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# HEART OF BOILING SPRINGS COMMUNITY VISIONING

Summary Document  
July 2018



MARY BLACK  
FOUNDATION





*Boiling Springs values its young people.*

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*Boiling Springs is proud of its rural heritage.*

# 1. INTRODUCTION



To create a vision for the future, Heart of Boiling Springs conducted a public outreach process to determine what mattered most to the community. This document summarizes that process.

## WHO IS HEART OF BOILING SPRINGS?

Heart of Boiling Springs is an outgrowth of Building a Healthy Boiling Springs Cohort, a 2017 initiative that convened a small group of community stakeholders concerned about the health and quality of life impacts of unbridled growth and predominantly automobile-oriented development in Boiling Springs. In late 2017, the Cohort expanded its outreach and

launched its new brand – Heart of Boiling Springs – to engage the community-at-large. These efforts are the result of a partnership arrangement between Upstate Forever and Upstate Family Resource Center, supported by the Mary Black Foundation.

Heart of Boiling Springs and its predecessor, Building a Healthy Boiling Springs Cohort, are place-based responses to an alarming local public health statistic. In 2017, more than one in four Spartanburg County adults reported no leisure-time physical activity and 31% of adults were obese. Higher levels of physical activity are associated with places where walking and bicycling is not only a regular recreational activity but also a safe and convenient means of transportation.

## WHAT IS AREA PERFORMANCE PLANNING?

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Through Area Performance Planning, Spartanburg County Council is providing a foundation for superior quality of life for residents, unlimited opportunities for business and an exceptional learning environment for education through purposeful planning, investment, and use of resources. Area Performance Planning is about protecting property owners and Spartanburg County's rich cultural, historical, and natural destinations, while simultaneously encouraging sound economic growth. Using growth trajectories as a guide and road classifications as the methodology, Area Performance Planning provides the flexibility to accommodate market principles while balancing private property rights.

**Committees:** Residents, stakeholders, elected officials, and experts will drive the process, providing insight and valuable feedback as part of two committees – the Advisory Committee and the Technical Committee – and through public forums.

**Regions:** Spartanburg County has been divided into five regional areas – 1) Southwestern, 2) Northwestern, 3) Northeastern, 4) Central, and 5) Southeastern.

**Classifications:** The volume of traffic on roads is being used to help determine where to encourage existing growth and make accommodations where growth is compatible. Roads will be divided into four classifications – Freeways, Arterials, Collectors, and Local Roads.

**Definitions:** Freeways are limited access roads at the top of the hierarchy. Arterial roads carry large volumes of traffic and are major through roads. Collectors funnel traffic from local roads and distribute it to arterials. Local roads have the lowest speed limits and carry low volumes of traffic.

*For more information on Spartanburg County's Area Performance Planning process, please visit: [spartanburgcountyapp.org](http://spartanburgcountyapp.org)*

Heart of Boiling Springs advocates for a built environment (i.e., buildings, streets, open spaces, and infrastructure) that supports active-living in daily routines. Change is necessary to increase opportunities for healthy living in Boiling Springs.

## PREPARING TO VISION

In 2017, Building a Healthy Boiling Springs participated in learning experiences to better understand how: 1) a community's built environment impacts public health; 2) quality public spaces contribute to people's health, happiness, and well-being; and 3) land planning for development can either support or create real barriers for active, healthy lifestyles.

To prepare for the Community Visioning Workshops, Heart of Boiling Springs hosted a preliminary internal planning workshop with key stakeholders and Spartanburg County staff to collect information on the community's assets, needs, and preferences. They also engaged hundreds of area residents to complete "intercept" and preference surveys at local events, including sporting events at the Boiling Springs Youth Athletic Association ballfields.

## COMMUNITY VISIONING WORKSHOPS

As outlined above, the Community Visioning Workshops are part of a larger process to develop a shared, community-driven vision for Boiling Springs. The process yielded participation by nearly seven percent of Boiling Springs' population, which is extremely impressive for an unincorporated community.

Two workshops were held. First, a **Discovery Workshop** was held on March 22, 2018 5:30pm-7:30pm to gather information from

the public. Interactive activities were provided to allow participants to be engaged in the planning process. The outcome of the Discovery Workshop, combined with stakeholder interviews, provided an understanding of the community's desires for the type, style, and character of transportation and development in Boiling Springs.

Guiding principles (i.e., what's important to the community) were identified to direct the creation of a vision for Boiling Springs. Guiding principles and a draft vision were presented at the **Validation Workshop** that was held April 26, 2018 at 6:00pm. The public had the opportunity to review and comment on the information presented at the Validation Workshop.

## COMMUNITY VISIONING WORKSHOPS PURPOSE

- Open, transparent community dialogue
- Identify community guiding principles and vision statement
- Encourage the community to think about the future
- Provide information to Spartanburg County in advance of Area Performance Planning process

All information gathered, ideas generated, and concepts developed through the workshops will be communicated to Spartanburg County to inform the Area Performance Planning process for the Central region that includes Boiling Springs. The Area Performance Planning process has not yet begun for the Central region, but is anticipated to begin soon. Input received during the Community Visioning Workshops is some of the very first information to inform the Area Performance Planning process for the Central region of Spartanburg County.

While all input received is valued, the workshops were not a referendum or “vote” where the loudest voices won the day. All ideas were given meaningful consideration, no matter how many times they are mentioned. Additionally, *the purpose of the workshops was not to encourage incorporation of Boiling Springs as a town or city.* Creating a vision for Boiling Springs’ future is important whether Boiling Springs is a community in unincorporated Spartanburg County or if it should one day become incorporated.



***The Discovery Workshop was accessible to citizens of all ages, involving a broad cross section of the community.***

**BY THE NUMBERS**

**2** public workshops

**5** pop-up meetings

**18** stakeholder meetings

**600+** participants





*The Discovery Workshop drew a large crowd.*



*Input was received from a wide range of the community.*

## 2. INPUT RECEIVED

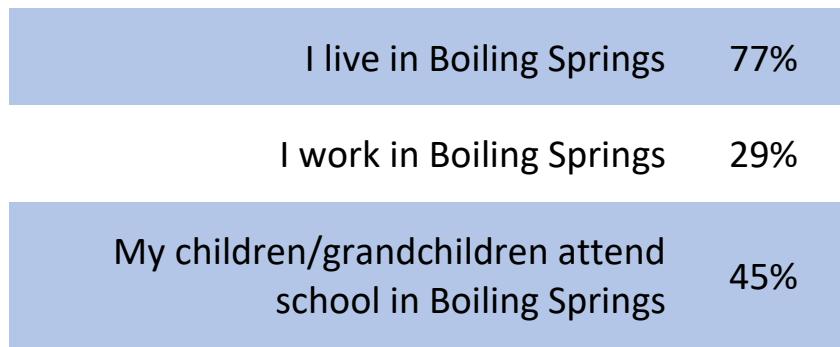


A variety of methods were used to understand what is most important to the community of Boiling Springs. Through the pop-up engagements and community workshops, an enormous amount of input was gathered that informed the development of guiding principles and the community vision. The following pages provide a summary of the input that was received.

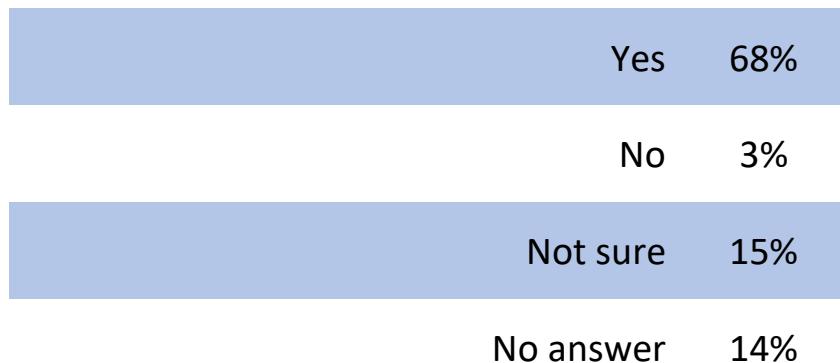
## COMMUNITY SURVEY

Through pop-up engagements, at the Discovery Workshop, and online, hundreds of citizens were surveyed. Most participants live in Boiling Springs and would support a greater emphasis on the type, style, character, and placement of development.

### The following applies to me personally ...

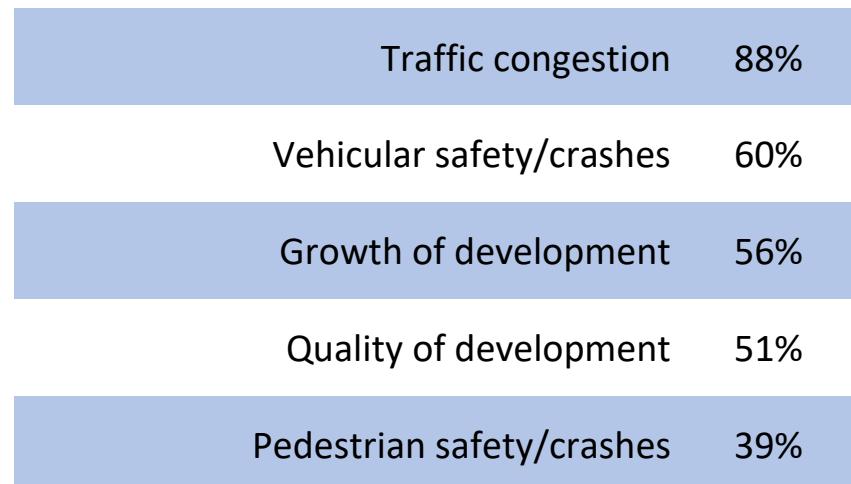


### I would support greater emphasis on the type, style, character, and placement of development ...



Traffic congestion and vehicular safety/crashes are the top concerns regarding transportation. Over 50% of participants are also concerned about the growth and quality of development.

### I am concerned about ...





*Traffic congestion was the number one concern of survey respondents.*

## WHAT MAKES YOU PROUD?

Through both the intercept survey and the Discovery Workshop, citizens were asked, "What makes you proud to be a part of the Boiling Springs Community?" The wordcloud below shows responses received; the larger the words, the more people that submitted that response.

"Caring community" was a two-to-one response over the next closest response of "schools."



## WISH FOR BOILING SPRINGS

Citizens were also asked, "If you had a magic wand, what would be your wish for Boiling Springs?" The wordcloud below shows responses received; the larger the words, the more people that submitted that response.

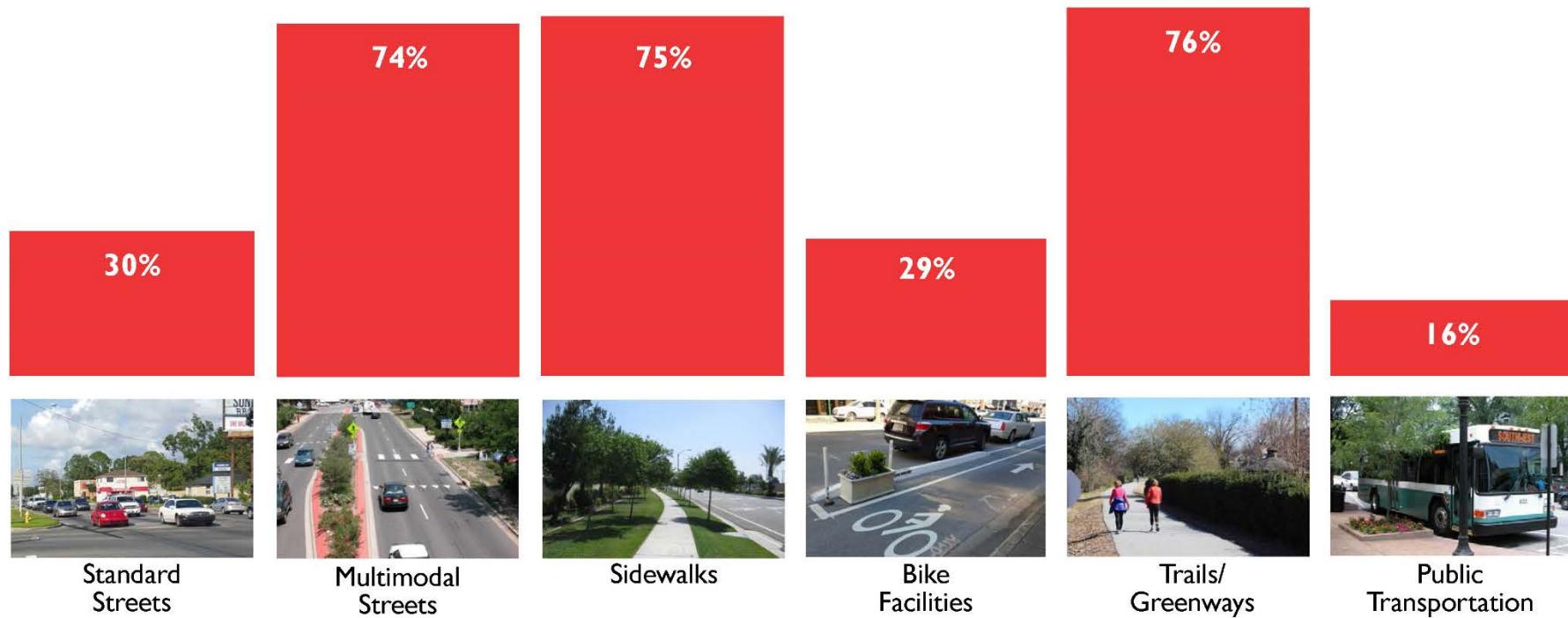
Through various wordings, including "zoning," "development controls," and "planned growth," the idea of planning for the future was the top wish. Family and youth attractions were the second most wished for item.



## TRANSPORTATION PREFERENCES

Participants at the pop-up engagements and the Discovery Workshop were asked to select their top three choices from a variety of images that depicted different transportation options.

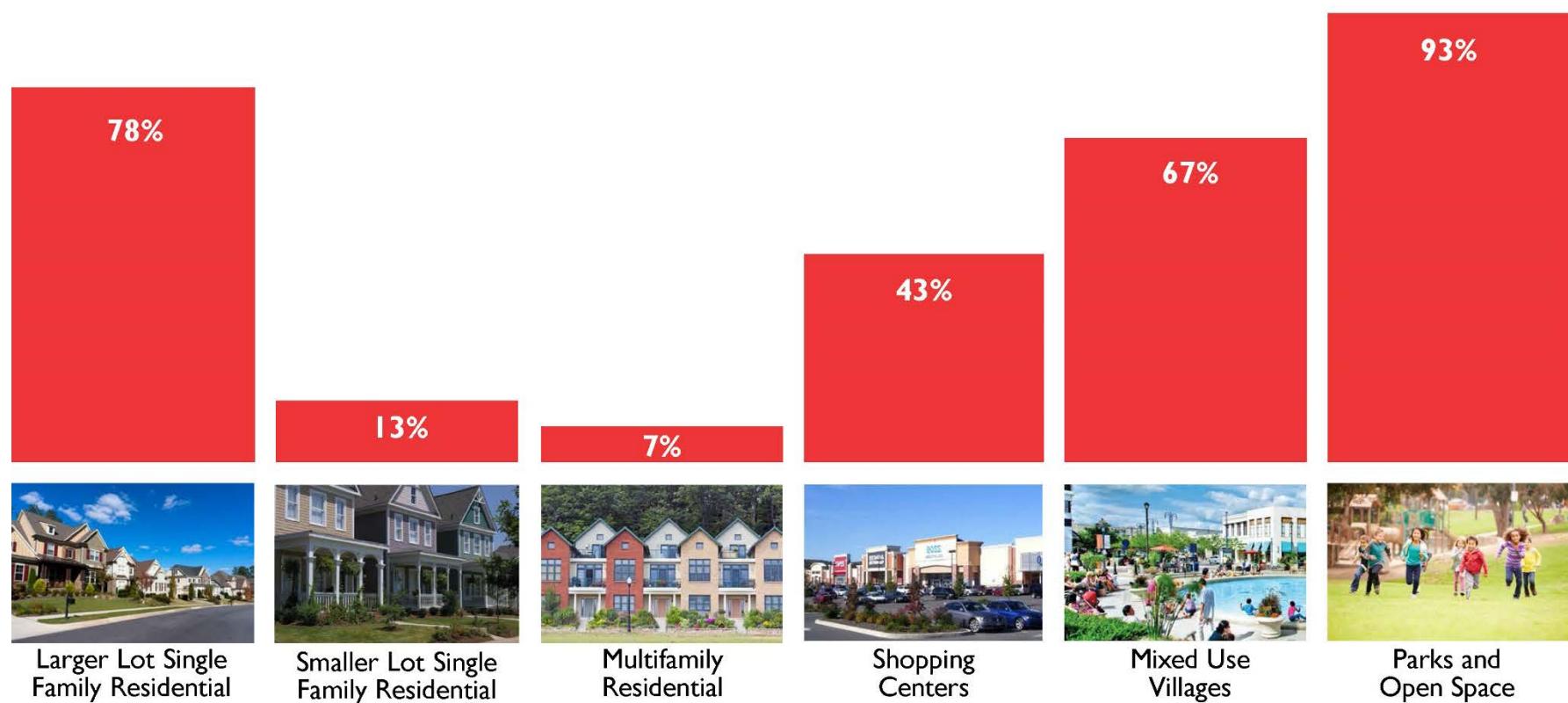
There is a clear preference for transportation types that support walkability, with trails/greenways, sidewalks, and multimodal streets all virtually tied.



## DEVELOPMENT PREFERENCES

Similar to transportation preferences, participants were asked to select their top three choices from a variety of images that depicted different development options.

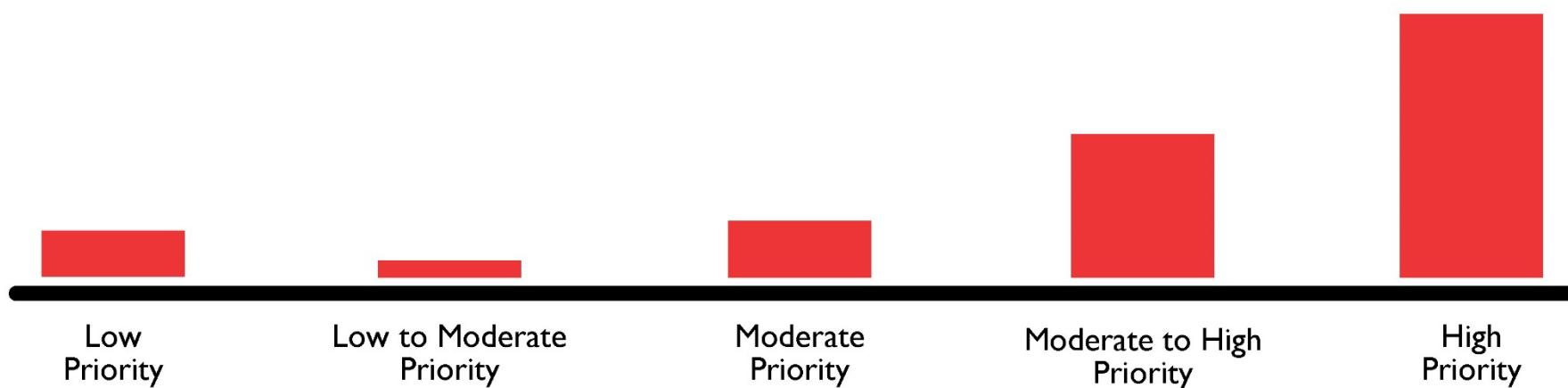
Parks and open space are by far the highest preference, with larger lot single family residential and mixed use villages also being highly preferred.



## ACCESS MANAGEMENT PRIORITIES

When a person driving a car decides to stop, turn, or change lanes, there is the potential for conflict with other people driving, walking, and bicycling. Access management organizes vehicle movements through strategic driveway placement, left-turn consolidation, and property connectivity.

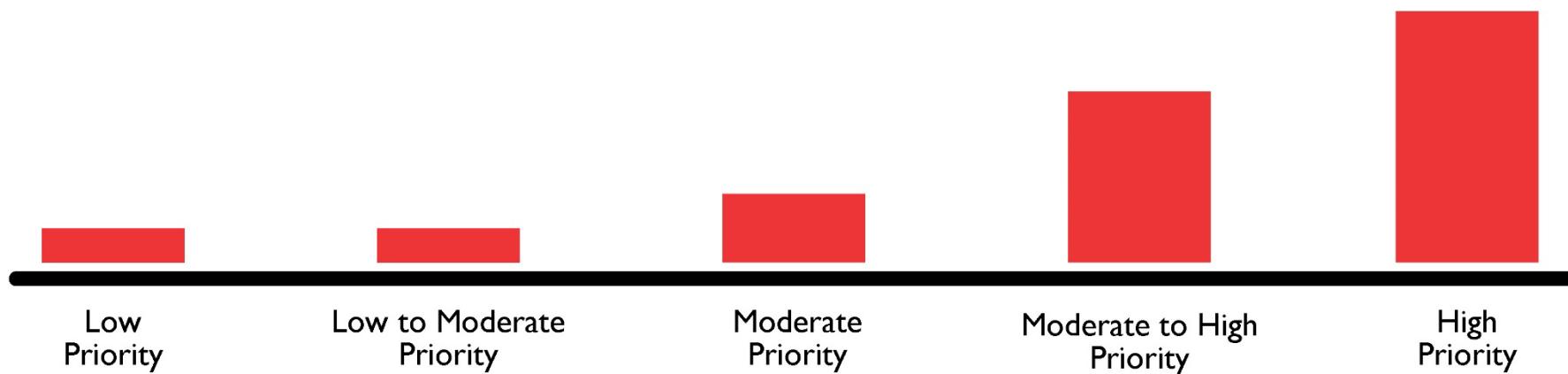
Discovery Workshop participants indicated their priorities for access management, with a majority of respondents favoring a moderate to high priority.



## LAND USE PRIORITIES

Every parcel of land has some type of land use that occurs on it, such as agricultural, residential, commercial, institutional, and vacant. Land use refers to the type, style, and character of development and the built environment.

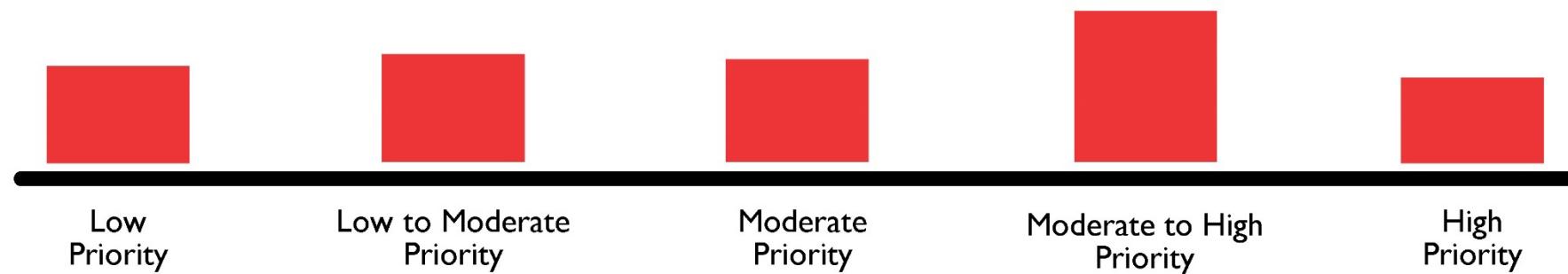
Discovery Workshop participants indicated their priorities for land use, with a majority of respondents preferring a moderate to high focus on land use.



## MOBILITY CHOICE PRIORITIES

There are many ways that people can travel – driving a car, riding a bus, walking, and bicycling to name a few. The types of transportation facilities we provide influence our mobility choices.

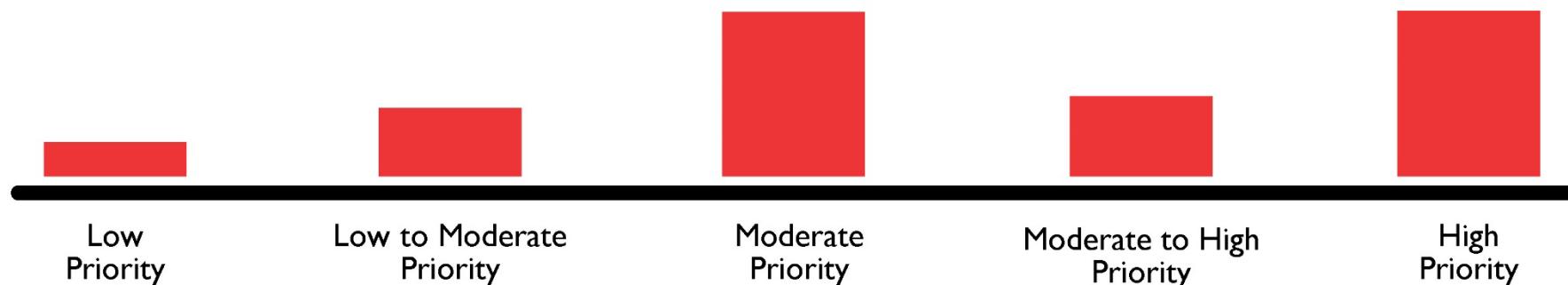
Discovery Workshop participants indicated their priorities for mobility choice, with no clear priority.



## STREETSCAPE PRIORITIES

Streets are public spaces where people interact, gather, and travel. A streetscape refers to the design quality of a street and its surrounding environment, including lighting, landscaping, decorative elements, and street furniture.

Discovery Workshop participants indicated their priorities for streetscape quality, with the majority of respondents showing a moderate to high priority for placing a greater focus on the design of streetscapes.



## VISUAL PREFERENCE SURVEY

To gain a better understanding of desires for transportation and development types, participants at the Discovery Workshop were asked to view a series of photographs and indicate whether they liked them or didn't like them. While none of the photos were unattractive, photos were intentionally taken from different contexts from urban to rural to help in understanding preferences.

The most liked images focused on trails, walking, and parks. While the least liked photos were of dense, urban development and bicycle traffic mixed with automobile traffic.



Source: Ernie Boughman

**85% of respondents liked this photo**



Source: Ernie Boughman

**89% of respondents liked this photo**



Source: <http://sfrecpark.org/park-improvements/2008-clean-safe-bond/>

**81% of respondents liked this photo**



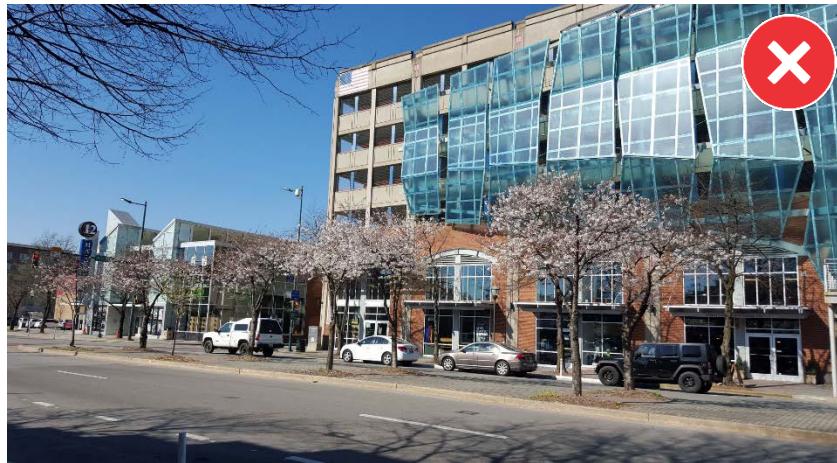
Source: <http://www.wenkla.com/projects/parks-open-space-greenways/lowry-parks-and-open-space/>

**78% of respondents liked this photo**



Source: Toole Design Group

**69% of respondents disliked this photo**



Source: Ernie Boughman

**72% of respondents disliked this photo**



Source: <http://www.cityofgoleta.org>

**65% of respondents disliked this photo**



### 3. KEY CONSIDERATIONS



During the Community Visioning Workshop process, the public raised many questions and ideas that deserve consideration moving forward. Thinking through both the positive and negative impacts of transportation and development is important when visioning for the future. Learning from our own as well as other communities' growth can help us to plan for a better tomorrow.

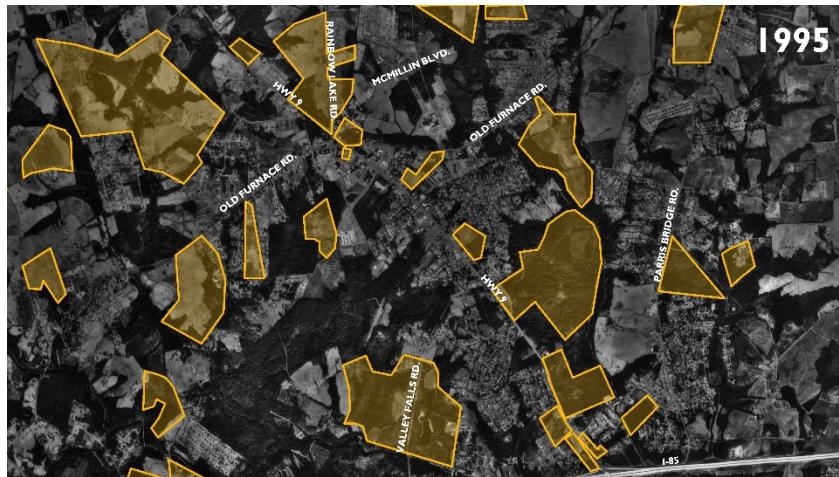
To this end, this section uses a number of statements and questions made by workshop participants to frame discussions about development, transportation, and their interrelationship to each other.

## DEVELOPMENT OVER TIME

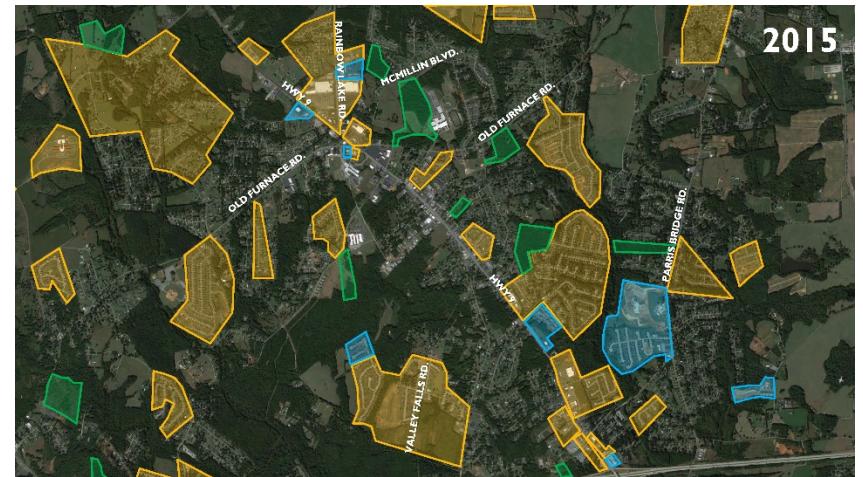
Sometimes it is hard to realize how much development occurs over time. The maps on the opposite page clearly show the increase in development in Boiling Springs over the past 23 years. Between 1995 and 2005 a lot of land was developed. This slowed some during the recession, but it is clear to see that things are picking back up since 2015.

*“I wish a process like this had been done 15 years ago. Boiling Springs would be a very different place today.”*

- Workshop Participant



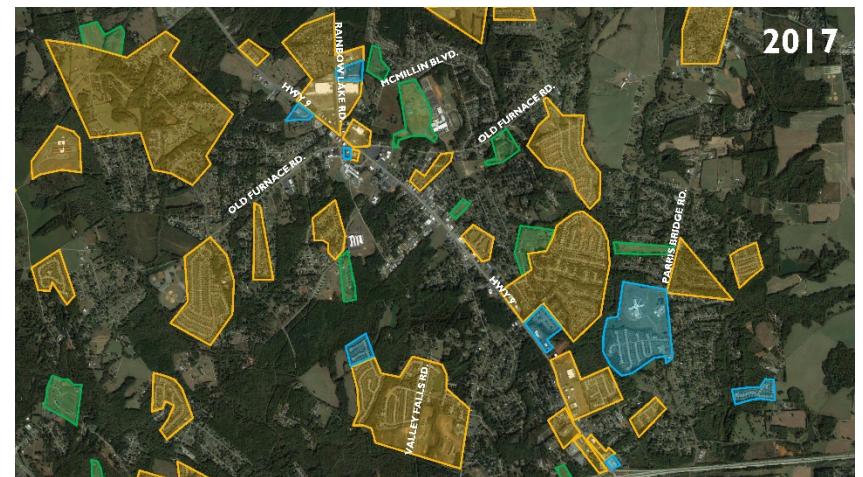
*The yellow polygons show areas that were undeveloped in 1995 but would be developed by 2005.*



*The green polygons show areas that were undeveloped in 2015 but would be developed just two years later in 2017.*



*The blue polygons show areas that were undeveloped in 2005 but would be developed by 2015.*



*All of the polygons show the amount of development that occurred from 1995 to 2017.*

## ACCESS MANAGEMENT

Highway 9 is Boiling Springs' Main Street. Major destinations are located along its length, it is a primary commuter corridor, and it carries most of the traffic load for the community. Peak hour congestion is routine and crashes occur regularly. The way to fix congestion is not by widening the road, but by increasing safety and making more efficient use of the road that currently exists.

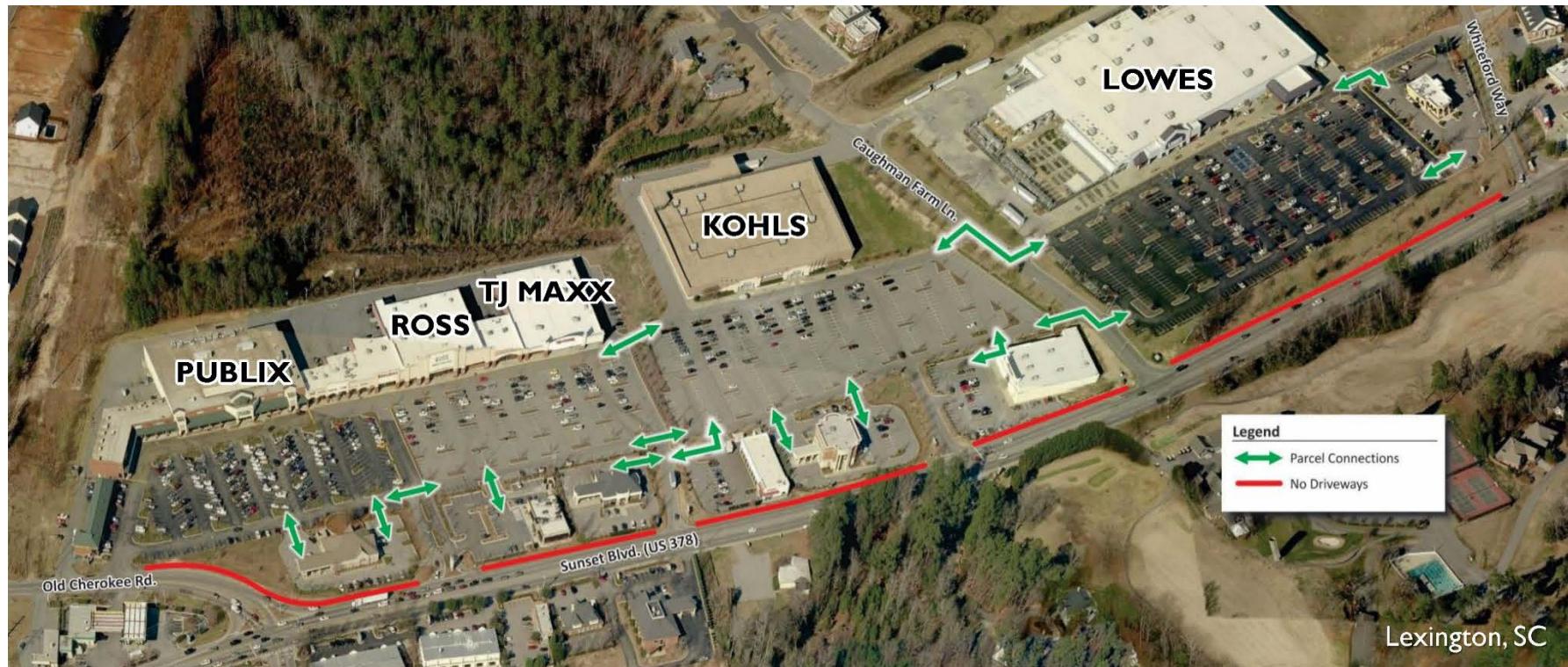
Necessary elements of any community, curb cuts and driveways provide access to adjoining streets and properties. However, when allowed frequently, in close proximity to each other and street intersections, or extending along an entire property frontage, driveways become inhibitors to and create safety issues for people traveling by car, walking, and biking. In addition, numerous driveways that allow left and right turns in and out of them create situations where drivers, pedestrians, and cyclists have no idea from where the next conflict may approach.

Very few opportunities exist today for drivers, pedestrians, and bicyclists to move directly between adjacent properties along Highway 9. Instead, they are required to utilize Highway 9 for these very short trips, which places more traffic on the road and increases opportunities for crashes. Additionally, when every parcel can only be accessed from Highway 9, that means that every parcel must have its own driveway or multiple driveways, creating more conflict points and increasing the potential for crashes to occur.

When possible, it is advantageous for adjacent parcels and associated circulation and parking to be physically connected. With these connections, driveways can be shared or consolidated. When several parcels in succession are connected, pseudo frontage or backage roads are created, allowing a number of shorter trips to occur without accessing the main street. The more parcels that are connected, the longer these short trips can become.



*Some newer businesses on Highway 9 are beginning to employ access management principles. The Starbucks, Marco's, Popeye's, and Auto Zone do not have driveways; rather, they share a backage road that allows them all to access the traffic signal at Rainbow Lake Road. They can also access the stop sign controlled intersection at McMillin Extension.*



A good example of inter-parcel connectivity and driveway consolidation is Sunset Boulevard (US 378) in Lexington, SC. The Town of Lexington has required properties to be interconnected and limited driveways directly onto Sunset Boulevard. As seen above, more than 25 businesses can be patronized without accessing Sunset Boulevard, removing hundreds of trips from the road but not the corridor. Additionally, every parcel is not provided direct access to Sunset Boulevard; rather, driveway access is consolidated to major entry points, resulting in fewer opportunities for crashes.

## HEART OF BOILING SPRINGS

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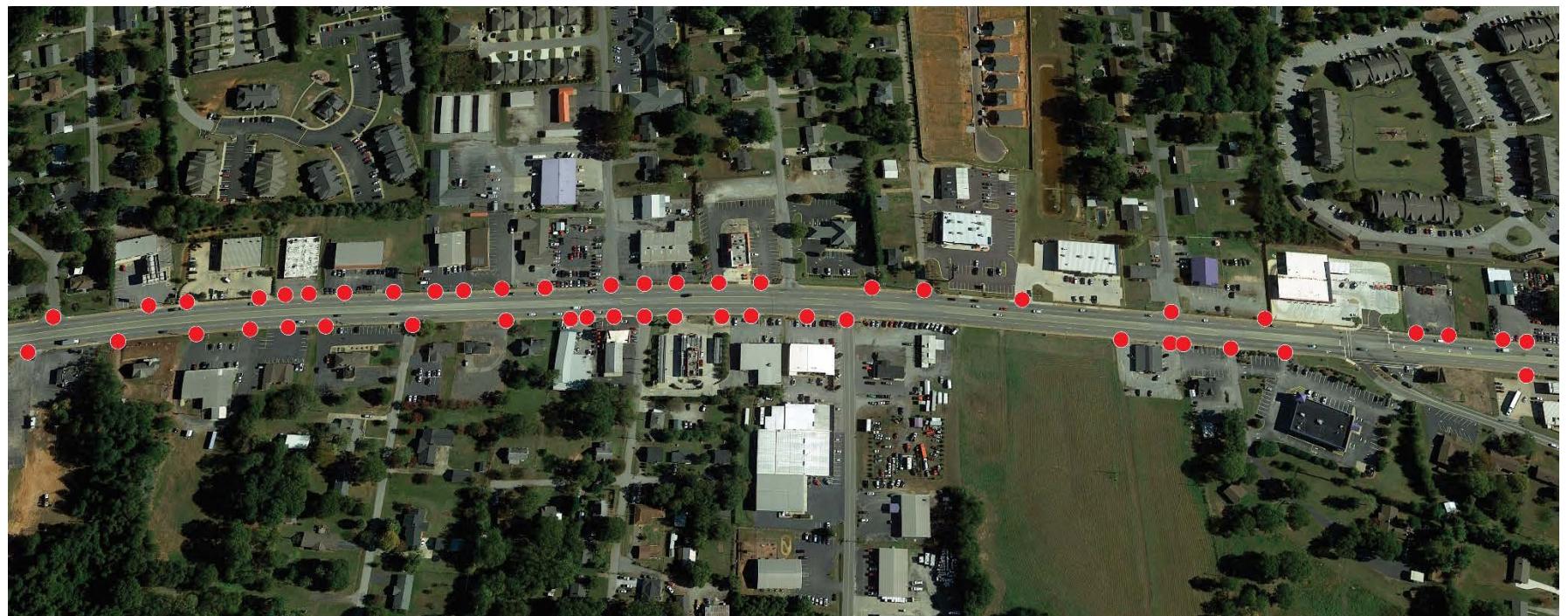
In addition to congestion, the prevalence of full-access, non-signalized driveways and side streets also contributes to the potential for crashes. For example, the one-mile segment of Highway 9 between Rainbow Lake Road and Valley Falls Road, has over 75 full-access, non-signalized driveways and side streets

(i.e., see all of the red dots on the aerial below). These account for approximately 750 modal conflicts, each having the potential to result in a crash. For each one of these driveways and side streets that could be converted to a right-in/right-out, the potential for a crash would be reduced significantly.



*“We need less traffic and bigger roads.”*

- Workshop Participant



## COMMERCIAL SITE DESIGN

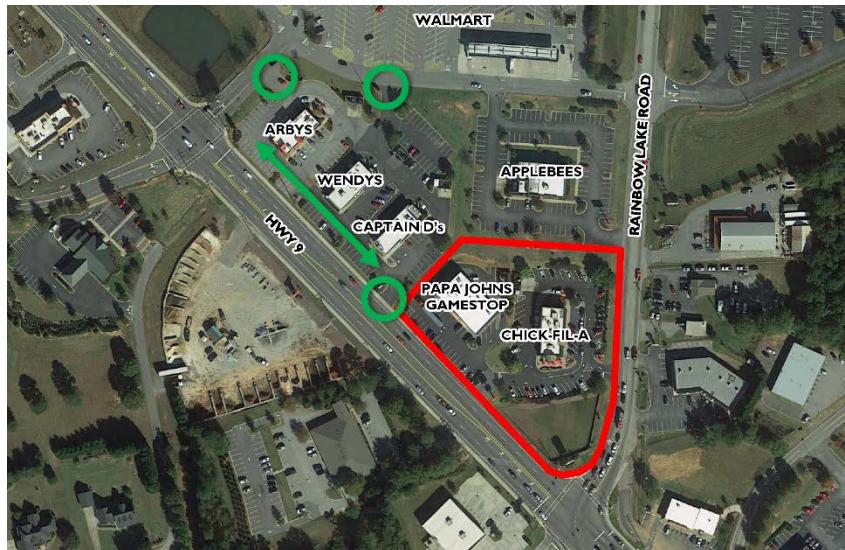
The design of individual commercial sites can have significant impacts to the streets that surround them. The Chick-fil-a site was one that was repeatedly mentioned by workshop participants as being difficult to get into and out of, as well as causing traffic congestion on surrounding streets. The diagrams on this page and the next explain the challenges and opportunities of this site. While this is not a recommendation to change the Chick-fil-a site, it is a case study on how future commercial sites should be designed.



***Chick-fil-A is wonderful. Everyone wants to go there, but it is in a horrible location. We need to control business locations and entryways.***

- Workshop Participant

- Chick-fil-a's two existing access points require non-controlled movements onto major streets, Highway 9 and Rainbow Lake Road; when traffic is heavy, this is difficult
- The driveways are too close to the intersection
- Issues exist with traffic backups from Chick-fil-a and on adjacent streets



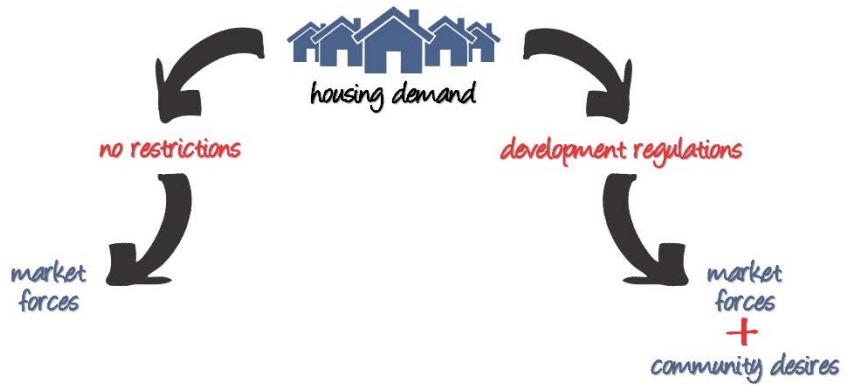
- Chick-fil-a, Papa John's, and GameStop are on an “island” that can only be accessed from two major streets
- In contrast, Arby's, Wendy's, and Captain D's, have multiple access points away from major streets, and they have inter-parcel connectivity



- For better traffic flow and circulation, the existing driveways could be removed to take away the conflict points
- Additional, better access, with more and safer options could be created.

## HOUSING DEMAND

There is a human desire to be able to do anything we would like to do, but also be able to dictate to others what they can and can't do – it's natural. However, when we do not regulate the type, style, and character of development, then we get what the market will bear. If large lot single family homes are in demand, then that's what will be built. Similarly, if apartments are selling, then apartments will be built. However, if we provide some direction to development through performance standards that define acceptable materials, colors, heights, setbacks or build-to lines, and architectural character of development, then we can temper what market demands dictate. Developers will still build only what will sell, but it will have the character desired by the community.



“**People should be able to do anything they want to with their private property, but we don't need more apartments.**”

- Workshop Participant

# Homebuyers face challenging housing market

July 1, 2017



**Herald-Journal**  
**GoUpstate.com**

The demand for new homes is also fueling a construction boom, especially in high-demand areas such as Boiling Springs, Inman, Duncan and Moore. **New single-housing residential construction permits have steadily increased every year since 2011**, and this year's totals likely will equal or surpass last year's, according to Jerry Glover, director of the Spartanburg County Department of Building Codes.

### SUBDIVISION DESIGN

Many workshop participants were passionate about the rural character and agricultural heritage of Boiling Springs. Many also associated new housing as being a detriment to this. New housing does not have to mean the loss of rural character. Conservation subdivisions allow for new housing while preserving a great deal of rural character and charm. Higher density also allows more housing units to be placed in a smaller area, which preserves more open space in a community. Examples of these types of developments are presented here.



Source: <http://www.behanplanning.com/>



Source: <http://www.getoutlandish.org/>



Source: <http://sarahalward.com/>



Source: <https://www.pinterest.com/pin/802766702300096199/>



Source: [www.houseplans.pro](http://www.houseplans.pro)



Source: [www.rent.com](http://www.rent.com)

## RESIDENTIAL SITE DESIGN

There is a desire to understand and plan to address the impacts of new residential development prior to allowing more to occur; this is not an unreasonable expectation. While more residential development will create more trips, the bigger question is how will the trips from those residential areas be distributed on the street network?

*Several neighborhoods in Boiling Springs are located adjacent to one another. While in the aerial at left these neighborhoods seem to be very close to one another, the reality is that none of them connect. Four of these five neighborhoods have a single entry/exit point onto a major street that already had significant traffic prior to the development of the neighborhood. The fifth neighborhood, Candlewood, does have two entry/exit points, but they both also connect to a single high volume street, Old Furnace Road.*

*If neighborhoods were designed to interconnect, then trips could be shortened and distributed throughout the street network. This would reduce demand on larger streets that are already overburdened. While it is not suggested that existing neighborhoods be connected, it would be a good idea to connect new neighborhoods in the future.*

As with commercial development, if we design residential development to be dependent on a few larger streets, then we will increase congestion on those streets. However, if we design residential development to improve options for travel, encourage walking and biking, and increase the overall connectivity of our community, then the impacts of that new development will be far less.



**No more subdivisions without knowing and solving the traffic impacts.**

- Workshop Participant



Neighborhoods' relationships to schools are also important. Eagle Pointe is near Shoally Creek Elementary School. However, because of Eagle Pointe's design, today, students either must ride the bus or be dropped off by their parents. However, if a short trail connection was made, a great safe route to school would be created.

**Driving (red line):** 2.8 miles; 4 traffic lights; 10-minute rush hour drive time to campus, plus drop-off line

**Walking via trail (green line):** 2,000 feet; 7-minute walk; 25 calories burned

**Bicycling via trail (green line):** 2,000 feet; 5-minute bike ride; 60 calories burned



*A sidewalk was recently constructed on Old Furnace Road to provide  
a safe connection between Boiling Springs High School and surrounding neighborhoods.*

## 4. THE VISION



### DEVELOPING THE VISION

All input received through the pop-up engagements, intercept surveys, stakeholder interviews, and Discovery Workshop was compiled and analyzed. Key themes emerged that influenced the development of guiding principles and the community vision.

It is important to understand that a vision statement should be both aspirational and inspirational, allowing the community to dream big. A vision statement should reflect the community's values about everything, and be a "big tent" that everyone can "own" and rally around. It sets the stage for future work that will develop specific goals to achieve the vision.

### KEY THEMES

- We desire better planning for the future
- We are a caring community
- This is our hometown
- Our history is important to us
- We're proud that we are not a city
- We want our youth to love it here
- We desire sidewalks and trails
- We like to eat!

## GUIDING PRINCIPLES



### HERITAGE

- Identify with our history as a place of hospitality
- Celebrate the “spring” for which we are named
- Value our rural agricultural roots
- Embrace our role as an alternative to urban living



### COMMUNITY

- Be true to our reputation as a caring community
- Center daily living along natural, green corridors
- Advance development patterns that increase social interaction
- Focus primary commercial development in a central “place” along Hwy 9



### FAMILY

- Afford opportunities for youth to live, play, and stay
- Connect our children to our schools, both academically and physically
- Foster strong, connected neighborhoods
- Encourage healthy, active lifestyles



### LEGACY

- Develop a clear plan and path for the growth of our community
- Maintain and enhance the strength and reputation of School District 2
- Balance our transportation network to improve safety, minimize impacts, and increase choices
- Provide future generations a “hometown” that is truly Boiling Springs

## VISION STATEMENT

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*Boiling Springs is where great people, vibrant lifestyles, and hometown hospitality converge to form a community that embraces its past, plans for its future, and is bubbling with possibilities. We foster strong connections in our personal and professional relationships, school system, transportation network, and development patterns. Boiling Springs has grown to have the amenities that make life easy, while retaining a rural heritage that makes life full.*

## BRANDING

One of the key goals of the visioning process was to establish an identity for Boiling Springs. While it may seem clear “who” Boiling Springs is to those that have lived here many years, to outsiders and passersby it may not be as clear. The vision and guiding principles articulate that identity, but it is important to characterize a community’s identity in a succinct way that can be easily understood by many. One way to do this is through branding.

Branding provides a unified message about a community that can be used in a variety of settings, including signage, banners, announcements, and promotional materials. Based on the guiding principles and vision statements, the brand below is just one idea that could work for Boiling Springs.

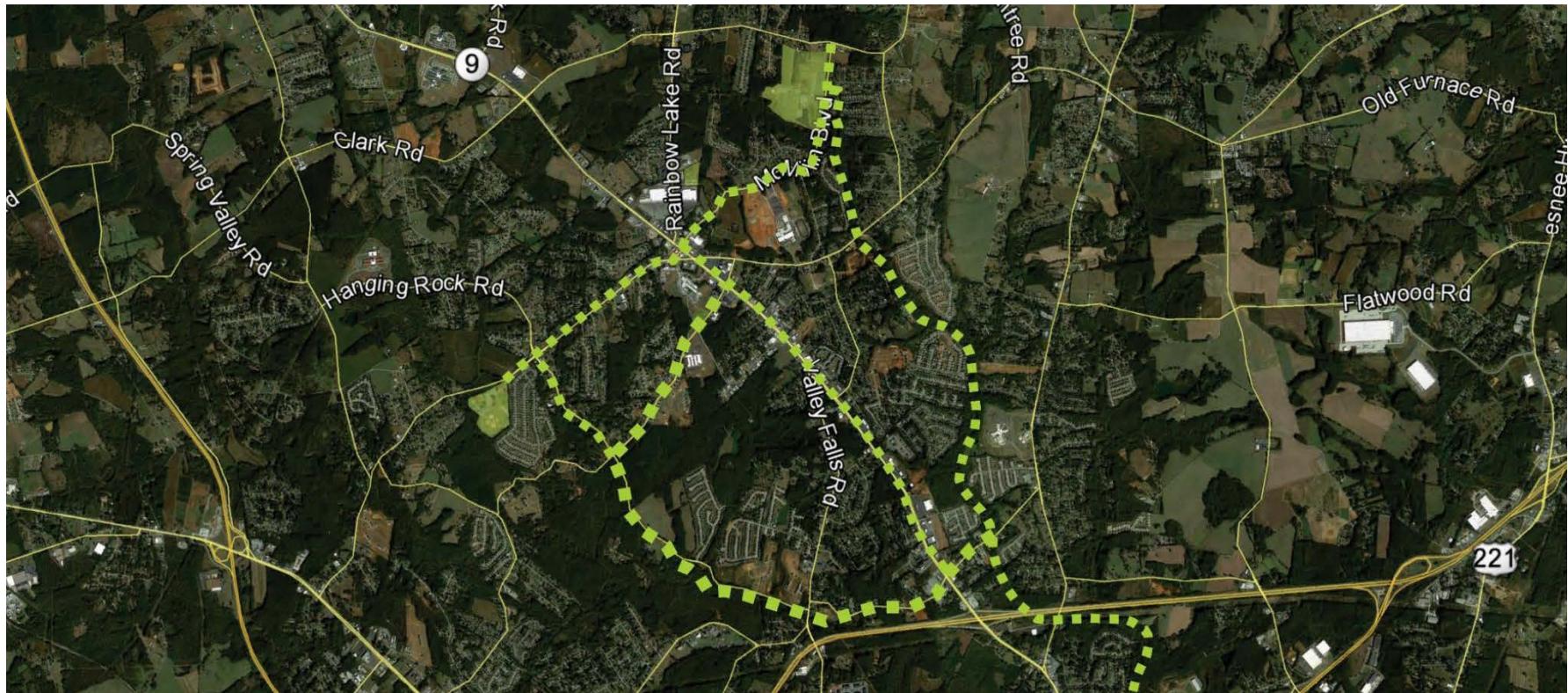




## CONCEPTUAL TRAIL NETWORK

Overwhelmingly, the community desires ways to get outdoors, experience nature, and walk; this was heard loud and clear through every input exercise. Trails were particularly high on the list of most desired infrastructure. To this end, a conceptual trail network was crafted. This conceptual network is intended to get some initial ideas down on paper; more work is needed to determine the best system of trails and greenways throughout Boiling Springs.

The network presented below seeks to connect neighborhoods, parks, and retail establishments. The trail along McMillin Boulevard would connect two major parks, Boiling Springs High School, significant existing and future retail at the intersection of Highway 9 and Old Furnace Road, and numerous residences. A rendering of what this trail might look like is presented on the opposite page.





## STREETSCAPE IMPROVEMENTS

Beautification of streets is a great way to enhance the appearance of a community, and was a high priority for workshop participants. Improving the visual character of streets not only presents a better image to visitors, but it often results in private property owners taking more pride in their buildings, parking areas, and frontages. These types of improvements also help to calm traffic and decrease crash potential through the institution of access management.

Such improvements can be accomplished in a variety of ways. Grant monies are available through the Spartanburg Area

Transportation Study for streetscape, pedestrian, and bicycle improvements. Business improvement districts can be instituted where businesses combine funding to make improvements near those same businesses. It is also possible to have streetscape improvements constructed by developers as part of development and redevelopment projects.

The image at right shows a rendering of a potential improvement of Highway 9. It includes landscaped medians to provide access management, signage, banners, pedestrian scale lighting, and the trail that is included in the conceptual trail network.



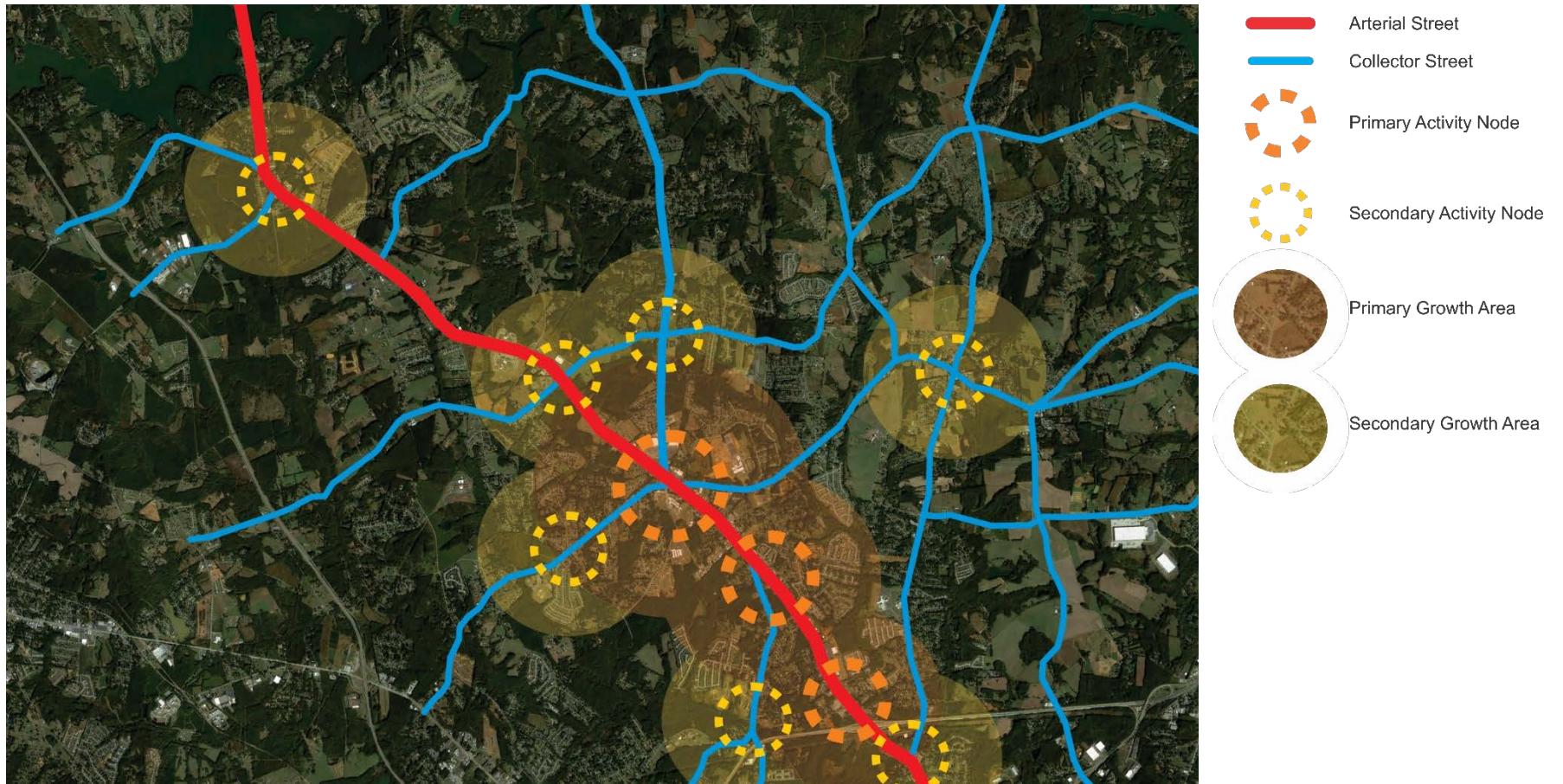
## GROWTH AREAS

A key aspect of Spartanburg County's Area Performance Planning process is to identify appropriate areas for growth. When Spartanburg County begins to consider the Central area of the County, they will begin by considering the road network. As part of this process, arterial, collector, and local streets will be designated. More intense land uses will be permitted on arterial streets, with less on collectors, and even less still on local streets.

To provide an initial framework for growth that can be communicated to Spartanburg County, the preliminary growth map on the opposing page was developed. Arterial and collector streets have been identified based on current SCDOT classifications; Spartanburg County will reconsider these as part of their planning process, and may redefine some of them. Based on this regional road network, primary and secondary activity

nodes were identified. Primary nodes already have a density of development, and future development should be encouraged in proximity to these primary nodes. Secondary nodes are at crossroads that would benefit from a level of neighborhood commercial development, as having convenience near neighborhoods will shorten trips, keep traffic off major roads that are already overburdened, and make walking and biking more feasible.

Radiating out from the primary and secondary activity nodes are the primary and secondary growth areas. These provide an idea of where development should generally occur to maintain a more compact development footprint. This will assist in the preservation of rural character and maximizing the efficiency of the transportation network.



### CATALYST SITE

To visualize how the guiding principles and vision statement might translate to the built environment, a catalyst site was selected for creation of an inspirational development plan. The site is bounded by Highway 9, McMillin Boulevard, and Old Furnace Road, and is currently a retail shopping center. It was chosen because it is home to the relocated spring for which Boiling Springs was named, and the anchor tenant, Bi-Lo, recently closed, making it a good site for dreaming about redevelopment. It is also close to Boiling Springs High School, many residences, and core retail along Highway 9.

The development plan was created to generate ideas about what is possible in Boiling Springs, not recommend that this exact plan on this exact site be pursued. It is important to dream big and think “outside the box” when considering the future. The plan incorporates retail, restaurants, entertainment, housing, recreation, heritage, festival space, and trails into one, mixed use site. The photos on this page provide an idea of how new development could fit into the rural character of the community.





1. Retail at 1 to 1 ½ stories in height
2. Trail along Highway 9 per conceptual trail network
3. Trail along McMillin Boulevard per conceptual trail network
4. Celebrate boiling spring with larger, interactive area
5. Splash pad and amphitheater
6. Multistory with retail on ground floor and housing above
7. Festival street that can be closed for events such as a farmers market
8. Boutique movie theater
9. Parking



## 5. NEXT STEPS



While completing the visioning process was an essential first step in determining the future of Boiling Springs, it is only the beginning. Heart of Boiling Springs must continue to move the conversation forward with respect to the built environment, transportation, and health. Several key next steps are recommended to maintain the momentum generated by the visioning process.

- **Set and Achieve Goals** – As Heart of Boiling Springs continues to meet on a regular basis, determining measurable goals for achieving the vision should be their highest priority. It will be extremely important to assign

members to advance each goal so that a level of accountability is developed. These meetings will also continue to be opportunities for educating participants regarding best practices for growing a healthy community.

- **Grow and Diversify** – Expanding Heart of Boiling Springs membership to include a broader cross section of the community will strengthen its position and impact. The community vision statement was created to serve as a “big tent” that would be accessible to the majority of the community. As it has since its inception, Heart of

Boiling Springs should continue to welcome anyone who cares about the future of Boiling Springs and is willing to collaborate with others for the betterment of the community.

- **Share the Vision** – The vision statement, and the process that created it, should be shared broadly within the community. Presenting this final document to Spartanburg County leadership should be the first step to sharing the vision.

- **Stay Involved** – With over 600 citizens actively involved, the community visioning process has demonstrated that residents, property owners, and business leaders desire to be involved in planning the future of Boiling Springs. With Spartanburg County's Area Performance Planning process starting soon in the Central portion of the County, it will be essential for citizens to stay involved, and make sure that their voice continues to be heard. The community visioning process was not a binding process, but the Area Performance Planning process will be binding, directing the future of Boiling Springs for decades to come.