

Question 3: As a member of City Council, what is your vision for the future of Clemson and what will you do to mitigate the impact of development on neighborhoods and the traffic problems that have affected the entire city

Jim Oswald: I have been concerned since the construction of the CampusView facility. I understand that Council's powers are limited. We walk a fine line between allowing the free market to work, and tightening legislation to disallow things detrimental to the quality of life we want. We can't just change an ordinance or code to make disgruntled people happy without risking lawsuits, at taxpayer expense, for standing in the way of free enterprise. We also have to look at the types of enterprises we are willing to allow and continue to tweak the laws to support the high quality of life we want. Being hard left or hard right on these growth and development issues is NOT an answer to the problem. Cooperation, Vision, and Communication is the only way.

I don't play Chess for a reason, I am not a strategy person. I am a middle of the road, objective, person who listens before I formulate an opinion. I always wish to find the best solution giving all stakeholders the maximum value.

Finally, we are a passenger car hitched to a barreling train called Clemson University. We are unable to change courses. We have to learn to predict which track they are taking, and prepare for the destination. This requires cooperation and vision. And I feel the current Council is an excellent team capable of doing that.

Mark Cato: My vision is to protect our small-town feel and our large sense of community. Despite our growth, our sense of community has not been lost. Council needs to observe similar cases to determine which solutions work for Clemson. Yes, Council could limit parking or the building height for developments, but ultimately Clemson is growing. Clemson's infrastructure needs upgrades, no doubt. Neighborhoods will have to decide if convenience is more important than through traffic.

Christine Minor: My mantra has become, "responsible, sustainable growth." The recent growth is neither responsible nor sustainable. We are one fire downtown away from disaster. Imagine a fire call to Earle Street when traffic is snarled up on College Avenue. We are a few too many residents flushing at once away from exceeding what sewage systems can handle. Our infrastructure is inadequate for supporting our numbers of residents. The first thing is to make sure we have a plan in place to make certain what is here and under construction now can be managed appropriately. Can we deal with the traffic that will come on-line Fall 2017? Can we eliminate known bad spots? Can we expand water treatment to exceed current needs and can we plan for future needs NOW? Can we clean up the sidewalks downtown? Are the rules we have for our community the best we can have to make sure students and families can live side by side? Do our codes protect our homeowners, our residents, or just profits? At what point does development destroy the very thing that draws residents to Clemson? We need a solid plan of what we want to look like 2 years and 20 years from now.

John Ducworth: Clemson is a vibrant community blessed to be located in an area with many natural resources and a world class university. As our city grows, we need to follow the tenants of smart growth and create walkable/bikeable neighborhoods, continue

to improve our transit system, contain commercial development within the commercial corridors and foster the growth of a range of housing options that meet the needs of all in the community. Many of these tenants are expressed in the recently updated City of Clemson Comprehensive Plan 2024. This document was created with input from all areas of the city and serves as a guide for the life of the city. Working to achieve these goals will help protect our neighborhoods and ultimately have a positive effect on traffic patterns as people are encouraged to walk, bike and utilize public transit.

Additionally, much of the traffic on Highway 123 is thru traffic between Oconee County and various parts of Pickens County and Greenville. In the long run, public transit utilization and options will need to be improved. Also, the stakeholders in the area will need to partner to perhaps create a bypass utilizing roads such as Perimeter while working to minimize neighborhood traffic.

Drake McNeary: With the current trend of increasing student population at Clemson University there will be growth and development within our city. The increase in student housing has many beneficial impacts for local businesses and the City of Clemson. The question is how can this growth benefit and preserve current and future residents who live in our city and, specifically, our downtown neighborhoods.

As population increases, our community must address transportation issues that arise with more people and personal vehicles. The CATBUS has been a great benefit for students, residents, and businesses. It's continued use and improvement is a critical component. An area where the City of Clemson and Clemson University can make major improvements is in walkability and bikeability throughout our community. The Clemson Bikeways Master Plan, the City of Clemson Bikeway Master Plan, and the Green Crescent Trail Feasibility Study all have valuable ideas for connecting our resources and increasing foot and bike accessibility in our community. As a small, population dense community, there are physical limits to the amount of parking and car lanes that can be added. Public transportation and pedestrian improvements are key to enhance the experience of living in and visiting Clemson.

Crossie Cox: The vision of the City is mapped out in the 2024 Comprehensive Plan that was created and developed by Clemson residents and Clemson City staff two years ago -- it encourages continued business growth in the business district along College Avenue and I agree with that plan. Traffic congestion has expanded and Council/Staff are doing all we can to work this issue, understanding that we have VERY LIMITED alternatives -- Clemson City encompasses only 7.5 sq. miles, with minimal opportunity to expand. MANY of the cars that pass through our town are just that -- pass through traffic -- and not just students going to class. SCDOT controls most of the decisions related to traffic on Hwys 123/93/76. Council continues discussion with the University on this and other vehicle matters.

Eunice Lehmacher: As Clemson University and our city continue to grow, the voters need to make decisions on how to provide housing and businesses for the new growth. I support sustainable planned development. David Allison, architecture professor, and his

students helped many of us learn how current zoning laws affect future development downtown. College Avenue downtown already has more buildings and traffic than its two car lanes can handle, yet current zoning laws would allow for even more buildings there. Planned growth needs to include plans for increased pedestrian, bicycle and road traffic as well as sufficient parking and park or recreational areas. Our city will thrive if it allows residents to enjoy downtown neighborhoods and if businesses can reach both nearby residents and those who live in surrounding areas. As Clemson continues to need more apartments for a growing university, I plan to listen to residents and university needs, researching each issue before deciding whether to support a particular development. I favor development that helps Clemson in the present and the future.