachers, emergency responders, and service industry employees. Stakeholders pointed out that many of these workers cannot afford to live in Anderson County and are being priced out of the communities they serve. This underscores the need to support development of workforce housing targeted to those earning 60% or less of AMI.

Related to this, aging and energy-inefficient housing stock has emerged as a significant issue. Residents and housing providers noted that many older homes across the county require costly maintenance or upgrades to improve energy efficiency. Without these upgrades, utility expenses become burdensome particularly in renter-heavy neighborhoods and historically underinvested areas (AHHA, 2025).

Efforts to address housing needs have also been constrained by political barriers to infill development. Despite proposals from local advocacy groups to redevelop unzoned land and mill sites, there has been limited political support for increased housing density near service centers, citing community resistance to change.

These concerns are compounded by several emerging threats identified in public workshops and the SWOT analysis meeting. One such threat is the increasing rate of homelessness, particularly among school-aged children, if immediate interventions for extremely low-income households are not implemented. Meanwhile, sprawling development patterns are placing strain on road networks and infrastructure, encouraging car dependency and reducing access to jobs and services for low-income households.

Furthermore, the aging population will increase demand for accessible, one-story homes, senior housing, and assisted living options types of housing that are currently in short supply. Lastly, the planning process highlighted the lack of intergovernmental coordination between local entities as a barrier to responsive housing strategies, delaying project implementation and reducing service delivery efficiency.

Together, these insights point to a need for a multifaceted strategy that increases housing diversity, expands support for low-income and workforce households, and enhances coordination across agencies and jurisdictions to improve outcomes for all Anderson County residents.

## **Key Community Concerns and Emerging Threats:**

In the stakeholder interviews and SWOT analysis for Anderson County, several strengths were identified in the efforts of community organizations addressing housing needs. These strengths provide a solid foundation for developing actionable recommendations that align with both county-wide priorities and specific community needs. Notably, the outcomes from the Honea Path public workshop reinforced these strengths, demonstrating a shared vision and offering locally grounded insights that will help shape targeted, community-driven housing strategies.

### **● Community and Institutional Capacity**

Organizations like AHHA and the Anderson Housing Authority (AHA) are engaged in developing and managing affordable housing units and promoting accessible designs. AHA's management of over 750 units and commitment to preserving affordability provide a strong foundation.

### **● Housing Innovation Potential**

Community-driven solutions such as AHHA's energy-efficient housing design competition demonstrate local innovation and a willingness to explore new models, especially on unzoned or underutilized land.

### **● Strategic Location and Growth Trends**

Anderson County's position along I-85, its population growth, and state economic incentives create conditions that can support workforce housing if the county acts strategically.

### **● Opportunities in Redevelopment and Grants**

Stakeholders highlighted the potential to use EPA brownfield grants and other funding to rehabilitate abandoned or contaminated sites for mixed-use or affordable housing

## **Community Vision and Priorities**

Participants emphasized:

- Diverse and affordable housing choices are accessible to varied income groups.
- Concentration of growth within existing urbanized areas and preservation of rural landscapes.
- Proximity of affordable housing developments to transportation networks, employment hubs, and essential services.
- Prioritizing sustainable, energy-efficient, and accessible housing development to lower living costs and improve housing quality.

The Affordable Housing project team identified 3 recommendations tailored to Anderson County's rural context and cultural values. These recommendations address immediate housing challenges while building long-term capacity for inclusive, sustainable growth.

## Future Public Participation Techniques

### Social Media Engagement



**Description:** Leveraging platforms like Facebook, Instagram, and Nextdoor to collect and communicate feedback through polls, live Q&A sessions, comment threads, and more.



**Actions:** Post weekly neighborhood news, introduce open questions, actively monitor and respond to comments, and compile feedback into actionable insights.

### Interactive Online Mapping



**Description:** Using free or low-cost interactive mapping software (e.g., ArcGIS Online StoryMaps or Google My Maps) allowing residents to pinpoint areas of concern, suggest improvements, or highlight valued community features.



**Actions:** Develop simple mapping exercises, publish online email and social media, review map annotations regularly, and integrate findings into planning documents.

### SMS/Text Messaging Feedback



**Description:** Offering residents a simple option to text short responses or concerns via affordable text message platforms (e.g., TextLine, EZ Texting).



**Actions:** Set up a dedicated texting number, promote through flyers and public notices, send out regular question prompts, and summarize responses for use in analysis.

### Virtual Town Halls (Zoom, Google Meet, Facebook Live)



**Description:** Online public meetings where county planners and officials present plans, discuss policies, and directly answer resident questions in real-time.



**Actions:** Schedule and announce virtual meetings, provide simple participation instructions, ensure sessions are recorded and available online afterward, and summarize public input from these sessions.

## Collective Impact



**Description:** Coordinating collaboration among local government, nonprofit organizations, businesses, and community groups to tackle complex community challenges through shared goals, resources, and measurement systems.



**Actions:**

- Identify key stakeholders and community partners interested in solving shared problems (e.g., affordable housing, transportation accessibility).
- Develop common agendas, clarify shared outcomes, and agree upon metrics to track progress.
- Organize periodic meetings to maintain communication, align activities, and adjust strategies based on shared data.
- Establish a backbone organization or small coordinating group responsible for maintaining continuous stakeholder engagement and communication.

## Unstructured Interviews with Residents



**Description:** Informal, conversational-style interviews allowing residents to freely express opinions without restrictive questions, capturing nuanced, authentic community perspectives.



**Actions:** Schedule casual conversations (in-person, phone calls, or Zoom), train interviewers in active listening, summarize key themes, and integrate results into analysis.

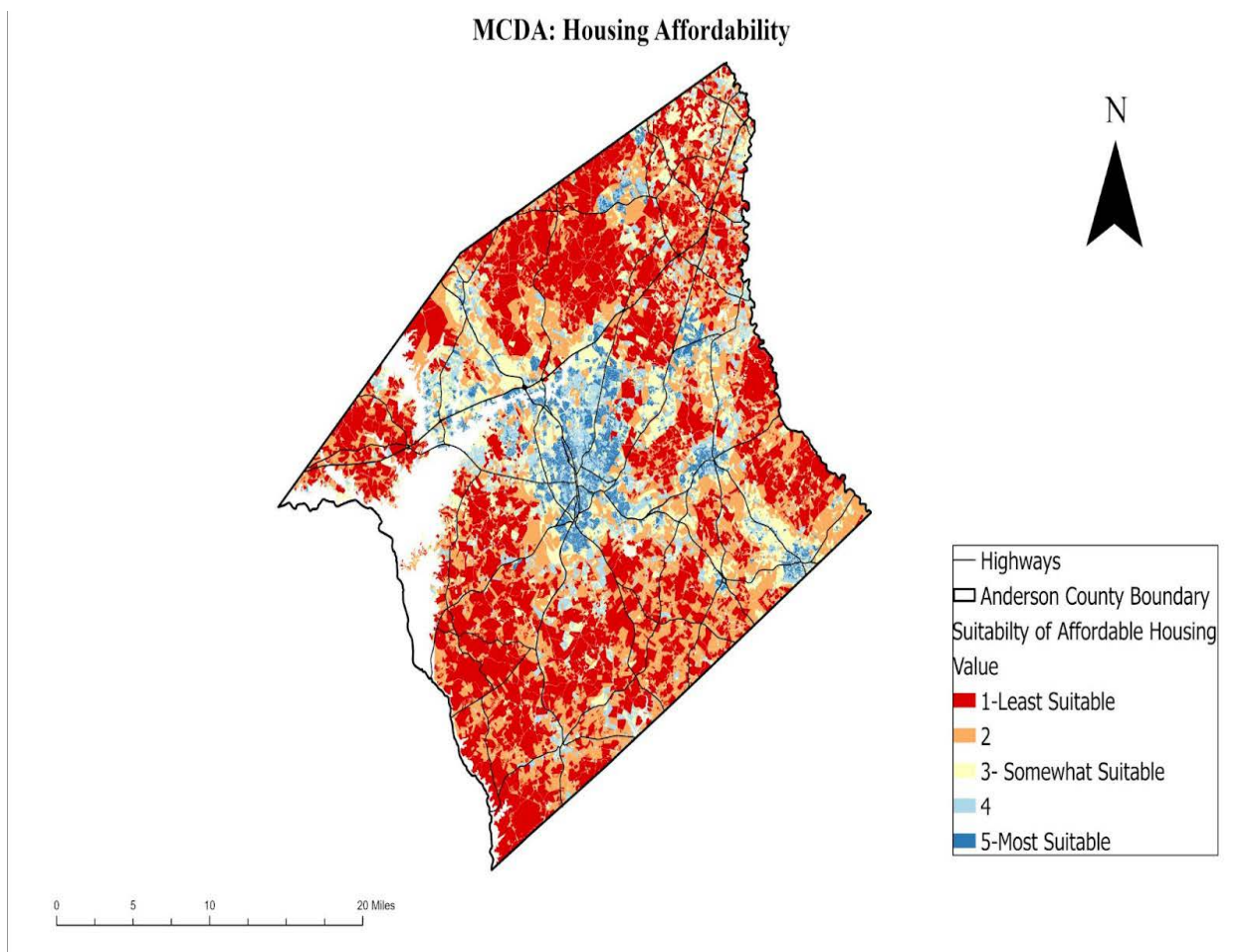


## Multi-Criteria Data Analysis

### Housing Affordability and Access

The purpose of this Multi-Criteria Decision Analysis (MCDA) is to identify the most suitable areas for affordable housing development in Anderson County by integrating key spatial, economic, and social indicators. As the county experiences steady population growth and increasing development pressures, affordable housing has become a critical concern. Between 2010 and 2020, Anderson County's population grew by approximately 10%, while median home values increased by over 34% during the same period (U.S. Census Bureau, 2020). Currently, more than 44% of renter households are considered cost-burdened—paying over 30% of their income on housing—placing low- and moderate-income families at heightened risk of displacement (SC Housing Needs Assessment, 2023).

The analysis evaluates multiple criteria, including current zoning designations, proximity to public transportation, median home prices, access to public schools, commute times, and slope suitability for construction. These factors were standardized, weighted, and overlaid using GIS to produce a suitability map that prioritizes parcels aligning with both community needs and long-term planning objectives. This approach helps local leaders target resources to areas that can support gentle-density development without compromising Anderson's rural character or increasing transportation-related barriers for workers.



Source: Anderson County

As Anderson County continues to experience population growth and rising housing pressures, understanding where affordable housing is most feasible has become a central concern for planners, policymakers, and communities alike. To address this, a Multi-Criteria Decision Analysis (MCDA) was conducted to identify areas across the county best suited for future affordable housing development. This analysis incorporated a range of critical factors: proximity to public transportation, zoning compatibility, access to schools, land availability, and median housing costs to generate a composite suitability score. The results were then visualized in a map, color-coded to represent five levels of housing suitability: from least suitable (red) to most suitable (dark blue).

This analysis is a given visual to see both opportunity and challenge. Highly suitable areas (blue tones), where conditions most favor affordable housing, are predominantly concentrated in and around the urbanized core of Anderson. These areas are well-connected by transportation infrastructure, offer access to public services and amenities, and are zoned in ways that support residential development. This makes them ideal locations for infill housing and redevelopment strategies aimed at expanding affordability without sacrificing connectivity.

In contrast, large swaths of the county, especially in the northern, southern, and western rural zones, are shown in red indicating they are least suitable for affordable housing. These areas often lack the infrastructure, transit access, and policy support needed to sustain equitable development. While these lands may be open or undeveloped, their remoteness and potential regulatory or environmental constraints pose significant barriers to affordable housing.

Some areas, marked in yellow and orange, represent transitional zones that are somewhat suitable but may require targeted investment, zoning reform, or infrastructure upgrades to become more viable. These areas often sit at the fringes of established communities and may present future opportunities for strategic expansion if planned appropriately.

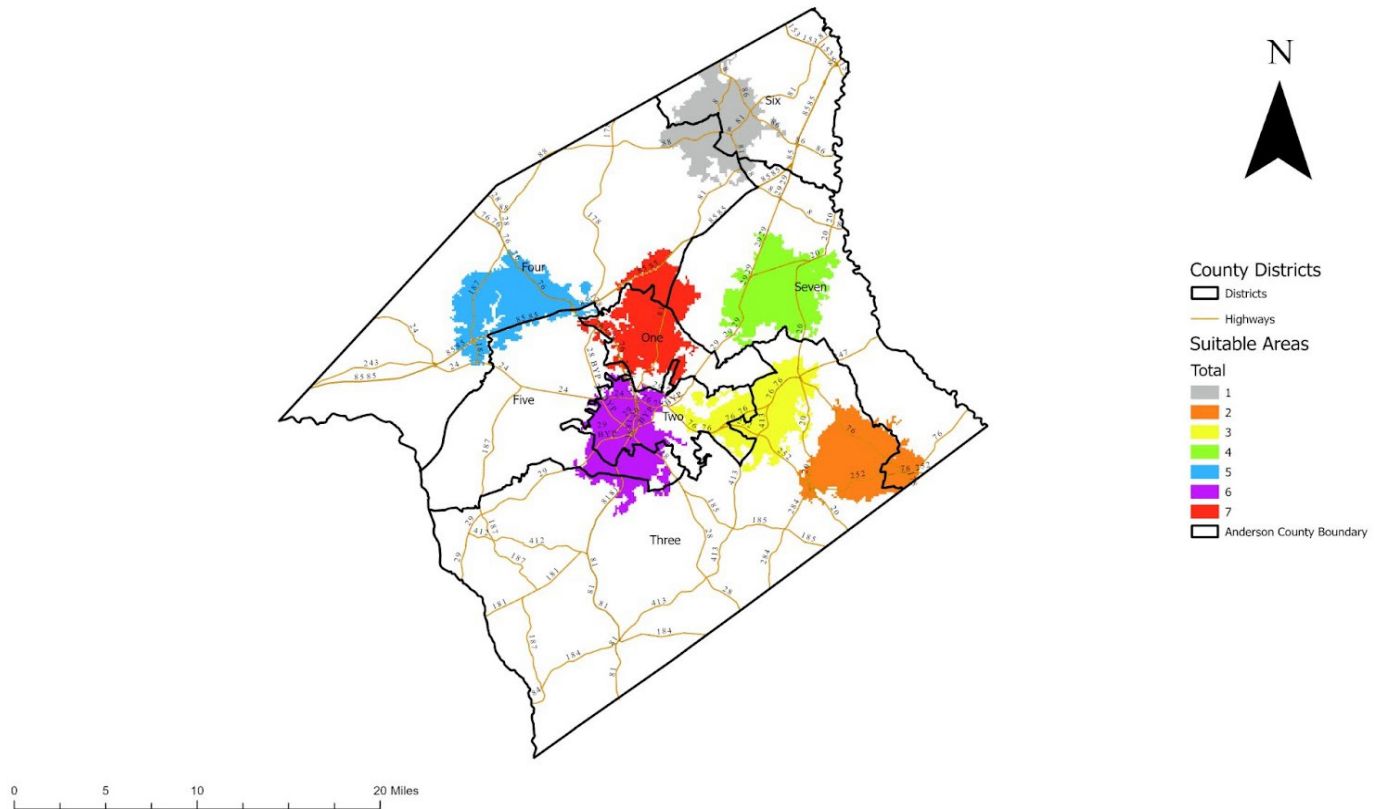
## **Target Zones for Strategic Affordable Housing Development**

Building upon the Multi-Criteria Decision Analysis (MCDA) that identified spatial patterns of affordable housing suitability across Anderson County, this analysis further refined the results into seven distinct Target Zones (1–7). These zones represent localized opportunity areas where multiple planning factors such as land use compatibility, housing costs, zoning, and infrastructure intersect to create favorable conditions for affordable housing development. However, what significantly enhances the potential of these zones is their geographic alignment with Anderson County’s major transportation corridors, including U.S. Highway 29, State Routes 28, 81, and 187, and the I-85 corridor.

The MCDA results showed that the highest levels of suitability are found near the urban core of the City of Anderson and in smaller town nodes that benefit from proximity to regional transportation routes. These locations are not only served by existing infrastructure and transit, but they also offer connectivity to employment centers, educational institutions, and essential services which are all vital components for supporting long-term housing stability.



## Target Zones for Strategic Affordable Housing Development



Source: Anderson County

Target Zone 1, centered around downtown Anderson, reflects the county's most urbanized area and benefits from extensive infrastructure, higher residential densities, and active public transit via the Electric City Transit system. It is well-served by corridors such as US-29, SC-28, and SC-24, making it an ideal location for transit-oriented development (TOD). In this area, planning strategies could include infill housing, accessory dwelling units (ADUs), and form-based zoning overlays to support higher density while maintaining neighborhood character. Enhancing the TOD potential along US-29 could allow Anderson to absorb more affordable housing units without overextending existing services.

Zone 2, encompassing Belton and its surrounding areas, offers a walkable historic downtown and proximity to SC-20 and SC-247. While public transit is more limited in this area, its compact form and strong local identity make it suitable for missing middle housing types, such as duplexes, triplexes, and courtyard apartments. Planning efforts here could include the establishment of a Historic Downtown Housing Incentive District and potential shuttle links to Anderson's transit network. Reinforcing Belton's town center with targeted housing investments would support both affordability and commercial revitalization.

Further south, Zone 3 covers Honea Path, a more rural and isolated area located along US-76 and SC-252. While lacking in fixed transit, its affordability potential lies in coordinated investment strategies that support rural workforce housing. Opportunities here include applying for USDA rural development grants, introducing on-demand microtransit service,

and piloting community land trust models. This area presents a unique chance for Anderson County to diversify its affordable housing strategy and ensure that smaller towns are not left behind in regional growth.

In the northwestern part of the county, Zone 4 lies near Pendleton and the Clemson fringe. With corridors such as US-76 and SC-187 running through this area, and access to the Clemson Area Transit (CATbus) system, it holds promise for a hybrid of student-family housing and workforce housing. This zone could be prioritized for zoning adjustments that encourage co-housing, shared housing, or mixed-use development near major intersections. Coordinating with Tri-County Technical College and Clemson University could unlock collaborative housing opportunities for student-parents and faculty alike.

Zone 5, which includes the town of Iva, is situated near SC-184 and SC-81, representing a rural fringe zone with little current transit access. This area, while more remote, could benefit from innovative financing and ownership models such as rural housing cooperatives, self-help housing, and mobile-home redevelopment initiatives. Infrastructure upgrades and small-scale transit experiments can improve mobility and sustainability in this low-density area.

In the northeast, Zone 6 covers the post-industrial towns of Williamston, Pelzer, and West Pelzer, located along SC-20 and SC-8 with close proximity to I-85. These former mill towns have retained a dense street grid, making them ideal for adaptive reuse of industrial buildings, cottage zoning, and incremental development. Affordable housing overlays could be implemented here to encourage redevelopment, supported by environmental remediation grants and historic preservation incentives. With I-85 serving as a regional job artery, affordable housing in this corridor could reduce commuting costs for working-class families.

Zone 7 stretches across Starr, Homeland Park, and the southeastern commuter belt. It is adjacent to US-29, SC-187, and not far from I-85, making it a high-potential area for future transit connections and affordable housing expansion. Though currently underserved by fixed-route transit, Zone 7 could become a key commuter housing area if coordinated with regional transportation planning. Zoning reforms that allow small-lot single-family homes, townhomes, and small multifamily complexes would unlock needed housing supply in this transitional suburban area.

In cross-cutting terms, U.S. Highway 29 emerges as the spine of opportunity traversing Zones 1, 2, and 7. Along this route, Anderson County can align future transportation investments with affordable housing policies. Meanwhile, SC-28, SC-81, and SC-187 offer critical north-south and east-west mobility, with potential for sidewalk expansion, greenway connections, and dedicated bike lanes that improve access to housing and jobs. Interstate 85, while not directly intersecting all zones, plays a strategic role in economic access supporting commuter housing and economic resilience for working families.

By integrating the findings of the MCDA with a corridor-based approach to planning, Anderson County is well-positioned to develop a regionally equitable, multimodal affordable housing strategy. These target zones serve as a spatial framework to prioritize infrastructure investment, zoning reform, and housing development in areas that are not only suitable but connected, sustainable, and resilient.

# SECTION FIVE: CONCLUSION & RECOMMENDATIONS

## Conclusion

Anderson County stands at a critical juncture in its housing development, shaped by rapid population growth, an evolving economy, and persistent affordability challenges. The Housing Element of the Comprehensive Plan reveals a complex yet actionable picture of the county's housing landscape.

The county's housing stock is overwhelmingly composed of single-family homes, with limited multi-family and affordable rental options. Despite high homeownership rates and a stable vacancy rate, affordability pressures are mounting particularly for lower-income households, essential workers, and renters. Analysis of household incomes across council districts demonstrates a significant and growing affordability gap, with home prices outpacing income in nearly every part of the county. Districts 2 and 3, in particular, face the most acute affordability challenges, where even residents earning the median income are often unable to afford median-priced homes.

Demographic and mobility trends further compound these challenges. The majority of Anderson County residents commute by personal vehicle, with long commute times increasingly common among those priced out of housing near job centers. Public transit usage remains under 1%, and alternative transportation options like biking or walking are nearly nonexistent. This car-dependent structure increases both the economic and environmental burden on low- and moderate-income residents.

The Multi-Criteria Decision Analysis (MCDA) conducted as part of this Housing Element identified seven spatial Target Zones for affordable housing development. These zones represent areas where zoning compatibility, access to transportation, land availability, and socioeconomic factors align to support strategic housing investments. Zones 1 and 2, which include the City of Anderson and Belton, are best positioned for transit-oriented development and missing middle housing. Zones 3 and 5, encompassing more rural communities like Honea Path and Iva, offer opportunities for rural affordable housing initiatives supported by federal or state funding mechanisms. Zones 6 and 7, located along key corridors such as SC-20 and US-29, hold potential for adaptive reuse and commuter housing tied to employment access.

Public engagement efforts across Anderson County have reinforced these findings. Residents consistently expressed concern over the lack of housing diversity, rising costs, and the limited supply of options for young professionals, seniors, and low-income individuals. Stakeholders emphasized the need for workforce housing, energy-efficient upgrades to aging homes, and zoning reforms to support infill and redevelopment. Residents also highlighted barriers to change including political resistance to increased density, aging infrastructure, and the need for stronger coordination between agencies.

Together, these findings form a foundation for a housing strategy that is inclusive, data-informed, and aligned with community values. The plan's recommendations propose a tiered approach: short-term public education and capacity-building, mid-term incentives for essential worker housing, and long-term zoning and infrastructure reforms to support rural and sustainable growth. By implementing these measures, Anderson County can ensure that its housing future remains both equitable and resilient, meeting the needs of a growing and diverse population.

# Future housing strategies and recommendations

## Short-Term Recommendations

Focus on public education, capacity-building, and responding to community concerns about new housing types.

- Launch a Rural Housing Resource Toolkit and public education campaign to increase awareness of missing middle housing, energy efficiency, and affordable options.
- Partner with community organizations to host informational sessions and promote gentle density, which is small-scale infill like ADUs, triplexes, and up to six units per lot that fit within existing single-family neighborhoods while preserving rural character.

## Mid-Term Recommendations

Focus on incentivizing housing for essential workers and creating policy tools to shape future development.

- Create a county-wide Workforce Housing Incentive Program to support construction of affordable homes near job centers.
- Offer tax abatements or fast-track permitting for projects serving essential workers earning less than 60% of AMI. This means developers could receive reduced or deferred property taxes and quicker approval processes if they build housing for workers such as teachers, EMTs, and service employees who earn below 60% of the Area Median Income (AMI), making the projects more financially viable and ensuring housing access for the workforce.

## Long-Term Recommendations

Focus on redevelopment, land preservation, and housing policy reforms to guide inclusive rural growth.

- Establish Rural Development Priority Zones on underutilized mill sites or near agricultural edges for clustered housing, using EPA brownfield grants and partnerships with organizations like AHHA to construct energy-efficient homes.
- Adopt a Countywide Ordinance that promotes one-story accessible homes, accessory dwelling units (ADUs), and flexible lot designs while applying rural preservation overlays to limit sprawl and protect open space.
- Align housing growth with infrastructure investments and zoning reforms that support walkability, reduce car dependency, and prioritize service access for all income levels.

## Next steps for implementation

Implementation Phase	Timeline	Lead Organizations	Supporting Partners	Immediate Next Steps	Actions & Tasks	Performance Metrics
Short-term	1-12 Months	<ul style="list-style-type: none"> <li>- Anderson County Planning &amp; Development Dept.</li> <li>- Anderson County Planning Commission</li> </ul>	<ul style="list-style-type: none"> <li>- United Way of Anderson County</li> <li>- Habitat for Humanity (Anderson County)</li> <li>- Anderson Interfaith Ministries (AIM)</li> <li>- The LOT Project</li> <li>- Family Promise of Anderson County</li> </ul>	<ul style="list-style-type: none"> <li>- Convene initial stakeholder kickoff meeting (Month 1)</li> <li>- Identify locations for workshops (Month 2)</li> <li>- Launch public education campaign (Months 2-3)</li> </ul>	<ul style="list-style-type: none"> <li>- Develop toolkit (digital &amp; print) explaining “missing middle” housing and energy efficiency</li> <li>- Schedule and hold quarterly educational workshops on gentle density</li> <li>- Launch digital platforms, promoting campaign online and locally</li> </ul>	<ul style="list-style-type: none"> <li>- Number of workshops held</li> <li>- Toolkit distribution rate (digital and physical)</li> <li>- Community engagement metrics (e.g., attendance, digital interactions)</li> </ul>
Mid-term	2-4 Years	<ul style="list-style-type: none"> <li>- Anderson County Economic Development Office</li> <li>- Anderson County Development Standards Dept.</li> </ul>	<ul style="list-style-type: none"> <li>- Development Corporation of Anderson County (DCAC)</li> <li>- Anderson Housing Authority</li> <li>- Anderson County Council</li> </ul>	<ul style="list-style-type: none"> <li>- Host initial workshops with developers and stakeholders (Year 2, Month 1-3)</li> <li>- Develop incentive pilot criteria (Year 2, Month 4-9)</li> <li>- Identify pilot project sites (Year 2, Month 10-12)</li> </ul>	<ul style="list-style-type: none"> <li>- Establish Workforce Housing Incentive Program near job centers</li> <li>- Develop and pilot tax abatements and expedited permitting for essential worker housing projects</li> <li>- Evaluate pilot projects and adjust policies accordingly</li> </ul>	<ul style="list-style-type: none"> <li>- Number of new workforce housing units constructed</li> <li>- Participation rates of developers in pilot projects</li> <li>- Reduction in permit-processing times</li> </ul>
Long-term	5-8 Years	<ul style="list-style-type: none"> <li>- Anderson County Planning &amp; Development Dept.</li> <li>- Anderson County Planning Commission</li> <li>- Anderson County Economic Development Office</li> </ul>	<ul style="list-style-type: none"> <li>- EPA Brownfields Program</li> <li>- Anderson Housing &amp; Homeless Alliance (AHHA)</li> <li>- Anderson County Council</li> <li>- City of Anderson Planning Department</li> </ul>	<ul style="list-style-type: none"> <li>- Begin initial site evaluation for Rural Development Priority Zones (Year 5)</li> <li>- Draft Countywide Housing Ordinance (Year 5-6)</li> <li>- Conduct infrastructure assessment and zoning alignment planning (Year 6)</li> </ul>	<ul style="list-style-type: none"> <li>- Establish Rural Development Priority Zones and secure EPA funding for redevelopment</li> <li>- Adopt Countywide Ordinance promoting accessible homes, ADUs, flexible lot sizes, and preservation overlays</li> <li>- Implement infrastructure upgrades alongside zoning reforms supporting walkability and accessibility</li> </ul>	<ul style="list-style-type: none"> <li>- Number of redeveloped units/housing clusters completed</li> <li>- Adoption of ordinance into zoning code</li> <li>- Infrastructure projects completed aligning with housing developments</li> </ul>



# CHAPTER 2

## *DISTRIBUTION CENTERS*

AUTHORS:

Grace Bowar  
Beau Clardy  
Sydney Ford  
Cory Hauptman  
Franklin Izundu



CLEMSON

## **Executive Summary**

The upstate of South Carolina and Anderson County in particular are situated in a prime location, bisected by Interstate 85, located approximately halfway between the major metropolitan areas of Atlanta, GA and Charlotte, NC and as a result have seen significant growth in facilities supporting logistics and manufacturing. As a result, Anderson County has seen exponential growth in distribution centers as they are a key facility type in these industries.

This chapter explores distribution centers throughout Anderson, Greenville, and Spartanburg counties to understand the factors contributing to their growth. The research identified 69 locations across the three counties using publicly available information from commercial real estate, state, and local government websites. The data shows significant growth in the sector with 45 of the distribution centers surveyed built after 2000 with the median being 2018. The majority of the distribution centers are located within five miles from I-85 and built in unzoned areas.

Several factors influencing the growth of distribution centers in Anderson County include the zoning (or lack thereof), access to I-85, and cheaper land prices compared to Greenville or Spartanburg. Anderson County also offers additional tax incentives for distribution centers and has more developable land compared to the more populated Greenville and Spartanburg counties.

The concern is the prospect of oversaturating the market between the three counties as 20% of the surveyed distribution center floor space is currently vacant and on the market. In support of Anderson County's desire to attract more distribution centers as a means of economic development, we recommend attracting development suited towards long term facility leases and to consider future uses as a potential bulwark against market oversaturation. Therefore we suggest zoning for I-1 to allow for adaptation and redevelopment into other uses including manufacturing and indoor agriculture, as well as to provide incentives for built-to-suit development to entice manufacturing as those businesses tend to employ more personnel and occupy facilities with 10-20 year leases.

## Introduction

Anderson County is located in the upstate of South Carolina, bordering the Georgia state line and settled in the foothills of the Blue Ridge Mountains. **Situated along I-85**, a major trucking route that connects Atlanta and Charlotte, the county is a growing industrial and commercial center, due to its proximity equidistant to Atlanta and Charlotte, the Greer inland port, and the Port of Charleston. The population in Anderson County is also growing, with a nearly **5% growth rate** in 2023 (Wikipedia). Of those working in Anderson County, approximately **25% are employed in the manufacturing** or transportation and warehousing industry (22.7% Manufacturing and 3.1% Warehousing) (Wikipedia). The question of demand arises.

Anderson County is seeing continuous interest in the development of distribution centers, large warehouses driven by e-commerce that store and ship goods to consumers and serve as large central hubs across supply chains. Distribution centers have increased in popularity throughout the United States, due to the rise in e-commerce, worldwide shipping and globalization, and increased efficiency in the logistics and supply chain industries. Is this increased interest in distribution centers due to real estate development or demand? This report will analyze zoning classification in Anderson County, along with their benefits and drawbacks; complete a cross-county comparison with Greenville and Spartanburg; and complete a growth region analysis. All of this will aid in providing more information on the current and future situation surrounding distribution centers.

## Importance

Anderson County is significantly unzoned. However, some of the areas containing existing and future distribution center development fall under **I-1** and **I-2 zones**, both industrial scales. The county's official zoning map can be found in the right (Figure 2.1, Appendix A). I-1 is classified as an Industrial District and I-2 is an Industrial Park District (Code of Ordinances 48-3 2025 ). An industrial district (**I-1**) contains mostly light industry, defined as

**Anderson County Official Zoning Map**

**Legend**

- Stream
- Highways
- Rivers and Streams
- Lake
- County
- Municipal Boundaries
- East West Play Overlay District
- Gateway to Anderson
- Wayle American Overlay District
- Airport Protection Zone
- Airport Height Limitation Zone
- R-1
- R-2
- R-3
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33

Essentially, there is no outside recognition or detection of the industrial activity occurring on the site. On the other hand, an industrial park (I-2) refers to ***“two or more compatible industrial structures or uses that are located on a single parcel or on contiguous parcels whose whole location is identified by a common name”*** (Code of Ordinances 48-4 2025).

While industrial zoning classifications are sufficient for the development of distribution centers, there seems to be a trend of centers being built on unzoned land in Anderson due to less regulations, rural location, more available land, quicker build timelines, and tax discounts offered by the county (such as Fee in Lieu of Tax agreements).

From here, the problem becomes that the county currently does not have a system or process for filtering existing and future development of distribution centers. The county advertises several beneficial funding mechanisms, including FILOT agreements, which could abate property taxes by **40% over 20 years**, Special Source Revenue Credits (SSRC), property tax abatements, and the state’s Job Development Credit, drawing in real estate developers and creating a notable increase in industrial and distribution center development (AEDCSC 2020). Therefore, it is necessary for the county to address the demand for distribution centers and the future of these spaces.

## History

The literature surrounding the warehouse and distribution centers is limited, yet there appears to be a growing demand for the property type. It is important to assess the underlying determinants of the demand, change, and future of these spaces, while also defining the types of industries this research evaluates. Table 2.1 shows these definitions.



Table 2.1. Logistics and Industrial Real Estate Terminology

<b>Warehouse</b>	"a structure or room for storage for merchandise or commodities" (Merriam-Webster n.d.)	"Warehouse applies to unrefrigerated or refrigerated buildings that are used to store goods, manufactured products, merchandise or raw materials" (Space Type Definitions n.d.)
<b>Manufacturing</b>	"Something made from raw materials by hand or by machinery" (Merriam-Webster n.d.)	Manufacturing industry "refers to the sector involved in the production of goods on a large scale, utilizing various processes and technologies to transform raw materials into finished products" (Dong & Pramanik 2019)
<b>Distribution / Fulfillment</b>	"The marketing or merchandising of commodities" (Merriam-Webster n.d.)	Individual items enter the structure and are routed by individual parcels to other trucks for distribution to users of the product (Rabianski & Seagraves 2011).
<b>Third Party Logistics (3PL)</b>	The outsourcing of logistics functions like warehousing, transportation, and fulfillment to specialised service providers which handle tasks ranging from goods storage, packing, and shipping to inventory management (Maersk, 2024).	
<b>Build-to-Suit Development</b>	Buildings developed per specific tenant requirements & scope. Usually given institutional credit with 10 - 20 year leases (Hall, 2023).	
<b>Speculative Development</b>	Buildings constructed with no predetermined tenant or use, often with more emphasis on building & site flexibility. Often has higher return on investment but incurs increased risk (Hall, 2023).	
<b>Rear Loaded</b>	Facilities with truck docks located on one side which support traditional warehousing, storage, and distribution.	
<b>Cross Docked</b>	A logistics process where products from suppliers or manufacturers are directly transferred to a customer with minimal to no storage time in between, often eliminating the traditional storage phase. Facilities of this type will have truck docks on both sides of the building. (Maersk, 2024).	

Distribution centers have largely evolved from traditional warehousing, spurred by the growth of e-commerce and online retail. The foundation of warehouse and distribution center demand determinants was laid between 1990-1994 (Rabianski & Seagraves 2011). Most of these studies took a broad perspective, researching industrial, manufacturing, real estate and development, and general flex space. The factors found in these studies are as follows: economics, physical factors and land use, and location and siting of distribution centers.

For economic factors regarding distribution centers, this concerns factors beyond the physical characteristics, such as the revenue potential of the property, the per capita income of the market area, change in the population of the market area, and access to major highways. It also includes warehouse space demand and financial factors like industrial cap rate and prime rate, the type of tenant (either single or multiple), current currency exchange rates, trade barriers/restrictions, the local labor force, and economic makeup. Examples include:

- ❖ Industrial property demand is affected by desire of organizations to purchase and deploy new capital
  - Risk mitigation and investment
- ❖ “Increases in manufacturing output that result primarily from technological improvements and capital intensification rather than increased employment”
- ❖ Employment
  - Growth rate, instability, industry mix, industrial diversity, educational attainment, percentage of young firms, and percent of locally owned firms

(Rabianski & Seagraves 2011)

For land use and physical characteristics, this can include age, condition, ceiling heights, structure size, square footage, column span, number of dock doors, number of drive-in doors, sprinklers, building age, parking area, truck service area, presence of railroad siding, and presence of office space in the structure. These characteristics can also be seen

through increased relocation from office space to business and industrial parks, increased technology demanding less property space, or “replacement demand due to functional and location (external) obsolescence of existing facilities” (Rabianski & Seagraves 2011).

Regarding location and siting, this includes access to thoroughfares and location in a city or metro area, any geographic differences and land-to-building ratio, transportation access including highways, rail, and deep water, public infrastructure and services, and distance from a major airport. It is important to note that excessive truck traffic going to and from the distribution centers can lead to road degradation and noise pollution and should be considered in siting. This follows the general theory of “**path of goods movement,**” where land for warehouses gravitates to transportation corridors and hubs with favorable access (Rabianski & Seagraves 2011).

These demand factors give insight into the development of warehouses and distribution centers. The more access these properties have to transportation infrastructure, the higher the demand. When looking to the future, some positive or negative effects must be considered. Possible effects could be increased energy costs, relative wage rates, changes in U.S government regulation, currency exchange rates, and freighter size (Rabianski & Seagraves 2011).

Today, there is a demand for more research into distribution centers and the property space to investigate the flow of goods and technological factors. Real estate developers building warehouses and distribution centers should consider the projections of port growth, import/export activity, and transport pathways to major markets in lieu of the traditional industrial or manufacturing employment projections when making decisions on the amount of space and the next locations for new speculative investment construction (Rabianski & Seagraves 2011).

## **Methodology**

A mixed-methods approach guided this analysis of distribution centers in Anderson County and the surrounding Upstate region. This approach combined qualitative content analysis of policy documents and press releases with quantitative spatial and market data to

provide an understanding of industrial development patterns. Initial inventories of logistics and warehousing businesses were sourced from the South Carolina Department of Commerce Industry Directory. To assess broader economic influences, press releases from the Governor's Office were reviewed for recent investments and policy changes. Supplementary data on manufacturing and distribution activity in Greenville and Spartanburg counties were drawn from the Greenville Chamber of Commerce and additional state sources.

Real estate market data was obtained through commercial platforms such as LoopNet, Hunt Midwest, CBRE, Collins, and JLL, providing information on facility size, amenities, market duration, and structural characteristics. These listings were cross-referenced using Google Maps to confirm site addresses, occupancy status, approximate dimensions, rail access, and proximity to Interstate 85. To further validate and enrich facility-level data, property records, building permits, and tax documentation from all three counties were reviewed for zoning classifications, parcel acreage, ownership, and construction dates. When construction dates were unavailable, property tax valuation trends were used to infer recent renovations or development activity.

Geospatial analysis played a central role in visualizing spatial distribution, clustering, and transportation connectivity among facilities across Anderson, Greenville, and Spartanburg counties. Utilizing ArcGIS Pro, the geospatial analysis provided insights into locational preferences and regional industrial patterns. All collected data was compiled into a comprehensive dataset capturing key characteristics of each distribution center, including floor area, parcel size, zoning, ownership structure, occupancy, amenities, and operational type. Full facility-level data is available in the appendix.

## **Existing Conditions**

The existing conditions in this section serve to provide market insight into the distribution, warehousing, and logistics facilities in the Upstate region. The data in this section corresponds to the distribution facilities listed in Table 2.2 of the Appendix and covers facilities across Anderson, Greenville, and Spartanburg counties. We surveyed 69 sites

across the three counties, **22 of which were located in Anderson**, accounting for 32% of the total sites. Eight of the surveyed locations are classified as future sites, either planned or currently under construction. The existing **61 distribution facilities** account for roughly **30.7M square feet** of floor space and occupy parcels **totaling 3,176.98 acres**. The median floor space is 271,094 square feet and median parcel size is 30.59 acres. Of the eight future sites, seven are programmed to occupy roughly 5.1M square feet with no announced floor space requirements for the eighth location (Eastern Engineered Wood Products to be located at 110 Milliken Drive in Belton). These future locations account for 482.54 acres of land with a median floor space and parcel area of 268,936 square feet and 31.90 acres, respectively. The logistics facilities vary in age with the earliest structure built in 1950 (renovated in 2018), and the most recent structure (excluding planned and under construction) completed in 2024. The median age of the facilities surveyed were built in 2018.

The distribution centers were classified by several categories including ownership structure, number of occupants and occupancy status, the type of logistics the facility is used for, facility amenities including rail access or suitability for food distribution, zoning classification, and distance from Interstate 85. Just under half (33) of the surveyed sites are classified as Third Party Logistics (3PL) businesses, where the operator of the building does not own or manufacture the products shipped from the site. 3PLs receive, aggregate, and distribute other companies' products. The remaining sites were classified as owner/operator distribution centers where the company ships their own products. These owner/operator sites accounted for almost all of the sites categorized as a manufacturer/distribution logistics type. The outlier was Nexco Plastics (located in Anderson County) which manufactures other companies' plastic products and distributes them.

The majority of the distribution centers surveyed are occupied by a single company with 22 (or 36.1%) having multiple businesses located within the same building. Eight sites were not included in this calculation as those structures are currently on the market and vacant. These eight structures are classified as speculative, built or under construction for the sole

purpose of real estate development and are currently advertised as on the market for lease or build-to-suit. A review of the real estate listings for these properties demonstrate that leased space can be subdivided which comports with the open bay structure of distribution centers. Of the total 69 sites surveyed, six are under construction, four are completed but vacant, and 17 are partially vacant. The total available floor space including vacant and under construction accounts for 6.2M square feet which is roughly **20%** of the total floor area of all the distribution centers surveyed.

Parcel ownership often differs from the businesses occupying the distribution centers as most of these properties appear to be leased space. Only 14 parcels are owned by the companies operating the distribution centers. The land ownership of the Walgreens distribution center is harder to assess as the site is owned by a company called Terraza 8 LLC. However, Terraza 8 LLC shares the same Illinois address as the previous owner, Walgreens, and the address is in the same town as the Walgreens headquarters. Every other distribution center (79%) sits on land owned by an out-of-state property holding company.

Of the total surveyed distribution centers, 26 of the businesses were classified as manufacturers and distributors. The next largest type of occupant was warehousing and distribution business which accounted for 18 sites. There were 13 facilities classified solely as distribution businesses which included Amazon, FedEx, and USPS. Four sites were classified as packaging and distribution operations.

Location is a significant factor in the siting of facilities. Two thirds of the distribution centers (46) were **located within five miles driving distance from Interstate 85** with a median distance of 3.3 miles. A notable exception were distribution centers located in industrial parks. The Fox Hill and Southchase Industrial Parks in Greenville County were both located roughly 20 miles from I-85. Also of note was the Augusta Grove Industrial Park located at SCTAC in Greenville which is situated roughly five miles from the interstate. Within Anderson County **65%** of the sites were in unzoned locations and **26%** were zoned industrial for I-1 or I-2, though these figures may not be current as Anderson County's most



recent update to their zoning map is from March 2021. In contrast, the distribution centers in Greenville County are almost evenly split between I-1 and I-2 zoning.

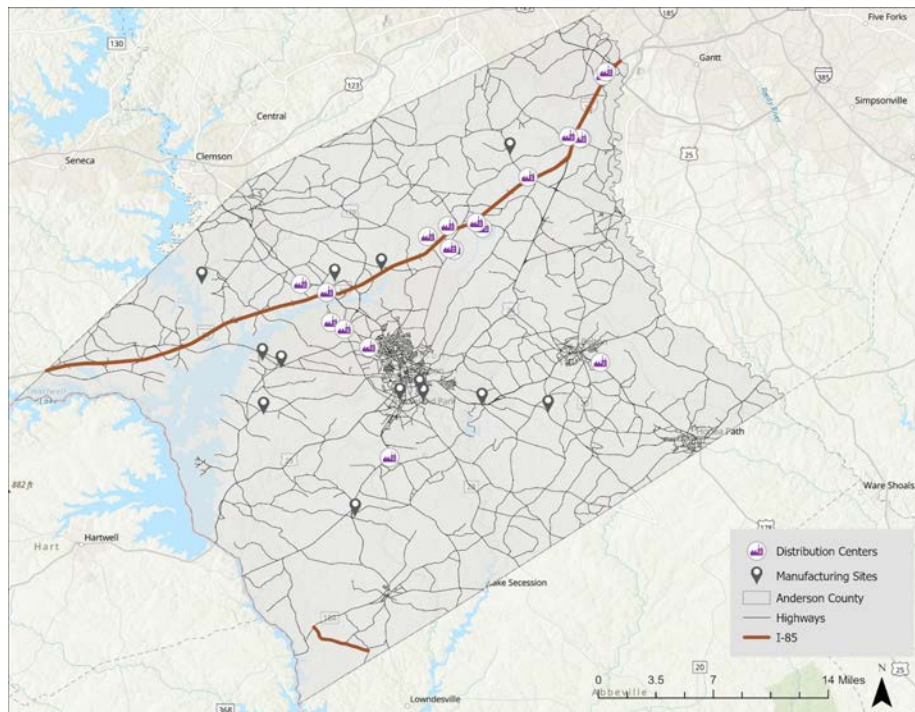


Figure 2.2. Anderson County Distribution Centers & Manufacturing Sites

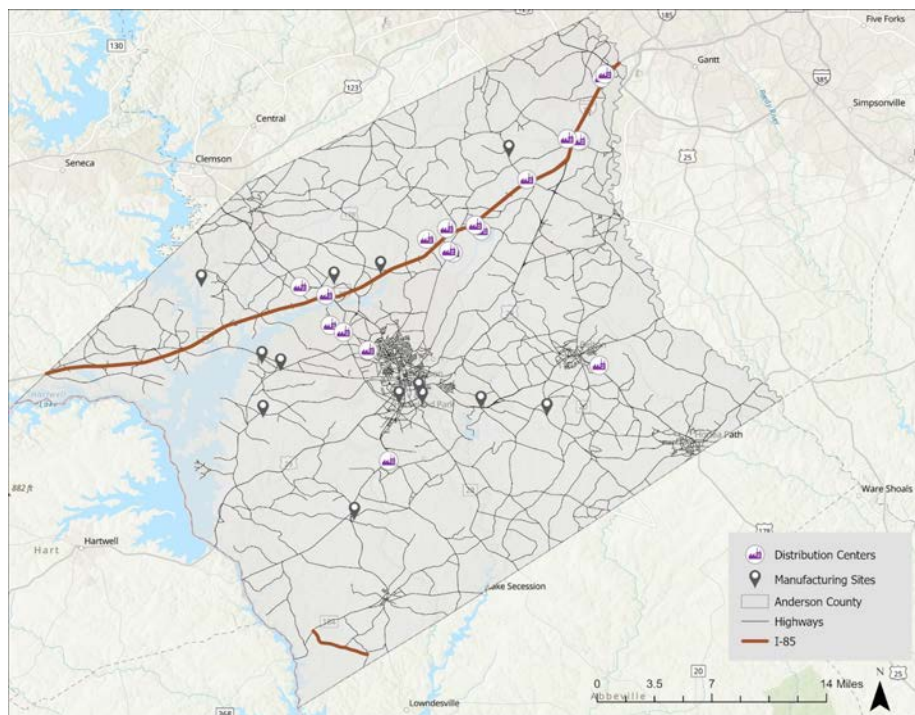


Figure 2.3. Distribution Centers & Manufacturing Sites in Upstate South Carolina Counties

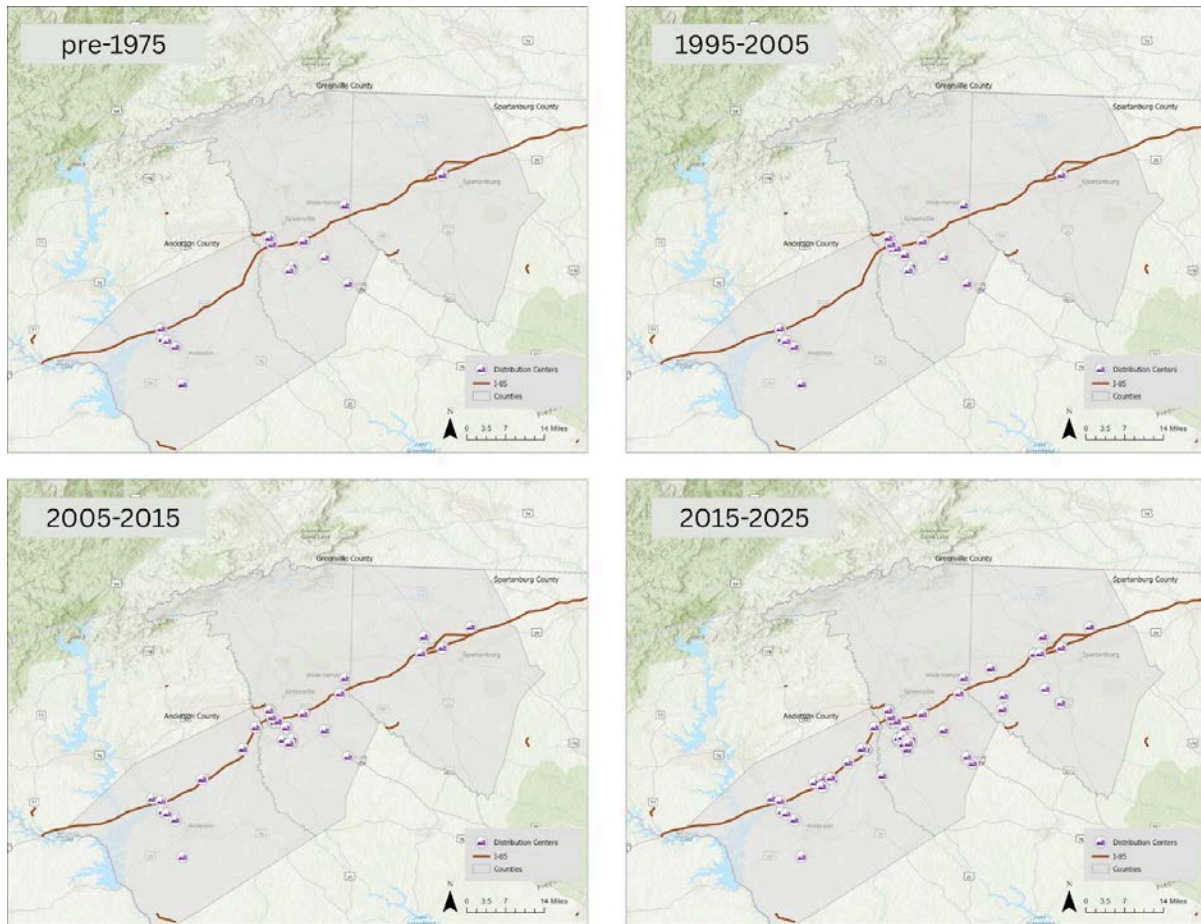


Figure 2.4. Time Lapse of Distribution Center Development

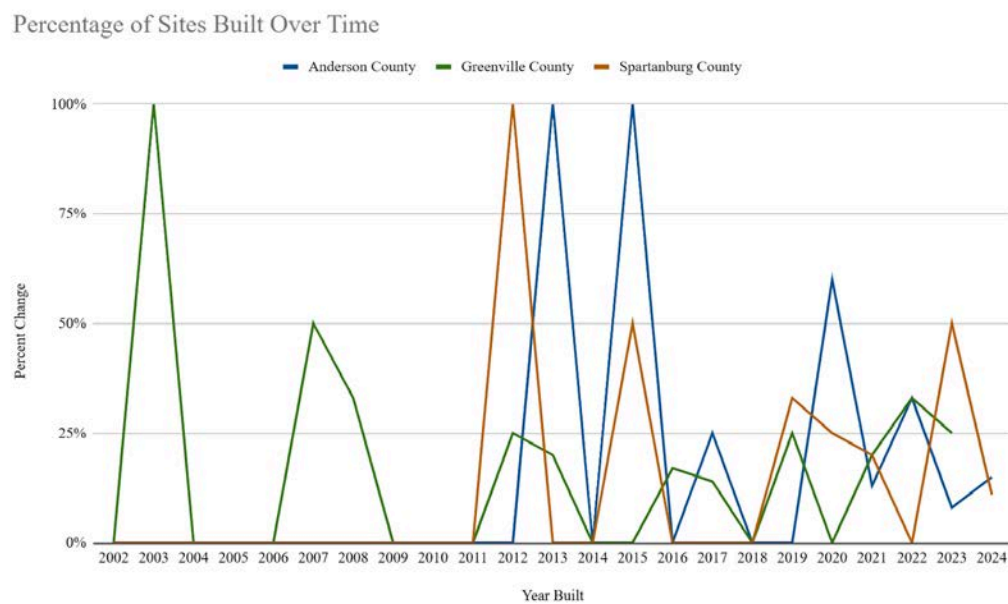


Figure 2.5. Percentage of Sites Built Over Time

## Discussion

As previously mentioned, distribution centers in Anderson County tend to be located in unzoned areas close to I-85. Being located in an unzoned area is beneficial as the developer does not have to go through the zoning process and has to plan for fewer land use regulations. In Spartanburg County, there are also a cluster of distribution centers along I-26, but I-85 serves as the primary corridor for siting facilities between the major markets of Atlanta and Charlotte.

The South Carolina Department of Commerce states that the transportation, distribution, and logistics sector accounts for a \$48.3 billion economic impact within the state resulting in \$2.1 billion in capital investments and the employment of 150,160 South Carolina residents (SC Dept of Commerce, 2025). Additionally, the Department of Commerce lists 742 warehousing and distribution firms in the state with 23 (~3.1%) of those firms located in Anderson County. Those firms account for an estimated 1,655-2,660 jobs. However, the department's website notes the list is partial and only contains estimates as all the data is self-reported from businesses. For comparison, Greenville County and Spartanburg County have 131 (17.6%) and 83 (11.1%) warehousing and distribution businesses listed respectively.

### ***So why are distribution centers agglomerating in the upstate area and what is the potential draw for Anderson County?***

Some of the marketing materials for Evergreen 85 Logistics Park are quite telling. The project brochure lists single and 2-day shipping to 31% and 75% of the consumers in the nation respectively from the upstate (Hunt Midwest, 2022). CBRE, another company with an available distribution center located in Anderson County shows the close proximity to four major ports along the eastern seaboard as well as noting the close proximity to the inland port in Greer, SC (38 miles). The upstate area is also roughly positioned at the midpoint between the two major markets of Charlotte, NC and Atlanta, GA (CBRE, 2025). Another set of marketing materials for the Exchange Logistics Park in Piedmont note a robust labor market in Anderson County, strong capital investment, and a business friendly climate. This

last point highlights probably the biggest draw of locating in Anderson, a **Special Source Revenue Credit (SSRC) resulting in an 85% property tax reduction** for the first five years and 35% reduction for years 6-30 (Wilson Kibler, 2025). The Anderson County Economic Development website further mentions a variety of programs designed to lower the tax burden for firms seeking to locate in the county include Fee in Lieu of Property Taxes (FILOT) which can lower taxes **“from the standard 10.5% to rates as low as 6%”** (Anderson County Economic Development, 2020).

Providing competitive tax incentives as a draw for distribution centers to the county does come with potential drawbacks. Many of the same advantages for properties located in Anderson County exist in other counties along the Interstate 85 corridor, including proximity to markets, the inland port, and a shared labor market. Both Spartanburg and Greenville counties utilize negotiated FILOT agreements in place similar to Anderson, reducing assessments to 6%. Greenville also offers a 20-25% property tax abatement for five years, provided a company generates 75 jobs and invests at least \$50k in capital improvements (GADC, 2024). It is possible that counties could enter into a tax incentive race to the bottom with each trying to outdo its neighbors to attract business. This could affect counties' ability to raise income, especially as infrastructure costs and road maintenance would need to increase from attracting more logistics related businesses. Additionally, competing tax incentives could significantly increase distribution center construction leading to overconsumption and risk of vacant facilities due to outstripping market demand. There are additional concerns with cross-decked style distribution centers which as a specialized building type would not lend to easy repurposing in an oversaturated market. Traditional style warehousing and distribution facilities with loading docks along one side would provide more opportunity for reuse in manufacturing and novel redevelopment (indoor agriculture).

As construction of these facilities have increased within the past few years (see Figure 2.4) coupled with the current economic contractions and federal antagonism to foreign business, it is possible that the market for distribution centers could become oversaturated in the next few years. These concerns are exacerbated due to the large amount of space



they consume, as well as the cost and feasibility of modifying existing structures for alternative uses. Indoor farming as discussed below appears to be a promising alternative for the future adaptation into vacant distribution centers; however, it remains to be seen if this conversion could be accomplished at scale, the financial viability of such redevelopment, and if there are unidentified, better uses of these sites beyond indoor agriculture (such as housing for example, as the United States increasingly struggles with housing costs). However, it would be hard to transform and retrofit distribution centers into housing due to the regulations that must be followed around window access and plumbing, so it is unlikely that distribution centers could be used for housing, or it will be prohibitively expensive.

## Planning Recommendations

### *Alternative Uses*

A promising, future alternative use of the vacant distribution centers in Anderson County would be to turn them into indoor farms. Indoor farming refers to a method of growing crops on vertically stacked layers in a soilless cultivation system in a controlled indoor environment. (Wang & Iddio 2022).



Figure 2.6. Indoor Farming in Anderson County - Soli Organic (Google Images)

In this method of farming, crops are grown entirely within a controlled environment such as warehouses, greenhouses, or containers. Indoor farming utilizes artificial lighting, soilless cultivation techniques, and other smart technologies to optimize growth conditions (Hati & Singh, 2021). In most cases, it is resorted to when there are challenges to agricultural activities and traditional farming methods. Crops grown through indoor farming include leafy greens, herbs, tomatoes, strawberries, peppers, and cucumbers. There are three major types of indoor farming: hydroponic farming, aeroponic farming, and aquaponic farming.

#### Hydroponic Farming

According to Vyshnavi et al, (2023) hydroponic farming is a modern farming approach that involves growing plants in a nutrient rich water solution without soil. This technique allows for higher output, more efficient use of available space, and the ability to successfully grow crops in areas with poor soil quality.

#### Aeroponic Farming

This is a soilless farming technique where plants are grown in air or moist environments, with roots suspended in air and sprayed with nutrient-rich water (Choudhury, 2022). This approach is highly efficient in water usage and oxygen access for roots.

#### Aquaponic Farming

Ezzahoui et al., (2021) defined aquaponic farming as an innovative agricultural system that integrates aquaculture and hydroponic plant cultivation in a recirculating environment. In other words, this method combines fish farming with hydroponic farming. While the fish wastes serve as nutrients for plants, plants help to clean the water. The major benefit of this method is reduced water and fertilizer usage, minimized pest issues, and year-round production capabilities



### Essential Technologies in Indoor Farming

- ❖ LED Lighting is needed to play the role of sunlight to the growing crops.
- ❖ Climate control systems are essential for regulating temperature, humidity, and carbon dioxide levels.
- ❖ Automated Irrigation and fertigation helps to monitor and ensure precision in water and nutrient delivery.
- ❖ Sensors are needed for monitoring plant health, soil moisture, and environmental conditions.

### Existing Indoor Farms in South Carolina

- ❖ Growing Green Family Farm, Anderson, SC
- ❖ Kind Tide Farm, Charleston, SC
- ❖ Senn Brothers Produce, Columbia, SC
- ❖ Hurricane Creek Farms, Pelzer, SC

### Benefits of Indoor Farming

Indoor farming has several benefits compared to conventional farming. It is more efficient and sustainable and allows for year-round food production, and weather or seasonal changes do not limit it. Even in times of disaster and harsh climate conditions, indoor farming can still ensure food security. Secondly, it minimizes water use up to 90% when compared to the traditional method of farming, which can reduce production costs. Furthermore, it is space efficient, and does not result in land degradation or erosion.. Since the environment is controlled, there is often very little pest intrusion, which reduces the need for pest control and pesticides. Farms can be strategically situated close to consumers, which reduces the cost of transportation.

### Zoning and Siting

To ensure maximum flexibility for the county, developers, and businesses to repurpose vacant or excess distribution centers, we suggest zoning for all future distribution centers

to be I-1. This zoning classification provides for significantly more flexibility in use type than the I-2 classification and would allow for redevelopment as an indoor agricultural facility which was explained in the previous portion of this recommendation. Lastly, the county should consider the siting of distribution centers to address the advantages of proximity to the interstate and clustering development into industrial parks to minimize required investment in public infrastructure.

## **Conclusion**

This research has shown that distribution centers in Anderson County have sprouted at an accelerated pace in the past few years. The primary aim here is to provide an order and to redirect its purposes, to better serve the county. To better assist the county in planning for the development of future distribution centers proximity to Interstate 85, clustering development, and future uses such as indoor farming should be considered. While indoor farming, which seems to be the best alternative use might be expensive to maintain, the benefit outweighs the cost. Flipping the vacant distribution centers to become indoor farms will not only ensure its judicious use but will also impact the county's economy positively. Worthy to note, at the moment, indoor farms are best for growing leafy greens, herbs, and fruiting crops like tomatoes, strawberries, peppers and cucumbers, as technology advances and environmental concerns grow, indoor farming may be able to hold more heavier crops.

# CHAPTER 3

## *SWOT ANALYSIS*

### AUTHORS:

Sedinam Barney  
Haley Howell  
Andrew Karriem  
Dylan Mathis  
Mabel Williams



CLEMSON

## Introduction

One of the three projects we worked on this semester in CRP 8070, Comprehensive Planning Studio, was an Environmental Scan or SWOT analysis, which assesses the county's strengths, weaknesses, opportunities, and threats of the county. At the outset, we emphasize that this is a student project that has both substantive and teaching purposes.

Anderson County is in the process of updating its comprehensive plan, following the required framework of setting goals, completing an analysis of ten elements of local conditions, and establishing action steps. A SWOT analysis is another means of assessing current conditions and trends that may be useful in identifying key issues that affect local planning.

To conduct our SWOT analysis, we assessed the issues and trends discussed in the 2016 Anderson County Comp Plan. We also reviewed the draft sections of the 2026 draft Elements chapters that were recently written. Team members reviewed current conditions and trends in each of the ten elements described in the reports from 2016 and 2025. These elements include population, economy, housing, land use, natural resources, cultural resources & history, resilience, community facilities, transportation, and priority investments.

On April 9, 2025, we conducted an in-person meeting with nineteen department heads and key staff of Anderson County. During that meeting, participants identified specific internal strengths and weaknesses along with external ones. After identifying these issues and trends, we created a list of external and internal factors that are influencing the county and placed them in the appropriate category. External factors include federal legislation, funding sources, and a rapidly growing population. Internal factors include limited land use regulation and coordination of infrastructure, staffing shortages and instances of limited communication. From this analysis, we have been able to create several strategic recommendations that may help Anderson County be more effective in facing current realities and meeting its goals and vision.

The MCRP students and faculty would like to thank Anderson County Staff for providing us with the opportunity to learn more about the county and give our perspective on where the county can improve. Their cooperation and willingness to work with students have provided us with opportunities to be involved in the public engagement process, interact with government officials, and strengthen our understanding of planning concepts that we have learned in class. We particularly appreciate the time and insights that Joan Holiday provided throughout the project. This experience has greatly contributed to the overall professional development of the students, and it would not have been possible without your help. Thank you!

## **Anderson County Environmental Scan Summary**

### ***Current Trends from Draft Elements of Anderson Comp Plan***

The Anderson County Comprehensive Plan's Draft Elements show various trends influencing land use patterns, housing typologies, and the area's infrastructure priorities. Understanding and considering these factors are important for Anderson County to plan for its future and to strike a balance between growth and preserving desirable current conditions.

Growth is a particularly critical trend, impacting all other plan elements. The growth rate in Anderson County is significant. Between the 1960s and the 21st century, the county's population grew by over 107%. The growth rate of Anderson County is now higher than the national average (U.S.). The county continues to grow and is 220,036 in 2025, expecting to add 13,000 by 2030, reaching an estimated 233,095. This growth is occurring as part of the continued high growth rate in Upstate South Carolina generally.

Nevertheless, the county's growth is not uniform. While the countryside in the southern and eastern parts of the county has lower growth, the northern and central portions of the county—including Anderson, Williamston, Easley, Powdersville, and Pendleton—have the highest growth. Additionally, the county's median age has increased to 40.5, higher than the national median age of 38.5 and the state of South Carolina's median age of 39.9. According to data, the population of those 45 and over is growing and already makes up 44.7% of the population. The aging baby boomer generation and retiree migration are the primary manifestations of this trend.

With a workforce of 94,227, Anderson County's labor force in the year 2023 had a low unemployment rate of 2.8%. Manufacturing, retail, and hospitality are the main drivers of the county's wage structure. Declining and lower-paid manufacturing jobs, along with growth in lower-paid jobs such as leisure, hospitality and retail, are causing average salaries to fall below national and state levels. The majority of employees (74.2%) commute fewer than 25 miles, with a higher percentage of out-commuting (48,491) over in-commuting (29,055). Currently, Anderson County maintains and operates 159 bridges



and 1,576 miles of roadways. Still, infrastructure upgrades are being spurred by growth along I-85 as the county experiences a significant influx and outflow of workforce to/from neighboring counties. Not unlike other areas in South Carolina and the nation, resources to fix and upgrade roads and bridges lag far behind the needs. This is complicated by a number of Metropolitan Planning Organizations (MPOs) that have jurisdiction over parts of Anderson County. Further coordination among jurisdictions and infrastructure providers would be helpful.

Competition for a limited supply of available workforce housing has raised costs/prices for homes, making housing less affordable. Problems with affordability burden low- and middle-income households and trigger homelessness at the lower end of that income spectrum. To accommodate the growing population, there is a corresponding rise in the demand for housing. Housing units have increased at about half the rate of the population increase over the past decade. Statistics show that Anderson County has a higher percentage of single-family homes and mobile homes than the state of South Carolina. Recent estimates of owner- and renter-occupied housing units revealed that owner-occupancy is concentrated in rural areas, possibly due to larger lots and existing development patterns. In contrast, rental occupancy is concentrated in and around urban centers, reflecting proximity to services and amenities. As the county lacks various housing options to serve the entire spectrum of income, age, and special requirements, manufactured housing is now seen as the most economically viable choice.

The growing population drives demand for increased infrastructure and community facilities. This includes interest in expanding parks, school facilities, sewer capacity, sidewalks, trails, libraries, and public transportation choices to accommodate all demographic groups. Growth among the older population creates further challenges to the specific services demanded. There is strong support for maintaining natural characteristics such as lakes, forests, and wetlands, particularly in light of growth pressures. Anderson County contains valuable farmland wealth, and there is strong public support to retain the distinctive rural character in that section of the county. Finally, the necessity of resilience

planning is becoming more widely acknowledged in Anderson County, particularly concerning natural hazards, flooding, and high water.

## **SWOT Assessment**

Identifying current conditions and trends is a major element of the comprehensive planning process. Anderson County is identifying and assessing current conditions through the state-mandated process of analyzing the ten elements identified in the SC Comprehensive Planning Act. An alternative approach builds on a Strategic Planning method of the Environmental Scan, where the county's Strengths, Weaknesses, Opportunities and Threats (SWOTs) are identified and integrated into a set of strategic issues. Essentially, this approach provides an alternative lens through which the various internal and external trends affecting the county are considered.

This assessment extended beyond demographic trends to include the perceptions of different stakeholders on what they observed in the county, including the existing strengths and opportunities and how they can be leveraged to address the weaknesses and threats that may encourage or inhibit the attainment of the values and development goals of the county. It is essential to note that the SWOT assessment was a follow-up on the issues identified through data analysis, staff interviews, and community engagement. Due to the time constraints of the academic semester, we were only able to participate and facilitate one meeting. However, the community identified several issues that they wanted to incorporate into the plan that appeared to be representative of other information that had been collected. Hence, to obtain strategic solutions to these issues, a set of responsible stakeholders were engaged to identify the strengths, weaknesses, opportunities and threats in relation to the issues identified. Again, the time limitations of the academic calendar limited our efforts to a single meeting.

Five students and professors from the Department of Planning at Clemson acted as consultants in the preparation of the Environmental Scan and conducted a SWOT meeting for a select group of county officials and Metropolitan Planning Organization (MPO)

representatives that serve Anderson County. The meeting on April 9, 2025, comprised nineteen (19) representatives from the county departments, and transportation Council of Government (COG) representatives. Invitations were also extended to council members and commission members. Specifics and notes of these meetings are found in the Appendix to this report. SWOT analysis of Anderson Comp plan elements are also found in the Appendix.

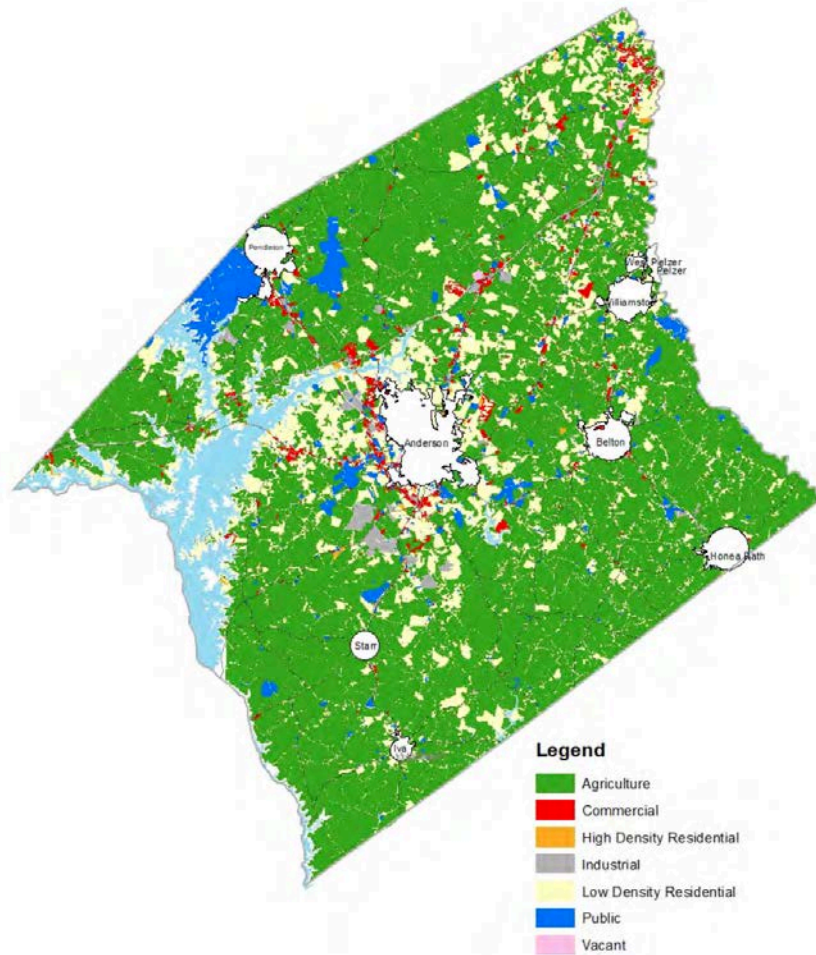
For purposes of triangulating findings to identify issues common to stakeholders and those of different views, we also interviewed additional individuals from outside the county. They include representatives of the SC Appalachian Council of Governments, Upstate Forever and the City of Anderson.

Below is the list of Strengths mentioned during Stakeholder engagement and plan analyses.

## **Strengths**

- ❖ Room for growth and a strong desire to maintain the character of the county – Anderson County has a significant amount of open space and agricultural land. The people strongly desire to maintain the rural character of those sections of the county and focus growth in developing areas. The County Council has also recently procured the services of a consultant to update the land development ordinance, demonstrating their interest in effectively managing growth while protecting the character of the place.

Current Land Use, Anderson County



Source: Anderson County Current Land Use map



- ❖ Endowed with natural resources such as agricultural land and scenic water bodies – Anderson County has over 183,718 acres of land designated farmland, and it is known for its agricultural contribution to the state as it ranks first in the production and supply of cattle and calves, and forage.

Image Source: Circle Starr Farm in Anderson County, SC, Aug. 2021



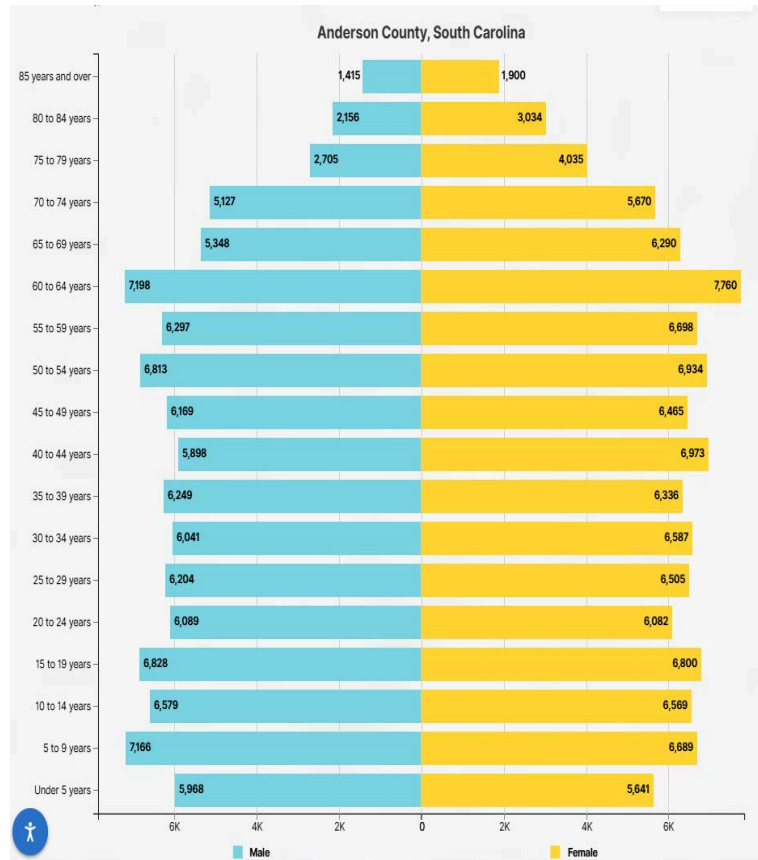
❖ Additionally, the presence of Lake Hartwell in the county has attracted tourists and created jobs for residents.

*Image Source: Lake Hartwell, Upstate Lake Life*

- ❖ Digitized permitting system - Having a new online permitting system in place has sped up and increased the efficiency of the permit process. Tracking and using this information would provide useful insights.
- ❖ Growing population – The county's population is steadily increasing, along with that of the Upstate region. Therefore, there is an available labor force to harness for economic development and a growing tax base.
- ❖ Business-friendly climate – Anderson County is also home to an Incubator designed to create, develop and help start-ups and industries to excel in the county
- ❖ One consolidated call center for emergency services

## **Weaknesses**

- ❖ Population – rapidly growing population with an increase in the aged population, mainly due to the relocation of senior citizens to settle in the county. While this is likely to promote economic development because of the spending capabilities of these age groups, it poses the need to provide suitable infrastructure to accommodate additional population generally as well as the needs of an aging population.



Source: US Census Bureau, 2023 ACS 5-Year Estimates

- ❖ Political realities— the various council districts have a 2-year term of office, which limits their ability to provide continuity regarding medium and long-term factors relative to county development and change. *Image Source: Anderson County, SC*





- ❖ Limited staff and capacity – it was identified that there is limited staff in a number of departments. For example, in the Emergency Medical Services, during special events such as concerts, fishing tournaments and other activities that attract the inflow and mass engagement of people, emergency services are put under strain.



*Image Source: Anderson County's hospital post, Sep. 2024*

It was also indicated that the planning unit does not have well-equipped staff to carry out long-range planning, let alone keep up with project reviews on a day-to-day basis. There is an absence of a GIS expert to integrate GIS analysis into planning at a high level, along with an understaffed inspection and code enforcement division.

- ❖ Housing unaffordability – manufactured homes are still expensive. Meanwhile, the majority of the workforce is employed in low-wage economic activities such as tourism and hospitality. This is reflected in the county's lower median wage levels.
- ❖ Having no Level 1 Trauma Center.
- ❖ Expensive medical bills for helicopter flights.

- ❖ Workers commuting out of Anderson County to Greenville or Spartanburg are stressing the main commuter roads.
- ❖ Lack of adequate funding for improving and building more roads. (This is an issue that most jurisdictions face.)



*Image Source: Independent Mail, March. 2017*

- ❖ County staff has to fill in where gaps exist in smaller municipalities, creating a strain on the county staff.
- ❖ Limited data are available to identify areas for protection and areas for growth. Makes it hard to have data-driven discussions to focus on effective actions.
- ❖ Impaired water bodies have created problems for water quality & flooding.

## **Opportunities**

- ❖ Land regulation that could include zoning or other ordinances for the whole county to guide development – the county has the ability to separate uses or intensify them to ensure judicious use of space, including preserving rural lands. However, there is a need to educate residents about various forms of land regulation, such as zoning and the processes involved in implementing it. Land use regulations can protect rural areas and focus development in desired areas.

- ❖ Proximity to I-85. The presence of the interstate highway has positively influenced the location of distribution centers and other industrial uses in the county. These facilities provide employment opportunities and contribute to the county's tax base. Other economic uses could also be located in proximity to I-85. This also provides an incentive to use land in proximity to I-85 judiciously.
- ❖ Revitalizing the older housing stock – the county can improve access to housing by improving existing housing and their neighborhoods to make them more attractive and useful. This can be done by collaborating with developers and residents.
- ❖ Rehabilitate existing housing to support growing industries, thereby reducing commuting trips outside the county.
- ❖ The presence of the Resilience office in the state- the Resilience office has significant resources and programs that could be of great essence to Anderson County in preserving its natural resources. Other resources include Upstate Forever and SC Farm Bureau.



## Threats

- ❖ Lack of land regulation in much of the county and difficulty in guiding growth.
- ❖ Recognition of the cost of lawsuits to the county due to subdivision denials
- ❖ Citizen groups opposing change and land regulation/resource protection
- ❖ Uncontrolled growth
- ❖ Random housing and other land use developments
- ❖ Annexation situations—stormwater issues developed after annexation, and there is confusion about coverage. Specifically, the East-west connector development after annexation has mixed reactions in different jurisdictions
- ❖ Inadequate infrastructure, specifically roads, water and sewer

- ❖ Lack of communication between special districts and the county
- ❖ Inability to afford investments for water upgrades
- ❖ Multiple water companies- there is no centralized water supply management system in the county
- ❖ There is friction between maintaining the county's rural character while experiencing population growth. As the population increases, the need for public infrastructure and economic development also increases.
- ❖ There is a need to provide more employment opportunities for the emerging workforce as well as support their social needs. Meanwhile, the county wants to maintain its rural character and not attract too many people and large businesses.
- ❖ As areas are growing, keeping housing affordability for the local residents as their tax bases increase.
- ❖ There is the fear of promoting gentrification and displacement as development and growth continue
- ❖ The county does not have a clear way to maintain housing affordability

## **Strategic Issues**

Based on the discussion at the April 9 meeting, study of comprehensive plan elements and review of SWOTs from earlier analyses, several key issues facing the county were identified:

1. Guiding growth to focus infrastructure on targeted areas and preserve open space/farmland. This would include:
  - a. Coordinating land regulation towards effective policies and programs that maintain Anderson County's character in different areas of the county.
  - b. Aligning infrastructure (water, sewer, transportation, schools) with targeted growth areas.
2. Creating a consensus vision for the long-term direction of Anderson County.
3. Promoting a variety of affordable housing options to support a wide range of residents.

4. Fostering collaboration between municipalities, county departments, agencies, private partners, and other stakeholders.
5. Planning for an aging population with health services, transportation, and accessibility.
6. Strengthening the economy through the attraction of high-paying skilled jobs.
7. Ensuring adopted plans and strategies include clear measurements and regular reviews, supported by expanded county staff to guide implementation and coordination.
8. Building political alignment to carry out long-range goals. Supporting officials and staffing in translating goals into policy decisions

## **Implications**

1. Development should be focused on the areas in Anderson County that are currently experiencing growth so the prime farmland can be protected for future use. This will help grow the local economy and contribute to the availability of locally grown produce. That focus should include infrastructure development, land regulation, and preservation.
2. Anderson County should create a consensus vision for the long-term direction of the county that is both sustainable and manageable for its municipalities. The vision should incorporate political collaboration, education, examples from other successful regions, and alignment with ongoing regional growth.
3. Anderson County could increase its inter-jurisdictional communication both within the county and the region. This can improve efficiency and quality of service delivery. The municipalities could coordinate their projects and timelines more effectively so that county staff is not required to fill in gaps to cover smaller municipalities as often as they currently are.
4. If diverse and affordable housing options are promoted, more residents of Anderson County- current and future- should have more attainable options for

affordable, safe, and decent housing. This will also help promote and channel growth in desired areas and economic development.

5. Planning for an aging population so the county can be more prepared for the needs of the elderly and that the resources available will be sufficient. This strategy can be implemented by increasing the number of assisted living and care facilities and making public transit more accessible.
6. Anderson County should focus on attracting higher skilled and higher paying industries. This can be accomplished through a public-private partnership.



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# *APPENDIX*

APPENDIX A: DISTRIBUTION CENTERS

APPENDIX B: SWOT ANALYSIS



# APPENDIX A

## *DISTRIBUTION CENTERS*



Figure 2.1

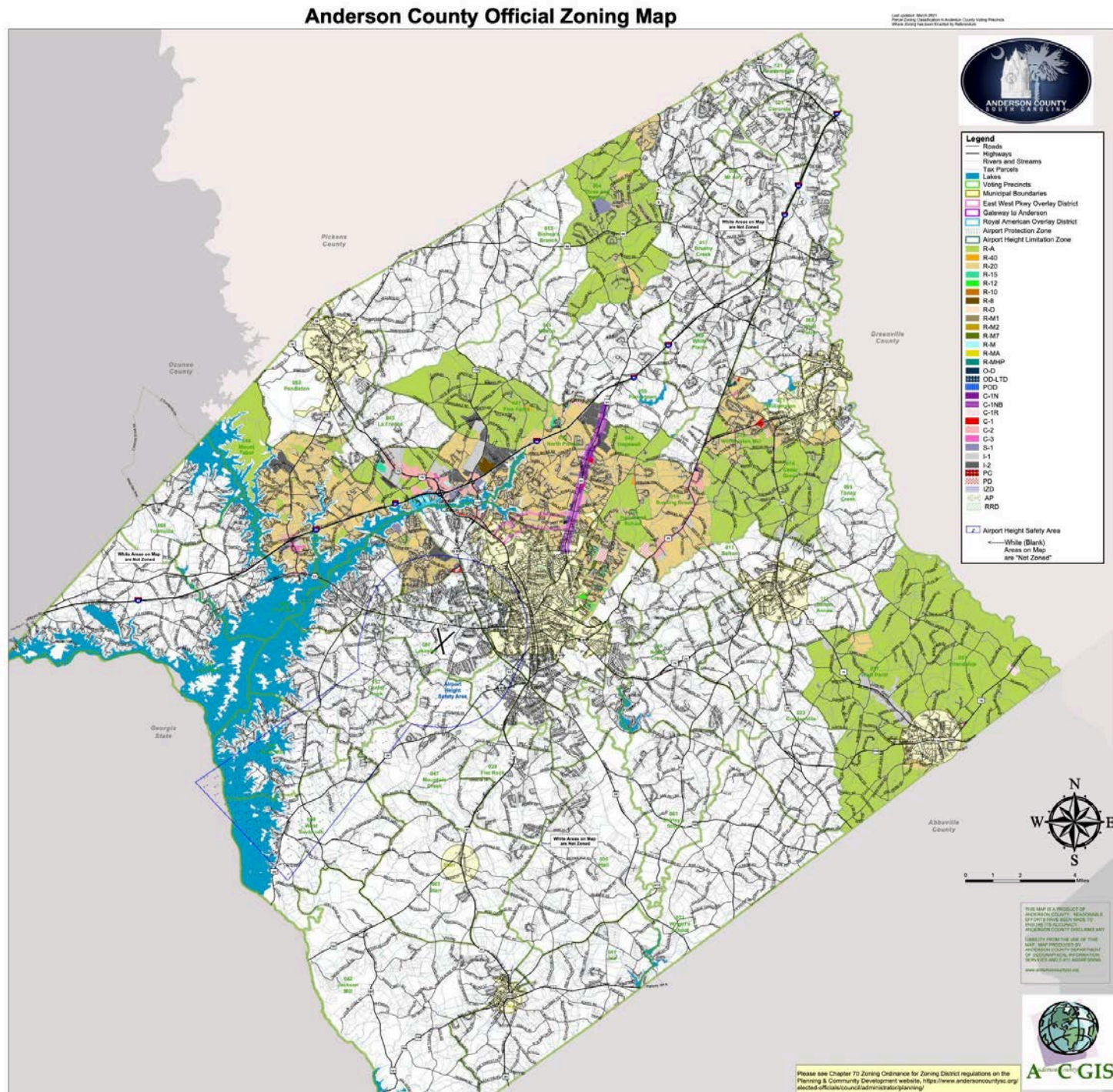




Figure 2.2

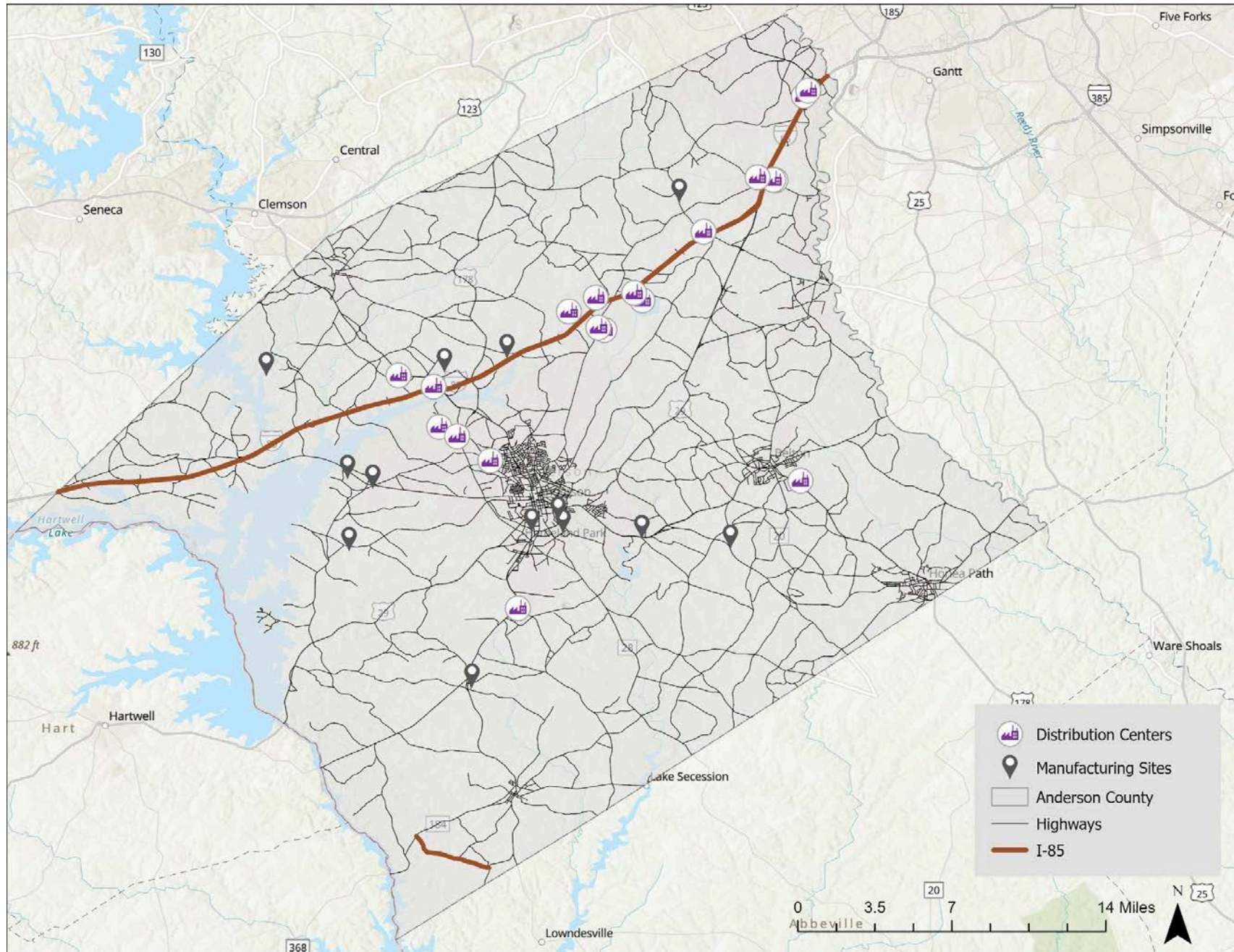




Figure 2.3

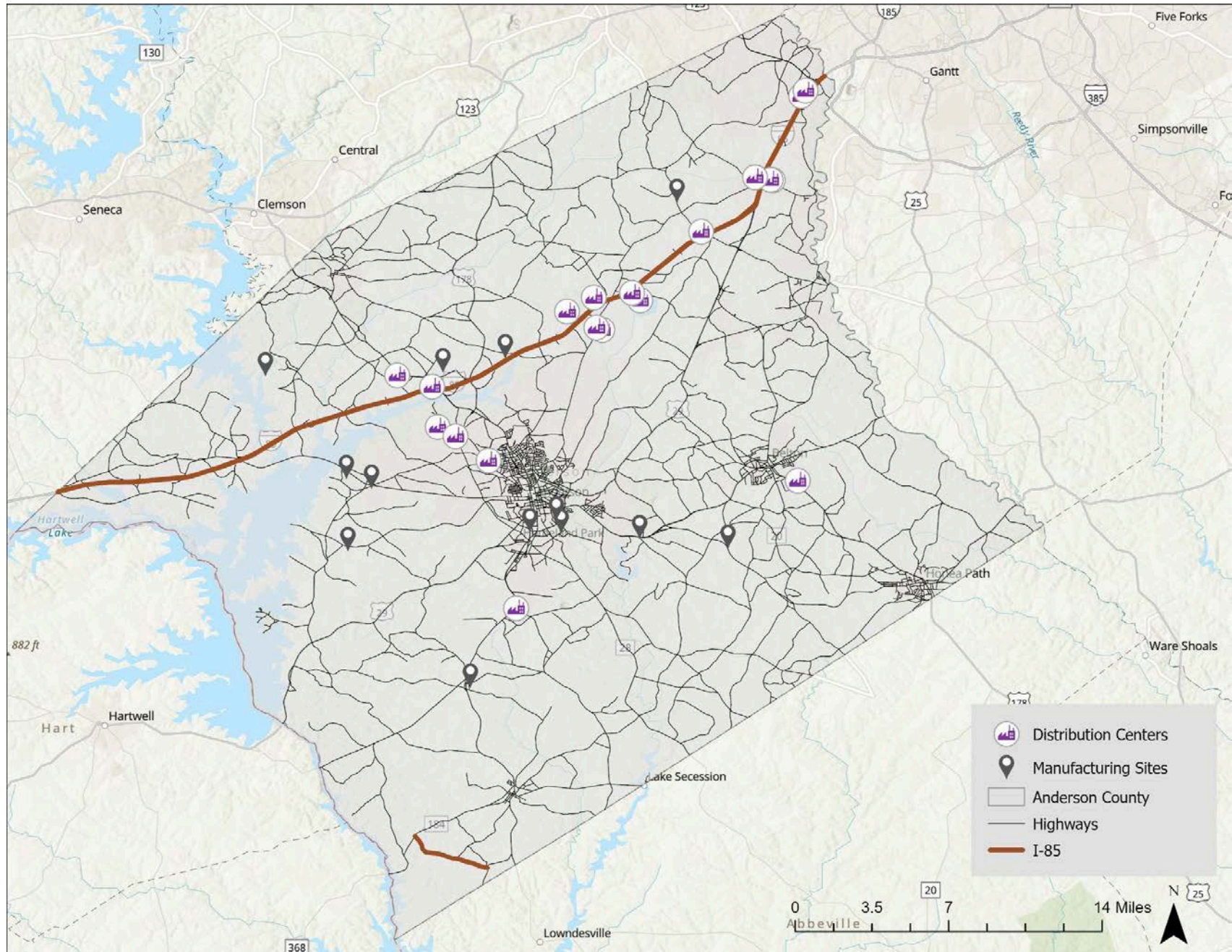




Figure 2.4

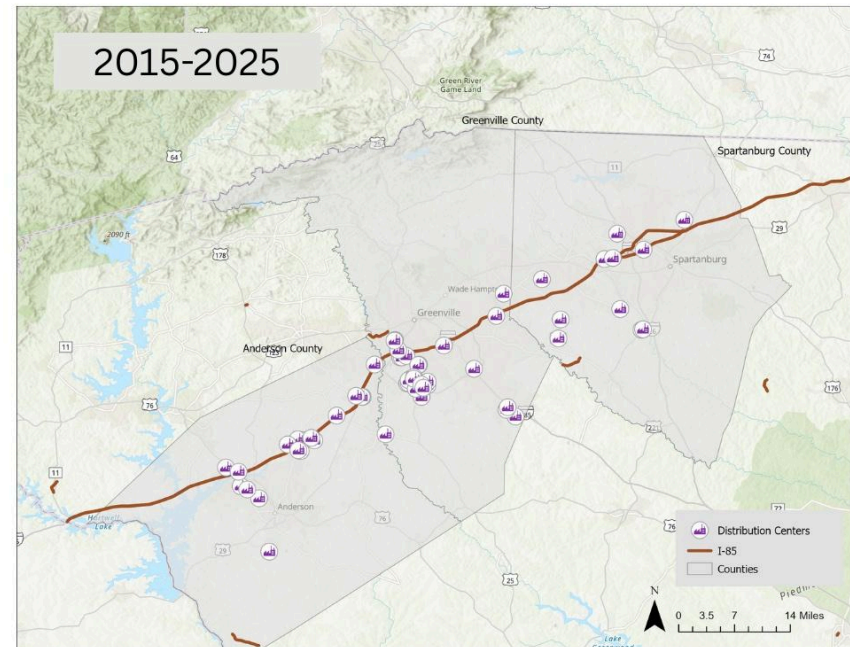
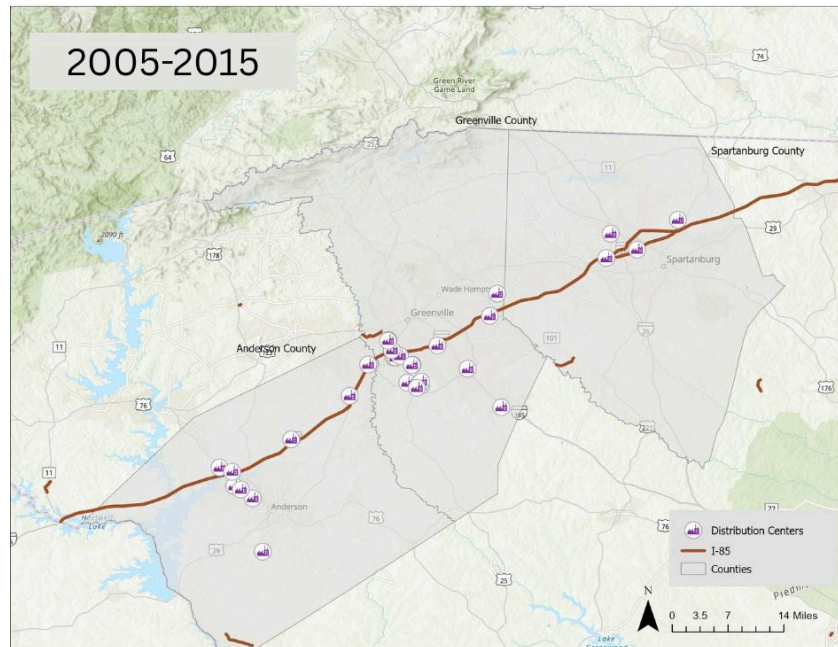
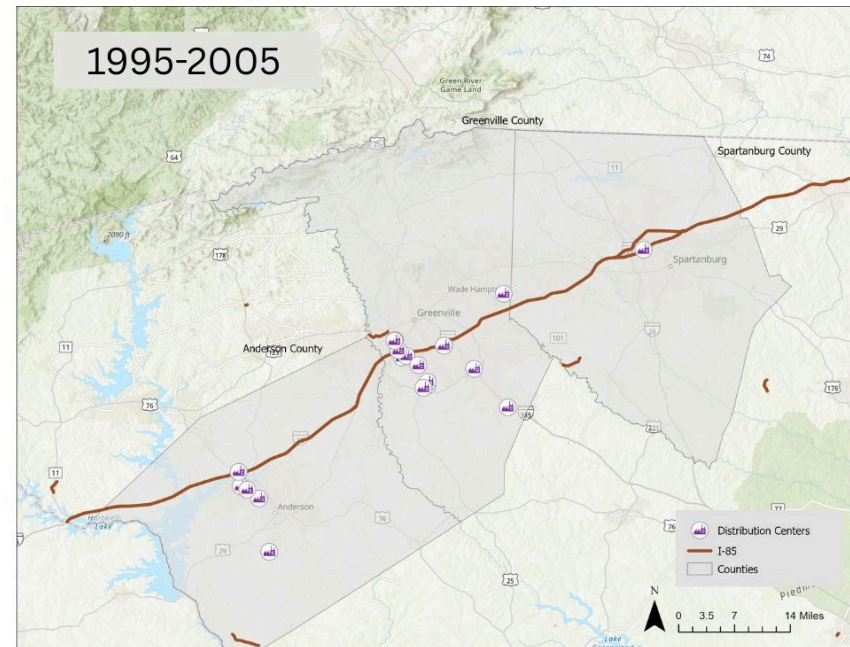
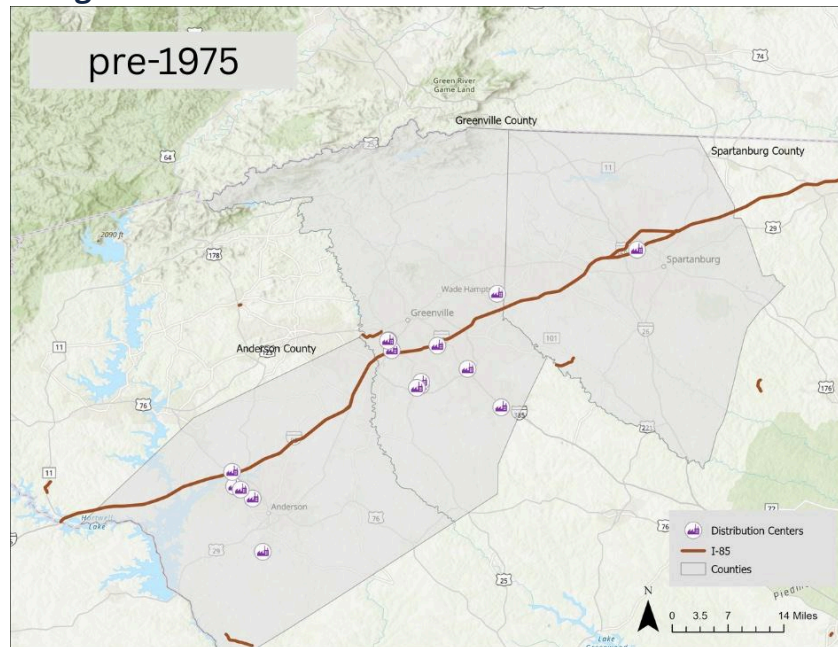


Figure 2.5

## Percentage of Sites Built Over Time

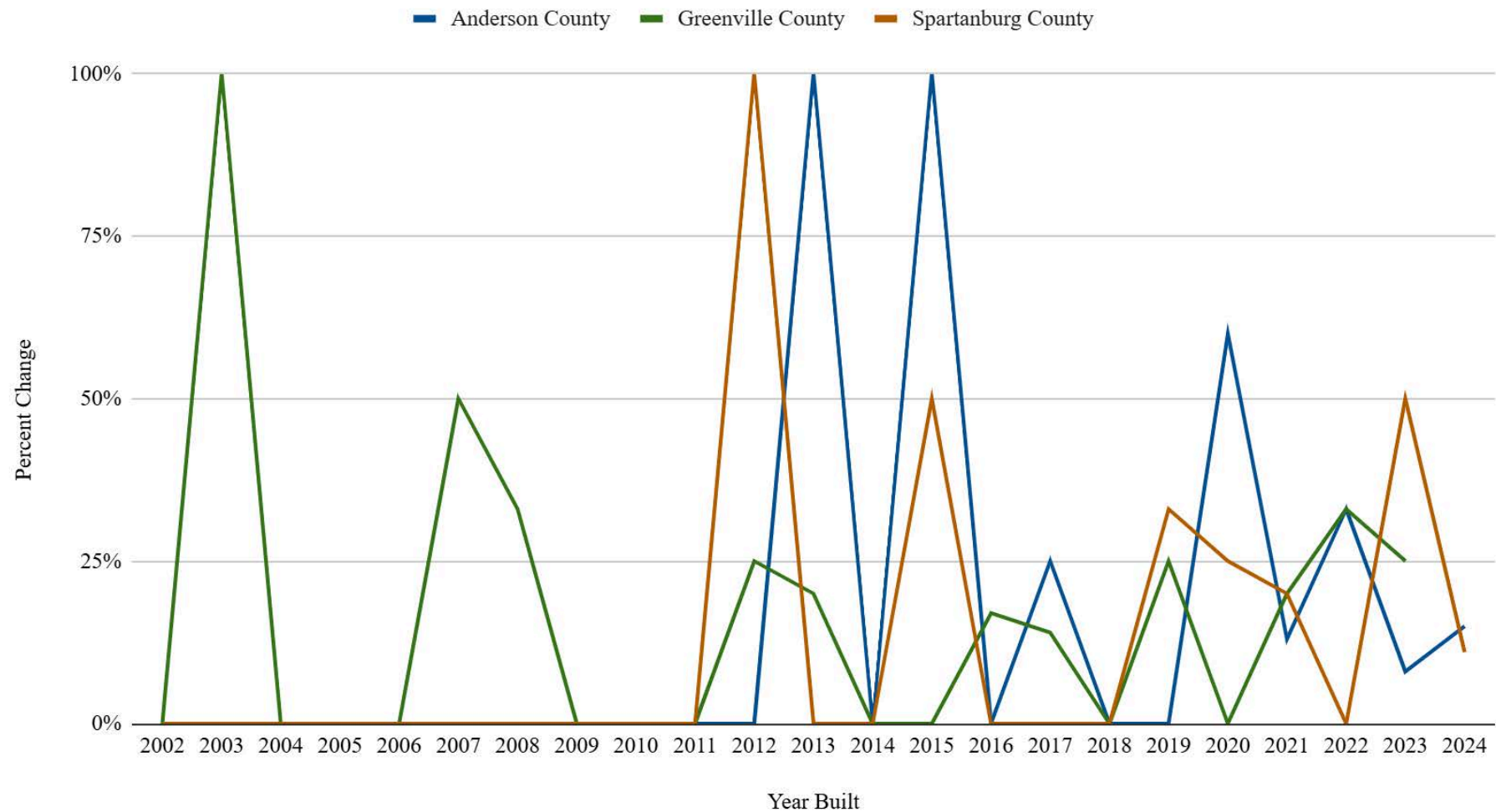




Table 2.2

Existing / Future	Company	Address Road	City	County	County	Zip Code	Ownership Structure	Occupancy	Occupancy Status	Type of Logistics	Year Built	Size (sq ft)	Vacant Sqft (if applicable)	Date on Market	Docks Truck	Rail	Food Storage	Climate Controlled	Parcel Owner	Owner Residence	Lot Size (Acres)	Zoning Classification	Overlay	Driving Distance to I-45 (Miles)	Notes
Existing	Commerce Warehouse & Distribution Inc	5301 Old Peerman Dairy Road	Anderson	Anderson	Anderson	29625	Third Party Logistics (3PL)	Single	Occupied	Warehousing / Distribution	1977	500,000			72	8	Y	Y	BRF CPD LLC	NC	28.36	Unzoned	None	2.8	
Existing	Spartan Logistics	5301 Old Peerman Dairy Road	Anderson	Anderson	Anderson	29625	Third Party Logistics (3PL)	Single	Occupied	Warehousing / Distribution	1977	420,000					Y	Y	BRF CPD LLC	NC	28.36	Unzoned	None	2.8	
Existing	Spartan Logistics	5201 Highway 81 South	Spartanburg	Spartanburg	Spartanburg	29684	Third Party Logistics (3PL)	Single	Occupied	Warehousing / Distribution	1980	160,000			N/A		Y	Y	HARMON UPRSTATE PROPERTIES LLC	OH	18.28	Unzoned	None	1.8	
Existing	Industrial Bonded Warehouse	108 Service Rd, Building #5	Anderson	Anderson	Anderson	29625	Third Party Logistics (3PL)	Single	Occupied	Warehousing / Distribution	1985	175,000			N/A		Y	Y	TSMC INC	SC	13.09	Unzoned	None	4.5	
Existing	Walgreens Distribution Center	101 Alliance Parkway	Williamston	Anderson	Anderson	29687	Owner / Operator	Single	Occupied	Warehousing / Distribution	2024	700,000			N/A		Y	Y	TERRAZA LLC / WALGREENS	IL	100.52	Unzoned	None	2.2	
Existing	TTI Distribution Center (Hydri)	201 Orange Way	Anderson	Anderson	Anderson	29621	Owner / Operator	Single	Occupied	Warehousing / Distribution	2015	1,300,000			N/A		Y	Y	TTI CONSUMER POWER TOOLS INC	SC	124.90	Unzoned	None	7.5	
Future	Harter Freight	130 Frontage Road	Piedmont	Anderson	Anderson	29673	Owner / Operator	Single	Spec / Under Construction	Warehousing / Distribution	N/A	76,171	76,171		N/A		Y	Y	MOTH FUSE LLC	SC	12.69	Unzoned	None	5.7	
Future	Eastern Engineered Wood Products	110 Milliken Drive	Belton	Anderson	Anderson	29627	Owner / Operator	Single	Spec / Under Construction	Warehousing / Distribution	N/A	FUTURE	UNK		N/A		Y	Y	SCSIC PROPERTY LLC	PA	10.80	Unzoned	None	13.4	
Existing	Smartly Kappa North America	1108 Scotts Bridge Road	Anderson	Anderson	Anderson	29621	Third Party Logistics (3PL)	Multiple	Partial	Warehousing / Distribution	2022	250,000			28	N/A	Y	Y	SHURIT KAPPA NORTH AMERICA	TX	20.51	S-2	None	1.7	
Future	Evergreen ES Logistics Park	1108 Scotts Bridge Road	Anderson	Anderson	Anderson	29621	Third Party Logistics (3PL)	FUTURE	Partial	Warehousing / Distribution	2022	2,587,240	2,528,240	4-30-2024	N/A		Y	Y	HUNT MIDWEST	MO	101.21	S-2	None	1.7	
Existing	FeedEx	1010 Evergreen Road St 1	Anderson	Anderson	Anderson	29621	Third Party Logistics (3PL)	Single	Occupied	Distribution	2022	251,000			N/A		Y	Y	MG GREENVILLE OWNER LP	CA	41.81	S-2	None	1.9	
Existing	MTTC Automation, Cradlepoint, TVS Supply Chain Solutions	100 Exchange Logistics Park	Piedmont	Anderson	Anderson	29673	Owner / Operator	Multiple	Occupied	Warehousing / Distribution	2020	289,000			N/A		Y	Y	STAG INDUSTRIAL HOLDINGS LLC	MA	18.10	Unzoned	None	5.8	
Existing	Central Health	110 Exchange Logistics Park	Piedmont	Anderson	Anderson	29673	Owner / Operator	Single	Occupied	Warehousing / Distribution	2020	348,268			35	N/A	Y	Y	SPUSS EXCHANGE LOGISTICS LP	TX	32.12	Unzoned	None	6.8	
Existing	Hilton ME / Hilton Worldwide USA	120 Exchange Logistics Park	Piedmont	Anderson	Anderson	29673	Owner / Operator	Multiple	Partial	Warehousing / Distribution	2020	157,212	62,884	4-25-2022	10	N/A	Y	Y	CDI ANDERSON PHASE 2 150 LLC	MO	11.20	Unzoned	None	6.8	
Existing	Spartan Logistics	125 Old Williamson Rd	Greenville	Greenville	Greenville	29615	Third Party Logistics (3PL)	Single	Occupied	Warehousing / Distribution	1989	728,500			N/A		Y	Y	STAG INDUSTRIAL HOLDINGS LLC	MA	31.80	S-1	None	5.5	
Existing	Gray Development	1810 Easley Highway	Piedmont	Anderson	Anderson	29673	Third Party Logistics (3PL)	Multiple	Vacant	Warehousing / Distribution	2023	408,240			12-3-2022	N/A		Y	GRAY INDUSTRIAL REALTY LLC	NY	35.40	Unzoned	None	6.4	
Existing	Newco Plastics	108 Chapman Rd	Anderson	Anderson	Anderson	29625	Third Party Logistics (3PL)	Single	Occupied	Warehousing / Distribution	2011	128,000			15	0	Y	Y	SINGLE USE PLASTICS LLC	NY	24.88	S-1	None	2.5	
Existing	Amazon DSP1	402 John Dodd Rd	Spartanburg	Spartanburg	Spartanburg	29303	Owner / Operator	Single	Occupied	Distribution	2012	1,015,740			N/A		Y	Y	ILPT SPARTANBURG LLC	AZ	94.87	Unzoned	None	2.8	
Existing	Industrial Warehouse Services Inc.	1549 Peerman Dairy Road	Anderson	Anderson	Anderson	29625	Third Party Logistics (3PL)	Multiple	Partial	Warehousing / Distribution	1964	800,000	100,000	6-19-2024	12	N/A	Y	Y	INC	AL	66.26	Unzoned	None	5.7	
Existing	Continental	171 Alliance Pkwy	Piedmont	Anderson	Anderson	29673	Owner / Operator	Single	Occupied	Warehousing / Distribution	2015	148,000			N/A		Y	Y	PAIT	NC	35.89	Unzoned	None	6.7	
Existing	Easton Eager Weller US Plastics Inc.	171 Alliance Pkwy	Piedmont	Anderson	Anderson	29673	Owner / Operator	Multiple	Partial	Warehousing / Distribution	2017	178,000	40,000	2-28-2022	N/A		Y	Y	PAIT	NC	35.89	Unzoned	None	6.7	
Existing	Whe Business Form, Inc.	601 Vanguard Road	Anderson	Anderson	Anderson	29625	Owner / Operator	Single	Occupied	Warehousing / Distribution	1993	80,000			N/A		Y	Y	RED DAISY LLC	SC	3.14	S-1	None	5.5	
Existing	CBRE	134 Long Rd	Williamston	Anderson	Anderson	29627	Third Party Logistics (3PL)	FUTURE	Vacant	Warehousing / Distribution	2024	560,240	560,240	9-25-2022	112	N/A	Y	Y	134 LONG ROAD OWNER LLC	IL	48.50	S-2	None	2.2	
Future	Walmart	1065 Fort Prince Blvd	Wellford	Spartanburg	Spartanburg	29303	Owner / Operator	Single	Construction	Distribution	2024	725,000					Y	Y	WALMART STORE EAST LP	AR	189.00	Regular	None	2.7	
Existing	Kaigir Dr. Pepper	6128 Anderson Mill Road	Moore	Spartanburg	Spartanburg	29369	Owner / Operator	Single	Occupied	Manufacture / Distribution	2020	872,000			N/A		Y	Y	VEYRONKPI PARTNERS LLC	TX	20.98	Unzoned	None	5.8	
Existing	Verity - Pelzer Point Commerce Center	170 Pelzer Point	Pelzer	Anderson	Anderson	29689	Owner / Operator	Single	Occupied	Manufacture / Distribution	2021	210,300			89	N/A	Y	Y	EASTGROUP PROPERTIES LP	GA	12.84	Unzoned	None	6.9	
Existing	Burl & Temkin Realty	415 HWY 183	Piedmont	Anderson	Anderson	29673	Third Party Logistics (3PL)	Single	Vacant	Distribution	2013	52,000	52,000	2-5-2025	29	N/A	Y	Y	RLR INVESTMENTS LLC	OH	10.07	Unzoned	None	1.1	
Existing	Iron Carriers	580 Blackford Rd	Greenville	Greenville	Greenville	29615	Owner / Operator	Multiple	Occupied	Distribution	2007	155,400			219	N/A	Y	Y	SPARTANBURG OF RIL, LLC	TX	80.00	S-1	None	1.9	
Existing	Visual Comfort and Co	170 Smith Farms Parkway	Greenville	Greenville	Greenville	29615	Third Party Logistics (3PL)	Multiple	Partial	Distribution	2023	800,000					Y	Y	SPARTANBURG OF RIL, LLC	TX	80.00	S-1	None	1.9	
Existing	TTI Floor Care	578 Robinson Road	Greenville	Greenville	Greenville	29615	Third Party Logistics (3PL)	Multiple	Vacant	Distribution	2021	1,400,580					Y	Y	POLYDUN DUNGLIN LLC	DC	111.08	Unzoned	None	4	
Existing	Micro Tea Company	6884 U.S. Highway 221	Moore	Spartanburg	Spartanburg	29369	Owner / Operator	Single	Occupied	Distribution	2023	187,400					Y	Y	PROJECT FOURSEIGHT LLC	AL	46.82	S-1	None	1.0	
Existing	Warehouse Services Inc.	99 S Bully Rd	Piedmont	Greenville	Greenville	29673	Third Party Logistics (3PL)	Single	Occupied	Warehousing / Distribution	2003	511,130			N/A		Y	Y	WIL LLC SC Units Use Co	SC	31.27	S-1	None	1.4	
Existing	Crane Trucking and Logistics	1521 White Horse Rd	Greenville	Greenville	Greenville	29605	Third Party Logistics (3PL)	Single	Occupied	Distribution	2002	33,400			N/A		Y	Y	Seal Holding LLC	SC	10.26	S-1	None	1.5	
Existing	ATI Integrated Logistics	625 S Old Piedmont Hwy	Greenville	Greenville	Greenville	29611	Third Party Logistics (3PL)	Multiple	Partial	Warehousing / Distribution	1950/2018	823,800	200,000	9-12-2019	K	Y	Y	Western Ship 1 LLC	OH	35.20	S-1	None	0.7		
Existing	Sundland Logistics Solutions	255 Blackhawk Rd	Greenville	Greenville	Greenville	29611	Third Party Logistics (3PL)	Single	Occupied	Warehousing / Distribution	1990/2013	475,500			K	UN	Y	Y	Greenville Black Hawk LLC	NY	19.33	S-1	None	1.1	
Existing	BV Bell Properties	190 Blackhawk Rd	Greenville	Greenville	Greenville	29611	Third Party Logistics (3PL)	Multiple	Partial	Warehousing / Distribution	1963/2020	271,094	50,000	9-21-2023	57	K	Y	Y	Grq Holdings LLC	NC	19.24	S-1	None	1.1	
Existing	Distribution Center	204 Fairforest Way	Greenville	Greenville	Greenville	29607	Owner / Operator	Single	Occupied	Distribution	1995	264,518			N/A		Y	Y	United States Postal Service	ND	20.31	IG	None	2.5	
Existing	Pelham 85 Commerce Center	108 Ben Hamby Dr	Greenville	Greenville	Greenville	29615	Third Party Logistics (3PL)	Multiple	Partial	Warehousing / Distribution	2008	108,000	12,800	10-15-24	30	N/A	Y	Y	Prodis-Pelham LLC	SC	7.81	S-1	Industrial	1.9	
Existing	Print Industries	8410 Augusta Rd	Greenville	Greenville	Greenville	29605	Owner / Operator	Multiple	Partial	Manufacture / Distribution	1998	170,000	80,000	9-26-2024	18	N/A	Y	Y	Greenville 8410 LLC	NV	23.10	S-1	None	3.3	
Existing	UPS Customer Care Center	201 Fairforest Way	Greenville	Greenville	Greenville	29607	Owner / Operator	Single	Occupied	Distribution	2007	45,200			N/A		Y	Y	Secon Co Inc	GA	6.12	IG	None	2.2	
Future	GE Appliances	1032 Blacken Rd	Piedmont	Greenville	Greenville	29673	Owner / Operator	Single	Construction	Manufacture / Distribution	N/A	564,820	584,820		N/A		Y	Y	High F3 Greenville Ag1 LLC	GA	56.27	S-2	None	7.4	
Existing	Corpus	766 Pelzer Industrial Dr	Spartanburg	Spartanburg	Spartanburg	29303	Owner / Operator	Single	Occupied	Manufacture / Distribution	2015	170,000			N/A		Y	Y	PLANNED WORKS LLC	SC	52.97	S-1	None	2	
Existing	Ingram Micro	6670 Highway 221	Rockledge	Spartanburg	Spartanburg	29369	Owner / Operator	Single	Occupied	Manufacture / Distribution	2023	815,100			N/A		Y	Y	SPUSS PARK 260 LP	TX	80.45	Unzoned	None	9.9	
Existing	Adidas	870 Falling Creek Rd	Spartanburg	Spartanburg	Spartanburg	29301	Owner / Operator	Single	Occupied	Distribution	2010	783,858			N/A		Y	Y	SPARTANBURG DC INC	MA	250.80	Unzoned	None	6.5	
Existing	Michelin	3601 SC-101	Woodruff	Spartanburg	Spartanburg	29388	Owner / Operator	Single	Occupied	Manufacture / Distribution	2010	3,300,000			N/A		Y	Y	SA LEADING SSC LLC	RI	115.58	Unzoned	None	6	
Existing	Orion Corporation	1790 Old Grove Road	Piedmont	Greenville	Greenville	29673	Owner / Operator	Multiple	Partial	Manufacture / Distribution	2013	262,200	158,129	4-6-2024	N/A		Y	Y	High F1 Greenville Ag14 LLC	GA	56.85	S-2	None	4.9	
Existing	Agrian Investedville	1715 Old Grove Road	Piedmont	Greenville	Greenville	29673	Third Party Logistics (3PL)	Multiple	Partial	Warehousing / Distribution	2023	327,000	178,615	3-15-2022	N/A		Y	Y	Agrian Grove 10 Greenville LLC	GA	53.90	S-2	None	4.9	
Existing	Kimura Logistics	501 Mattis Pkwy	Piedmont	Greenville	Greenville	29673	Third Party Logistics (3PL)	Single	Occupied	Warehousing / Distribution	2013	333,300			N/A		Y	Y	Kimura Inc	SC	78.94	S-2	None	5.1	
Existing	Kimura Logistics	700 Suttuthon Road	Spartanburg	Spartanburg	Spartanburg	29303	Third Party Logistics (3PL)	Single	Occupied	Warehousing / Distribution	1959/1990	220,851			N/A		Y	Y	Kimura Inc	SC	78.94	S-2	None	5.1	
Existing	Truckee Part Distribution	180 Micron Dr, Bldg 3	Fourteen Inn	Greenville	Greenville	29644	Owner / Operator	Single	Occupied	Warehousing / Distribution	2023	251,100			40	N/A	Y	Y	170 Patriot Hill LLC	NJ	17.82	S-1	None	20.5	
Existing	Fox Hill Business Park	180 Micron Dr, Bldg 2	Fourteen Inn	Greenville	Greenville	29644	Third Party Logistics (3PL)	Single	Occupied	Warehousing / Distribution	2021	306,692			50	N/A	Y	Y	200 Francis Henton Way LLC	NJ	20.67	S-1	None	20.5	
Existing	Sage Pkwy	180 Micron Dr, Bldg 1	Fourteen Inn	Greenville	Greenville	29644	Owner / Operator	Multiple	Partial	Warehousing / Distribution	2021	206,410	103,534	9-19-2024	50	N/A	Y	Y	180 Micron LLC	NJ	14.75	S-1	None	20.5	
Future	Magna International	823 Mattis Parkway	Piedmont	Greenville	Greenville	29673	Owner / Operator	Single	Construction	Manufacture / Distribution	N/A	625,000	625,000		50	N/A	Y	Y	Lex Piedmont LLC	FL	59.14	S-2	None	4.5	
Existing	Isuzu Motors Ltd	7755 Augusta Rd	Greenville	Greenville	Greenville	29673	Owner / Operator	Single	Occupied	Manufacture / Distribution	2022	1,008,880			180	N/A	Y	Y	Blackbird Project LLC	CA	87.12	STD	None	7.7	
Existing	Augusta Grove - Greenville, LLC	1810 Old Grove Rd	Greenville	Greenville	Greenville	29673	Third Party Logistics (3PL)	Multiple	Occupied	Manufacture / Distribution	2017	331,845			81	N/A	Y	Y	Stag Industrial Holdings LLC	MA	46.07	S-2	None	4.8	
Existing	Run City Produce	620 Mattis Pkwy	Piedmont	Greenville	Greenville	29673	Owner / Operator	Single	Occupied	Warehousing / Distribution	2018	100,000			16	N/A	Y	Y	820 Henton Parkway LLC	FL	28.29	S-2	None	4.5	
Existing	Nash Foods	1170 Blacken Rd	Piedmont	Greenville	Greenville	29673	Owner / Operator	Single	Occupied	Warehousing / Distribution	2022	636,000			N/A		Y	Y	Nash Foods USA Company Inc	GA	61.48	S-2	None	4.3	
Existing	Upland Trade Center	1172 Blacken Rd	Piedmont	Greenville	Greenville	29673	Third Party Logistics (3PL)	Multiple	Partial	Warehousing / Distribution	2023	296,777	112,327	3-13-2023	48	N/A	Y	Y	Upland Trade Center Property	TX	20.91	S-2	None	4.5	
Existing	Pedagis LLC	301 Grove Reserve Pkwy	Piedmont	Greenville	Greenville	29673	Owner / Operator	Single	Occupied	Manufacture / Distribution	2023	158,500			N/A		Y	Y	High F2 Greenville 301 LLC	GA	32.34	S-2	None	5.2	
Existing	Eastern Distribution, Inc.	1510 Ardach Church Rd	Greenville	Greenville	Greenville	29605	Third Party Logistics (3PL)	Single	Occupied	Warehousing / Distribution	1970	350,00													

# APPENDIX B

## *SWOT ANALYSIS*



## **Appendix**

Summary of Anderson County Staff Discussion 4/9/2025	<b>10</b>
PowerPoint summary of Comp plan elements and Trends	<b>16</b>
Notes from the public meeting at Friendship Fire Department	<b>27</b>
Summary of discussion with Upstate Forever staff	<b>34</b>
SWOT Summary Matrix from a review of the 2016 and 2025 Comprehensive Plan Elements	<b>37</b>

### **Summary of Anderson County Staff Discussion 4/9/2025**

The county's strengths include a growing population, open space, and an improved permitting system. Key weaknesses are limited staffing across agencies, EMS strain during events, lack of a level 1 trauma center, and funding for infrastructure. Opportunities lie in countywide zoning, revitalizing the aging housing stock, and planning for sustainable growth. Threats include rising housing costs, gentrification, displacement, limited water infrastructure funding, and maintaining the communities character with continued growth. Overall, there are many positives for the county's future development, and with careful planning and investment, sustainable and equitable growth is possible.





Tabletop Easel Pad

3M

## STRAT ISSUES

- Housing supply - Reg/Lease
- Continue to grow high paid jobs
- Infrastructure
- Older pop
- Political will/communication
- Health costs
- Admin support - strategic staffing





TABLET PAD  
super sticky  
TABLEAU À FEUILLES  
super collantes  
BLOC DE HOJAS  
super adhesivas

CONT. 30 25 IN/PO/PULG. X 30 IN/PO/PULG.  
(63,5 cm x 76,2 cm) 5.2 FT<sup>2</sup>/P<sup>2</sup> (0,483 m<sup>2</sup>)

3M

## Key Issues ~~discussed~~ ~~in context~~

- Growth - housing ~~farmers~~ supply
- Infrastructure needs w/ growth
- Coord among jurisdictions - ok
- Land regulation that guides growth - Δ current system
- Staff

Politics

lot of moving parts

MPO's Service system

Group 2

### -Future Residents

- Transportation / Land use
- County Zoning - planning for growth / development
- NO way to administer fairness (housing equity)
- Keep up with public safety in growing pop.
  - Fire, hospital systems, special events - sp. winter, water
- Water system too taxed (17 water companies)
- 9 municipalities - Anderson Co. must fill in to cover gaps
  - managing growth
- managing current growth
- Sustainability planning with environmental considerations
- The need for more housing & housing typologies



# External Opportunities / Threats

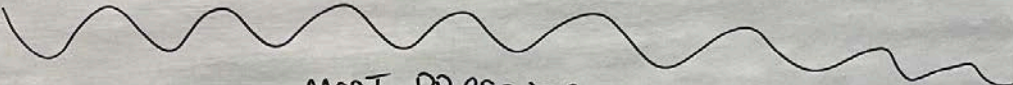
Group 2

O

- PP partnerships
- Rehab housing to support incoming industries

I

- gentrification / displacement



## MOST Pressing

- Lack of infrastructure to support growth
  - Zoning
- Community education

**Strengths:**

1. Lots of open space
2. One consolidated call center for emergency services
3. Currently updating land development ordinances
4. Improving relationships between County departments & agencies of transportation
5. Having a new permitting system in place that is online has sped up and increased the efficiency of the permit process.
6. Growing population

**Weakness:**

1. Overall limited staff
2. EMS strain during special events (concerts, fishing tournaments, etc.)
3. Medical concern of having no Level 1 Trauma center.
4. Expensive medical bills for helicopter flights.
5. Workers commuting out to Greenville or Spartanburg are stressing the main commuter roads.
6. Lack of funding sources for improving and building out more roads.
7. County staff has to fill in where gaps exist in smaller municipalities, which creates a strain on the county staff.

**Opportunities**

1. Zoning for the whole county as a way to guide development.
2. Revitalizing the older housing stock and cleaning up blighted areas
3. Planning in a more sustainable way for long term growth
4. Rehabilitate existing housing to support growing industries

**Threats**

1. Balancing/managing growth with the character of the county.
2. As areas are growing, keeping the affordability for the local residents as their tax bases increase.
3. Gentrification and Displacement as development and growth continue
4. No clear way to maintain housing equity
5. Not being able to afford investments for water upgrades. Too many water companies

# Anderson County Staff SWOTs Session

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4/9/2025

Facilitated by MCRP  
Students

Clemson University

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1

## Session Overview

- Purpose:
  - Discuss trends and issues regarding the 2026 Anderson Co. Comprehensive Plan Update
  - Develop initial SWOTs or Environmental Scan to inform the plan
  - Provide opportunity for County staff to consider variety of related factors effecting the county's future
  - Engage students in a professional learning opportunity
- Agenda
  - Lunch
  - Brief overview of trends
  - Small group discussion of SWOTs & their implications
  - Overall summary of SWOTs & their implications

2



# SC Comprehensive Plan Contents

## I. Vision/goals

## II. Elements: review and analysis of current conditions, trends and implications regarding

- Population
- Housing
- Economic Development
- Natural Resources
- Cultural Resources
- Land Use
- Community Facilities
- Transportation
- Priority Investments
- Resilience

## III. Recommendations for future actions—implementation strategies

3

## Draft County mission/vision 3/11/2025 Draft

*Mission: Serve residents, workers, and visitors with the highest quality services*

Functions served by comp plan:

- Balance competing demands on land by creating orderly and rational development patterns
- Provide continuity in framework to address land-use issues and growth
- Provide a factual and objective basis to support land use decisions which are supportable if challenged in court
- Promote economic development
- Promote home value and housing affordability
- Plan for and protect public investments
- Protect valued natural resources
- Promotes public dialogue for residents to create collective vision
- Recognizes the inter-related nature of specific policies and actions

Updated every 5 years—an evolving document that reflects ongoing trends and factors

4

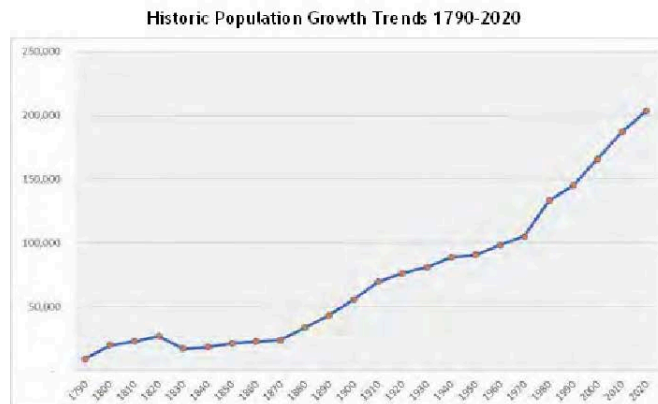
# Trends--population

- Regional growth outpaces SC and nation
- County growth continues: 220,036 in 2025; +13,000 in 2030 to 233,095
  - Uneven across the county
  - High growth: City of Anderson, Williamston, Easley, Powdersville, Pendleton
  - Low growth: rural areas in southern & eastern parts of the county
  - Anderson, Greenville, Spartanburg economic and population attraction
- Growth in population 65+ continues

5

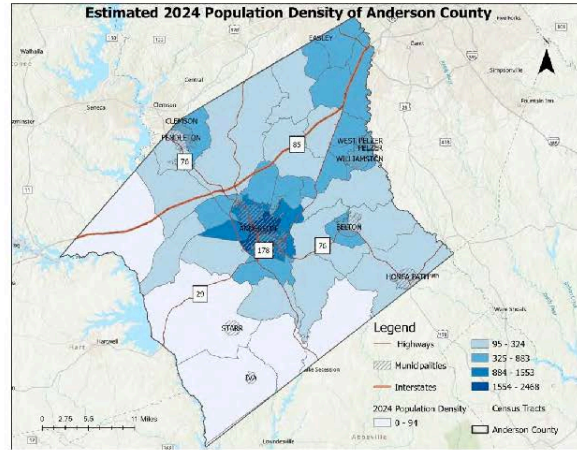
## Anderson County Growth Trends

2030 estimated 233,000 (continued >10% annual growth)



6

## 2024 Population Density



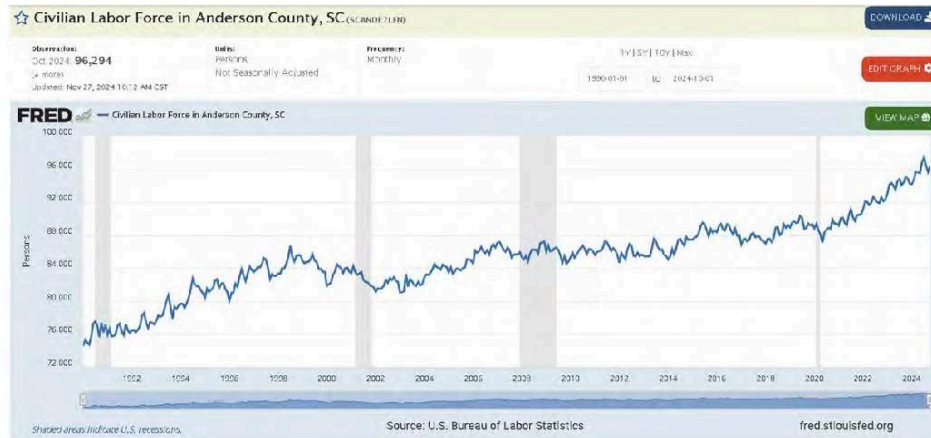
7

## Economic Development

- Employment continues to increase
- Commuting is regional
- Income & Wages trail US, SC totals
- Manufacturing, Health care, retail, accommodation & food, education are major employment sectors (~70% of wages)

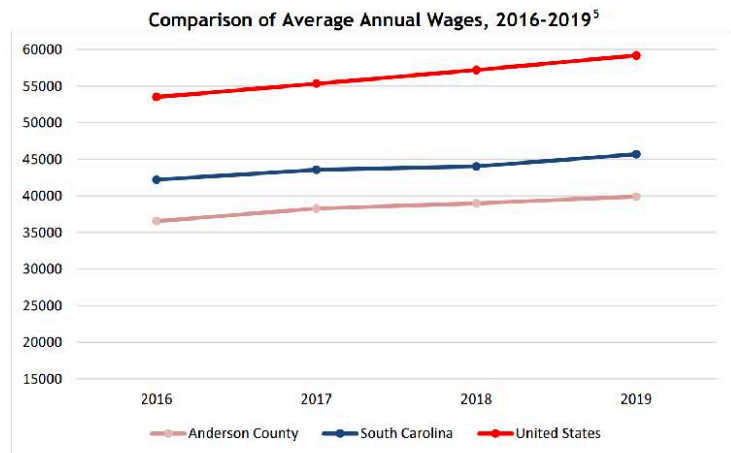
8

# Work Force in Anderson County



9

- Anderson County has one of the lowest unemployment rates in the state
- Wages do not meet the State average
- Traditionally low-paying industries, such as retail, leisure, and hospitality are the major employment sectors



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# Anderson Residents' Commuting Patterns

## COMMUTING PATTERNS

### WORKER INFLOW & OUTFLOW



### TRAVEL DISTANCE TO WORK

Less than 10 miles	43.9%
10-24 miles	30.3%
25-50 miles	13.3%
50 miles or more	12.4%

**74.2%**  
of workers travel less than 25 miles

### WHERE DO WORKERS LIVE?

#### Anderson County

Anderson County	55.1%
Greenville County	11.8%
Pickens County	7.6%
Oconee County	3.8%
Spartanburg County	2.8%
Abbeville County	2.2%
Greenwood County	1.4%
Laurens County	1.2%
Richland County	1.1%
Hart County, GA	1.0%

*In 2023, the Anderson County labor force totaled 94,227 workers and unemployment remained low at 2.8%.*

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## Housing

- Housing units have increased at about half the rate of population increase
- Anderson has higher percentage of single family than SC; fewer % multi-family; similar mobile home %

Challenges:

**1. Limited Housing Supply:** Development not keeping pace with population growth

**2. Lack of Housing Diversity**

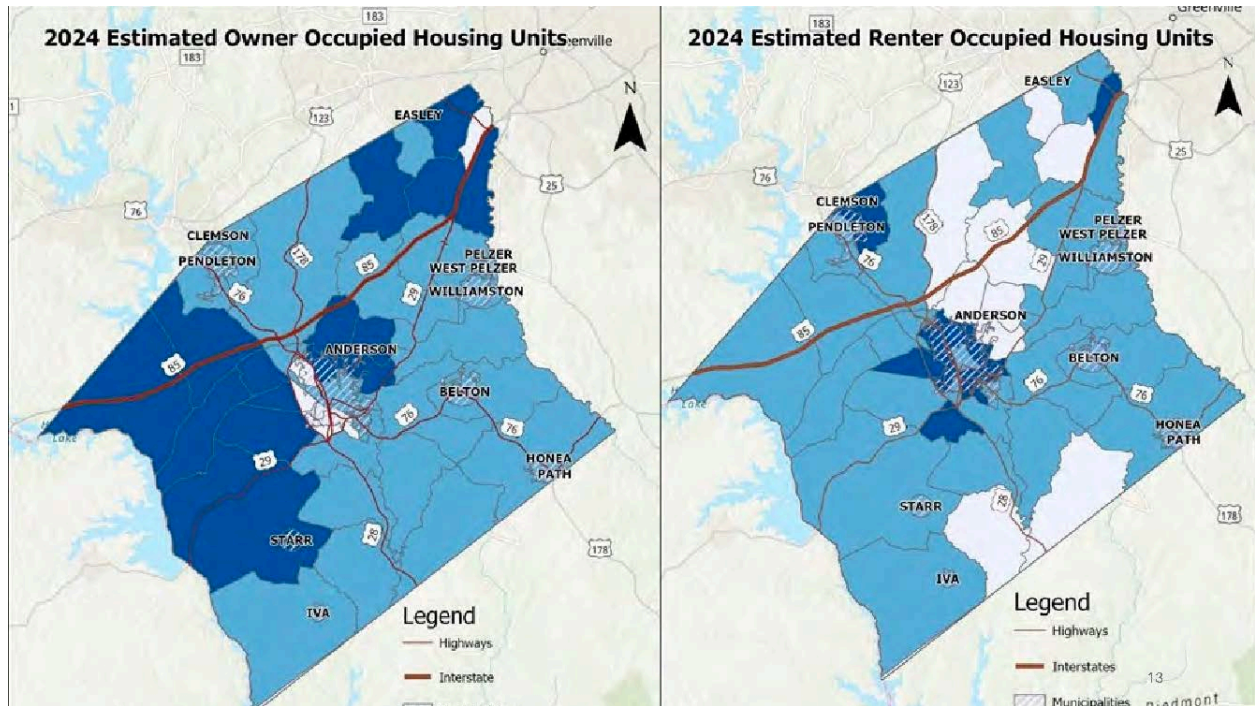
- Predominance of single-family (SF) homes
- Limited options for seniors, professionals and low-income residents

**3. Affordability Issues**

- Manufactured housing is becoming an economically viable option
- Rising housing prices burden middle and low -income households.
- Entitlement approval of additional housing has been challenging

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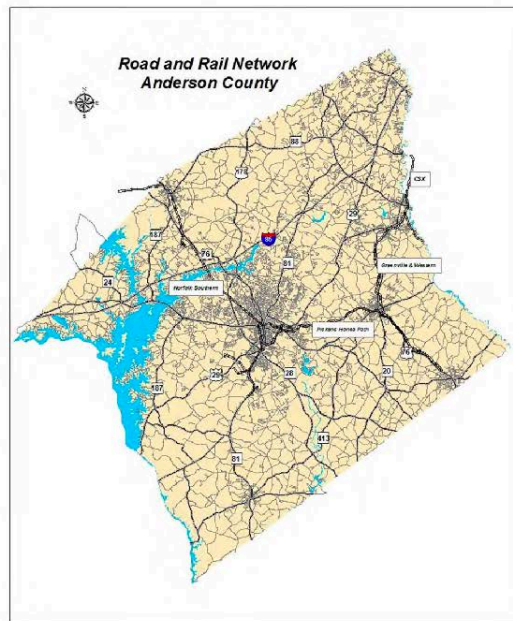




## Transportation

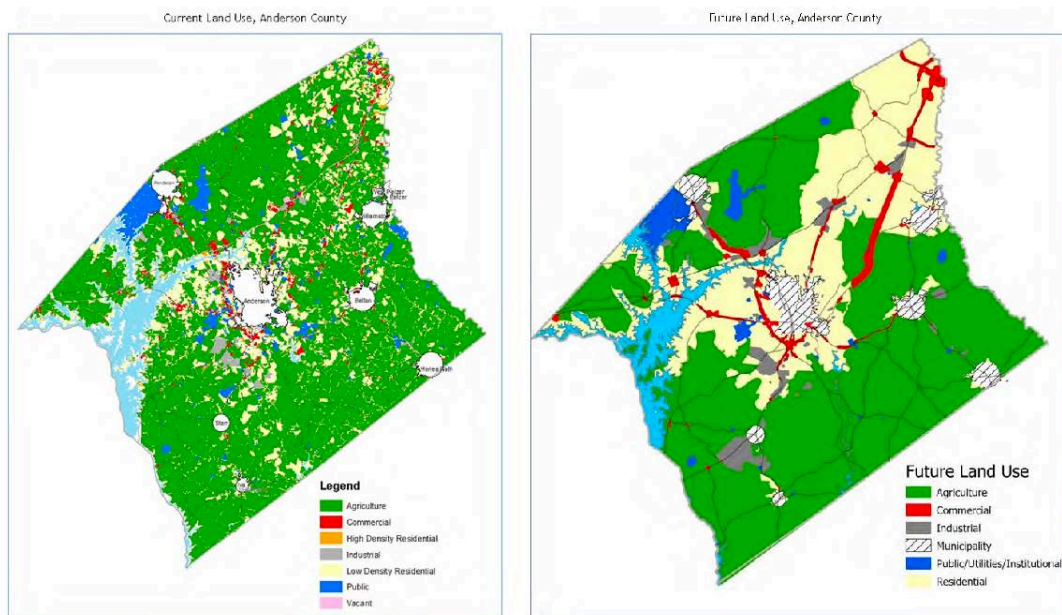
- County maintains ~1,500 miles of road, 159 bridges, etc.
- A variety of parties are involved. Who coordinates; takes the lead?
  - SCDOT, Greenville-Pickens Area Transportation Study (GPATS) MPO, Anderson Area Trans. Study (ANATs), SC ACOG (rural MPO), Anderson County, Municipalities
- Supporting growth
  - Road infrastructure is not being improved or repaired fast enough for growth; estimated total construction costs of ~\$28 million
- ~40% of the workforce commutes outside of Anderson County
  - Putting stress on the roads when people are spending their money elsewhere
- Limited staff & funding

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## Current & Future Land Use



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## Land Use

- County is primarily open space
- Zoning in a limited # of voting precincts
- What do we want to preserve?
- Where do we want to encourage development?
- Do we want to focus development?
- What guidance do we provide the Planning Commission & County Council?

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## Natural Resources, Cultural Resources, Resilience

- Anderson has significant natural resources
  - Lakes, rivers, open spaces, prime farmland, habitats, wetlands, etc.
  - Question of what are the priorities for protecting those resources
  - Recreation opportunities
- Cultural resources
  - Historic sites & structures
  - Scenic highways
  - Agricultural heritage
  - Vibrant visual & performing arts community
- Resilience
  - Potential for natural disasters: flooding, tornadoes, hurricanes drought, extreme weather, etc.

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# Trends: Community Facilities

- Limited Capacity:
  - School System- collaborate to understand impacts
  - Jail- expand facilities
  - Wastewater Facilities- expand facilities
  - Need to improve 911 response time
- Clarify and Resolve
  - Actual distribution of sewer capacity
  - Actual capacity of solid waste and landfills?
- Doing well
  - Parks and trails
  - Library upgrades in progress



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## Priority Investments

CIP Projects by Department	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Total
Airport	390,000	1,068,000			40,000	1,498,000
Facilities	200,000					200,000
Fleet	7,685,000					7,685,000
Library			3,600,000	185,000	195,000	3,980,000
PAWS		4,000				4,000
Roads & Bridges	180,000	40,000	100,000	225,000	250,000	795,000
Solid Waste	1,440,000	610,000	200,000	915,000	1,600,000	4,765,000
Stormwater Management	88,000	205,000	205,000			498,000
Technical Services	2,933,040	2,754,000				5,687,040
Wastewater	9,600,000	15,250,000	4,000,000	9,250,000		38,100,000
<b>Total</b>	<b>22,516,040</b>	<b>19,931,000</b>	<b>8,105,000</b>	<b>10,575,000</b>	<b>2,085,000</b>	<b>63,212,040</b>

CIP Total Funding Sources	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Total
Bonds	7,500,000	11,000,000	3,500,000			22,000,000
FAA	270,000	961,200				1,231,200
General Fund	3,508,040	2,851,400	200,000	410,000	485,000	7,454,440
Revenue Bond	500,000					500,000
SC Aeronautics	15,000	53,400				68,400
Sewer Fund	2,100,000	4,250,000	4,000,000	9,250,000		19,600,000
Solid Waste Fund	940,000	610,000	200,000	200,000	200,000	2,150,000
Unknown	7,683,000	205,000	205,000	715,000	1,400,000	10,208,000
<b>Total</b>	<b>22,516,040</b>	<b>19,931,000</b>	<b>8,105,000</b>	<b>10,575,000</b>	<b>2,085,000</b>	<b>63,212,040</b>



## Summary of Trends

- **Population**
  - Steady population growth, part of regional trend.
  - Rising average age of the population, with influx of retirees
  - Growth around urbanized areas
- **Employment Trends**
  - Residents commute out of the county
  - Local wages are below the state
- **Housing**
  - Increase in housing demand
  - Lack of affordable housing
  - Available, affordable housing is primarily manufactured housing
- **Transportation**
  - Complicated jurisdiction problems
  - Supporting infrastructure growth and management
- **Community Facilities**
  - The aging population puts a strain on public services
  - Public services keeping up with growth
- **Priority Investment**
  - Coordination among jurisdictions is needed to manage growth

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**Public Meeting 2/19/25**  
**Friendship Fire Station**

**Summary of discussion**

- Strong interest in maintaining current rural character of area
- Recognize growth in county that should be incorporated by infill and around existing developments and/or incorporated areas
- Recognize existence of restrictive covenants and land controls
- May not want to follow the restrictions, although know that everyone must maintain them to preserve rural areas
- Seek to improve infrastructure—"fix what is broken"
- Build on rural character with rails to trails, maintaining farms, limiting sprawl, avoid randomly located subdivisions

# ① CURRENT

ANIMALS TREES RURAL  
COWS CHARACTER FEW PEOPLE  
COMMUNITY AG. RIVER/WATER

## ② IMPROVE

TODD ROAD  
- water (had no water during drought)  
- subdivision size

Infill development rather than new development  
- petraer

WATER INFRASTRUCTURE  
DRAINAGE/MAINT.

holiday

DEPT { COMMUNICATION  
PROCESS  
EDUCATION

FIX WHAT BROKE

MORE  
GROWTH

DEVELOP  
AROUND  
TOWN

ACRES V. SUBDIVISION

IMPROVE EXISTING BEFORE NEW  
ZONING V. NOT (LOV.)

EXISTING  
STRUCTURES

REDEVELOP

## ③ 20 YEARS

PLANNING

"CLOSE THE GATES"

NO BUCKLES

RAILS TO TRAILS

TRAILS FOR ALL

CONSIDERATION FOR EXISTING

## ④ NO

MASS DEVELOPMENT / HOT SPOTS

CITY

BUILD OUT (instead around town)

SPRAWL



# Economic Development

① What types of jobs or industries  
Should Anderson County attract?

Manufacturing

Tourism



Technology

Education

Health Care

Other

- Mill revitalization  
- Keep growing jobs across  
all sectors

Retail ○

Hospitality ○  
Small Motel

② How can the County better support local businesses?

less regulation !!

Encourage local Shopping-Shop Local.  
!!

- Support group for local businesses



# Community Services

① Are you adequately served by:

Police Stations

No

Fire and Rescue

Yes  
Satisfied

Yes

yes

yes

yes

Emergency Medical Services

yes

Yes  
Satisfied

Other



② If not adequately served, identify what services should be improved or expanded to be prepared for future growth in Anderson County?

Maintain parks  
and roads

Could use police  
"substations" in the  
town. Takes to long for  
police in the county to  
reach the town

Animal Control  
needs to enforce  
the laws we do  
have. Stop animal  
populations out of control!!

~~County~~  
Takes to long for the  
ambulances to come  
Yes.

Need more police  
stations in the  
county.  
Need more coverage.



② What amenities should be preserved?

Parks

Libraries



Recreational Spaces

Other

## **Discussion with Allie Martinsen—Upstate Forever Meeting**

The discussion with Allie Martinsen from Upstate Forever focused on the importance of conserving the rural character of Anderson, shaping urban growth around this, and addressing gaps in housing and land regulation. Strengths include strong natural resources, mature tree canopy, and growing council interest in managing growth. Weaknesses are fragmented land regulations, limited planning staff, and political challenges. Opportunities are using regional resources, conservation programs, and policies like impact fees to cover the costs of the environmental impact of new development. Threats include unregulated growth, inadequate infrastructure, post-annexation stormwater issues, and lawsuits. Overall, the county should look to align policies, implementation, and regional coordination to balance growth, infrastructure, and resource protection.

### **Overall concerns:**

Conserve rural character areas and quality of life

What should be the character of growth in urbanized areas

Missing middle housing concerns

Sense that quality of resources are valued

Lack of land regulation and limits by voting district

### **SWOTS Discussion**

#### **Strengths:**

Update land regulations new consultant

Council interested in getting a handle on growth

Large supply of natural resources to protect; not yet impacted

Strong mature tree canopy, lakes, ag land

**Weaknesses:**

Lack coherent land regulation

Not clear who the key players are in local decisions

Political realities—various council districts, 2 year terms,

Lack of change seems to be matter of limited attention or demand

Focus on job and economic development; impacts on natural resources unclear

General opposition to growth and change; real and regulation

Need for clear plans for infrastructure

Impaired water bodies have created problems for water quality & flooding

Limited data available to identify areas for protection; areas for growth. Hard to have data driven discussions

Lack of planning staff capacity—not equipped for planning; don't look at long range planning, let alone keep up with project reviews (day to day)

No GIS person in planning department; need to insert GIS analysis into planning work

Council has little analytic information to make decisions

Uneven growth in county

Lawsuits as part of the process of dealing with planning issues and disputes—most expensive approach!

**Opportunities**

Large supply of natural resources

Resilience office in the state has significant resources; Upstate Forever

SC Farm Bureau. (Richard Carr) conservation easement program

Regulation to meet desired ends in Anderson to protect land resources

Citizen groups supporting guiding protection

Approval of proposals that have been introduced and not yet acted upon

Impact fees to cover costs of development

Concurrency bills or requirements

Balance between targeting growth, maintaining character areas, encouraging increasing quality of life, open space preservation

### **Threats**

Lack of land regulation

Citizen groups opposing change and land regulation/resource protection

Uncontained growth

Random housing and other land use developments

Inadequate infrastructure

Annexation situations—stormwater issues developed after annexation—confusion of coverage

East-west connector development after annexation

Lack of external and internal communication

Recognition of cost of lawsuits over land use denials;

### **Proposed Strategic issues**

Policy: Dealing with strong growth in Anderson as part of the Upstate region--Protection of rural and natural resources areas while Providing infrastructure capacity for housing and growth in desired areas

Implementation: Developing and implementing land use regulations that promote desired growth (staff capacity, politically acceptable substance, avoid/limit lawsuits)

Resources: Utilizing regional and state resources and expertise to develop options for policies and actions—

Communication with the city and surrounding jurisdictions



## SWOT Summary Matrix from a review of the 2016 and 2025 Comprehensive Plan Elements

Based on the Anderson County 2016 and 2025 Comprehensive Plans, strengths include steady population growth, natural resources, strong tourism, and a diversified economy with high-paying manufacturing jobs. Hot spots for growth, such as Pendleton and Powdersville, could benefit from improving housing diversity and infrastructure. Challenges include a lack of zoning, limited planning capacity as the department is short-staffed, limited public transit options, and coordination between jurisdictions. Opportunities involve regional partnerships, zoning reforms, and implementing sustainable growth strategies. Threats are infrastructure strain, environmental degradation, and fragmented governance.

Overall Issues	STRENGTH	WEAKNESS	OPPORTUNITY	THREAT
Steady and sustainable development	Strength			
Regional growth continues	Strength			
Growth in urbanized areas, especially Powdersville, Pendleton, Pelzer, Anderson			Opportunity	Threat
Guide growth to preserve quality of life-acceptable regulation			Opportunity	
Aging population in county: effects on services, accessibility			Opportunity	Threat
Lower wages in the county		Weakness		
Coordination, communication between agencies		Weakness		Threat

<b>Population</b>	<b>STRENGTH</b>	<b>WEAKNESS</b>	<b>OPPORTUNITY</b>	<b>THREAT</b>
Aging population			Opportunity	Threat
Income below state and national average		Weakness		Threat
Steady growth of population overall. Focused in hotspots	Strength			Threat
Strong tourism; seasonally focused around water resources	Strength		Opportunity	
Retirement destination with the lake and Clemson	Strength		Opportunity	

<b>Economic</b>	<b>STRENGTH</b>	<b>WEAKNESS</b>	<b>OPPORTUNITY</b>	<b>THREAT</b>
Historic sites, tourism potentials, with hospitality and service	Strength		Opportunity	
Low unemployment rates				
Diversified economy with a high amount of manufacturing that provide good wages.	Strength		Opportunity	
Most wages are low except for manufacturing and health industries.		Weakness		Threat
40% of the population is commuting out.		Weakness		

Potential for a knowledge-based workforce with Clemson and Anderson universities.			Opportunity	
The challenge of education levels needs to be improved.		Weakness		Threat
Availability of economic incentives from state resources.				
Availability of large parcels for accessibility of economic development			Opportunity	
Infrastructure availability on sites. GIS mapping	Strength		Opportunity	
Use of available industrial zones, I-85 sites for distribution warehousing				Threat
Workforce; educational levels		Weakness		
Tech schools catering to manufacturing	Strength		Opportunity	
Clarify strategy for economic development			Opportunity	
Small business development for growth			Opportunity	

<b>Housing</b>	<b>STRENGTH</b>	<b>WEAKNESS</b>	<b>OPPORTUNITY</b>	<b>THREAT</b>
The growth of housing supply is not		Weakness		

keeping up with population growth.				
Limited choices other than single-family.		Weakness		
Market pressures may raise housing costs.				Threat
The supply of approved vacant lots (approved for housing but not built)		Weakness		
Difficult to get approvals for subdivisions (public attitude and plans/regulations)		Weakness	Opportunity	
Develop a strategy for housing supply diversity and improvement.			Opportunity	
Desire to build near urbanized areas, not in rural places.	Strength		Opportunity	
New development is mostly single-family homes.		Weakness		Threat
15% of affordable housing is manufactured housing.		Weakness		
The missing middle housing percentage is higher than the SC percentage.		Weakness		
The average monthly rent is lower, matching the average wage levels.	Strength			

Encouragement of Accessory Dwelling Units (ADUs) and tiny houses.			Opportunity	
Demand for housing for the aging population, continuing care.		Weakness	Opportunity	
A diversity of housing options is needed.		Weakness	Opportunity	
Brownfield redevelopment, some mill villages.			Opportunity	
Homeless population.		Weakness		

<b>Historic/cultural</b>	<b>STRENGTH</b>	<b>WEAKNESS</b>	<b>OPPORTUNITY</b>	<b>THREAT</b>
Follow state laws/programs in preservation	Strength			
Historic properties - overlays in the city	Strength			
Lake and water resources are popular tourist locations	Strength		Opportunity	
Access to lakes and water stressed - ADA compliance.			Opportunity	
Agriculture heritage - Significant land is agriculture but declining number of farms	Strength			
Locally grown produce			Opportunity	



Performing arts community with Anderson and Clemson Universities			Opportunity	
Art galleries			Opportunity	
Wedding venues			Opportunity	
Tourism action plan			Opportunity	
I-85 access and connections			Opportunity	

<b>Natural Resources</b>	<b>STRENGTH</b>	<b>WEAKNESS</b>	<b>OPPORTUNITY</b>	<b>THREAT</b>
Lakes, rivers, forests, natural character	Strength		Opportunity	
Significant prime farmland	Strength			
Mild weather for tourism and agriculture	Strength			
Air quality issues from I-85 pollution				Threat
Water quality challenges for streams				Threat
Non-point sources is a problem from runoff of fertilizer		Weakness		
Number of protected properties				
Protection of sensitive areas		Weakness		Threat
Green infrastructure plan issues			Opportunity	

<b>Community Services</b>	<b>STRENGTH</b>	<b>WEAKNESS</b>	<b>OPPORTUNITY</b>	<b>THREAT</b>
Need improved 911 response times				
Jail capacity limited				
Limited wastewater facilities		Weakness		Threat
What is the actual sewer capacity?		Weakness		Threat
Solid waste and landfills capacity				
Parks and trails			Opportunity	
School system status				

<b>Transportation</b>	<b>STRENGTH</b>	<b>WEAKNESS</b>	<b>OPPORTUNITY</b>	<b>THREAT</b>
MPOs connection to Anderson		Weakness		
Limited county staffing				
Significant amount of roads				
Capacity and use/role of airport for business			Opportunity	
Website for county information on road and bridge conditions				
Significant repair needs and limited funding		Weakness		Threat

Logistics management coordination of projects in Anderson is not clear			Opportunity	
Public transit		Weakness		
Role of CAT bus from Clemson			Opportunity	
Limited multi-modal opportunities		Weakness		
Transportation is largely done by private car				

<b>Land Use</b>	<b>STRENGTH</b>	<b>WEAKNESS</b>	<b>OPPORTUNITY</b>	<b>THREAT</b>
Populated urban areas vs. rural areas open			Opportunity	
Lack of clarity in land use maps (future land use maps)		Weakness		
Availability of assessors data		Weakness		
Limited zoning and regulation of unincorporated areas. Zoning is done by precinct.		Weakness		
Could by-right development opportunities be helped in zoning around incorporated areas?			Opportunity	
To protect rural areas focus land use			Opportunity	

regulation				
Potential for annexation-around towns to encourage consistent growth.			Opportunity	
Consideration of code rewrite issues			Opportunity	

<b>Priority Investment</b>	<b>STRENGTH</b>	<b>WEAKNESS</b>	<b>OPPORTUNITY</b>	<b>THREAT</b>
Comprehensive economic development policy			Opportunity	
Increase quality of life			Opportunity	
Increase environmental policy			Opportunity	
Increase connectivity (house, recreation, and work)			Opportunity	
Encourage a variety of housing types and densities			Opportunity	
Encourage growth around incorporated areas			Opportunity	
Enterprise zones in city and towards the lake			Opportunity	

<b>Other Issues</b>	<b>STRENGTH</b>	<b>WEAKNESS</b>	<b>OPPORTUNITY</b>	<b>THREAT</b>
County organization	Strength	Weakness	Opportunity	Threat
County collaboration with cities		Weakness	Opportunity	
County interaction with regional entities		Weakness	Opportunity	
Upstate Regional trends on the county	Strength		Opportunity	
Southeastern and national trends on county			Opportunity	
Need for strategic planning			Opportunity	
National/public funding				Threat