



TOWN OF PENDLETON, SOUTH CAROLINA

COMPREHENSIVE PLAN

2023-2033

PREPARED BY THE TOWN OF PENDLETON
IN PARTNERSHIP WITH:
STUDIO MAIN LLC



ACKNOWLEDGEMENTS

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1. INTRODUCTION

PURPOSE OF THIS PLAN

A comprehensive plan serves as a “roadmap” for a municipality during a ten-year period. It outlines a vision, and then describes the steps to take in order to fulfill it. Since its last full comprehensive planning effort and update, the Town of Pendleton has grown substantially. The Town of Pendleton, like many other communities across Upstate South Carolina, is at a crossroad. This report represents the culmination of a year-long effort to determine where the Town has been, where it appears to be headed in the years to come, and the steps the Town will have to take to make it happen.

This document is a compilation of material reviewed, conclusions reached, and policies developed by the citizens of Pendleton, the Town of Pendleton Planning Commission, and Town staff in the effort to update the 2013 Town of Pendleton Comprehensive Plan. The findings of this effort are to be used as general goals for guiding the long-term development of Pendleton. The products of this study are an Existing Land Use Map, Future Land Use Map and an updated Comprehensive Plan. The three products provide information on the current and projected needs, vision, and goals of the citizens of Pendleton that will guide future land use decisions.

Enabling Authority

This plan has been developed under the authority of Title VI, Chapter 29, Sections 310 through 1200 of the 1976 Official Code of South Carolina, 1994 Cumulative Supplement. In accordance with state authority and requirements, to develop a Future Land Use Map, the Planning Commission has reviewed and has given consideration to the existing and projected future physical, demographic and socio-economic characteristics of the Town.

In the preparation of this plan update, the Planning Commission has met or exceeded all requirements contained in Chapter VI of the State Code. As is authorized by the state enabling legislation, the Planning Commission hired a consultant, Studio Main LLC, to compile data and coordinate the study process. This study has been conducted in full compliance with public input requirements.



ABOUT PENDLETON

From the Town of Pendleton's website:

"Cherokee Indians lived in this region long before the American Revolution. It was the Cherokee's choice to side with Great Britain during the war for independence and two months of fighting in the summer of 1776 between the Patriot militia and the Cherokees, aided by Loyalists, brought Indian defeat. Crops were destroyed, towns were burned and the Cherokees gave up, ceding their land to South Carolina. By 1789 this region became Pendleton County, later named Pendleton District. Today, that area is now Anderson, Oconee and Pickens counties, but a common bond remains.

The Town of Pendleton was created in 1790 for a courthouse seat. It is named for Judge Henry Pendleton, a Virginian who fought in the Revolution and remained in South Carolina. Until a division of the district in 1826, the town was one of the most influential in the upper half of South Carolina. Initial settlement was by Scots-Irish veterans, but by 1800 the aristocratic LowCountry planters and politicians had discovered the Pendleton Area and built summer homes. It caused a mix of poorly educated farmers and well-educated wealthy citizens and together they laid the groundwork for the progressive region here today.

On April 2, 1790, commissioners of the new Pendleton County met for the first time and minutes of that meeting stated that a tract of land owned by Isaac Lynch was considered to be central in the county and "most convenient to erect the county buildings". The next order of business was to select a Clerk of the County and Printer John Miller, who later would begin a newspaper after giving up the business in London and later Charleston, was unanimously chosen.

The commissioners were Andrew Pickens, Robert Anderson, John Miller, John Wilson, Benjamin Cleveland, William Halbert, Henry Clark and John Moffet. They determined each road should lead from Pendleton to or by their homes – but it worked well, as they lived in all parts of the county.

April 8, 1790, is the day the Town of Pendleton—also known as Pendleton Court House or Pendleton Village—can officially be dated. Book A, page one of Pendleton County land deeds records Isaac Lynch was paid five shillings by the commissioners for the land.

In November, 1790, the commissioners had ordered the surveying and staking out of six one acre lots for the public buildings and several businesses and families moved in. A log courthouse had been built on Tanyard Branch and it was 1797 before the first courthouse was built on what became the village green.

The state legislature, in the meantime, had determined there should be a new system of courts, and Pendleton became a district rather than a county. The lack of growth from 1790 to 1800 was due to the former Washington District, composed of Greenville and Pendleton counties, having a district seat at Pickensville.

When the Pendleton District was created, the commissioners ordered the formal layout of the town. It resulted in fifty-one town lots of one acre each and forty-three "outlots" of several acres each. One of the first to come and open a store which still stands today (site of the Village Café as of June 2014), was William Steele, who also became the postmaster.

By 1800, South Carolina low-country plantation owners had discovered Pendleton as a summer home retreat. R. W. Simpson, writing in a later period, said many were attracted "by the salubrious climate and its rich and fertile soil. Simpson said they built fine homes and though some were miles away, they referred to their place as being in 'the Town of Pendleton'. Simpson said they brought refined customs and manners, "and the very name of Pendleton became a synonym for refined and beautiful women, and for elegant high-toned and chivalrous gentlemen."

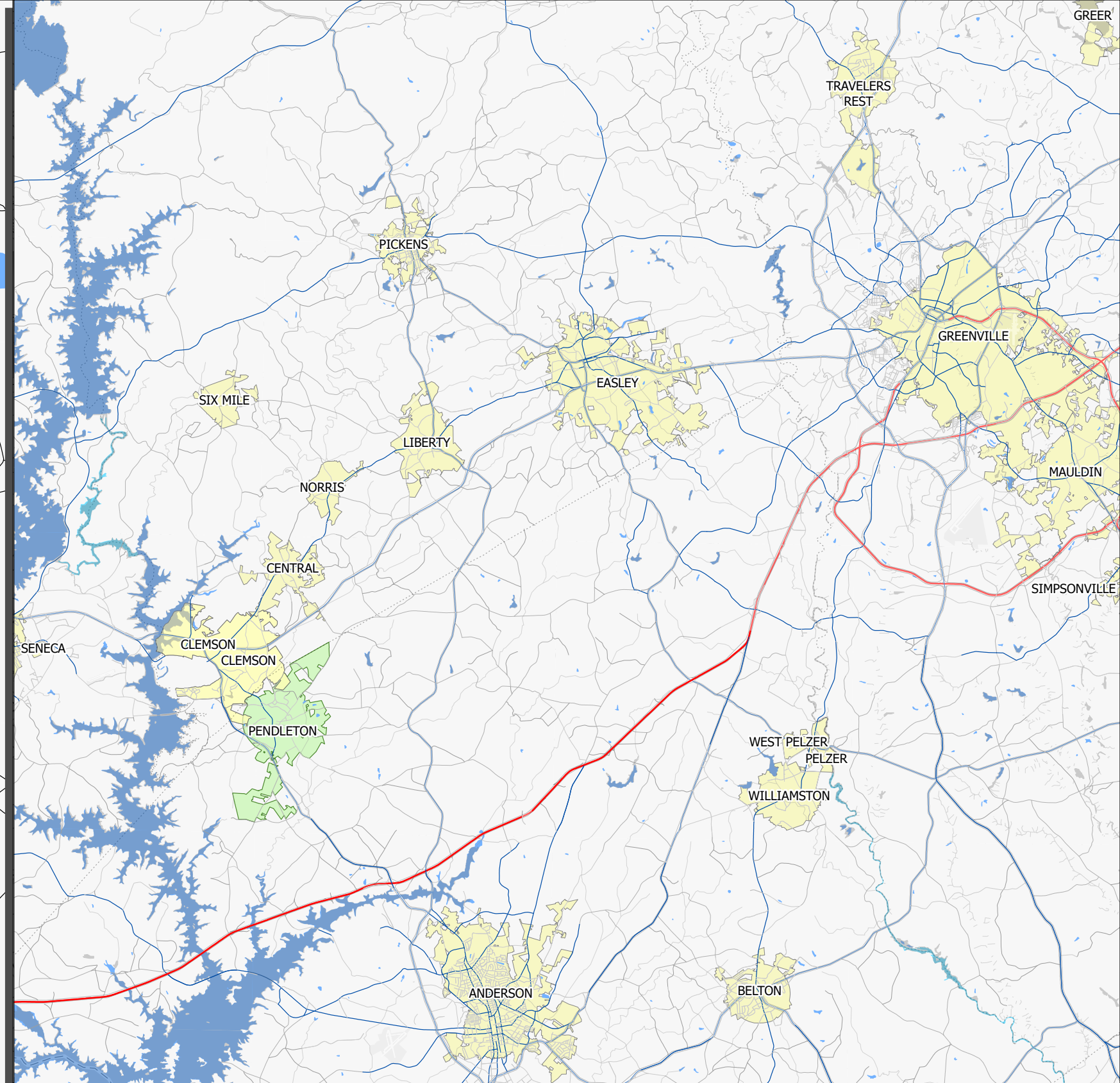
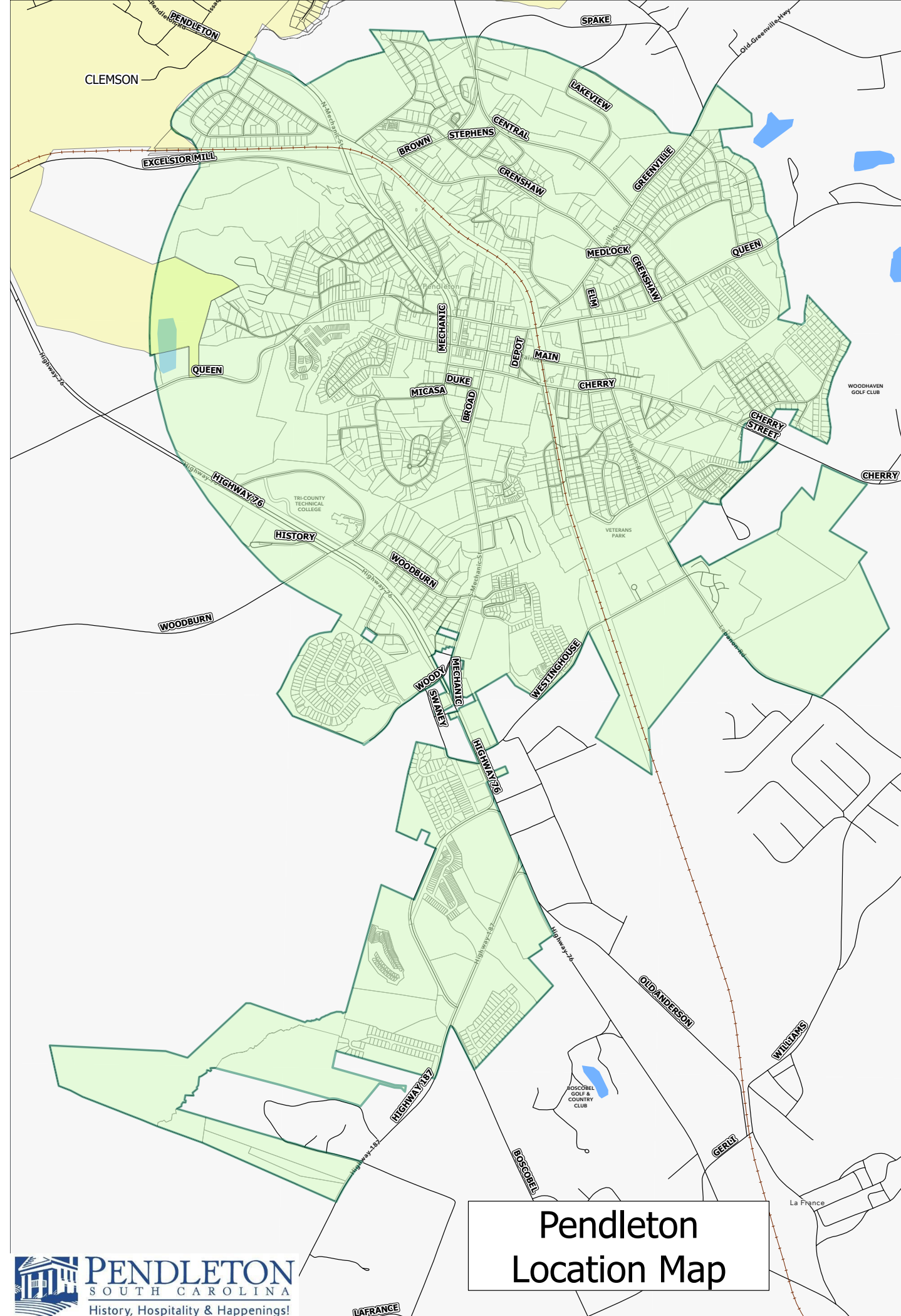
The Town of Pendleton has retained its quaint historic character despite growth pressures occurring in the surrounding areas. The charm of the Town has become apparent to people who are drawn to the area. Therefore, the rate of development has increased recently. It is important for the town to maintain its character despite development pressures. The Location Map (Map 1) shows the location of the town to the Upstate and neighboring municipalities as well as the major transportation corridors.

In light of the predicted and ongoing growth, there will be development pressures on the Town of Pendleton. More people will be coming to the town and the surrounding area. Some serious issues arise due to increased physical and economic growth. Growth will place increasing demands on existing services, land, utilities, and other community facilities and services.



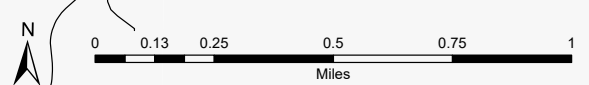
The Town of Pendleton Comprehensive Plan examines current growth and development trends in order to provide the critical planning data necessary to shape the town's future. This document provides the town with a foundation, as required by South Carolina law, for future land use decisions by examining existing conditions, projecting future needs and demands, and formulating development related goals. The plan provides a framework to balance competing interests and demands in determining optimal future land uses and assists town officials in planning for the improvement of infrastructure to meet future needs. Information on the type of development to encourage and support gives the Planning Commission and Town Council a guide for evaluating zoning requests and improves mechanisms for preserving the quality atmosphere of both commercial districts and residential neighborhoods. The plan is intended to act as a guide for future growth and development decisions in the Town of Pendleton.



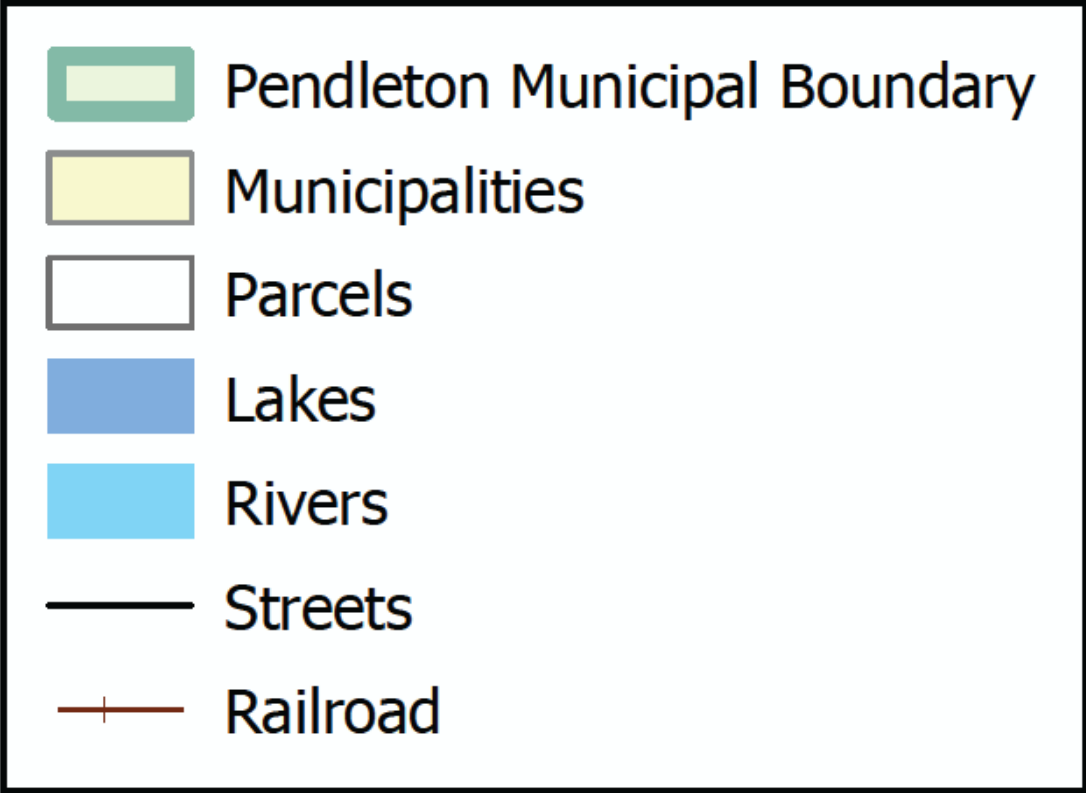


**Pendleton
Location Map**

- Pendleton Municipal Boundary
- Municipalities
- Parcels
- Lakes
- Rivers
- Streets
- Railroad



June 2022



PREVIOUS PLANNING EFFORTS

Previous regional and local studies and plans have set forth a range of considerations that should be included in future planning efforts relative to the Town of Pendleton. Recurring themes include implementing appropriate land use regulations, protecting the natural environment, balancing development objectives, and improving the transportation network. The following sections provides brief overviews of the key elements and goals found in the most recent studies and plans pertaining to the Town of Pendleton.

GPATS Long-Range Transportation Plan (2022)

Horizon 2040, the Long-Range Transportation Plan (LRTP) for the Greenville-Pickens area (GPATS), outlines a regional strategy for a connected transportation system that accommodates the region's existing and future mobility needs. Horizon 2040 is a financially constrained plan, meaning it identifies projects and programs that can reasonably be implemented with anticipated funding levels through the year 2040. In response to federal mandates and the expressed wishes of local residents, the LRTP addresses all modes of transportation in some manner, including automobile, bicycle, pedestrian, transit, air, and rail.

The LRTP seeks to guide improvements in the region's transportation network to achieve goals as provided as part of the Guiding Statements. The guiding statements represent six interrelated value statements that conform to national, state, and regional long-range planning goals. The guiding statements, which reflect the region's transportation needs and desires, provided direction throughout the planning process and helped inform the prioritization of recommendations.

Culture and Environment:

Enhance the region's quality of life by preserving and promoting its valued places and natural assets.

Economic Vitality:

Support regional economic vitality by making it easier to move people and freight within and through the region.

Growth and Development:

Make traveling more efficient by coordinating transportation investments with land use decisions.

Mobility and Accessibility:

Provide a balanced transportation system that makes it easier to bike, walk, and take transit.

Safety and Security:

Promote a safe and secure transportation system by reducing crashes, making travel reliable and predictable, and improving emergency response

System Preservation and Efficiency:

Extend the life of the transportation system and promote fiscal responsibility by emphasizing maintenance and operational efficiency.

Green Crescent Trail (2016)

The Green Crescent Trail, through its creation and ongoing preservation, will dramatically improve quality of life in and around the Upstate of South Carolina with the possibility of attaining national recognition.

Community life and nature have always been intimately connected in this part of the country. Thomas Green Clemson, the founder of Clemson University, was an agriculturalist here and gave his land to create “a high seminary of learning.”

Today Clemson-area residents (Central, Pendleton, and Clemson), students, employees, and visitors still cherish their village-style connection to the surrounding natural resources.

The Green Crescent Trail will enhance, protect, and promote this unique community-nature connection. The trail also will cultivate historical and cultural richness by highlighting local, historically significant people and places.

In addition to the overall mission of the Green Crescent trail, this the planning process identified the following key vision elements to guide the design of the trail network:

- Create a network of walkways, bikeways, and trails.
- Capitalize on existing community strengths, resources, and amenities.
- Improve the safety and comfort of bicycling and walking routes.
- Promote bicycling, walking, and trail usage as recreation and transportation.
- Ensure implementation.

The Town of Pendleton priority projects identified in this plan include a shared-use path along North Mechanic Street, off-street greenways along 18-Mile Creek to Tri-County Technical College, and multiple on-street facilities throughout municipal limits.



West End Streetscape Master Plan

The West End Streetscape Master Plan focused on West Queen Street and North Mechanic Street. The goals for this project were to:

- Create a streetscape that includes walkways, bikeways, site amenities, and public spaces designed for all ages, abilities, and user groups.
- Capitalize on existing resources, parks, historical amenities, and the attractiveness of "Main Street" Pendleton.
- Improve the safety and comfort to destinations along Mechanic Street and Queen Street.
- Allow for current and future growth from "Main Street."
- Ensure that plan recommendations are implementable

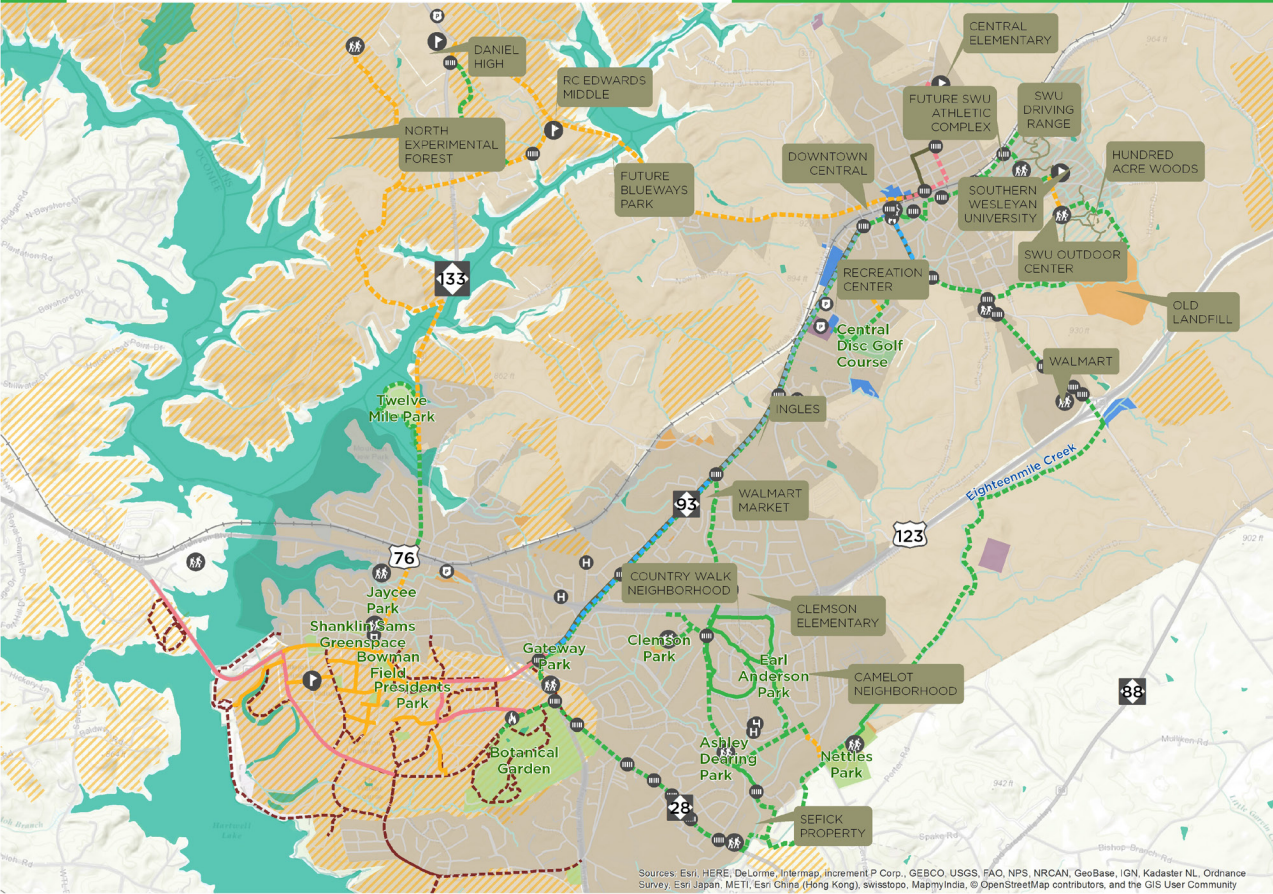
Town Bicycle and Pedestrian Master Plan (2016)

The Town Bicycle and Pedestrian Master Plan, funded by GPATS, established framework for Bicycle and Pedestrian improvements throughout town. This process identified sidewalk and network gaps, prioritized investments for sidewalk repairs, and established design guidelines for future on and off-street bicycle connections.



0 OVERVIEW MAP

GREEN CRESCENT TRAIL STUDY



BIKE / PED FACILITIES

- EXISTING PROPOSED
- BIKE ROUTE
- BIKE LANE
- BUFFERED BIKE LANE
- PROTECTED BIKE LANE
- NATURAL SURFACE TRAIL
- GREENWAY
- SIDEWALK
- CLEMSON UNIVERSITY BIKEWAYS

OVERLAYS

- RAILROADS
- PARKS
- CLEMSON PROPERTY
- CENTRAL PROPERTY
- PICKENS CO PROPERTY
- SWU PROPERTY
- CLEMSON UNI PROPERTY
- TOWN LIMITS

POINTS OF INTEREST

- PROPOSED TRAILHEAD
- PROPOSED X-WALK
- SCHOOLS
- EMS
- FIRE & RESCUE
- LAW ENFORCEMENT
- HEALTH FACILITY

LEGEND

- 0 0.5 1 MILES
- NORTH
- GREEN CREST TRAIL
- alta PLANNING + DESIGN

Sources: Esri, HERE, DeLorme, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community



WEST END STREETScape

GMC
 117 Welborn Street
 Greenville, SC 29601
 T 864.527.0460
 G.M.C.N.E.T.W.S.R.F.K., C.O.M.

STUDIO MAIN
 LANDSCAPE ARCHITECTS

ISSUE	DATE

LANDSCAPE PLAN
 WEST QUEEN STREET
 STREETScape
 STUDIO MAIN
 PROJECT LOCATION
 GMC # 2016/70
 GMC # 0CR2210097
 ANDERSON COUNTY

L-101

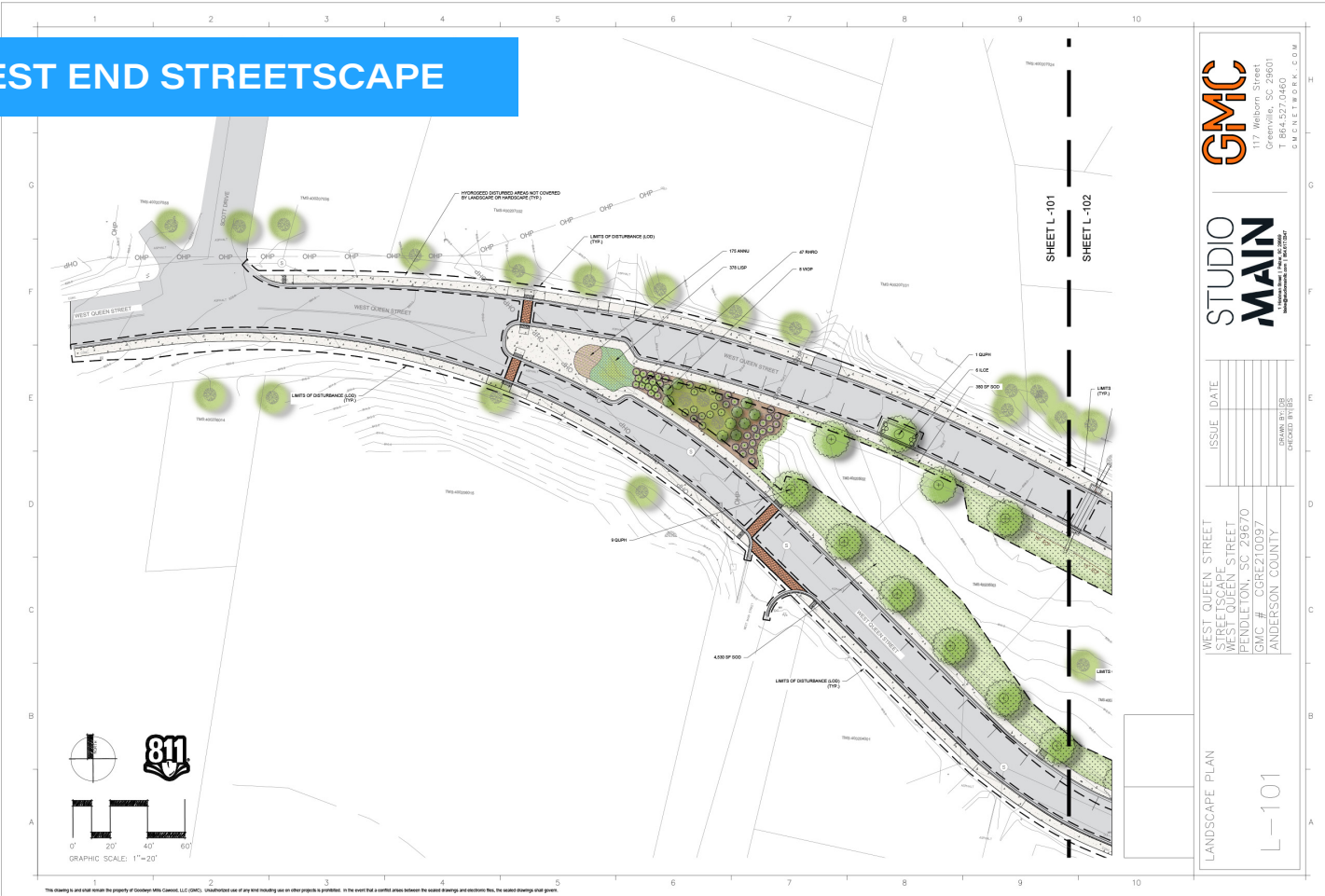
GMC
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 G.M.C.N.E.T.W.S.R.F.K., C.O.M.

STUDIO MAIN
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 STREETScape
 STUDIO MAIN
 PROJECT LOCATION
 GMC # 2016/70
 GMC # 0CR2210097
 ANDERSON COUNTY

L-102



2. WHAT THE PEOPLE SAID

OVERVIEW

A Comprehensive Plan is only as good as the quality of the public involvement utilized during its development. The Town of Pendleton developed a series of options for public participation and input throughout Comprehensive Plan process to reflect the broadest cross section of community interests and concerns. To ensure that residents were provided opportunities to be involved in the planning process in a manner that fits their schedules and interests, meetings were scheduled for various times and citizens were invited to participate via email or hard-copy surveys.

PUBLIC INPUT MEETINGS

Prior to the public input session, there were in-person meetings with the Planning Commission to set the scope of the Comprehensive Plan. Throughout May there were four (4) drop-in public input sessions to gather input and information.



TOWN OF PENDLETON SC

COMPREHENSIVE PLAN 2022-2032

MAY 3 and MAY 19
LOCATION: TOWN HALL (310 GREENVILLE ST)
TIME: 6PM - 7PM

MAY 5
LOCATION: DEPOT BUILDING (157 CHERRY ST)
TIME: 6PM - 7PM

MAY 17
LOCATION: COMMUNITY CENTER (145 TOWN ST)
TIME: 6PM - 7PM

DROP-IN ANYTIME DURING THE MEETING TO SHARE YOUR FEEDBACK!!

Comprehensive Plan 2022-2032

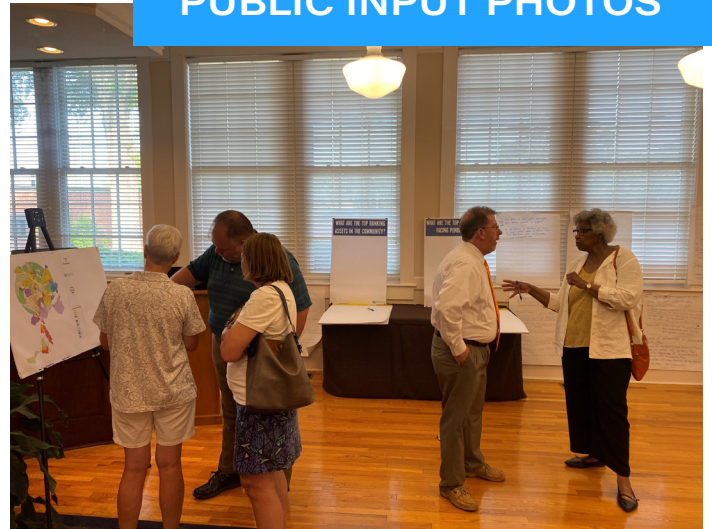
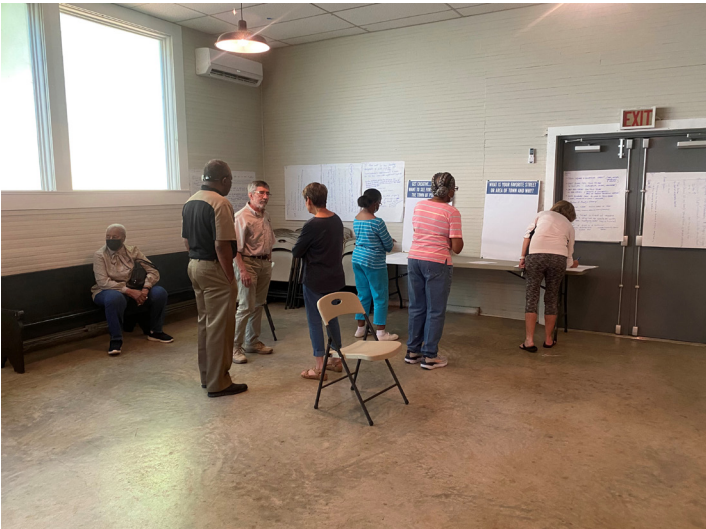
The Town of Pendleton is beginning the job of updating its Comprehensive Plan. A Comprehensive Plan is a document that describes the history, current state, and future vision for the community. It acts as a road map to guide future growth and development while promoting the health, safety and general welfare of the people.

These Public Meetings will allow you to provide valuable input as Pendleton is shaped into a vibrant place to live, work, play, and learn!

FOR MORE INFORMATION: (864) 646-9409



PUBLIC INPUT PHOTOS

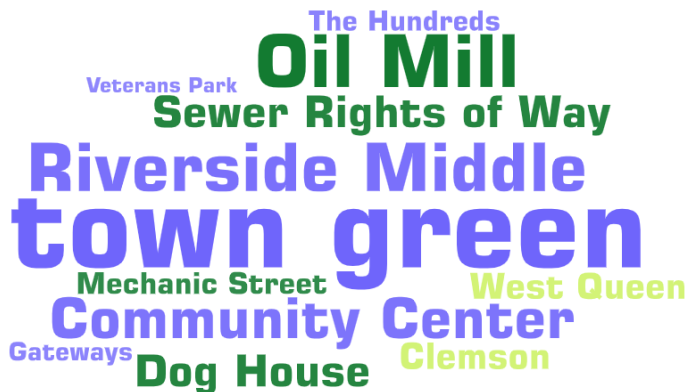


From April to August of 2022 a Town-wide on-line survey was distributed to help establish priority areas of interest. This survey was advertised via blast emails, posting on social media, posting on the Town’s website, and the offer to assist those without computers to complete the survey via hard-copies available at Town Hall. There were 180 unique responses. A complete summary of the public input responses is provided as an appendix.

What are the top-ranking assets in Pendleton?



What areas of Pendleton are under-utilized?



What are the top challenges facing Pendleton?



GUIDING PRINCIPLES FROM PUBLIC INPUT

Guiding principles, as documented through community input sessions, should be conveyed throughout the entire Comprehensive Plan. To clarify the goals, objectives, and strategies for each required section of the Comprehensive Plan, five (5) guiding principles have been noted to reflect the overall community desires.



Smart Growth



Uniquely Pendleton



Community Preservation



Safe, Walkable and Connected



Generational Sustainability



3. PENDLETON TODAY

POPULATION

This section on existing population conditions will provide an overview of population projections, general demographics (i.e. race, sex, age, etc.), households, educational attainment, and income levels. By reviewing how Pendleton’s population has changed historically and is expected to change in the future, this chapter helps to ensure that changing population dynamics in the Town can be incorporated into future planning decisions.

The Pendleton community has stated that what makes Pendleton a great place to live and visit is its people. This section deals with its people. Of course, it doesn’t measure the immense personalities of these community members – the aspect which truly makes Pendleton unique. This section simply recounts the demographics of the Town, trends in the population, and projections of future trends. These demographics should provide valuable information in understanding the town’s composition of and expectations for the future population.

Overall Population (since 1950)

Year	1950	1960	1970	1980	1990	2000	2010	2020	2030
Total Population	1432	2358	2615	3154	3314	2966	2964	3593	4221

- Population has grown by over 18% since 2010.
- The Pendleton population is anticipated to increase at or above current projections.

AGE

The median age in Pendleton is 42 years, 44.2 years for males, and 37 years for females (South Carolina Median Age: 39.7 years).

	Pendleton	Anderson County	South Carolina
Median Age 2000	37.5	37.3	35.4
Median Age 2010	40.4	39.7	37.9
Median Age 2020	42.0	40.7	39.7

RACE AND SEX

The racial composition of Pendleton in 2020 is 81.23% white.

Race	Population	Percentage
White	2,636	81.23%
Black or African American	392	12.08%
Two or More Races	100	3.08%
Asian	65	2.00%
Other	30	0.92%
Native Hawaiian/Pacific Islander	16	0.49%
American Indian & Alaska Native	6	0.18%

Gender composition of the town was 1600 male persons (49.31%) and 1645 female persons (50.69%).



HOUSEHOLDS

There were 1620 households in the Town according to the 2020 census information. The average household size is 2.0 persons.

INCOME

The median household income in the Town of Pendleton in the 2020 census was \$47,553. According to the 2020 U.S. Census data 27.41% of all persons, were below poverty level. The poverty rate among those that worked full-time for the past 12 months was 5.98%. Among those working part-time, it was 50.20%, and for those that did not work, the poverty rate was 34.18%.

EDUCATION









The educational attainment statistics for the Town have improved since the previous Comprehensive Plan. Educational attainment can be noted in the table below. 87.68% of residents graduated high school.

Education Attained	Count	Percentage
Less Than 9th Grade	158	7.31%
9th to 12th Grade	108	5.00%
High School Graduate	410	18.98%
Some College	266	12.31%
Associates Degree	205	9.49%
Bachelors Degree	668	30.93%
Graduate Degree	345	15.97%

POPULATION PROJECTIONS

The population numbers of Pendleton have increased since a thirty-year stagnant period. The population of the Town had previously stayed between approximately 2500 and 3500 residents in the past half of the century. Based on these stable totals and the recent housing stock increase, it is assumed that Pendleton will continue on this same linear path of population growth they have experienced the previous ten years. Large population gains could be possible outside the Town limits in the unincorporated areas of Anderson and Pickens County that would greatly impact municipal services and economic development. The close proximity of Interstate 85 and Clemson University to these unincorporated areas and to the town is an attractive element for developers seeking transit routes for potential subdivisions.

GOALS, OBJECTIVES AND STRATEGIES FOR IMPLEMENTATION

Goals/Objectives/Strategies	Accountable Agencies	Guiding Principles
<p>Promote a sense of community and cultivate a unique identity that is supported by its residents through branding, marketing and promotions, events, etc.</p>	Town Council	 
<p>Guide population growth to allow for inevitable expansion without sacrificing the quality of life which currently characterizes the Town.</p>	Town Council Planning Commission	 
<p>Support its growing population by continuing to provide and expand access to community services.</p>	Town Council	 
<p>Maintain efficient transparency and communication methods with its citizens.</p> <ul style="list-style-type: none"> ▪ Update the Town’s website to keep it user-friendly and effective. ▪ Utilize social media (Facebook, etc.) to improve interaction with the public. ▪ Maintain a list of key communicators to implement communication and transparency. 	Town Council Town Administration	 



HOUSING

Introduction

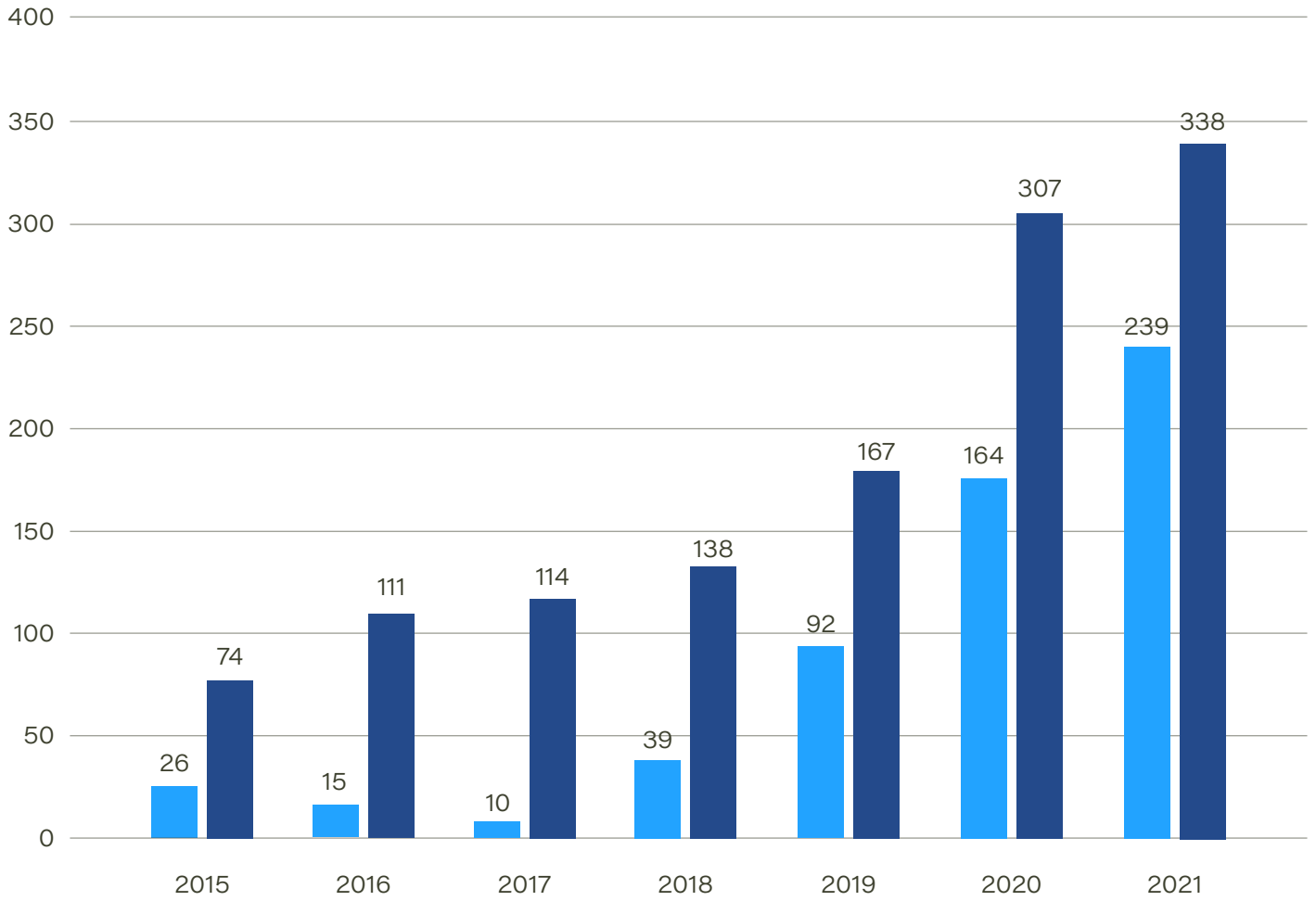
The housing stock in Pendleton consists primarily of single family detached units and few multi-family units. Generally, the housing stock is composed of older buildings, pre 1970 era. Some of the older homes in the town are of historical value and cultural significance, although they generally tend to be at different levels of repair needs. The existence of some of these homes has been cited as a key attribute in Pendleton's "small town charm". The rehabilitation and repair of historically and culturally significant homes may help preserve the character of the town as well as bring economic benefit from individuals seeking renovation and gentrification projects. The data included in this section is derived primarily from one source – the US Census Bureau. Some of the data represents a one hundred percent count while other information has been taken from estimates. In the instances that it was possible, the data has been verified with the town's records and files.

Pendleton Housing Stock, 1970-2020

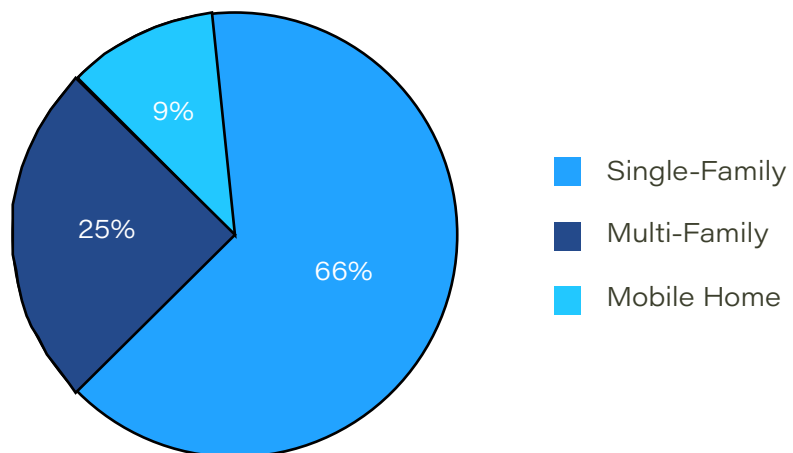
Year	Total Units
1970	870
1980	1341
1990	1536
2000	1533
2010	1693
2020	1862



Housing Permits by Year



Pendleton Housing Stock, 2020



HOME VALUES

Median Home Values In Pendleton, 1970-2020

Year	Value
1970	\$10,200
1980	\$25,900
1990	\$46,000
2000	\$75,800
2010	\$106,200
2020	\$149,200

- The median home value rose by approximately 40 percent from 2010 to 2020.
- Anderson County median home value is listed at \$153,600 in 2022.

CONDITION OF HOUSING STOCK

The Town of Pendleton has a housing stock that is aging. Even though many new units were built over the previous five years, the older homes still comprise a vast majority of the homes in Pendleton. In many ways, all the older homes create the unique charm and historic feel of this small town. However, one main issue emerging with an aging stock of housing is the amount of upkeep that is required and the ability of the aging people to maintain their homes.

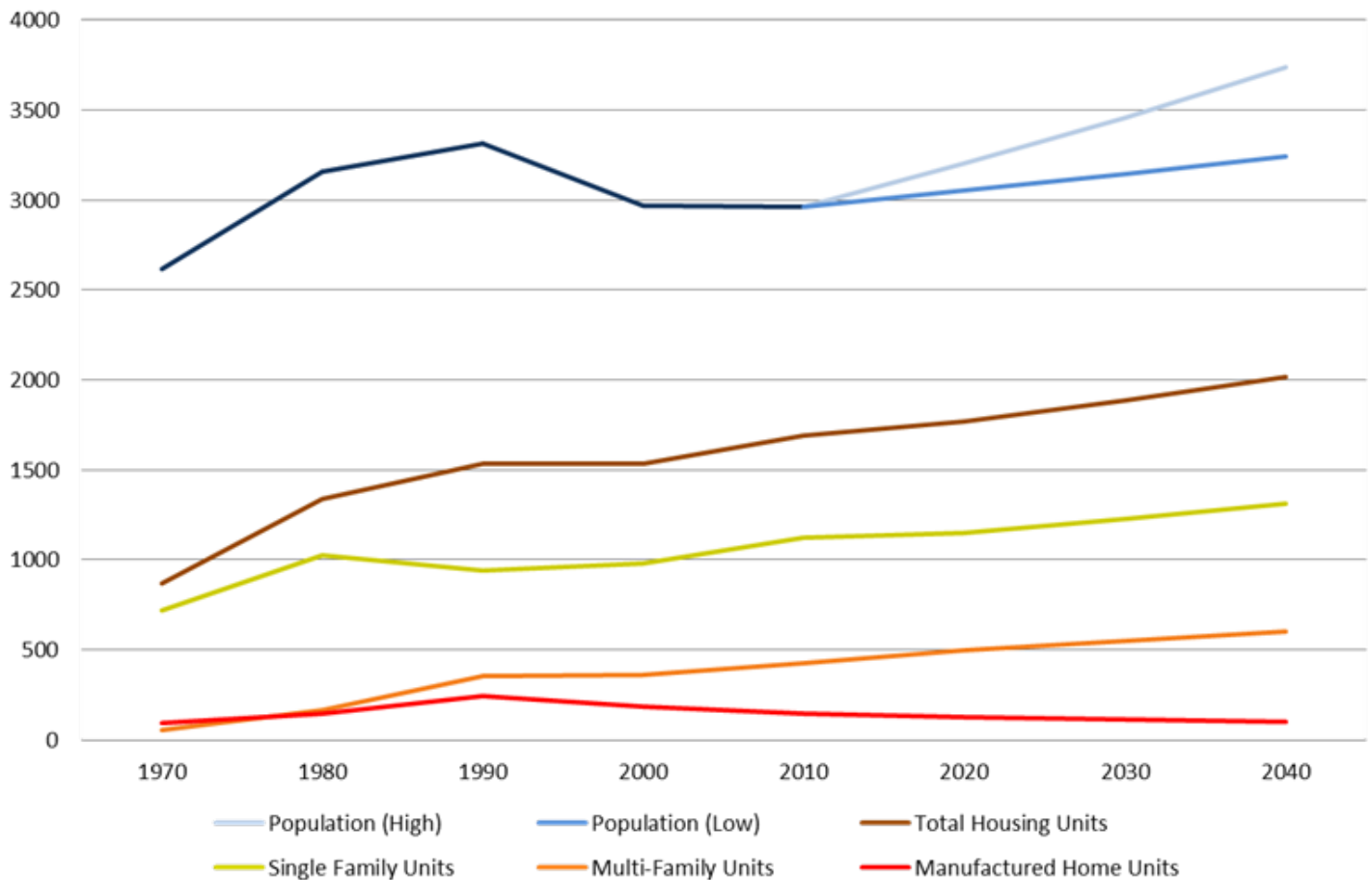
Over the coming decades, the Town will be challenged with the decline of home stock and, consequently, the decline of neighborhoods. The ability to implement innovative ways to address the existing stock of dilapidated homes and to slow or stop the decline of those homes that are on the edge of becoming uninhabitable will largely affect the desirability of living in Pendleton and the Town’s ability to stabilize its tax base.



FUTURE HOUSING NEEDS AND PROJECTIONS

The Town of Pendleton has seen variations in the number of housing units over the past half-decade. For the most part, the number change in number of housing units has mirrored the changes in population. For example, in looking at the largest increase in population per decade from 1970 to 2010, the population increase between 1970 and 1980 coincides with the largest increase in housing units. For the sake of future housing needs and projections, the most logical method to finding those numbers is to use the population projections as a basis for any calculations.

Housing Projections to 2040



The accompanying charts show the housing needs and projections for the Town of Pendleton up to 2040. There are a couple assumptions made in the calculations behind these charts: 1) Average household size will stay steady at around 2.0 people per unit, 2) The percentage of each unit type as part of the total housing stock will remain relatively steady. When viewing these charts, consideration should be given to the fact that these are net changes that project a count of new units built or relocated within the town limits minus those units demolished or move out of Pendleton. Further, since the population projections showed high and low projections, the housing projections in these charts reflect those projections, with an average of the high and low projections used to simplify the charts.



FUTURE HOUSING NEEDS AND PROJECTIONS

There are also two other items of note when considering the information in the charts. First, the table projects a decline in mobile/manufactured homes as a percentage of the total housing units. This projection anticipates a decline in new mobile/manufactured home units in town as a result of more strict standards for locating new mobile/manufactured homes in town.

Additionally, there is also anticipation that demolition of existing units will continue to occur and that this will not be offset by the number of new units relocated within the town limits.

The second item to note is that the housing projections may not account for any homes that may be built in properties that are not currently within the town limits or may be annexed in the future. The projections should account for some of those units; however, it is not possible to anticipate any new large annexations or incorporation of properties as a result of changes in state or county policy or laws. Regardless, the numbers projected in the line chart and table should provide a general baseline for expectations of future growth.






Safety and Appearance of Housing Stock

The housing stock in Pendleton consists primarily of single family detached units and few multi-family units. Generally, the housing stock is composed of older buildings, pre 1970 era. Some of the older homes in the town are of historical value and cultural significance, although they general tend to be at different levels of repair needs. The existence of some of these homes has been cited as a key attribute in Pendleton's "small town charm". The rehabilitation and repair of historically and culturally significant homes may help preserve the character of the town as well as bring economic benefit from individuals seeking renovation and gentrification projects. The data included in this section is derived primarily from one source – the US Census Bureau. Some of the data represents a one hundred percent count while other information has been taken from estimates. In the instances that it was possible, the data has been verified with the town's records and files.

GOALS, OBJECTIVES AND STRATEGIES FOR IMPLEMENTATION

Housing Element Vision

The Town of Pendleton will preserve and protect the neighborhood character and quality of life in residential neighborhoods; encourage a balanced range of housing types and opportunities; promote opportunities for clean, safe and affordable housing; and maintain neighborhood character, stability and safety.

Goals/Objectives/Strategies	Accountable Agencies	Guiding Principles
Protect and enhance the quality of existing housing stock within the Town by identifying residential areas that are aging, threatened by development, or otherwise in need of preservation.	Town Council Planning Commission	
Reduce and eliminate nuisance violations through property maintenance and code enforcement.	Police Department	
Explore opportunities for developing and installing amenities in neighborhoods such as sidewalks, street lighting, and open space.	Town Council Planning Commission	
Create and maintain an inventory of housing types and styles, neighborhood characteristics, and preservation areas (natural resources, etc.)	Planning Commission	
Work with property owners to encourage master planning of vacant and/or under-developed tracts to encourage the provision of attainable housing; develop policies and standards that address 'missing housing' and that permit small units, walkable/connected developments, and mixed-use buildings.	Planning Commission Town Council	



CULTURAL RESOURCES

This element addresses the importance of the preservation of Pendleton's historic buildings and structures as well as the role of scenic, archaeological, cultural and religious resources and other activities including recreation, music and the arts, to the quality of life for area residents and the economic health of the community. Heritage Tourism is recognized as a major factor attracting visitors and new residents to Pendleton and has become a major source of economic activity in the downtown commercial district.

HISTORIC RESOURCES

Founded in 1790, Pendleton was the original county seat of the Old Pendleton District (now Anderson, Oconee and Pickens counties). It was one of South Carolina's earliest Upstate Towns and is perhaps the most historically significant. For many years, Pendleton was the center of business, culture and government in the northwestern part of the state. Its position at the crossroads of the Cherokee Trading Path to the Low Country and the Catawba Path to Virginia made it accessible to traders from both directions. From its earliest days through the mid-eighteenth century, Pendleton played a part in state and national development. Its climate attracted wealthy coastal planters who developed summer plantations in Pendleton and the surrounding area along 18-Mile Creek and the Seneca River. With as many as 20 plantations and country homes surrounding the town, Pendleton became a summer resort for Low Country elite.

Figuring prominently in Pendleton's early days were government leaders, Civil War Generals, diplomats, jurists, newspapermen, craftsmen, and many business leaders. Most notable were General Andrew Pickens, Indian fighter and revolutionary war hero; John Miller, printer; John C. Calhoun, statesman; James Butler Bonham of Alamo fame; Thomas Green Clemson, founder of Clemson University; and William Henry Trescott, diplomat.

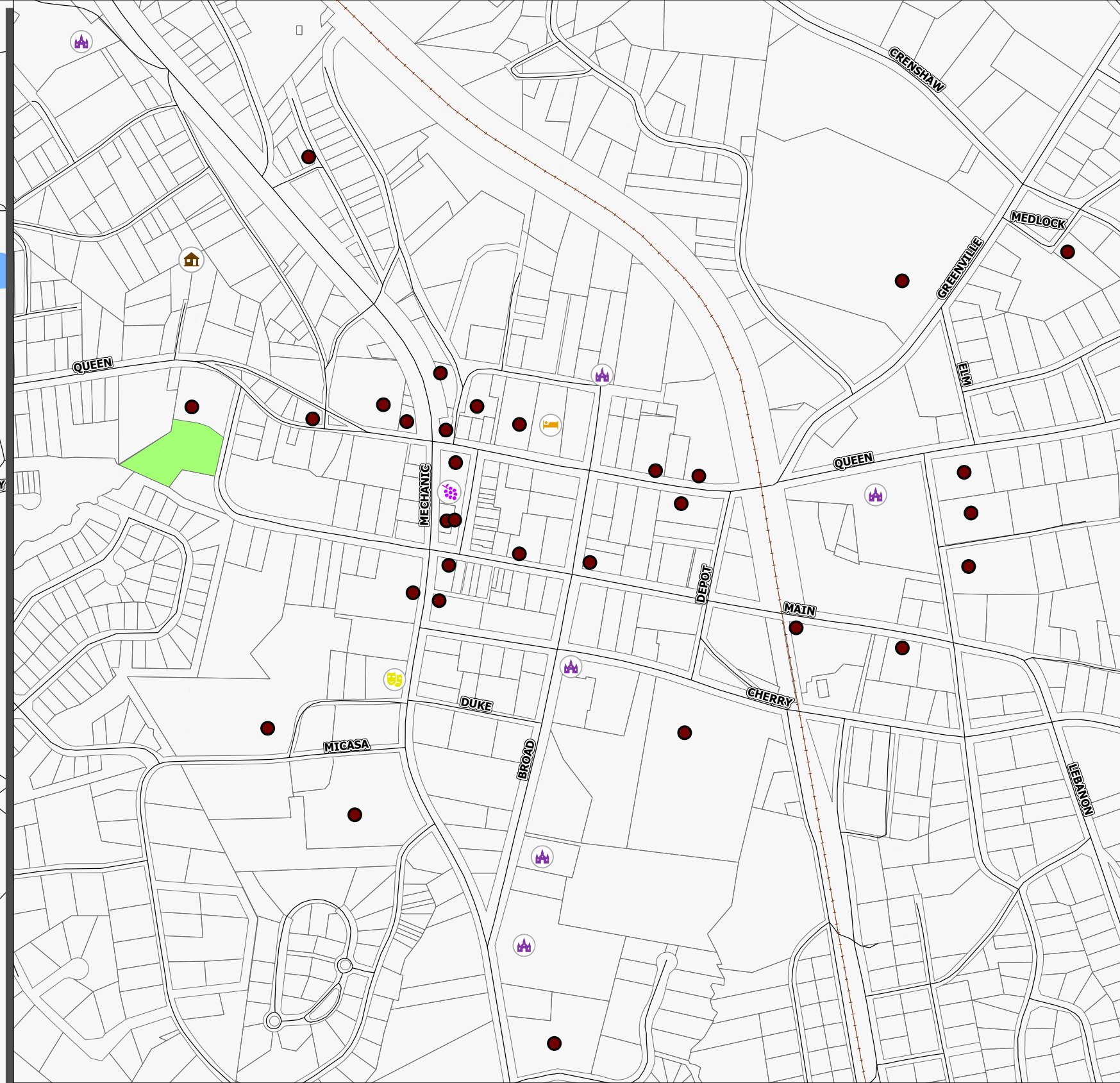
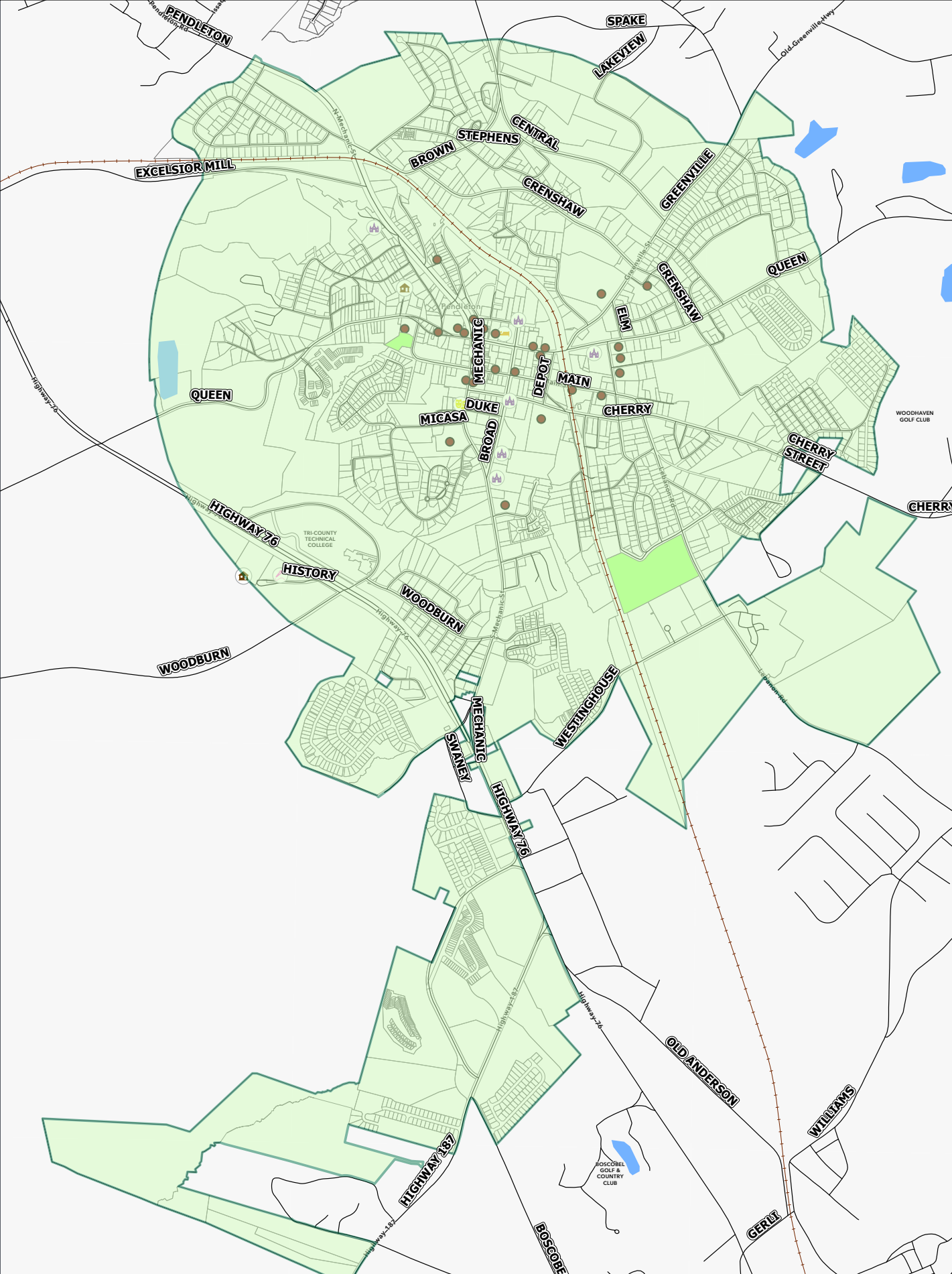
As a result of population growth, the Pendleton District was divided in 1826 into the Anderson and Pickens Districts leaving Pendleton located on the northern edge of Anderson District. The courthouse seat was moved to the newly formed and centrally located town of Anderson. Pendleton continued to thrive as a business center but its prominence began to fade during the mid-19th century. As better transportation developed, Low Country elite began to leave and build their summer homes in the cooler mountain climate of North Carolina.

CULTURAL RESOURCES

The Town of Pendleton was laid out in 1790 in a grid pattern with the village green at its center and is basically unchanged from this original plan. The construction of a new district courthouse was underway on the village green when the decision was made to divide the district. The Pendleton Farmers' Society purchased the site and completed the building in 1828 for use as a meeting hall upstairs and for businesses downstairs. It was in this hall that Thomas Green Clemson promoted the need for an agricultural college that now bears his name. Clemson University celebrates Founder's Day annually at this site. Today, Farmers Hall, as the building is currently known, and the Town Center maintain much of the character introduced to them over 180 years ago. The most notable change to the village green was in 1929 when the South Carolina Highway Department rerouted Mechanic Street, taking a small portion of the southwest corner of the village green.

Pendleton history is essentially one of "bypassed" development and narrowly missed opportunities for growth. In 1826, after serving as the center of the Pendleton District, the courthouse seat was moved from Pendleton to Anderson. The railroad that was built through Pendleton's eastern boundary in 1858 operates as a branch line with minimum utilization. Pendleton was by-passed by the mainline of the northeastern United States rail corridor in the 1880's that went through Clemson and Central. The founding of Clemson University in 1889 was on rural farm land about five miles outside town limits and in another county, spurring growth in the City of Clemson and Pickens County. The flooding of Lake Hartwell in 1959 left the town high and dry about 5 miles from any lakefront development. The construction of US Highway 76 in the 1950's as a direct route from Anderson to Clemson passed through the western edge of Pendleton's town limits rather than through town center. Commercial strip development has taken place along US 76 at its intersection with Mechanic Street leaving the downtown commercial center unchanged but more isolated. Although each of these instances denied an opportunity to be an economic center in the Upstate, Pendleton has been able to maintain its unique historic character as a result of these developments occurring elsewhere.



















Cultural & Historical Assets

- Pendleton Municipal Boundary
- Parcels
- Park
- Lakes
- Rivers
- Cultural Resource Building Point
- Pendleton_Historic_Buildings
- Iron_Oak_Barn
- Inn_at_Magnolia_Hill
- Farmers_Market
- Clemson_Little_Theatre
- Churches
- Streets
- Railroad



-  Pendleton Municipal Boundary
-  Parcels
-  Park
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-  Cultural Resource Building Point
-  Pendleton_Historic_Buildings
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-  Inn_at_Magnolia_Hill
-  Farmers_Market
-  Clemson_Little_Theatre
-  Churches
-  Streets
-  Railroad

HISTORIC RESOURCES

Pendleton Historic District

Today, the Town of Pendleton comprises the majority of the 6,316 acre Pendleton Historic District that was listed on the National Register of Historic Places in 1970. In addition to the Town, the Pendleton Historic District includes seven of the eight surviving plantation houses and country homes, historic churches, and historic markers and monuments in the Pendleton area. The Pendleton Historic District derives its primary significance from the antebellum structures which reflect Pendleton's early history. There are two antebellum houses within the Pendleton Historic District (Ashtabula and Woodburn) which are individually listed on the National Register of Historic Places and there are 25 "contributing" antebellum houses remaining within the Pendleton town limits.

Village Green and Town Square

The civic focus of Pendleton is the centrally located village green. Located on the village green are Farmers Hall and the Guard House. Farmers Hall is home to the Farmer's Society and is the oldest building in continuous use for such purpose in the United States. The first floor of this building has had various uses including as a US Post Office, but recently has been leased as a restaurant. Farmers Hall has a patio at the front and rear of the building; the front is used for patrons of the restaurant while the rear patio is used for events and festivals. The Guard House, located at the north end of the green, was built in 1860 to replace the Town's jail. In 1911, a one-story annex was added when the building was converted to the town library. The building now serves as the Town magistrate's office upstairs and has had several uses on the ground floor.

The village green is ideal for the town's annual festivals as well as for weddings and informal gatherings. The green provides a serene setting for visitors and Town residents seeking recreation and leisure.

The Town Square, with the village green at center, is flanked on three sides with tradition brick commercial buildings. Many of these buildings were built in the early 20th century, but there are a few that date back the late 19th century and a section along East Main St. dating back to the early 19th century. Many of the original wood-constructed buildings on the square were destroyed in a fire in the mid-19th century. The buildings that replaced those structures now house various restaurants, antique and gift shops catering primarily to tourists.

Museums

Woodburn Historic House Museum (130 History Lane)

Owned by the Pendleton Historic Foundation, Woodburn is a ca. 1830 fully-restored plantation house. The Woodburn House is individually listed on the National Register of Historic Places and is on the SC National Heritage Corridor. It sits on an 11-acre site with numerous plantation outbuildings and a walking trail to the ruins of other outbuildings. As the birthplace of Jane Edna Hunter, the Pendleton Historic Foundation with the assistance of a SC Heritage Corridor grant has built a replica of the cabin in which Hunter was born at Woodburn farm. By rebuilding the cabin, the Foundation strives to tell Hunter's story and interpret the life slaves on the plantation. The child of former plantation slaves, Ms. Hunter was a renowned African-American activist and reformer who founded the Phyllis Wheatley Society in Cleveland, Ohio. Woodburn has been operated as a house museum since the early 1980's with guided tours, special events, school tours and festivals. It is the ideal location for outdoor "plantation" weddings and receptions. Woodburn welcomes over 5,000 visitors per year.

Ashtabula Historic House Museum (2725 Old Greenville Highway – Central)

Also owned by the Pendleton Historic Foundation, Ashtabula is a ca. 1825 fully-restored plantation house. The Ashtabula House is individually listed on the National Register of Historic Places and is on the SC National Heritage Corridor. The 10 acre site also houses a unique 2-story brick colonial structure that was originally used as a traveler's tavern. Ashtabula has been operated as a house museum since the 1970's with guided tours, special events, school tours and a unique annual Christmas event. Ashtabula welcomes over 5,000 visitors per year. Although Ashtabula is located two miles east of the town limits, Pendleton considers this historic structure an important part of its heritage.

Pendleton District Agricultural Museum

Opened by Pendleton District Historical, Recreational, and Tourism Commission in 1976 at 120 History Lane near Woodburn Plantation, the Museum is home to a collection of pre-1925 farm implements and farm life artifacts. Exhibits, which were dismantled to allow the Commission to make accessible the Pendleton District Research Room and Special Collections from Hunter's Store, will be re-established.

Pendleton District Agricultural Museum

This collection currently located at the Pendleton District Agricultural Museum, has historic documents, photographs and genealogical materials relating to the region available for research. This resource not only provides services for local residents, but draws genealogy researchers to Pendleton from all over the country.



Historic Buildings and Structures

The following is a list of historic houses and structures that contribute to the significance of the antebellum Pendleton Historic District. Most have maintained their antebellum “integrity” without being significantly altered. There also are a number of late 19th century structures which demonstrate Pendleton’s more recent growth and are, in appearance and feeling, compatible with the earlier period.

Public/Commercial Buildings

1. Ashtabula (2725 Old Greenville Rd. in Central, SC), ca.1825 – Ashtabula is a large two-story antebellum plantation house built by Lewis Ladson Gibbes. It is located about two miles outside of municipal limits on SC Highway 88 at the eastern edge of the Pendleton Historic District. Ashtabula has been restored by the Pendleton Historic Foundation to its original condition without climate control. It is operated as a house museum and is open to the public. On the same site is a two-story brick colonial period structure which is believed to be the site of the oldest licensed tavern in the South Carolina Upstate.

2. Woodburn (130 History Lane), ca. 1830 – Woodburn is a restored four-story antebellum plantation house built by Charles Cotesworth Pinckney (Jr.) and is located just off US76 on the western edge of the municipal limits. It is owned by the Pendleton Historic Foundation who restored to its original condition without climate control, bathrooms or inside kitchen. It is operated as a house museum open to the public.

3. Farmers Hall (Village Green), ca. 1828 – Construction on Farmers Hall began in 1826 with intention to construct a courthouse. The Pendleton District was split, and the structure was purchased and completed by the Pendleton Farmer’s Society. The upstairs serves as the meeting hall of the Pendleton Farmer’s Society, one of oldest Farmer’s Societies in the country. The bottom level has typically been rented for commercial purposes and once served as the Pendleton Post Office.

4. Guard House (Village Green), ca.1860 – Originally built as a two-story jail on the northeast corner of the village green, the Guard House was extended with a one-story addition, a porch, in 1911. It was later used as the town library.

5. Commercial Buildings (E. Main Street across from Farmer’s Hall) ca. 1800 – The brick commercial buildings south of the village green are the oldest commercial buildings in downtown Pendleton.



6. *Hunter's Store (125 E. Queen Street), ca. 1850* – Originally a general store, it is owned by the Pendleton District Commission and operated as a visitor's center for the Tri-County area. A major renovation to secure and restore the building started in 2008.

7. *Hunter's Store Warehouse (E. Queen Street behind Hunter's Store), ca. 1880* – Hunter's Store Warehouse was built as a storehouse for the general store. Its captain's walk offers a panoramic view of the mountains.

8. *Pendleton Oil Mill (349 E. Main Street), late 1800's* – The Pendleton Oil Mill was originally set up as a cottonseed oil mill, but has more recently served as a petroleum dispersal center and is now a fertilizer business.

9. *Blue Ridge Plant of the Pendleton Manufacturing Co. (W. Blue Ridge Street), ca. 1893* – The Blue Ridge Plant is an early textile mill in town limits that had produced yarn products. The building is currently a satellite location for FiberTech, a company which manufactures synthetic building surfaces and decorative features.

10. *Faith Cabin (W. Queen Street), ca.1900* – The Faith Cabin was founded as a library for the black community during the time of segregation.

Public/Commercial Buildings

1. *Bee House (173 E. Main Street), ca. 1833* – The Bee House was home to Colonel Bernard Bee and his son Hamilton who were instrumental in the establishment of the Republic of Texas. Another son, General Bernard E. Bee, C.S.A., gave General J.T. Jackson the immortal nickname of "Stonewall". The house had numerous alterations made over the years and is in the process of restoration.

2. *Benson House (N. Mechanic Street), ca.1815* – Built by Enoch B. Benson, a successful merchant, the Benson House for many years was located on E. Queen Street between the Town Square and Broad Street. It was moved to its present site just behind Hunter's Store in 1968 and the house was enlarged to include a three-story addition which was never completed. The house is in need of major restorations.

3. *Boxwood (239 E. Queen St.), ca.1809* - Named for the numerous ancient boxwoods on the property, the house was built by William Robertson with additions c.1825 and c.1835. The house was remodeled in 1960 completely changing the rear of the house but leaving the front intact. A carriage house and meat house original to the house are still on the site.

4. *Carver Randal House (620 Medlock Circle), ca.1846* – The Carver Randal was named for an early Pendleton lawyer.

5. *Elam Sharp House (229 E. Queen Street), ca.1802* – The Elam Sharp House was built by William Steele, first postmaster of Pendleton. The house is the traditional center-hallway house with a two room downstairs and two rooms upstairs.

6. *Edens House (106 W. Queen Street), ca. 1819* – The Edens House was the first meeting house of the Pendleton Farmer's Society. Prior to the construction of St. Paul's Episcopal Church the home was used for church services.

7. *Gallows Hall (441 Greenville Street), ca. 1840* – Gallows Hall was built by Colonel Joseph Taylor, a lawyer, and later owned by Reverend John B. Adger, minister of the Pendleton Presbyterian Church—which was located next door at the time. It was extensively remodeled in 1971 to remove late "L" additions and again in the 1990's when a major addition was completed to the rear.

8. *The Glen (144 Micasa Drive), ca. 1835* – Built by Dr. Arthur S. Gibbes and later occupied by Dr. Thomas J. Pickens, The Glen house has been expanded with a one-story addition at the side to add 2 bedrooms and a bath.

9. *Gailliard House (E. Queen Street), ca.1840* – Built by local businessman William H.D. Gailliard, it was once used as the Episcopal rectory. The Gailliard House was restored in the 1970's.

10. *James Hunter House, c.1860 and Jones Rifle Building, ca.1840 (140 S. Mechanic Street)* – The James Hunter House is directly across from the Sitton House, with similar construction except that the James Hunter House is all wood construction. The Jones Rifle Building was built as a blacksmith's shop and iron forge works, and later was used as an arsenal and Civil War headquarters for Jones Rifle.

11. *Montpelier (SC 88, - Central, SC), ca. 1848* – Montpelier is an antebellum plantation house built by Samuel Maverick. The home is located about three miles outside of the municipal limits on Highway 88 and marks the western edge of the Pendleton Historic District. His son, Samuel A. Maverick, moved to Texas and was one of the founders of the Republic of Texas.

12. *The Retreat (E. Queen Street Extension), ca.1840*

13. *Boggs House (E. Queen Street)*



14. *Jenkins House (244 E. Cherry Street), ca. 1837* – The Jenkins house was built by Dr. Jenkins, a Civil War surgeon.

15. *Liberty Hall (621 S. Mechanic Street), ca.1840* – Occupied by Beaunou Harris, first. This historic antebellum home is privately owned & operated as a Bed & Breakfast and restaurant.

16. *Lowther Hall – (161 E. Queen Street), ca.1793* – Lowther Hall is the oldest residence in Pendleton.

17. *Marshalsea (112 W. Queen Street), ca.1820* – Designed by famous architect Robert Mills, it was built by the town as a district jail and later used by the Pendleton Female Academy. It has since been converted to private residence.

18. *Mi Casa (439 S. Mechanic Street), ca.1830* – The Mi Casa house was inhabited by Mrs. John C. Calhoun after her husband's death and was also the home of Thomas Green Clemson prior to his inheritance of Fort. Hill. The front has been moved from the north to the east side. The original cookhouse is still located on the property.

19. *Pendleton House (203 E. Main Street), ca.1880* – Built by J. Norton Hunter, the Pendleton House has also been known as Dorolon. A carriage house also occupies site.

20. *Poe House (203 N. Elm Street), ca. 1860*

21. *Silk House (Clark Street), ca. 1830's* – The Silk House is a residence where silkworms were grown for the production of silk. This home is in the process of a thorough restoration.

22. *Simpson House (215 N. Elm Street), ca. 1830* – Built by F. Frank Sloan, the Simpson House was the residence of Richard Wright Simpson who was involved in the writing of Thomas Greene Clemson's will establishing Clemson University.

23. *Sitton House (132 S. Mechanic Street), ca. 1859* – Built by John Bradley Sitton, an early mayor and postmaster, the Sitton House was the first brick residence in Pendleton.

24. *Thomas Pickens House (118 N. Elm St.), ca. 1860*

25. *Vine Hill – (368 E. Main Street), ca. 1830* – Vine Hill received its name from the vines, fourteen types in all, growing in the garden. This home has undergone a major interior remodeling in recent years and some exterior renovations in that time.



26. Winston House (250 Brown Road), ca. 1830 – The Winston House was built by Elijah Winston, a free man and blacksmith.

Historic Church Buildings

The graveyards and churchyard of these historic churches are a boon for genealogist and historians attempting to learn about the early families of Pendleton.

1. Pendleton Presbyterian Church and graveyard (603 S. Mechanic St.), ca. 1893 – The Pendleton Presbyterian Church replaced the early 19th century church building which was located on Greenville Street (which itself replaced the Old Stone Church located outside town limits). It is the oldest congregation and the oldest religious building in the town limits.

2. Old Silver Spring Baptist Church (Jackson Street), ca.1874 – The old Silver Spring Baptist Church is located on Jackson Street. It recently was renovated and is used as a community center. The new church was built in 1926 and is located at 515 N. Mechanic Street.

3. St. Paul's Episcopal Church and graveyard (E. Queen Street), ca.1822 – The St. Paul's Episcopal congregation began in 1819 and moved to the building on E. Queen Street in 1822. The graveyard contains the burial sites of many prominent residents including the wife and family of John C. Calhoun, Thomas Green Clemson, Bernard Bee, and Charles C. Pinckney.

4. First Baptist Church and graveyard (351 S. Broad Street), ca. 1950's – The current First Baptist Church building replaced a building from 1843 built on same site.

5. Pendleton United Methodist Church and graveyard (S. Broad Street & Cherry Street), ca. 1850, - replaced building from 1843 and 1939 on same site.

6. King's Chapel AME Church (135 Vance St.), c. 1957 – The King's Chapel AME Church building replaced a building from 1867 and remains the oldest black congregation in the area.

7. Old Stone Church and graveyard (US Highway 76 & Old Stone Church Road in Clemson, SC), ca. 1800 – The Old Stone Church is the oldest church in Pendleton Historic District. The graveyard includes the resting places of many prominent early residents of Pendleton.



Historic Buildings and Structures

1. *Town of Pendleton* – Village Green
2. *Farmer's Hall* – Village Green
3. *Printer John Miller* – E. Queen Street
4. *Thomas Green Clemson* - St. Paul's Episcopal Church and graveyard
5. *Bernard Bee* - St. Paul's Episcopal Church and graveyard
6. *Hopewell Treaty* – Cherry Road
7. *African American School site* - Vance Street
8. *Ashtabula Plantation* – SC Highway 88
9. *Woodburn Plantation/Jane Edna Hunter* – US Highway 76
10. *Keese Barn Memorial* – W. Queen Street
11. *Tanglewood Home* – S. Mechanic Street (Anderson County marker)
12. *The Hundreds* – W. Queen Street
13. *Community Center and Faith Cabin* – W. Queen Street

Theaters and Auditoriums

Clemson Little Theater in the Pendleton Playhouse

The Clemson Little Theatre was started on the campus of Clemson University in 1931 as a reader's theatre group. As interest and involvement grew the group began producing full plays in whatever space could be made available. As facility demands increased on campus and a desire for a more permanent home became more pronounced, CLT, as they had begun to be called, moved off campus to the auditorium of a former elementary school in Central, SC in the mid 1970's. In the early 1990's the property located at 214 South Mechanic Street in Pendleton was purchased in response to the facilities in Central being sold to a residential developer.

The Clemson Little Theatre currently presents mainstage productions annually. Clemson Area Youth Theatre (CAYT) productions are performed by youth in grades 5 through 12 under adult direction and supervision. Additionally, every effort is made to involve youth in all aspects of the backstage work as well, providing for a well-rounded theatre experience. CAYT productions are also presented during a daytime performance made available to local elementary school children at a reduced price. Patron generosity and theatre endowment funds provide for this opportunity to bring live theatre to local children who may not otherwise have this experience.

Community Events and Activities

The Town of Pendleton and areas surrounding the town has a variety of events and activities, some of which change on a year to year basis. The following list is a list of those events and activities that occur regularly each year.

Pendleton Spring Jubilee – April

One of the largest historical districts in the nation attracts as many as 50,000 people to its festival every year and is considered one of the top twenty events in the southeast by the tourism society. Admission is free to the two-day event, which includes crafts, entertainment, museum exhibits, house tours, antique shows and an abundance of food.

Bluegrass Under the Stars – April

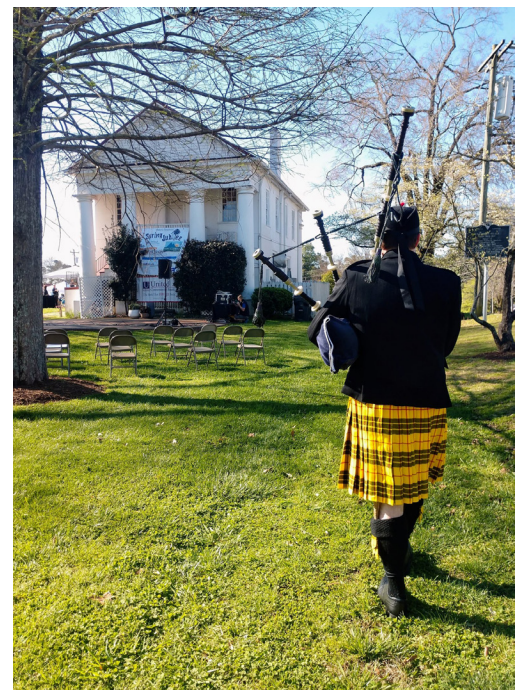
This event includes an outdoor concert, music workshops, fireworks and food at Tri-County Technical College. The event occurs in conjunction with the Spring Jubilee.

Farmer’s Market – Summer

Every Thursday in the Village Green, local farmers sell their produce and other products.

Pendleton Fall Festival – October

Games, arts, crafts, music, entertainment and outdoor races occur on Pendleton Square.



Pendleton Christmas Parade – December

Local bands showcase their talents along with countless floats and a variety of other participants at the downtown parade.

Pendleton Historic District Themed Tours – Monthly











Pendleton Historic Foundation presents special themed tours monthly at Ashtabula and Woodburn.



GOALS, OBJECTIVES AND STRATEGIES FOR IMPLEMENTATION

Cultural Resources Element Visions

“Pendleton strives to maintain its unique identity through the recognition and preservation of culturally significant and historically important structures. These important features contribute to the quality of life in Pendleton and therefore are deemed worthy of recognition and preservation and are essential in maintaining community character. A historic preservation committee shall continue to target buildings for preservation and rehabilitation.”

Goals/Objectives/Strategies	Accountable Agencies	Guiding Principles
Expand the mission of Public Works and Parks and Recreation to specifically include a cultural component.	Town Council	
Allocate funding for promotion of heritage tourism.	Town Council	
Include cultural resources in the scope of all future master planning efforts.	Town Council Planning Commission	 
Identify potential partners in expanding cultural resources.	Town Council	 
Develop a Public Art Master Plan for public property and rights of way and inventory appropriate locations.	Town Council	 
Continue rehabilitation, remodeling, and beautification of important community structures and existing facilities.	Town Council	 



COMMUNITY FACILITIES

The Community Facilities element deals with many issues vital to the community's growth and quality of life. Infrastructure planning for water, sewer, roads and other needs is vital for the community to attract and direct growth. Town services such as police and fire protection, libraries, education, and recreation help to make the community a desirable place for living. The extent of facilities and services varies according to the needs and size of the community.

Safety and Emergency Services

Fire and EMS Services

Fire and emergency management services (EMS) are contracted out through Anderson County. Anderson County Fire Department services the Town of Pendleton from Station #2. The station relies on the efforts of volunteers to respond to calls. The fire department holds an annual community day with blood pressure screenings, children fingerprinting, prizes, demonstrations and food.

General Government Facilities

General government facilities include Town Hall and the Public Works facility.

The Town also owns the Depot Building, which is an old mill site. The Town rents the building out for a variety of functions. Senior Solutions rents the building for their activities for the elderly population. The Town also owns and operates the Dog House, which is the old Pendleton Elementary gymnasium.

Recreation

Pendleton Recreation Association, whose offices are located at Veteran's Park, offer sport activities for children age 5-18. They use the facilities of the Anderson County School District as well as the Town's for baseball, softball, football, cheerleading, soccer, and basketball.

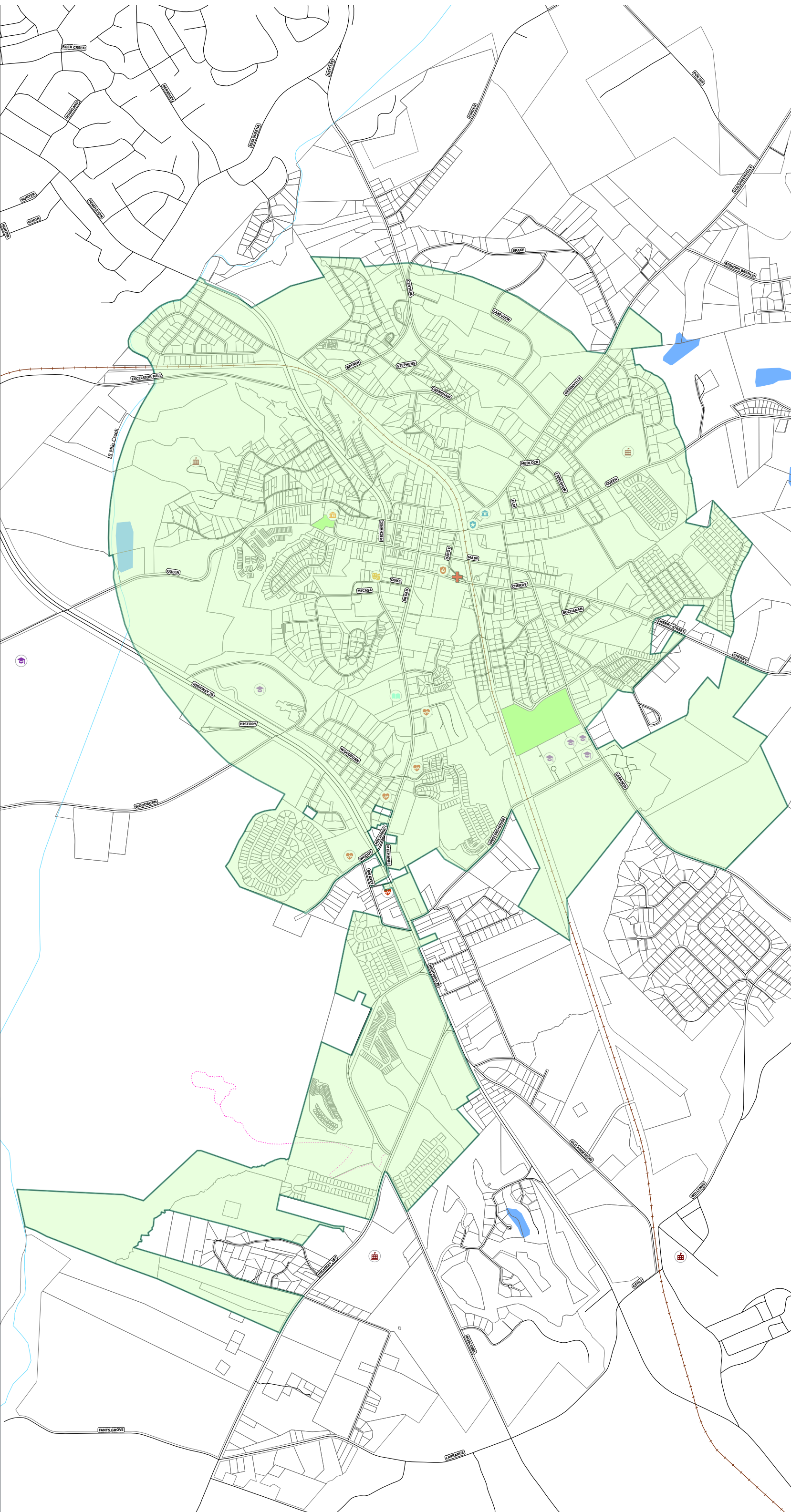
There are many opportunities for individually organized recreation with the several common spaces and parks that are located within Pendleton: Veteran's Park, with the children's Barrett's Place playground, Sister City Park, Bicentennial Park, and the Village Green. These areas are gathering places for various festivals and community events as well as locations for community residents and visitors to enjoy.

Libraries

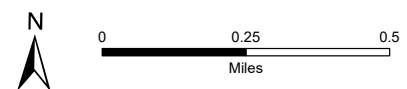
Anderson County manages and maintains the library located on South Mechanic Street, the site of the historic Tanglewood Mansion, which was built in the 1860's - the ruins of the historical mansion remain on site. Tri-County Technical College also has a library, which is accessible to all residents of Anderson, Oconee, and Pickens Counties.





















Community Facilities



- Pendleton Municipal Boundary
- Properties (2783 Total Acres)
- Park
- Lakes, Ponds, Reservoirs, and Estuaries
- 18 Mile Creek
- 🏠 Town Hall
- ★ Police Department
- 🚒 Fire Department
- + Rescue Squad
- ❤️ Medical Facilities
- 🏢 Pendleton Community Center
- 🎭 Clemson Little Theatre
- 🎓 Colleges and Universities
- 📖 Educational Facilities
- 📖 Library
- George Aull Trail
- Railroad
- Streets



June 2022

-  Pendleton Municipal Boundary
-  Properties (2783 Total Acres)
-  Park
-  Lakes, Ponds, Reservoirs, and Estuaries
-  18 Mile Creek
-  Town Hall
-  Police Department
-  Fire Department
-  Rescue Squad
-  Medical Facilities
-  Pendleton Community Center
-  Clemson Little Theatre
-  Colleges and Universities
-  Educational Facilities
-  Library
-  George Aull Trail
-  Railroad
-  Streets

Utilities

Water & Sewer

All residents and existing structures within the Town are serviced with water from the Town of Pendleton, which is a partner of the Anderson Regional Joint Water System.

The drinking water is consistently tested for contaminants according to all state and federal laws. An annual consumer confidence report is distributed to all citizens within the Town, which indicates the results of the water quality analysis.

The Town provides an adequate and reliable water supply, addresses low pressure system issues, provides sufficient elevated storage to meet the State Primary Drinking Water Standards, and offer ample fire protection for the central business district.

A sewer system runs throughout the Town and consists of 8 inch clay, plastic, or ductile iron pipes that are buried 3 – 8 feet underground. All raw sewage is collected through this system of pipes and is delivered to the Waste Treatment Plant for processing.

Power

Electricity is provided by Duke Energy Company. Natural gas is provided by Fort Hill Natural Gas Authority.

Sanitation

The Department of Public Works provides weekly curbside pick-up of household and commercial garbage within the Town. The trash is delivered to the Anderson Regional Landfill. Bulk containers are picked-up, cleaned, and disinfected for a fee.

Brush and other yard debris and rubbish, which includes any wood, metal, household furniture, yard trimmings, and brush, are picked up on a weekly basis as well.

Recycling


















The Town of Pendleton provides weekly curbside pick up of recyclable materials to all residents.



GOALS, OBJECTIVES AND STRATEGIES FOR IMPLEMENTATION

Community Facilities Element Visions

"The Town is committed to providing high quality public facilities and services. The Town strongly encourages and will lead in establishing partnerships with area jurisdictions, community groups, Universities and Colleges, and other agencies and businesses for providing quality public services and facilities."

Goals/Objectives/Strategies	Accountable Agencies	Guiding Principles
<p>Develop, implement, and continually update a Town-wide long-term water and sewer plan.</p> <p>Continue to develop and implement sewer main repairs and replacement to reduce I&I.</p> <p>Utilize GIS, and other technologies to survey and assess the safety of existing neighborhoods, including but not limited to, location of fire hydrants and emergency ingress and egress locations.</p> <p>Work with all utility providers to ensure the appropriate safety and aesthetic measures and practices are utilized for all areas of the Town.</p> <p>Develop a Recreation Master Plan with an emphasis on promoting inclusion, so that all residents and neighborhoods are served.</p> <p>Review and revise the Zoning Ordinance and the Land Development Regulations to ensure that adequate standards for various types of open space exist.</p> <p>Evaluate existing programs, services, and facilities on a periodic basis to determine community needs, desired levels of service, economic impact and ability to provide requested/required service.</p>	Town Council Public Work	 
	Town Council Public Works	 
	Public Works	  
	Town Council Public Works	  
	Town Council	 
	Town Council Planning Commission	  
	All Town Departments	 



NATURAL RESOURCES

The Natural Resources element looks at the natural systems of the community including climate, topography, soils, water bodies, and other natural features. This information is important to help protect a community's quality of life by promoting proper development, maintaining aesthetic characteristics, and preserving open space and other significant natural resources, which help identify development practices of the town.

Geographic Location

The Town of Pendleton is located in Anderson County in the northwestern portion of the state, along the northern border of Anderson and Pickens County. US Highway 76, SC Business Highway 28, and State Highway 88 link the town to the region. The City of Clemson and Clemson University are located approximately 3 miles to the north of the Town and the City of Anderson is located approximately 10 miles to the southeast of Pendleton.

Climate

The climate of Pendleton is relatively mild, with an average temperature of 65.75 degrees Fahrenheit.

The average maximum temperature is 72.7 degrees Fahrenheit and the average minimum temperature is 49.0 degrees.

Precipitation most often occurs in the form of rainfall rather than snow. The average total precipitation is 52.8 inches for the Town of Pendleton and 3.5 inches for the average total snowfall. This compares to an average annual precipitation for the state of 49.08 inches.

Topography

Pendleton is located in the Piedmont region of the state, which is characterized by rolling to hilly topography. Elevations range from 900 feet at the edge of the foothills/mountain area to 600 feet along the Savannah and Broad Rivers at the southern end of the region. The terrain becomes progressively less hilly from north to south across the region. Pendleton's elevation is 859 feet.



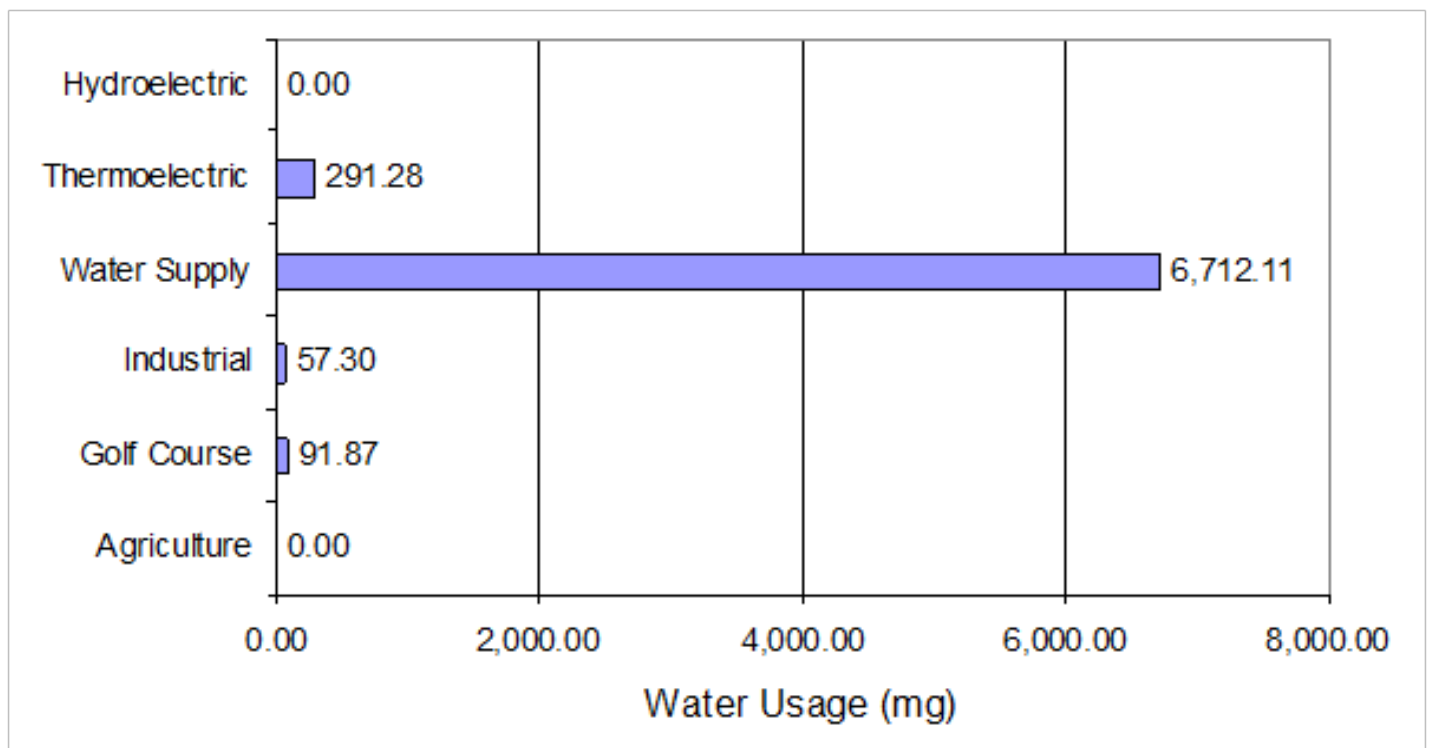
Hydrology

Pendleton lies within the Upper Savannah River Basin. The most notable water features located in and around Pendleton are 18-Mile Creek and Town Creek. There are several small ponds and retention ponds located in the Town and the Town is located in close proximity to Lake Hartwell.

Increased development and, more specifically, industrial growth may lead to water contamination. There are several sites within and surrounding the Town that are possible contaminant sites for groundwater contamination. The most common culprits are gas stations and underground storage tanks which leak petroleum products into the ground. 18-Mile Creek is listed by SCDHEC, Bureau of Water as impaired water in 2004 with fecal coliform bacteria, which impairs recreational activities and aquatic life.

Water usage in excess of 3 million gallons in any given month is required to be reported annually to SCDHEC. People or entities who withdraw over this amount are required to be registered and/or a permitted water withdrawer. The figure below shows the surface water use for Anderson County.

Reported Surface Water Use



Source: SC DHEC, Bureau of Water

Soils

Pendleton is located in the Piedmont Plateau, as is all of Anderson County. The area is gently sloping, with greater grade changes near streams and drainage ways. Twelve different soil types are identified within the town limits, according to information in the *Soil Survey of Anderson County, South Carolina*. All soils in this area range from slightly acidic to very acidic.

Flora and Fauna

The vegetative groundcover contributes to the uniqueness of Pendleton and to the quality of life of the residents and visitors. Trees, shrubs and other vegetation contribute to the aesthetics, but also provide erosion control, improve air quality, provide visual and aural buffers, and provide sun and wind protection. Historical forest practices, such as burning and farm abandonment, have altered the landscape through time. Since the mid 1960's, fire exclusion, partial and harvest cuttings, have all resulted in more mature forest stands with a greater hardwood mix. The introduction of non-native species threatens the natural vegetation, particularly the historical introduction of kudzu. The table below lists the threatened flora and fauna within the area. The existence of wildlife is dependent on many factors and is threatened by the removal of their habitat and the encroachment of development. A variety of mammals, birds and reptiles and amphibians can still be seen among the landscape in Pendleton.

Table 4.1 Threatened and Endangered Species In The Area

Common Name	Legal Status	State Rank
Smooth Coneflower	FE/SE	S1
Carolina Darter	SC	S
Christmas Darter	SC	S4
Hollow Joe-Pye Weed	SC	S
Bald Eagle	FT/SE	S2
Climbing Fern	SC	S1S2
Red-Headed Woodpecker	SC	S
Meadow Vole	SC	S



Nestronia	SC	S2
American Ginseng	RC	S2S3
Eastern Floater	SC	S
Southern Nodding Trillium	SC	S
Barn Owl	SC	S4
Eel Grass	SC	S
Three Parted Violet	SC	S
Swamp Rabbit	SC	S2S3

FE/SE=Federal/State Endangered; *SC*=Of Concern, State; *RC*=Of Concern, Regional; *FT/SE*=Federally Threatened/State Endangered

S1=Critically imperiled statewide because of extreme rarity or because of some factor(s) making vulnerable to extirpation

S2=Imperiled statewide because of rarity or factor(s) making it vulnerable

S3=Rare or uncommon in state

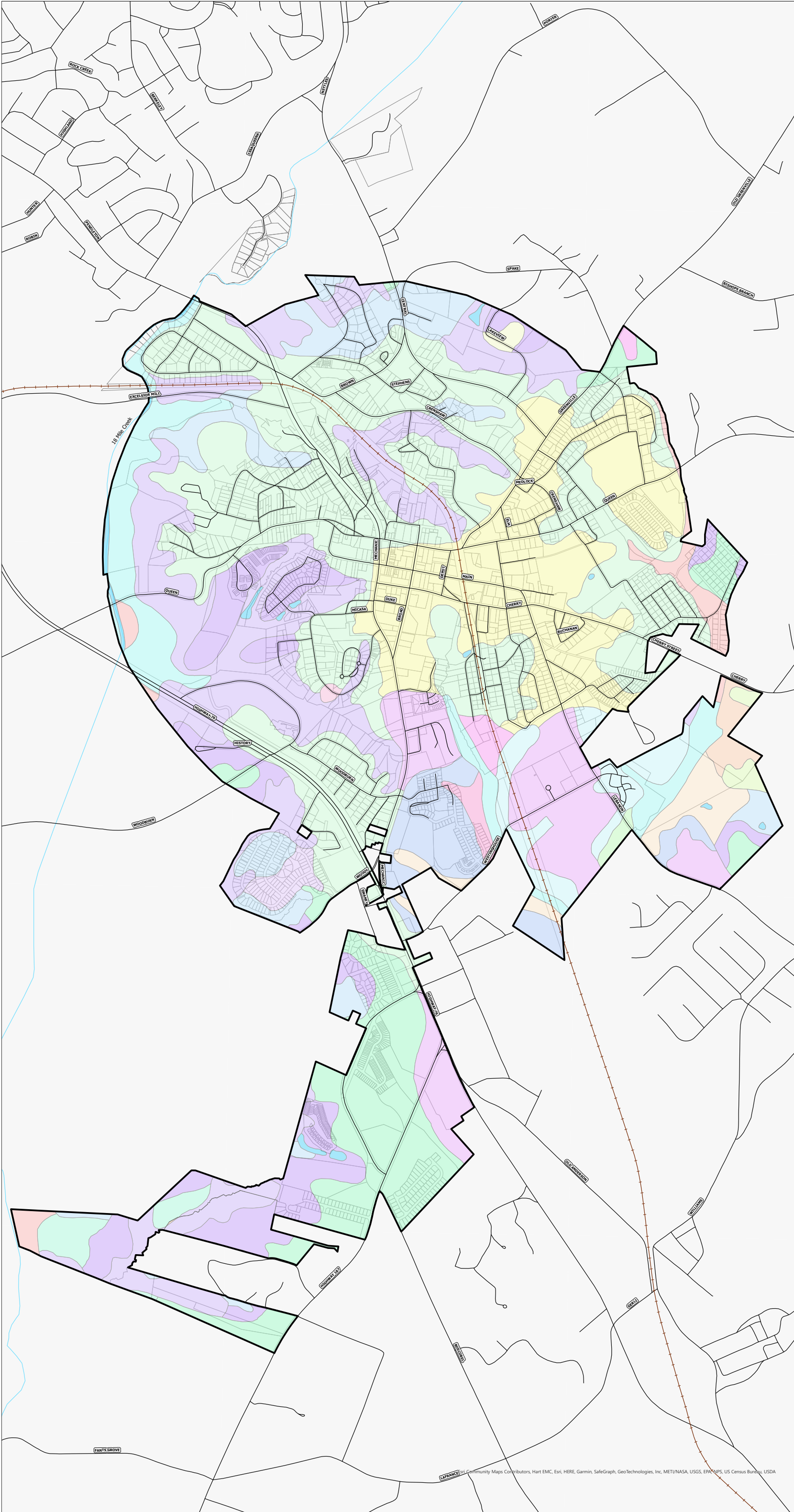
S4=Apparently secure in state

S=Status unknown

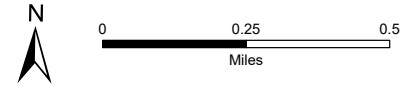
Source: SC DNR










































Natural Resources



- Pendleton Municipal Boundary
- Properties (2783 Total Acres)
- Appling Sandy Loam 2-6% slope
- Appling Sandy Loam 6-10% slope
- Borrow Pits
- Cartcay Chewade Complex
- Cataula Sandy Loam 2-6% slope
- Cataula Sandy Loam 6-10% slope
- Cataula Clay Loam 6-10% slope, eroded
- Cecil Sandy Loam 2-6% slope
- Cecil Sandy Loam 6-10% slope
- Cecil-Cataula complex, 10-15% slope, moderately eroded
- Cecil Clay Loam, 2-6% slope, eroded
- Cecil Clay Loam, 6-10% slope, eroded
- Cecil-Urban Land Complex, 2-6% slope
- Cecil-Urban Land Complex, 6-10% slope
- Durham Sandy Loam, 2-6% slope
- Gwinnett Sandy Loam, 15-25% slope
- Gwinnett Sandy Loam, 25-40% slope
- Hiwassee Sandy Loam, 2-6% slope
- Hiwassee Sandy Loam, 6-10% slope
- Hiwassee Sandy Loam, 10-15% slope
- Hiwassee Clay Loam, 6-10% slope, eroded
- Hiwassee Clay Loam, 10-15% slope, eroded
- Miscellaneous Water
- Madison Sandy Loam, 2-6% slope
- Madison Sandy Loam, 6-10% slope
- Madison sandy loam, 10-15% slope
- Madison Sandy Loam, 15-25% slope
- Madison Clay Loam, 6-10% slope, eroded
- Pacolet Sandy Loam, 15-25% slope
- Pacolet Sandy Loam, 25-40% slope
- Pacolet Clay Loam, 10-15% slope, eroded
- Quarries
- Toccoa-Cartcay Complex
- Water
- 18 Mile Creek
- Railroad
- Streets



June 2022











-  Pendleton Municipal Boundary
-  Properties (2783 Total Acres)
-  Appling Sandy Loam 2-6% slope
-  Appling Sandy Loam 6-10% slope
-  Borrow Pits
-  Cartecay Chewacle Complex
-  Cataula Sandy Loam 2-6% slope
-  Catacaula Sandy Loam 6-10% slope
-  Cataula Clay Loam 6-10% slope, eroded
-  Cecil Sandy Loam 2-6% slope
-  Cecil Sandy Loam 6-10% slope
-  Cecil-Cataula complex, 10-15% slope, moderately eroded
-  Cecil Clay Loam, 2-6% slope, eroded
-  Cecil Clay Loam, 6-10% slope, eroded
-  Cecil-Urban Land Complex, 2-6% slope
-  Cecil-Urban Land Complex, 6-10% slope
-  Durham Sandy Loam, 2-6% slope
-  Gwinnett Sandy Loam, 15-25% slope
-  Gwinnett Sandy Loam, 25-40% slope
-  Hiwassee Sandy Loam, 2-6% slope
-  Hiwassee Sandy Loam, 6-10% slope
-  Hiwassee Sandy Loam, 10-15% slope
-  Hiwassee Clay Loam, 6-10% slope, eroded
-  Hiwassee Clay Loam, 10-15% slope, eroded
-  Miscellaneous Water
-  Madison Sandy Loam, 2-6% slope
-  Madison Sandy Loam, 6-10% slope
-  Madison sandy loam, 10-15% slope
-  Madison Sandy Loam, 15-25% slope
-  Madison Clay Loam, 6-10%t slope, eroded
-  Pacolet Sandy Loam, 15-25% slope
-  Pacolet Sandy Loam, 25-40% slope
-  Pacolet Clay Loam, 10-15% slope, eroded
-  Quarries
-  Toccoa-Cartecay Complex
-  Water
-  18 Mile Creek
-  Railroad
-  Streets

GOALS, OBJECTIVES AND STRATEGIES FOR IMPLEMENTATION



The rural and pastoral landscapes of the Town are features that give Pendleton its unique character and identity. The preservation of this rural setting depends upon the conservation of pastoral and agricultural lands within the surrounding area. The preservation of these settings not only aides in maintaining town character but also may be of economic benefit in the attraction of tourists and potential homeowners seeking rural settings. The preservation of the environment benefits present-day citizens of the community as well as future residents.

Natural Resources Element Visions

“The Town of Pendleton should be known as a community whose informed stewardship of its natural resources seeks a thoughtful balance between the built and natural environment, contributes to a healthy community, promotes sustainable habitats for future generations, and helps the citizens of Pendleton and beyond recognize, appreciate and enjoy these resources.”

Goals/Objectives/Strategies	Accountable Agencies	Guiding Principles
Assess the current conditions of the Town’s natural resources through annual inventories.	Town Council	
Utilize the Town’s website and other forms of public communication for natural resources tips for the public.	Administration	
Promote the use of native and/or adaptive plant materials in new public and private landscaping projects and provide incentives to do so.	Public Works	 
Maintain and enhance habitat diversity for wildlife through native plantings & protection of waterways	SC DNR Public Works Town Council	 
Review and, where necessary, revise ordinances to ensure that developers provide adequate open space or conservation areas for the residents of their developments.	Town Council Planning Commission	   



Goals/Objectives/Strategies	Accountable Agencies	Guiding Principles
Protect natural habitats and environmental quality through the establishment of a connected greenway system.	Town Council Planning Commission	
Adopt policy and regulations that include conservation, protection, management, and enhancement of the critical and sensitive features of the natural environment in Pendleton and the surrounding area, while encouraging responsible economic development and diversity.	Town Council Planning Commission	

TRANSPORTATION

Introduction

The relationship between transportation and land use is an important concept in both land use and transportation planning. The most significant role that transportation plays in land development is in providing access. Conversely, effective transportation systems significantly impact where and how land is developed. Transportation facilities are a significant element of the built environment, creating both connections and barriers. For instance, while a high volume, four-lane highway may connect key areas of a community for vehicular traffic, safety concerns may cause it to be a deterrent for pedestrians who need to cross the highway to get to resources on the other side. Traffic congestion on a thoroughfare can also be a barrier, causing motorists to seek alternative routes. An understanding of these relationships is critical to solving and even preventing transportation related problems such as congestion, energy consumption and conservation, air quality, public health and safety, and access to services and employment.

The Transportation Element provides an analysis of transportation systems serving the Town including existing and proposed roads and pedestrian and bicycle facilities and projects.



Debate on the relationship between transportation and land use typically hinges on whether the transportation network should be planned to accommodate anticipated land uses and growth, or should the transportation network evolve organically to accommodate traffic generated by the location of land uses and subsequent growth patterns. Ideally, transportation networks should be planned to anticipate and accommodate future needs. However, the reality is that most often funding for infrastructure, particularly at the local level, is so limited that transportation resources are directed where needed most urgently – to address immediate problems such as congestion and safety issues that are caused by increased traffic volume. Even the best planned transportation system cannot address every possible future development scenario or advances in technology. It is important that both transportation and land use plans evolve over time, adjusting to new challenges and opportunities in concert with one another.

The transportation system serving the Town of Pendleton forms the framework and pattern around which the Town has developed. Several physical constraints have shaped the system, notably the rail line and Highway 76/28. In the Town's early years, residential areas developed in close vicinity to the downtown, but most lacked interconnectivity with other residential areas. These growth patterns resulted in suburban development devoid of connectivity between neighborhoods and adjacent land uses, a situation that is common in many communities across the Southeast and nation.

Road Networks

According to the South Carolina Comprehensive Multimodal Long Range Transportation Plan, demand for travel in the State is growing at a pace that is approximately twice as fast as population growth. This growth in travel has far outpaced the rate of expansion of the South Carolina highway system. While travel is greatest on Interstates, Federal and State highways and many local roads have also experienced the traffic congestion and road wear associated with increased motor vehicle travel. An examination of the local road network will enable the Town of Pendleton to work with Anderson and Pickens County and regional partners to plan for transportation needs for the coming decade, particularly as they relate to future land use.

1. Local Road Funding

A. C-FUNDS

The State of South Carolina launched its "C Program" in 1946 for the purpose of paving dirt farm-to-market roads in the State system. Program funds, known as C-Funds, are derived from a 2.66 cent per gallon user tax on gasoline sales that are deposited in the County Transportation Fund and allocated to the counties. As part of the program, each county has a County Transportation Committee (CTC) with its members appointed by the County legislative delegation. The Committee has the authority to decide which transportation projects will be constructed or improved. The CTC is empowered with the authority to select and approve projects to be funded utilizing C-Funds.

C-Funds may be used for construction, improvements, or maintenance on the State highway system; local paving or improvements to county roads; street and traffic signs; and other road and bridge projects. Resurfacing, sidewalk construction, and drainage improvements may also be accomplished with C-Funds. By law, counties must spend at least 25 percent of their apportionment of C-Funds on construction, improvements and maintenance related to the state highway system, with the remaining 75 percent available for projects related to the local transportation system.

2. Road Naming

Road naming or renaming requests from developers or interested parties in the Town of Pendleton must be submitted to the Planning Commission for approval. Proposed road names must not duplicate or be similar to existing street names in the Town.

3. Road Network

As currently established, the road network, predominantly owned and maintained by SCDOT, provides adequate access to neighboring cities and the region. The Town is linked to the City of Clemson and City of Anderson by Highway 76/28 and the upstate counties by Interstate 85. These transportation corridors open employment and shopping opportunities to residents and provide the region's labor force better access to employers.



B. FUNCTIONAL ROAD CLASSIFICATION

Streets and roads serve two primary functions – to provide mobility and facilitate access to land. Optimally, the transportation network balances these two functions. On higher capacity roads such as interstates mobility is the primary function, while the primary function of local roads is access to residences. Between these two extremes, the level of mobility and access to land varies depending on the function of the network. The Federal Highway Administration (FHWA) defines functional classification as the process by which streets and highways are grouped into classes according to the character of service they are intended to provide. Because most travel involves movement through a network of roads, it is necessary to determine how travel can be channelized within the road network in a logical and efficient manner. Functional classification defines the nature of the channelization process by defining the part that any particular road should play in serving the flow of trips through a highway network. Transportation planners and engineers classify roads based on FHWA and State criteria that include the type of road and traffic volume. The functional classification of a road or road segment may change over time because of factors such as changes in land use, land development, and road widening. Streets and highways are grouped by the following categories:

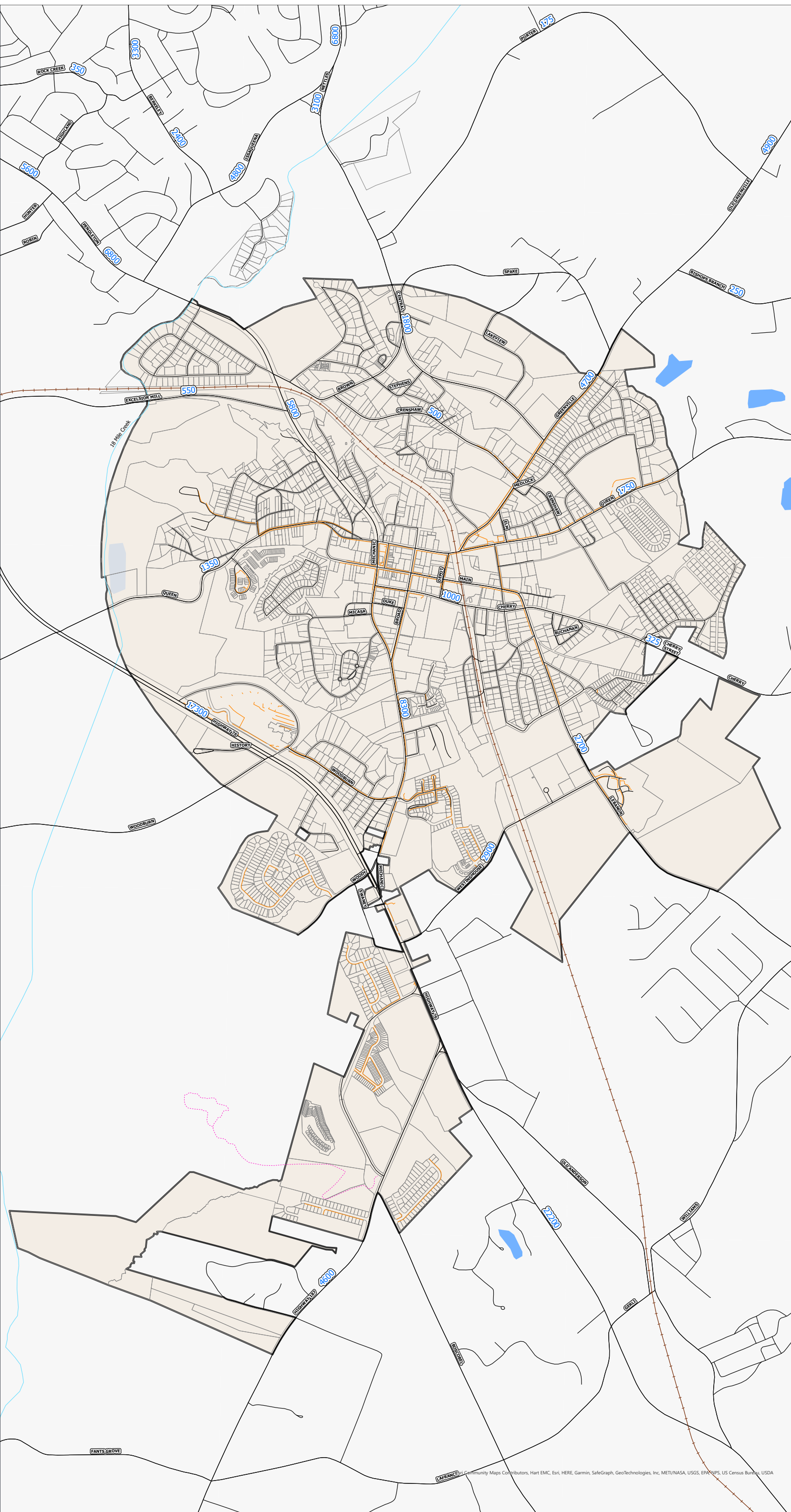
- *Freeways (Interstates)* - multi-lane divided roadways with full control of vehicular access. Freeways operate under the purest form of uninterrupted flow, with no fixed elements such as traffic signals to interrupt the traffic flow.
- *Arterials* - provide the highest level of service at the greatest speed for the longest uninterrupted distance, with some degree of access control
- *Principal Arterials* - consist of a connected network of continuous routes that serve corridor movements having trip length and travel density characteristics indicative of substantial statewide or interstate travel. Principal arterials serve a high percentage of the area population and provide an integrated network without stub connections except where unusual geographic or traffic flow conditions dictate otherwise, such as an existing road that has been divided by a man-made lake or interstate highway.
- *Minor Arterials* - in conjunction with principal arterials, form a network linking cities and larger towns and form an integrated network providing interstate and inter-county service. Minor arterials include all arterials not classified as principal and constitute routes whose design should be expected to provide for relatively high overall travel speeds, with minimum interference to through movement. In more urban areas, this classification places more emphasis on land access and offers a lower level of traffic mobility.

- *Collectors* - provide a less highly developed level of service at a lower speed for shorter distances by collecting traffic from local roads and connecting them with arterials. Collectors generally serve travel primarily between counties rather than being of statewide importance and constitute those routes on which, regardless of traffic volume, predominant travel distances are shorter than on arterial routes. Consequently, more moderate speeds may be typical, on average. In rural areas collectors provide service to larger towns not directly served by the higher systems and to other traffic generators of importance within the county such as schools, parks, and major industries – linking these places with nearby towns or cities, or with routes of higher classification. Principal collectors serve the more important travel corridors within the county. In urban areas, the collector street system provides both land access and traffic circulation within residential neighborhoods, commercial and industrial areas and may penetrate residential neighborhoods, distributing trips from arterial roads and collecting traffic from local streets.

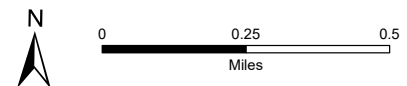
- *Local Roads* - primarily provide access to adjacent land and road systems of higher classification and travel over relatively short distances as compared to collectors. The local street system comprises all facilities not assigned a higher classification and offers the lowest level of mobility.



Transportation












- Pendleton Municipal Boundary
- Properties (2783 Total Acres)
- Lakes, Ponds, Reservoirs, and Estuaries
- 18 Mile Creek
- Streets with AADT
- Sidewalks (181)
- George Aull Trail (10)
- Railroad
- Streets



June 2022

**STUDIO
MAIN**

-  Pendleton Municipal Boundary
-  Properties (2783 Total Acres)
-  Lakes, Ponds, Reservoirs, and Estuaries
-  18 Mile Creek
-  Streets with AADT
-  Sidewalks (181)
-  George Aull Trail (10)
-  Railroad
-  Streets

C. TRAFFIC COUNTS

Average Daily Traffic counts, as noted on the previous map, is from 2020; this data was provided by the South Carolina Department of Transportation. Nearly every single road in the table listed below saw a decrease in average daily traffic from the year 2019 to the year 2020. Much of this can be explained by the COVID-19 pandemic and the effect it has had on people's outings. With many people quarantining and staying home much more often, daily traffic is expected to be lower, especially for the first year of the pandemic. Additionally, traffic counts from 2018 to 2019 did not experience a significant increase, and a few segments actually saw a decrease in daily traffic. Traffic counts are expected to increase from 2020 to 2021 as students returned for classes and employees began reporting back to in-person work.

D. TRANSPORTATION PLANNING

1. Statewide Planning

In June 2007, the Department of Transportation Reform Bill (Act 114) was signed into State law. Act 114 gives direct control over the top three levels of the South Carolina Department of Transportation (SCDOT) to the Governor, enables the Governor to appoint a Secretary of Transportation, and provides stringent criteria for the ranking of State road projects within the context of a state transportation plan. In addition to creating an at-will Director appointed by the Governor, the legislation is intended to encourage sound infrastructure investments by requiring that these decisions be made within the context of the statewide transportation planning process. Specifically, Act 114 requires SCDOT to establish a priority list of projects to be undertaken through the Statewide Transportation Improvement Program (STIP) and in consultation with metropolitan planning organizations using the following criteria:

1. Financial viability including a life cycle analysis of estimated maintenance and repair costs over the expected life of the project
2. Public safety
3. Potential for economic development
- 4.. Traffic volume and congestion
- 5.. Truck traffic
6. Pavement quality index
7. Environmental impact
8. Alternative transportation solutions
9. Consistency with local land use plans



Planning for sound infrastructure is also a primary goal of the South Carolina Priority Investment Act of 2007. The Priority Investment Act amends Section 6-29-1130 of the South Carolina Code of Laws and requires that local government comprehensive plans include a Transportation Element. Previously, transportation issues were addressed in the Community Facilities Element. The Act requires that the Transportation Element be developed in coordination with the Land Use element to ensure transportation efficiency for existing and planned development. The Act also requires comprehensive plans to include a Priority Investment Element, which must include an analysis of likely Federal, State and local funds available for public infrastructure and facilities, including transportation systems. The Priority Investment Element must also recommend projects for expenditure of these funds over the next ten years, with recommendations coordinated with adjacent and relevant jurisdictions and agencies.

a. Transportation Improvement Program

The Transportation Improvement Program (TIP) is the agreed-upon multi-year list of specific projects for which federal funds are anticipated. Required by federal and state law, the TIP represents the transportation improvement priorities of the GPATS region. The list of projects is multi-modal and includes maintenance and resurfacing projects, intersection and signalization improvements, corridor improvements to minimize incidents, system and widening upgrades, transit alternatives, as well as bicycle, pedestrian, and freight-related projects. The projects proposed by the TIP for each COG or Metropolitan Planning Organization (MPO) are evaluated and incorporated into the State TIP by the SCDOT Commission.

b. Transportation Alternatives Program

The GPATS TIP also includes other federally funded non-vehicular roadway projects allocated through the US Department of Transportation's Moving Ahead for Progress in the 21st Century Act (MAP-21) Transportation Alternative Program (TAP). MAP-21 allocates all federally funded surface transportation programs and creates a streamlined and performance-based surface transportation program. TAP, formerly known as Transportation Enhancements, was created to help expand non-motorized transportation choices and provide funding for activities that are often excluded from transportation projects. TAP is a federal grant program that provides funding on a reimbursement basis. Costs are only eligible for reimbursement after a project has been approved by the SC Department of Transportation or Metropolitan Planning Organization and the FHWA division office. Eligible costs include preliminary and final engineering work such as project development, environmental work, cost estimates, construction plans, utility relocations, construction engineering, construction costs, and right-of-way acquisition.

Transportation Alternatives funds generally account for 80% of the total project cost, with local governments required to provide a 20% match. However, SCDOT encourages matching funds in excess of the minimum 20% required under federal guidelines. While a cash match is encouraged, SCDOT may allow the use of in-kind matching resources such as the donation of services, labor, materials, and equipment.

Eligible activities under the Transportation Alternatives Program include:

- Pedestrian Facilities and Bicycle Facilities, including non-motorized paths, that connect and develop regional or statewide non-motorized transportation networks, benefit state tourism or economic development initiatives, and address documented safety deficiencies.

- Streetscaping Improvements that are located in established traditional downtowns or historic districts and use a creative design approach to accomplish multiple goals, including pedestrian safety.

- Safe Routes to School Program activities that meet the requirements set under SAFETEA- LU. Available funding from SCDOT for the Program is provided in three population-based divisions:

E. MAINTENANCE RESPONSIBILITIES AND OWNERSHIP

The responsibility for the maintenance of roads and their associated features (shoulders, drainage structures, sidewalks, and landscape) is dependent upon ownership. It should be noted that many of the older roads in the Town were built prior to current design and dedication practices. Because public funds have been expended for maintenance of these roads over the years and the public has used these roads without objection, they have become Town roads by right of adverse possession.

The width of a road right-of-way (the width inclusive of the car path and any additional ancillary property used for shoulders or sidewalks) varies from road to road. The minimum required by the LDR is typically 50 feet, however the minimum width increases as the projected traffic volume increases. The requirements of the Land Development Regulations are based on nationally recognized engineering standards, most commonly AASHTO (American Association of State Highway and Transportation Officials).



Because owning the appropriate right-of-way width enables the Town to more effectively maintain and/or enhance Town roads, an ongoing program to acquire additional right-of-way to supplement deficient widths is carried out on an as-needed basis. As the Town undertakes improvement projects within established rights-of-way, every effort is made to acquire additional widths. When land is subdivided or developed, the Land Development Regulations require the owners of land adjacent to these rights-of-way to provide additional easements to the Town to address the issue.

G. TRANSIT SYSTEM

“Clemson Area Transit (CAT) is dedicated to excellence in serving everyone with safe, friendly, and reliable public transportation.” – CAT Mission Statement

Established in 1996, the Clemson Area Transit (CAT) system is a “fare-free” program developed as a viable alternative mode of transportation. No fares are paid on the bus, but are paid through alternate programs and partnerships. CAT was created in response to community concerns related to increased traffic congestion on roadways leading to and from the Clemson University campus, loss of core campus parking spaces as new construction pushed parking to the campus perimeter, and access to the campus for low and moderate income students living in surrounding areas. The City of Clemson and the University were the founding partners for CAT, with neighboring jurisdictions joining the program to grow and expand the service area. Member jurisdictions now include the City of Clemson, Clemson University, the Towns of Central and Pendleton, Anderson County, and the City of Seneca.

Today Clemson Area Transit provides service to three counties and five cities, as well as three institutions of higher education – Clemson University, Tri-County Technical College, and Southern Wesleyan University.













Railways

The Town is served by a major railroad (Norfolk-Southern) All major metropolitan areas in the United States are accessible within three to six days by rail. Norfolk-Southern, CSX Transportation, provide rail service within the Town of Pendleton and Anderson County.

GOALS, OBJECTIVES AND STRATEGIES FOR IMPLEMENTATION

Transportation Element Visions

"The Town is committed to providing safe, sustainable, efficient, and equitable multi-modal transportation systems and services to enhance the quality of life and foster economic vitality in the Town of Pendleton."

Goals/Objectives/Strategies	Accountable Agencies	Guiding Principles
<p>Develop and implement an improved ADA accessible and multi-modal access throughout Town to encourage walking and biking as a means of transportation around all of Downtown</p> <p>Consistently enforce the rules of the road for cyclist and motorist.</p> <p>At various times during the day and week in a month during the year, monitor the volume of traffic through neighborhoods and through Downtown. Establish a baseline of traffic volumes and apply this traffic monitoring to other neighborhoods as needed.</p> <p>Increase enforcement of traffic laws (speeding, etc.) through neighborhoods.</p> <p>Pendleton will continue to promote the Green Crescent Trail to residents and visitors.</p> <p>Focus efforts on transportation improvements that support desired development patterns, better serve residents and employers, and promote interconnectivity.</p>	Town Council	 
	Police	
	Public Works Police	  
	Police	 
	Town Council	 
	Town Council Planning Commission	 



LAND USE

Existing Land Use

The Town of Pendleton currently covers approximately 3,000 acres of land. A unique characteristic of the Town is the amount of land that is undeveloped around the edges of Town and the large percentage of land used for residential uses. Despite the growth pressures from nearby communities and the increase in recent housing developments, Pendleton continues to have an area of green surrounding its town center. The map provided illustrates the breakdown of existing uses within the Town. Undeveloped land refers to the land that does not have a structure on site, or it may be conservation land or agricultural land. The agricultural land use category refers to the areas where it was obvious that there was an active farm or ranch on site.

Residential

Single family housing is the predominant residential use in the Town, comprising over 1,480 acres, nearly 54% of the total land area of the town. Houses are dispersed throughout the Town with concentrations closer to the center of town and the northern corner and east side of Town. New residential development is occurring mostly in the southern edge of the town along Highway 187.

Commercial

Commercial uses in Pendleton account for 127 acres or 5% of the total land area. Most of the commercial uses are located along the corridors – the north-south Mechanic Street corridor and the east-west Main Street corridor – as well as within the central business district or town center, and Highway 76.

Institutional

Institutional uses, including government offices, schools, churches, parks, and other public buildings, make up 312 acres, 11% of the town's land area. The Town has several schools within its boundaries, the Pendleton branch of the county library system, a large number of churches, and other government facilities including Town Hall.



Industrial

There are two industrial sites located within the town limits, an existing oil industry as well as an old mill site used for an industrial office. Industrial land accounts for 121 acres or 4% of the total land area. The industrial sites are located along the railroad easements.

Undeveloped and Agricultural

A number of parcels of land are classified as undeveloped. These properties may be agricultural properties with an inactive farming operation, properties platted but not yet built upon, utility easements etc. A total of 677 acres, 25% of the total land area, is classified as undeveloped or agricultural use. Some of this land is owned by Clemson University and Milliken.

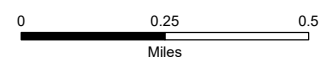
ZONING

Existing Zoning

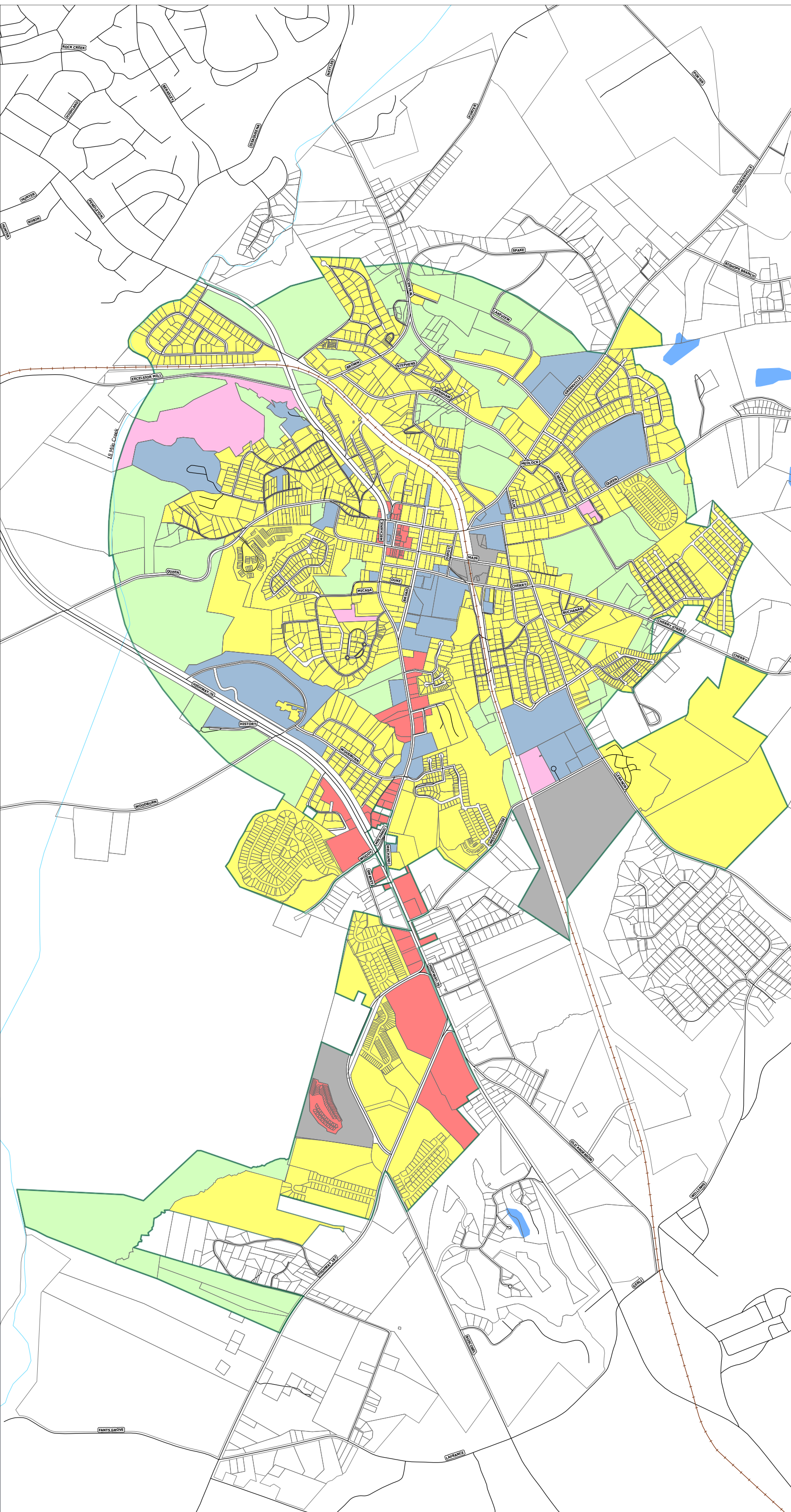
In keeping with the existing land use, most of the Town is zoned as residential, as shown in the existing zoning map. The Town has five residential districts, two levels of low density residential (R-1 and R-2), two levels of medium density residential (R-3 and R-4) and multi-family residential or (MF). The low density residential districts are intended for detached single-family dwellings and compatible uses such as schools and churches. The multi-family district allows for town homes and apartments. The Planned-Unit Development and Flexible Review Districts allow for mixed density residential housing, attached and detached.

Existing Land Use













- Pendleton Municipal Boundary
- Properties (2783 Total Acres)
- Lakes, Ponds, Reservoirs, and Estuaries
- 18 Mile Creek
- Railroad
- Streets

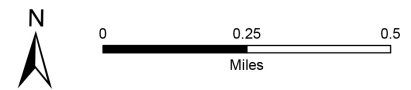


June 2022



Future Land Use





-  Pendleton Municipal Boundary
-  Parcels
-  Agricultural/Open Space
-  Civic/Institutional
-  Commercial
-  Industrial
-  Residential
-  Utilities
-  Lakes, Ponds, Reservoirs, and Estuaries
-  18 Mile Creek
-  Streets
-  Railroad



June 2022

-  Pendleton Municipal Boundary
-  Parcels
-  Agricultural/Open Space
-  Civic/Institutional
-  Commercial
-  Industrial
-  Residential
-  Utilities
-  Lakes, Ponds, Reservoirs, and Estuaries
-  18 Mile Creek
-  Streets
-  Railroad








Legend

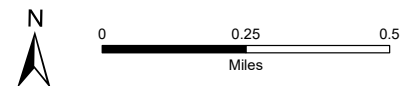
-  Private Road
-  Centerlines
-  Highways
-  Streams

Pendleton Zoning








-  AB Area-Wide Business District
-  AF Agricultural-Forest District
-  CB Cental Business District
-  CO Conservation and Open Space District
-  LI Light Industrial District
-  MF Multi-Family Residential District
-  NC Neighborhood Commercial District
-  PDMH Planned Development MH District
-  PDMU Planned Development Mixed Use
-  PDR Planned Development Residential
-  R-1 Low-Density Residential District, 20,000 sq ft lot min
-  R-2 Low-Density Residential District 10,000 sq ft lot min
-  R-3 Medium-Density Residential District 8,000 sq ft lot min
-  R-4 Medium-Density Mixed Residential District 8,000 sq ft lot min
-  FDR Flexible Review District

Taxable,
Non-Agricultural,
Non-Conservation,
and
Non-Government
Properties








-  Pendleton Municipal Boundary
-  Properties (2783 Total Acres)
-  Taxable Properties (1797 Acres) - 64.6%
-  Lakes, Ponds, Reservoirs, and Estuaries
-  18 Mile Creek
-  Railroad
-  Streets

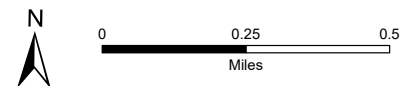


June 2022








-  Pendleton Municipal Boundary
-  Properties (2783 Total Acres)
-  Taxable Properties (1797 Acres) - 64.6%
-  Lakes, Ponds, Reservoirs, and Estuaries
-  18 Mile Creek
-  Railroad
-  Streets

Non-Taxable, Agricultural, Conservation, and Government Properties

-  Pendleton Municipal Boundary
-  Properties (2783 Total Acres)
-  Non-Taxable Properties (986 Acres) - 35.4%
-  Lakes, Ponds, Reservoirs, and Estuaries
-  18 Mile Creek
-  Railroad
-  Streets



June 2022















-  Pendleton Municipal Boundary
-  Properties (2783 Total Acres)
-  Non-Taxable Properties (986 Acres) - 35.4%
-  Lakes, Ponds, Reservoirs, and Estuaries
-  18 Mile Creek
-  Railroad
-  Streets

GOALS, OBJECTIVES AND STRATEGIES FOR IMPLEMENTATION

In relation to land use, the needs of the Town of Pendleton are fairly simple and straightforward. The residential character of the town needs to be preserved and incompatible uses such as commercial and industrial need to be separated from residential areas. Commercial uses should be limited to the core business area of town, major corridors, and mixed-use developments. Open space areas should be designated as potential conservation, parks/recreation, or future residential districts. It is not anticipated that the future land uses will differ from existing, with the exception being at gateways along major transportation corridors.

Land Use Element Visions

"The Town of Pendleton provides a community atmosphere and a high quality of life for residents, who add to its diversity and vitality. The Town is dedicated to providing a livable, sustainable and healthy community for all its residents by ensuring a balanced and diverse mix of residential and compatible commercial development, while preserving and improving its natural resources, and promoting its image as a vibrant, visually attractive, safe, and economically diverse residential community. Land use provisions strive to protect both residential and business property rights while balancing the needs of the community."

Goals/Objectives/Strategies	Accountable Agencies	Guiding Principles
<p>Complete a cost-benefit analysis for all annexations.</p> <p>Work with property owners to encourage master planning of vacant and/or redevelopable tracts to encourage the provision of all price points and housing needs.</p> <p>Review and consider a range of incentives to promote desirable annexations.</p> <p>Require that transportation, environmental, and economic impact statements be provided as part of any rezoning application that results in a more intense range of land uses.</p> <p>Review and update the zoning and land use development ordinances, including criteria for overlay districts and design criteria.</p> <p>Conduct small area plans to guide development patterns.</p>	Town Council	 
	Town Council	
	Planning Administration	
	Planning Administration	  
	Planning Administration Town Council	   
	Town Council Planning Commission	  



ECONOMIC DEVELOPMENT

The local economy affects every aspect of community life – from jobs and taxes to environmental quality. A healthy economic climate fosters greater income potential for Town residents, a supportive environment for businesses to succeed, and increased fiscal stability of local governments to maintain and expand community services and infrastructure. A diversified economy can also help the Town of Pendleton and its residents successfully weather economic downturns.

The Economic Element of the Comprehensive Plan focuses on the components of the economy in the Town and the surrounding region. These factors, along with an assessment of current economic trends, form the basis for recommendations designed to contribute to a healthy economic climate in the Town of Pendleton.

Economic diversity is a vital component in achieving community sustainability. The ability of residents to live near their places of work and the provision of goods and services locally are major factors in a successful economy. The intent of this Element is to foster the development of a sound economic base for the Town of Pendleton that offers a wide range of employment opportunities. The Economic Element of the Comprehensive Plan also supports and promotes a highly trained and educated workforce, complements the Town's cultural and natural resource base, and strengthens the overall quality of life for all residents.

Historically, the Town was dependent upon the shipping of agricultural products and the related services associated with the rail and agriculture industry. Presently, the economic base of Pendleton consists primarily of small retail establishments, manufacturing facilities outside the town limits, Clemson University and Tri-County Technical College. Most town residents commute to respective employment outside the town limits. While there are no plans for major industry within municipal limits, there are opportunities for Anderson County Economic Development to continue to attract major employers to Highway 76/28.

Income Characteristics

Pendleton is a middle-income community with nearly one-third of its households earning between \$37,500 and \$75,000 annually.

Median income is reported three different ways by the United States Census Bureau: median per capita income, median household income, and median family income. Median per capita income is an average income for all persons, including those who do not earn an income (e.g. children). Median household income looks at income levels by residence, regardless of family size or number of residents. Median family income only looks at those households that qualify as a “family” unit. Together, these figures begin to show a picture of the employment and wage situation. The 2020 median household income for the Town of Pendleton was \$37,500. Pendleton’s median Family income was \$64,175.

Poverty

According to the United States Bureau of Census, 27.41% of all Pendleton residents were living below the poverty level in 2020. The poverty threshold is determined by a number of factors, including income, family size, age of household occupants, and the number of related children less than 18 years of age.

Commuter Patterns

The 2020 Census revealed that the average travel time to work was almost twenty minutes. In addition, more than half of Pendleton’s residents traveled outside Anderson County to their jobs. This indicates that many of Pendleton residents do not work within the municipal limits, likely in Pickens County (Clemson University) and Greenville County.

























GOALS, OBJECTIVES AND STRATEGIES FOR IMPLEMENTATION

The Town of Pendleton seeks to maintain economic diversity, attract business compatible with community character, and preserve a suitable quality of life for residents. The creation of quality economic opportunities in conjunction with population growth is a central issue to be addressed by the community. Economic development must be consistent with the character of the Town and the attraction of business must be in line with the population resources of the community. The Town should focus on physical improvements to existing structures to help in the attraction of small businesses. Industrial development should be limited to the Highway 76/28 corridors.

Economy Element Visions

"The Town of Pendleton is dedicated to being a great place to live, work, learn, and play by providing high quality living environments and promoting sustainable economic and community development strategies."

Goals/Objectives/Strategies	Accountable Agencies	Guiding Principles
Establish and support an Economic Development Committee to focus on filling vacant buildings.	Town Council	 
Set priorities for the Town's economic development.	Town Council	 
Prepare a Market Leakage Analysis for the Town.	Town Council	 
Create an economic database of available properties in Town.	Town Council	 
Work with the Downtown business owners to establish a town-wide merchants' network.	Town Council	 
Create a building façade program to encourage commercial property owners in Downtown to restore and enhance their properties.	Town Council	 

Promote public/private partnerships to recruit and/or retain businesses.	Town Council	 
Promote public/private partnerships to recruit and/or retain businesses.	Town Council	 
Create special events and public occasions to encourage tourism promote community engagement and support for businesses.	Town Council	 
Attract retail and other specialty/service establishments, such as unique cuisine restaurants, clothing boutiques, and art galleries identified by the Market Study.	Town Council	
Create incentive programs that encourage small business development and help fill vacant space.	Town Council	 
Create an economic database of available properties in Town.	Town Council	  



RESILIENCY

INTRODUCTION

In 2020, The South Carolina General Assembly passed an amendment to the South Carolina Local Government Comprehensive Planning Enabling Act of 1994 to require a Resiliency Element to be included in all Comprehensive Plans in South Carolina.

The primary purpose of the Resiliency Element is to aid in the ability of Town of Pendleton to adapt and recover quickly, fairly, and transparently from changing conditions such as recurrent burdens and sudden disasters. Sudden disasters may consist of flooding, high water, and natural hazards.

PRIMARY HAZARDS

FLOODING:

According to NOAA, flooding is an overflowing of water onto land that is normally dry. Flooding can be further classified, defined, and forecasted depending on several factors including cause, duration, and extent. Flooding is the most frequent and costly natural hazard in the United States. Flash flooding is a rapid onset event that occurs from short, heavy rainfall, accumulating in areas faster than the ground is able to absorb it. These big rain events are exacerbated by a combination of several factors, including local drainage issues and the amount of impervious surface. According to the Federal Emergency Management Agency (FEMA), flooding poses little risk to the Town of Pendleton.

SEVERE THUNDERSTORMS, TORNADOES, & LIGHTNING:

A thunderstorm is a rainstorm event during which thunder is heard, which is audible due to lightning causing the air to heat and expand rapidly. Therefore, all thunderstorms have lightning. According to the National Weather Service, there are approximately 100,000 thunderstorms that occur in the United States per year and about 25 million lightning flashes a year, killing about 69 people annually. This number reflects the significant decline in fatalities within the past few decades, but lightning continues to remain a top storm-related killer. A tornado is a violent windstorm characterized by a twisting, funnel-shaped cloud extending to the ground. Tornadoes may also occur as part of a severe thunderstorm event. Tornadoes may form at any time of the year, but in the United States, the peak of events occurs in the spring and early summer months of March through June, especially during the late afternoon and early evening.



DROUGHT:

Drought is caused by a lack of precipitation over an extended period of time, often resulting in a water shortage for some activity, sector, or the environment. In contrast to other environmental hazards, droughts develop slowly over a period of weeks, months or years. According to NOAA, drought is the second most costly weather and climate disaster affecting the United States, preceded only by tropical cyclones. Historically, South Carolina has experienced many statewide droughts. They can occur at any time of the year and last for several months to several years. While South Carolina is susceptible to the occasional drought, the Town of Pendleton, and Anderson County as a whole, have a drought risk of "very low" according to FEMA. According to the National Integrated Drought Information System (NIDIS), the two are considered moderately to severely wet and the long-term drought indicator poses very little risk.

HAIL:

Hail can occur year-round and can happen anywhere because it derives from severe thunderstorms. It is a precipitation type, consisting of ice pellets that form when updrafts of thunderstorms carry water droplets up into the freezing level of the atmosphere. Hail can be small and generally pea-sized, but hail can also be larger, capable of damaging property and killing livestock and people. Hail is a relatively low risk to the Town.

WINTER STORMS:

Winter storms and winter weather kill dozens of Americans each year, from exposure to cold, from vehicle accidents, from the improper use of heaters, and other winter related incidents. Winter storms are regular occurrences that happen across the country and can take place during spring and fall as well. Many hazards are associated with winter storms and weather including strong winds, extreme cold, coastal flooding, heavy snow and ice storms. Other concerns related to winter weather is power, heat, and communication outages. Most deaths associated with winter weather and storms are indirectly related, such as fatalities from traffic accidents due to icy conditions, or hypothermia from prolonged exposure. For the Town of Pendleton, the winter weather risk is "very low" according to FEMA. However, it is not unheard of for a snow storm to happen in town but the lasting effects of it are generally minimal. The bigger risk for the Town is that of an ice storm.



HAZARDOUS MATERIALS:

Hazardous material incidents can include the spilling, leaking, pumping, emitting, discharging, escaping, leaching, or disposing into the environment of a hazardous material, but exclude: (1) any release which results in exposure to poisons solely within the workplace with respect to claims which such persons may assert against the employer; (2) emissions from the engine exhaust of a motor vehicle, rolling stock, aircraft, vessel or pipeline pumping station engine; (3) release of source, byproduct, or special nuclear material from a nuclear incident; and (4) the normal application of fertilizer. Facilities that store or use hazardous materials are scattered throughout the state, but many are located in coastal counties, where they are also exposed to hurricane winds and rains. However, hazardous materials are frequently transported along I-85, Highway 76/28, and Highway 187 could create a significant hazard if an accident caused a spill.

TOOLS AND PROTECTIVE MEASURES

ANDERSON COUNTY HAZARD MITIGATION PLAN:

In compliance with the Federal Emergency Management Agency's (FEMA) requirements to receive federal disaster funding, Anderson County, jurisdictions and community stakeholders and partners have adopted a Hazard Mitigation Plan that is updated annually, with a full review every five years as required. The purpose of the Hazard Mitigation Plan is to continue guiding hazard mitigation efforts to better protect the people and property in the County from the effects of hazard events.

DHEC'S NPDES PERMIT PROGRAM:

NPDES is a regulatory program created under the Clean Water Act, and it is one of the main driving forces behind the majority of the mandated state and federal regulations. Under the NPDES Permit Program, storm water discharges are considered point sources and operators of these sources are required to receive an NPDES permit before they can discharge storm water runoff. Any construction site of 1 acre or more is required to obtain a storm water permit via the NPDES program from DHEC.

INTERNATIONAL BUILDING CODE SERIES:

The State of South Carolina requires governing local entities to adopt, by ordinance, the state-approved versions of the International Building Code series. Currently the approved Building Code in South Carolina is the 2018 International Building Code (IBC), and the 2009 Energy Code. The International Building Code series provides best practices to protect the public health, safety, and general welfare by regulating and controlling the design, construction, quality of materials, use and occupancy, location and maintenance of all buildings, structures, and certain equipment.

CONCLUSIONS

The goal of this Comprehensive Plan Review is to introduce the topic of resiliency into Pendleton's Comprehensive Planning process. As was outlined earlier in this section, there are several hazards that occur frequently in the Upstate and in Pendleton. A limited number of tools and protective measures exist to mitigate these potential hazards. Initial mitigation recommendations are as follows:

1. Determine areas that are of the highest risk, evaluate development intensity regulations for these areas, and prioritize projects in these areas.
2. Strengthen partnerships with surrounding jurisdictions to combat issues those cross-jurisdictional boundaries.
3. Educate the public about their role in building resilience and how to recover.
4. Review and consolidate resilience-related efforts detailed in other Elements of this Plan during the next five-year update, which may include, but not be limited to, advanced study and audit of existing facilities and programs.



PRIORITY INVESTMENTS

The South Carolina Priority Investment Act (PIA) was signed into law in May 2007. The PIA amends Title 6, Chapter 29 of the South Carolina Code of Laws – the South Carolina Local Government Comprehensive Planning Enabling Act of 1994. The legislation introduced two new elements to the comprehensive planning process for South Carolina local governments – a Transportation Element and a Priority Investment Element. The Priority Investment Element facilitates the coordination of major capital improvements and provides direction for implementing recommended strategies of the other elements of the Comprehensive Plan that call for capital improvements. The Priority Investment Element encourages local governments to examine future capital improvement needs, as well as identify possible funding for these improvements in the coming decade.

In addition to encouraging local governments to plan for long-term capital improvement needs and financing, the Priority Investment Element encourages stronger intergovernmental planning and coordination. Specifically, the legislation calls for comprehensive plans to include:

“a priority investment element that analyzes the likely federal, state, and local funds available for public infrastructure and facilities during the next ten years, and recommends the projects for expenditure of those funds during the next ten years for needed public infrastructure and facilities such as water, sewer, roads, and schools. The recommendation of those projects for public expenditure must be done through coordination with adjacent and relevant jurisdictions and agencies.”

INTERGOVERNMENTAL COORDINATION

While many of the public facilities in the Town of Pendleton are owned and maintained by the Town, others are owned and maintained by other entities such as the School District. Many improvements to capital facilities throughout the Town have been and will continue to be accomplished through coordination and cooperation with a number of public and private entities.

The South Carolina Priority Investment Act requires that the recommendation of capital improvement projects that require public expenditure be done through “coordination with adjacent and relevant jurisdictions and agencies.” The Act defines adjacent and relevant jurisdictions and agencies as “those counties, municipalities, public service districts, school districts, public and private utilities, transportation agencies, and other public entities that are affected by or have planning authority over the public project.”

FUTURE CAPITAL IMPROVEMENT NEEDS AND FUNDING SOURCES

A number of public infrastructure and facilities needs have been identified for the Town of Pendleton for the coming decade through both the required elements of the Comprehensive Plan and through additional planning processes and studies conducted by service and infrastructure providers. These capital improvements include those that will be funded and accomplished by the Town, as well as projects that will be funded and accomplished by other entities. The Town of Pendleton must continue to explore new partnerships and funding sources to meet capital needs, while ensuring that the most critical needs are met. The top public infrastructure and facilities investment priorities for the Town of Pendleton for the coming five years include:

1. Provision and maintenance of and improvements to public facilities to accommodate the needs of residents and businesses and meet applicable local, federal and state requirements.
2. Provision of quality water and sewer services for existing and future customers through the continued maintenance of and necessary upgrades.
3. Improvement and maintenance of police, fire, and emergency services to increase public safety, protect properties, and lower ISO ratings.
4. Support for the expansion, improvement, and maintenance of transportation facilities and services to meet the needs of Town residents and promote economic development and growth.
5. Promotion of economic growth and development to create jobs, increase sustainability and strengthen the local tax base.

SMALL AREA PLANNING

Small area plans provide a collaborative process for citizens to work together to improve their neighborhood and ensure a better future. A small area plan contains a set of specific strategies that aim to preserve or improve a specific area of the Town. The plan may address issues such as land use, zoning, transportation, economic development, and housing. The scope of the small area plan depends directly on issues that are identified by the community. Community involvement assures that the plan is responsive to resident needs and provides appropriate solutions to the identified problems. Small area plans act as policy guides for decision making. Potential small area plans to be completed by the Town of Pendleton are shown on Page 82.



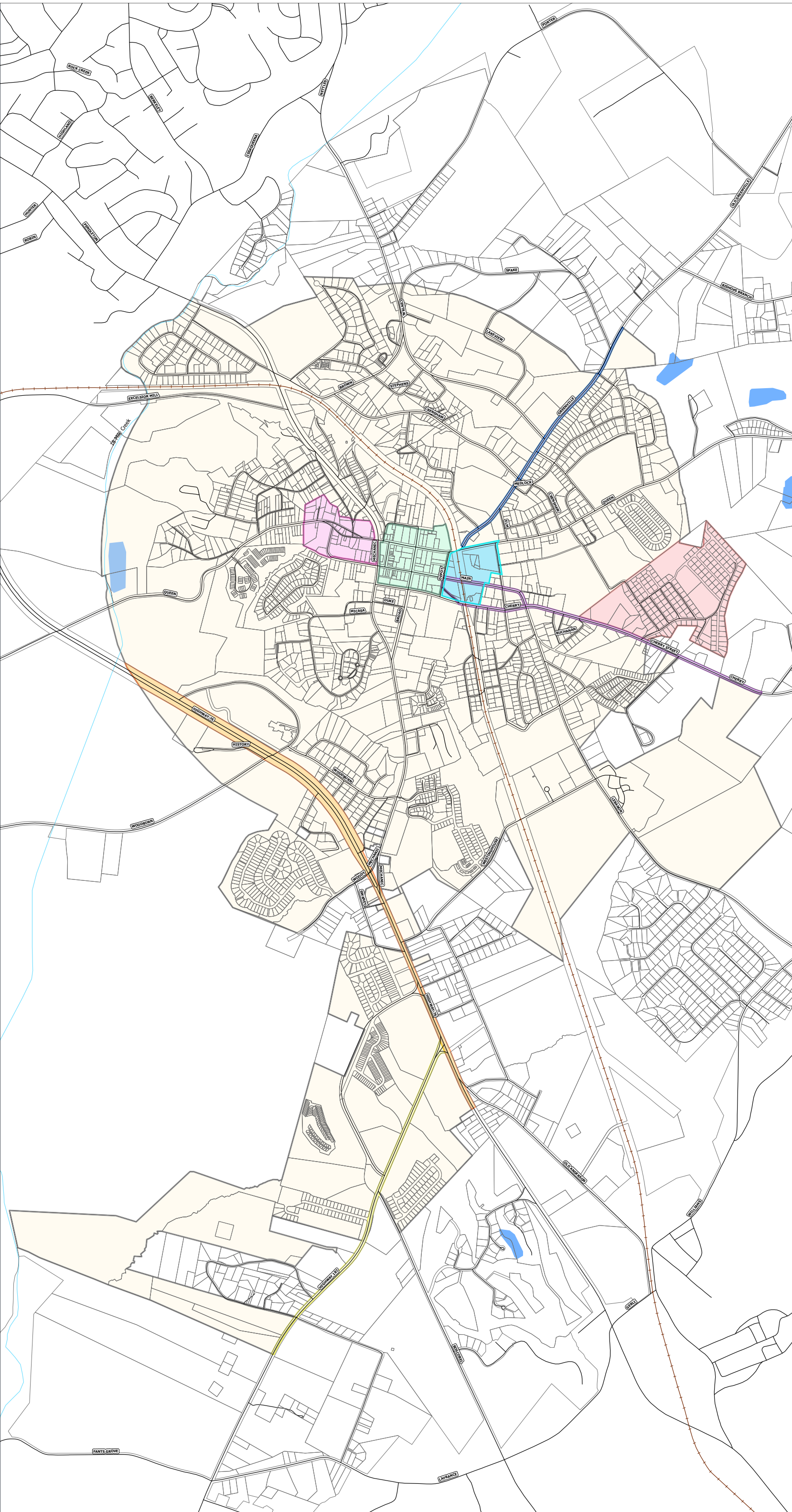
Recurring Funding Sources

Funding Source	Description
Town of Pendleton General Fund	Annually appropriated funds primarily for day-to-day expenses, such as administration and operation, provided by valorem taxes levied on real and personal property
Town Hospitality Tax Funds	Annually appropriated funds that must be spent on money related to culture, recreation, and/or tourism
Town Water & Utility Fund	Used for the provision and maintenance of drinking water treatment and delivery infrastructure
Grants from Federal, State, and private sources	Funding granted for specific purposes such as economic development, community development, recreation, and public transportation
Other Revenues	Includes other fees such as sanitation, police, recreation fees; and mulch delivery

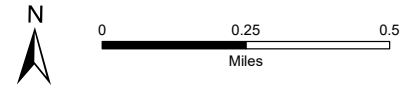
Recurring Funding Sources

Project	Estimated Cost	Year Completed
Sidewalk Upgrades	\$8,000,000	2022-2032
Green Crescent Trail	\$2,000,000	2022-2032
Lighting Upgrades	\$800,000	2025
Activating Open Space	\$2,000,000	2022-2032
Park Improvements	\$2,000,000	2022-2032
Fire Department	\$7,000,000	2022-2025
Public Works	\$5,000,000	2022-2025
Police Department	\$5,000,000	2032
Small Area Planning	\$150,000	2022-2025
Zoning Ordinance and Land Development Regulations Rewrite	\$100,000	2022-2023






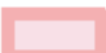





Future Corridor and Small Area Plans



- Pendleton Municipal Boundary
- Properties (2783 Total Acres)
- Town Square Small Area
- Queen Street Small Area
- Oil Mill Small Area
- Village Hills Small Area
- Cherry Street/Main Street Small Area
- Greenville Street Small Area
- 76 Corridor
- 187 Corridor
- Lakes, Ponds, Reservoirs, and Estuaries
- 18 Mile Creek
- Railroad
- Streets



June 2022

-  Pendleton Municipal Boundary
-  Properties (2783 Total Acres)
-  Town Square Small Area
-  Queen Street Small Area
-  Oil Mill Small Area
-  Village Hills Small Area
-  Cherry Street/Main Street Small Area
-  Greenville Street Small Area
-  76 Corridor
-  187 Corridor
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- 18 Mile Creek
- Railroad
- Streets

4. IMPLEMENTATION

NOTIFICATION AND COORDINATION




As required by the provisions of the South Carolina Priority Investment Act, the Town of Pendleton will notify and coordinate with adjacent jurisdictions and relevant agencies when recommending projects for the expenditure of funds for public infrastructure and facilities as appropriate. Copies of the Priority Investment element will be made available for their review and comment as need.

Representatives from applicable Town departments took part in the development and review of the Priority Investment Element.

GOALS, OBJECTIVES AND STRATEGIES FOR IMPLEMENTATION

Priority Investment Element Visions

“The Town of Pendleton strives to build a sustainable future by promoting the provision of public services in a timely, equitable, and fair manner through the prioritization of needs, development of partnerships, and inter-jurisdictional coordination.”

Goals/Objectives/Strategies	Accountable Agencies	Guiding Principles
<p>Consider relevant existing plans from adjacent jurisdictions and relevant agencies when considering and recommending public infrastructure and facilities projects that require the expenditure of public funds.</p>	<p>Town of Pendleton</p>	
<p>Support and participate in the efforts of Anderson County and adjacent and relevant jurisdictions in planning for future public infrastructure and facility's needs</p>	<p>Pre-K-12 Schools Higher Ed Transportation Agencies State and Federal Agencies Non-profit Organizations Economic Development Aging and Social Services Health Care Providers</p>	
<p>Continue to allocate funding for appropriate capital facilities needs through the Town budgeting process, as appropriate and feasible.</p>	<p>Town Council</p>	
<p>Seek additional funding opportunities from federal, state, and local granting agencies and private sources for needed public infrastructure and facility's needs.</p>	<p>Town Council</p>	