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YORK COUNTY

GOVERNMENT

DAVE LYLE BOULEVARD EXTENSION

CORRIDOR/SMALL AREA PLAN

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http://en.wikipedia.org/wiki/Catawba_River;

<http://rockhillhomesforsale.info>

DAVE LYLE BOULEVARD EXTENSION CORRIDOR STUDY

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1. EXECUTIVE SUMMARY

1.1 The Intent of This Corridor/Small Area Plan

The extension of Dave Lyle Boulevard, a principal arterial, has emerged in policy discussions for nearly a decade. As this extension may facilitate significant growth pressure in the vicinity of its corridor, the County has undertaken a proactive approach to planning for this area in order to maintain a high quality of living, public interest, as well as the integrity of natural resources and rural character through the designation of contextually-appropriate land uses. A study area of approximately 5,500 acres (8.5 square miles) delineates the area of immediate impact from the extension and serves as the canvas for this corridor/small area plan. Nearly 4,300 acres (80%) of land within this area is currently vacant/undeveloped, which may be subject to growth pressure if the extension is constructed.

1.2 Population and Study Area Characteristics

With a population of 1860, less than 1% of the total County population resides within the study area. The study area has sustained a population increase of only 13% from 2000-2010, while the County, including its incorporated areas, sustained an increase, in aggregate, of 37%. The study area's marginal increase in population can be attributed to the limitations of the existing roadway network, large, private landholdings of vacant/undeveloped land, and the absence of water and sewer infrastructure. As the extension of Dave Lyle Boulevard may alleviate these transportation-related constraints and facilitate significant growth pressure within the study area, the maximum build-out of vacant/undeveloped land per the density specifications in the underlying zoning districts could yield a population increase of nearly 6,000 or 320%.

1.3 Costs and Benefits

The roadway extension may accompany social, economic, and environmental costs and benefits that implicate citizens at the local (study area), County, and regional scales. Certain benefits may include: improved access and mobility to jobs, services, educational facilities, and cultural/natural amenities; economic growth; mixed-housing options; social mobility; and enhanced vitality of the tourism industry. Certain costs may include: sprawl; loss of open space; diminished ecological integrity; indirect and direct displacement of wildlife and residents; diminished economic vitality of areas designated for growth; surplus residential supply; and infrastructure expansion, improvement, and maintenance costs. The land use recommendations employed within this plan aim to mitigate costs and capitalize on benefits through tradeoffs among the social, economic, and environmental considerations as informed by public input.

1.4 The Planning and Policy Context

As a mechanism to deter sprawl, current policies and plans restrict the development of urban/suburban intensities and densities within this area of the County. Rural Residential and Rural Agriculture are predominant 2025 Future Land Use Plan recommendations for the study

area, supporting low density and agricultural uses. Additionally, USB Extension Policy currently restricts the extension of water and sewer infrastructure throughout the study area. However, once funding for the road is secured, these recommendations will no longer be appropriate in the changing context of the study area. Therefore, this corridor/small area plan is a CONTINGENCY PLAN, and it will be incorporated as an addendum to the 2025 York County Comprehensive Plan. Once funding is secured for the extension, the Dave Lyle Boulevard Extension corridor/small area plan will be incorporated into the map of the Comprehensive Plan via the amendment process. Upon the allocation of funding for the extension, the land use recommendations employed within this corridor/small area plan will be revisited to ensure their appropriateness in the context of the study area. If funding for the extension is not secured within ten (10) years of the incorporation of this corridor/small area plan as an addendum to the Comprehensive Plan, it will be subject to an exhaustive and systematic update.

1.5 Public Input

The land use recommendations employed within this corridor/small area plan were informed from public and stakeholder input, which was obtained through a series of public workshops and stakeholder meetings as well as an internet-based survey. Major overarching themes that emerged in these meetings and survey consist of the following:

- Preservation of the rural character, natural resources, open space, and greenways
- Maintained Catawba River access
- Land use cohesion and an integration of uses
- Mixed use
- Higher densities and intensities clustered near the western edge of the study area (near existing Dave Lyle Boulevard)
- Improved access to jobs, services, and educational facilities
- Single-Family Residential as the predominant housing type

1.6 Land Use Recommendations

Several implementation/policy tools and strategies were identified to perpetuate the aforementioned land use themes; a summary of which is included in **Table 1-1.**

<i>Land Use Objective</i>	<i>Implementation Strategy</i>	<i>Implementation Tools</i>
Development that is sustainable and cohesive	Dual application of a density/intensity gradient; ensure efficient use of land and infrastructure expansion; promote a variety of housing types and live-work environment; cluster commercial/industrial uses at intersections/interchanges	Zoning; PD/Development Agreement process; designation of mixed use and employment centers; designation of multifamily near employment opportunities; designation of industrial and larger scale commercial uses within an easily accessible distance of I-77; systematic and incremental extension of USB
Rural Character Preservation	Dual application of a density/intensity gradient; encourage clustering of commercial uses near intersections/interchanges	Zoning; designation of mixed use and employment centers; PDs/Development Agreements; systematic and incremental extension of USB
Environmental Protection/Conservation	Dual application of a density/intensity gradient; clustering of commercial uses at interchanges/intersections; open space preservation; ecosystem viability through species exchange/migration	All of the above; environmentally injurious uses prohibited along Catawba River; designation of open space preservation within the riparian habitat of the Catawba River; interconnected system of greenways/open space act as ecological corridors
Public Access to Environmental Amenities	Inclusion of bicycle/pedestrian facilities; Implementation of proposed Carolina Thread Trail connectors	Designation of open space preservation within the riparian habitat of the Catawba River; PD/Development Agreement process; Multi-Modal Access Plan required when rezoning to any Mixed-Use District; local and state funding strategies for public access easement acquisition; public outreach and education of trail initiative to raise support
Pedestrian/Bicycle Interconnectivity	Inclusion of pedestrian/bicycle facilities along the Dave Lyle Boulevard extension corridor; coordinated/master-planned pedestrian/bicycle network	All of the above; discourse with SC DOT policy makers
Extension Corridor Preservation	Maintain right of way/minimize costs associated with ROW acquisition	Incorporation of Minimum Preservation Corridor Overlay into Zoning Ordinance when the precise alignment and roadway type are determined

2. INTRODUCTION AND PURPOSE

Currently, Dave Lyle Boulevard (SC-122), a principal arterial that carries traffic in and out of the region, is a bustling corridor that terminates in the eastern edge of Rock Hill. Services, jobs, and housing are easily accessible due to the mix of uses and housing types clustered along this corridor. A nine-mile extension of this major arterial has been proposed to connect Interstate 77 (I-77) and Highway 521 (US 521), two north/south arterials. The distance of the extension will be split between York and Lancaster Counties as well as improve access to Union County, NC.

The area of the county that is subject to the extension is predominantly rural and undeveloped due to limited accessibility and infrastructure, the Urban Services Boundary (USB), and rural density zoning. In order to maintain the existing rural/agricultural character, services and infrastructure are not planned for areas beyond the USB. Due to these limitations, this area has endured only negligible increases in population. The extension of Dave Lyle Boulevard could facilitate development within this area that would likely not occur within the next fifty years should the current conditions remain unchanged.

This expansion into the predominantly rural and undeveloped eastern area of the county, contingent upon the availability of funding for the project, could present regional opportunities, challenges, and impacts that need to be assessed in order to determine appropriate uses and mitigation measures. Public input was obtained through a series of public workshops, stakeholder meetings, and an internet survey. These findings informed the land use recommendations included in this corridor/small area plan. In addition, a framework for collaborative planning was established through meetings with utilities providers, Rock Hill School District, the City of Rock Hill, and the Catawba Indian Nation. Failing to plan for roadway expansion, if funding sources are secured and the road is constructed, would facilitate unmanaged growth and undesirable and unsustainable land use patterns; this would impede the formation of a unified vision and accompany fiscal and social burdens. The purpose of this corridor/small area plan is to synthesize the planning context, issues and constraints associated with expansion, public input, regulatory policies and implementation strategies, and goals to guide growth in a responsible and proactive manner within the study area.

3. HISTORY AND PREVIOUS ANALYSIS

3.1 Policy Background

For over a decade, the Dave Lyle Boulevard Expansion has been included in state and regional transportation plans. The expansion was first identified as a highway priority in the 1990s in order to provide an alternative route to south Charlotte. In 1997, State Infrastructure Bank (SIB) funds were awarded to the York County Metropolitan Road Corridor Project for extension; however, these funds were reallocated to Pennies for Progress¹. A Final Environmental Impact Statement (FEIS), which identified a preferred project alternative that was shaped by public input sessions and extensive impact assessment, was approved in 2003. The extension was included in the 2007-2012 State Transportation Improvement Plan (STIP) (revised 2009) as a priority Guideshare project; however, cost estimates were not identified. In 2008, a revised alternative route was proposed that ameliorated certain environmental impacts, and cost estimates were derived for both the preferred and revised routes. A secondary or amended EIS that reflects route revisions has yet to be performed. In the 2009-2015 Rock Hill Fort Mill Transportation Study (RFATS) Transportation Improvement Program (TIP), the expansion was regarded as a State Infrastructure Bank (SIB) project, with a projected completion date of 2025. The RFATS 2035 Long Range Transportation Plan (revised 2009) discussed the project's importance in improving transportation efficiency and regional connectivity, and cited the combination of funding mechanisms as necessary for its implementation. In 2009, the project was approved by the SIB as a *future project*. Two separate federal grant initiatives were pursued but were unsuccessful. The project is currently unfunded.

3.2 Project Analysis

Implications of roadway extension have been extensively researched by a variety of agencies and consulting groups, including Clemson University, University of South Carolina, Florence and Hutcheson, and the LPA Group. The contributions of these agencies to this planning effort have been invaluable. In addition, York County Planning Department performed a corridor analysis in 2007, citing recommendations as well as fiscal and environmental implications associated with large-scale residential development within the study area.

As mentioned previously, a FEIS of the preferred project alternative was approved in 2003. This study scrutinized four project alternatives for their impacts to natural, agricultural, and cultural resources as well as human settlements. The preferred project alternative was selected based on its minimal impacts to existing residential uses and wetland habitats.

Clemson University conducted an extensive land use study in 2008. This study included land use recommendations that were derived from a suitability analysis and infrastructure factors

¹ Catawba Indian Nation, "Application for the Surface Transportation Infrastructure Discretionary Grant for Capital Investment II TIGER II Discretionary Grant Proposal to Fund Dave Lyle Boulevard Extension Project".

analysis. The suitability analysis identified areas appropriate for development based on environmental characteristics; the infrastructure factors analysis identified areas of fiscally efficient infrastructure expansion.

In 2008, the University of South Carolina performed an economic impact study of the extension; however, it does not reflect the current economic climate and volatility of the market. Therefore, a new economic study is recommended by staff in order to more effectively evaluate conditions in the current economy.

Florence and Hutcheson evaluated cost estimates, devising the revised alignment, in the *Dave Lyle Boulevard Extension Alternative Alignment and Cost Estimation Study*, which was conducted in 2008.

These aforementioned documents informed this report as well as assist in developing appropriate land use recommendations.

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4. BACKGROUND AND EXISTING CONDITIONS

4.1 Study Area Context

The study area, which was delineated based on the location of 2010 Census Blocks, occupies an area of approximately 5,500 acres (8.5 sq. mi), extending from the easternmost edge of the City of Rock Hill to the County’s eastern boundary. The study area is bordered by the Catawba River to the north and east as well as abuts the Catawba Indian Annex. The Urban Services Boundary (USB), which serves to limit water and sewer infrastructure expansion, intersects the eastern portion of study area, encompassing an area of approximately 520 acres. In addition, the study area falls within the City of Rock Hill’s utility service area. The study area is contained within the Rock-Hill Fort Mill Area Transportation Study (RFATS) Metropolitan Planning Organization. As roadway expansion would necessitate regional transportation impacts, coordination with RFATS is pivotal. Map 4-1, on the following page, displays the Dave Lyle Boulevard Extension Corridor Study Area.

4.2 Population

According to U.S. Census data, the population of the study area has sustained only a negligible increase of 13% from 2000 to 2010. The ethnic composition has remained fairly constant as well, with only slight fluctuations. **Table 4-1** summarizes demographic trends from 2000 to 2010.

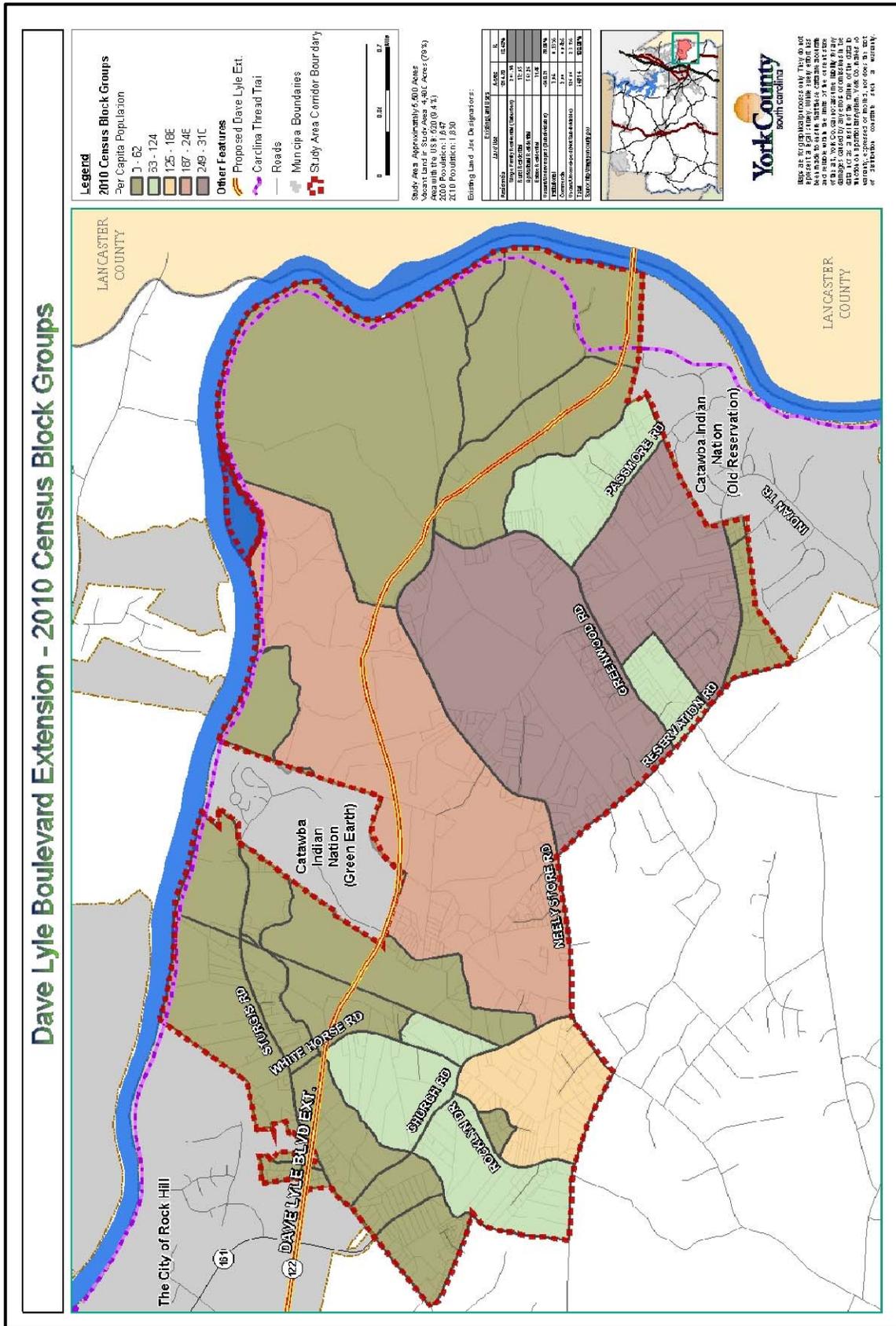
Table 4-1: Study Area Demographic Trends			
	<i>2000</i>	<i>2010</i>	<i>% Change</i>
Total Pop	1647	1860	12.93%
<i>Ethnic Composition</i>			
<i>White</i>	84.40%	84.14%	-0.30%
<i>Black</i>	7.29%	6.67%	-8.45%
<i>Native American</i>	4.74%	4.89%	3.25%
<i>Other</i>	3.58%	4.30%	20.04%
Source: U.S. Census Bureau			

According to 2010 Census data, the study area contains only 0.82 % of the County’s population, while the study area comprises 1.4% of total land area in the County, demonstrating the rural character of the study area. When compared to the demographic composition of the County, the study area contains higher concentrations of whites and American Indians and lower concentrations of African Americans and individuals of *other* ethnic backgrounds. **Table 4-2** provides a contrast of the ethnic composition of the study area and the County.

Table 4-2: Contrast of Ethnic Composition		
<i>Ethnicity</i>	<i>Study Area</i>	<i>York County</i>
<i>White</i>	84.14%	74.82%
<i>Black</i>	6.67%	19.02%
<i>Native American</i>	4.89%	0.86%
<i>Other</i>	4.30%	5.30%
Source: U.S. Census Bureau		

The 2010 Census Block Group 1022 has sustained an increase in population of 240 % from 2000 to 2010. This can be attributed to residential development along Neely Store Road and the redistricting of Census block groups.

Although the study area has sustained only negligible increases in population from 2000-2010, the population of census block groups in the immediate vicinity, those within a half mile from the study area, have increased, in aggregate, by nearly 30%. **Map 4-2** includes 2010 per capita population statistics for each Census Block Group within the study area.



Map 4-2: 2010 Per Capita Population Statistics per Block Group

4.3 Existing Conditions

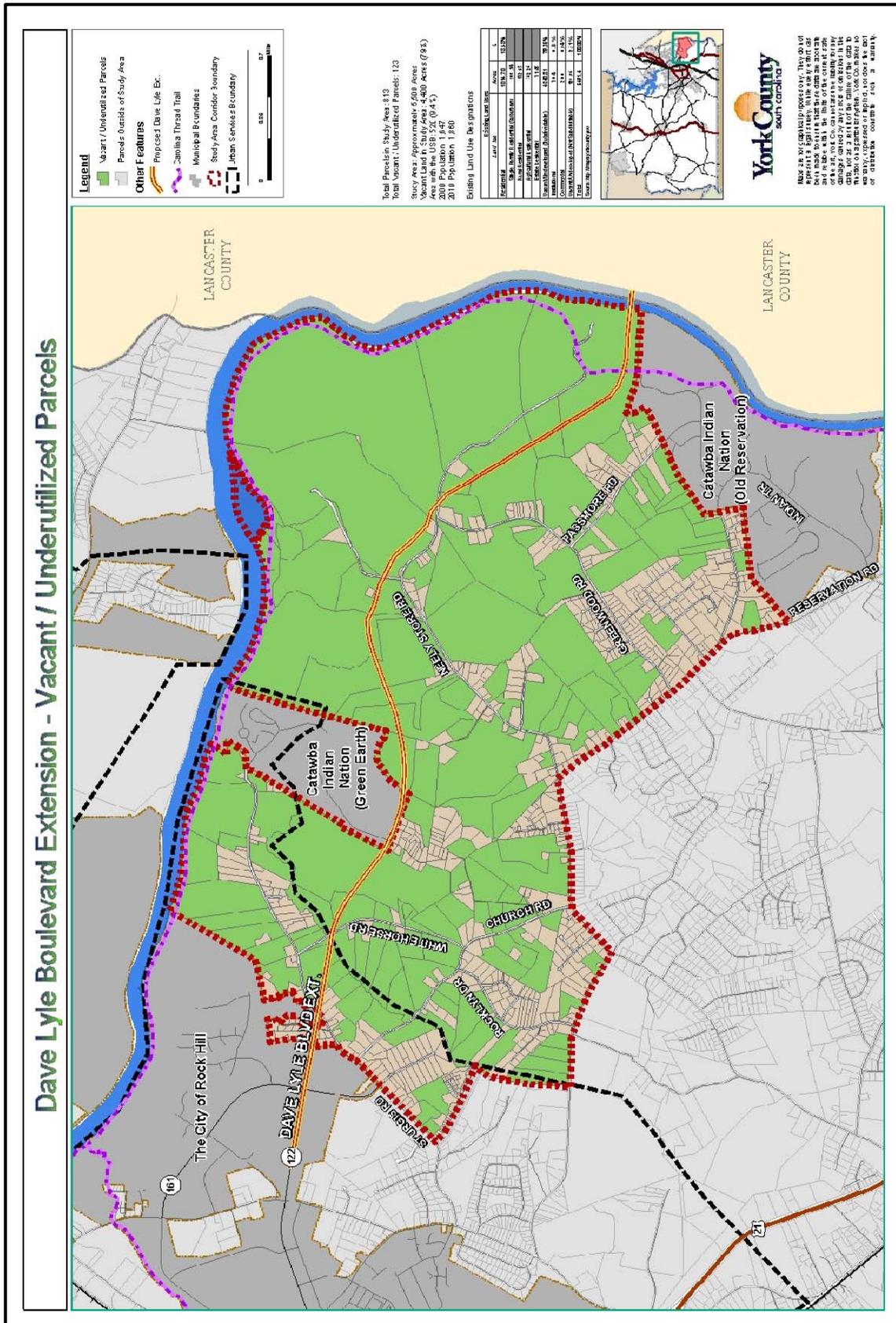
Low density residential, commercial, institutional, agricultural, and vacant/undeveloped uses intersperse the study area. Vacant/undeveloped land that is suitable for development accounts for nearly 80% of the study area, leaving only 1,150 acres currently developed or unsuited for development. Land abutting the river is predominantly vacant/undeveloped. Vacant/undeveloped land that is suitable for development includes wooded or agricultural parcels that are subdividable with current zoning and development standards². Vacant/undeveloped land that is unsuitable for development accounts for only 3.5% of land in the study area. This includes parcels of fewer than five acres in size that have yet to be developed due to market trends, recent subdivisions, awkward lot configurations, and/or inaccessibility. The considerable amount of vacant/undeveloped land that is suitable for development can be attributed to an approximate 1,800 acre private land holding by the Newland Communities Corporation, located along the northeastern periphery of the study area as well as limited access, services, and public utilities.

Residential, commercial, and institutional uses cluster along the southern portion of the study area along such roads as Neely Store and Reservation. Currently, only one institutional use and one commercial use are located within the study area. Residential uses occupy nearly 20% of land in the study area. Currently, there are approximately 800 residential dwelling units on record, these residential uses are categorized into one of four classifications: Single Family Residential, Rural Residential, Agricultural Residential, and Estate Residential. Residential uses that are classified as Single Family Residential are located within the Urban Services Boundary and are served by public water and/or sewer. Single Family Residential uses account for roughly 20% of residential parcels within the study area. Residential uses that occupy parcels of one acre or less are categorized as Rural Residential, accounting for nearly 35% of residential parcels in the study area. Residential uses that occupy parcels ranging from 1 acre in size to 5 acres in size are classified as Agricultural Residential. Agricultural Residential accounts for approximately 45% of residential parcels within the study area. Lastly, residential uses that occupy parcels in excess of five acres in size are classified as Estate Residential, accounting for only 2% of residential parcels in the study area. A summary table of existing land uses can be found in **Table 4-3**. **Map 4-3** displays all vacant/underutilized land within the study area.

²Pursuant to §155.428 *Lot Development Requirements* of the York County Code of Ordinances, parcels that are subdividable within underlying zoning districts are those of at least five acres in size.

Table 4-3: Existing Land Uses		
<i>Land Use</i>	<i>Acres</i>	<i>%</i>
Residential	1014.70	18.48%
Single Family Residential (Suburban)	208.14	
Rural Residential	172.85	
Agricultural Residential	562.26	
Estate Residential	71.45	
Vacant/Undeveloped (Subdividable)	4340.81	79.05%
Institutional	7.04	0.13%
Commercial	2.00	0.04%
Vacant/Undeveloped (Not Subdividable)	126.86	2.31%
Total	5491.4	100.00%
Source: http://maps.yorkcounty.gov		

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Map 4-3: Vacant/Underutilized Land

The eastern portion of Rock Hill is characterized by more urbanized residential, commercial, and industrial uses that transition to uses of lesser density and intensity eastward, from the interstate to the suburban/rural edge. A major mixed use node, consisting of the Galleria Mall and Manchester Village, is located at the intersection of Dave Lyle Boulevard and I-77, approximately 1.5 miles from the study area boundary. The urban/rural interface area, just east of the Galleria Mall then quickly transitions into rural residential and then rural agricultural landscape.

The Dave Lyle Boulevard extension is planned to terminate in the panhandle of Lancaster County at US 521. Residential development is clustered near Mecklenburg County due to growth pressure from Charlotte, NC. US 521 is characterized by disjointed residential, civic/institutional, and commercial development. Abutting the eastern boundary of the study area, opposite the Catawba River, *Sun City Carolina Lakes*, a 1,200 acre Del Webb retirement community, stretches from the river to US 521. With a density of 3 dwelling units per acre, *Sun City Carolina Lakes* is the largest master-planned residential community in the panhandle of Lancaster County. However, land south of *Sun City Carolina Lakes* is predominantly vacant/undeveloped. Like York County, land along the Catawba River is predominantly vacant/undeveloped as well.

4.4 Recommended Future Land Uses

The Land Use Element of the *2025 York County Comprehensive Plan* (adopted 2004) recommends the study area for the following three types of land use classifications: Rural Agricultural, Rural Residential, and Single Family Residential. Residential densities transition along a density gradient from the Urban Services Boundary (USB) to the rural fringe as a mechanism to promote smart growth and preserve prime agricultural farmlands and rural character. Single Family Residential recommends the highest density residential uses, Rural Residential recommends moderate density residential uses, and Rural Agricultural recommends the least dense residential uses. Land recommended for the highest residential densities is located within the Urban Services Boundary (USB), complementing the character of the surrounding suburban area by encouraging those uses that are consistent with Residential Conservation-I (RC-I) or Residential Conservation-II (RC-II) zoning districts. Densities within these districts typically range from 1 dwelling unit per acre to 6 dwelling units per 1 acre, contingent upon the availability of water and sewer infrastructure and curb and gutter improvements. Several pockets of single family development under RC-I and RC-II zoning are recommended outside of the USB; these land use recommendations were made reactively to reflect existing conditions. This Single Family Residential land use recommendation accounts for only 17% of total land area within the study area, half of which is currently vacant/undeveloped. 2025 Recommended Future Land Uses are found in **Map 4-4**.

Map 4-4: 2025 Future Land Use Recommendations

Thirty percent (30%) of the total land area of the study area is recommended for Rural Residential, which includes those uses that are consistent with the Rural Development (RUD) or

Rural Development-I (RUD-I) districts. Densities within these districts typically range from 1 dwelling unit per 2 acres to 1 dwelling unit per 0.75 acres, contingent upon curb and gutter improvements. This land use recommendation includes land within the southern portion of the study area, where low density residential uses are clustered along existing roads. However, nearly 70% of land recommended for Rural Residential is currently vacant/undeveloped.

Rural Agricultural, the least dense land use recommendation, comprises half of the study area and includes nearly 4.5 miles of frontage along the Catawba River. This future land use category recommends land uses that are consistent with Agricultural Conservation (AGC) and Agricultural Conservation-I (AGC-I) zoning classifications. Densities within these districts typically range from one dwelling unit per three acres, if the subdivision is platted with internal roads, to one dwelling unit per five acres. However, 95% of this land is currently vacant/undeveloped. **Table 4-4** displays the distribution of developed and vacant/undeveloped land within each future land use classification.

Table 4-4: 2025 Land Use Recommendation Acreage Table							
<i>Land Use Category</i>	<i>Corresponding Zoning District</i>	<i>Total Acres</i>	<i>% Study Area</i>	<i>Vacant/Undev. Land</i>	<i>% Vacant/Undev. Land</i>	<i>Dev. Land</i>	<i>% Dev. Land</i>
<i>Rural Agricultural</i>	Agricultural Conservation-I, II (AGC-I, II)	2793.48	50.87%	2655.62	48.36%	137.86	2.51%
<i>Rural Residential</i>	Rural Development-I, II (RUD-I, II)	1730.72	31.52%	1186.95	21.61%	543.77	9.90%
<i>Single Family Residential</i>	Residential Conservation-I, II (RC-I, II)	966.98	17.61%	498.24	9.07%	468.74	8.54%
Total(s)		5491.4	100.00%	4340.81	79.05%	1150.59	20.95%
Source: http://maps.yorkcounty.gov							

The County should adhere to the recommendations found in the 2025 Land Use Element until funding for the Dave Lyle Boulevard extension is secured and necessary improvements are made. Amendments to the 2025 Land Use Plan will be contingent on roadway extension.

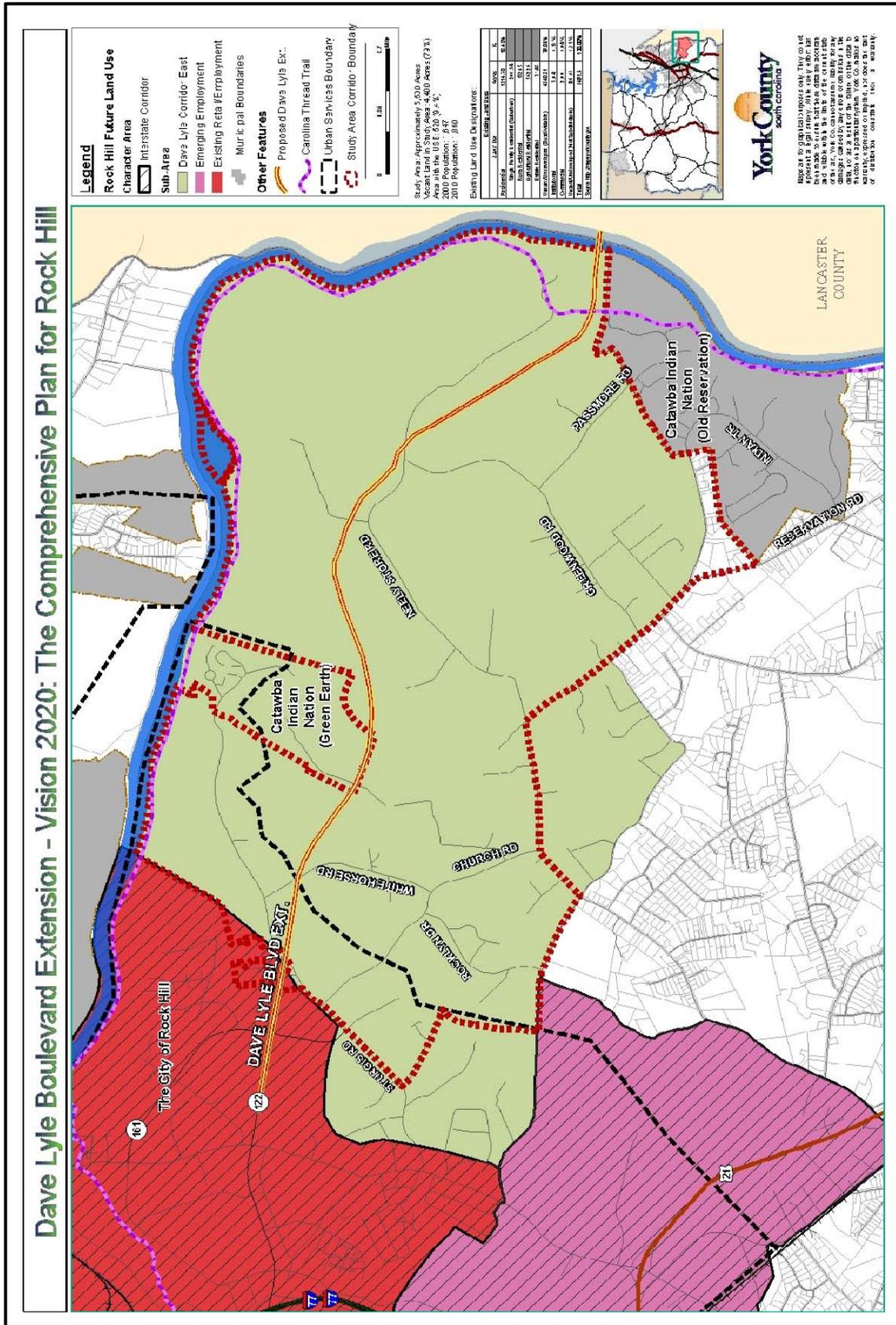
4.5 Adjacent Communities – Recommended Future Land Use

Due to the regional significance of the Dave Lyle Boulevard Extension, long-range land use planning among the City of Rock Hill, York County, and Lancaster County should be coordinated in order to maintain a shared vision and a spatially cohesive landscape. Although efforts for collaboration have been unsuccessful in the past, coordination is an objective of the Dave Lyle Boulevard Extension Corridor planning effort, and multiple-stakeholder meetings during plan formation established a framework for collaborative planning. A summary of the future land use recommendations employed within these jurisdictions that implicate or involve the study area are included below.

4.5.1 *Vision 2020: The Comprehensive Plan for Rock Hill*

The future land use element of *Vision 2020: The Comprehensive Plan for Rock Hill* (adopted 2010), delineates the study area as the *Dave Lyle Corridor East*. The *Dave Lyle Corridor East*, included in the 2020 Planning Area, is one of six character-based geographic areas, containing unique land use recommendations and strategies to facilitate a desired context for the area. Character Areas are divided into Sub-Areas, which accompany specific and contextual land use recommendations. The extension of Dave Lyle Boulevard is regarded as a major, long-term economic catalyst, and recommended future land uses for the study area include the following: detached and attached residential, parks, civic/institutional, office, large and small-scale retail, light industrial, and business parks. extension of Dave Lyle Boulevard and subsequent development of the study area are pivotal to the city’s long term economic development objectives. In order to facilitate the development of affordable housing and traditional/walkable neighborhoods within the corridor through market-based incentives, this area has been designated as a Long-Term Priority Investment Zone. *Vision 2020* identified *10 planning principles* to guide future land use within the area. These principles are summarized in **Table 4-5**. (See **Map 4-5**)

Table 4-5: Vision 2020: The Comprehensive Plan for Rock Hill - Planning Principles for Dave Lyle Corridor East
1. <i>Balanced Community</i> – the study area should contain a variety of uses in order to promote a self-sustaining and diverse community.
2. <i>Center Focus</i> – Vibrant mixed use nodes that are equipped with pedestrian/bicycle capabilities should be strategically-placed throughout the study area.
3. <i>Employment Focus</i> – The study area should include economically diverse employment centers/nodes.
4. <i>Housing Diversity</i> – The study area should include a variety of housing options.
5. <i>Connectivity</i> – The study area should include an interconnected and cohesive multimodal transportation network
6. <i>Road Framework</i> – The study area should include an efficient roadway network that complements the Dave Lyle Boulevard extension.
7. <i>Design Quality</i> – Aesthetic quality of new development within the study area should be emphasized in order to promote economic vitality and longevity.
8. <i>Resource Protection</i> – Areas of ecological sensitivity, those unsuitable for development, should be preserved.
9. <i>Open Space</i> – The preservation of an interconnected, publically-accessible system of open space should be coordinated with land use planning. The public should maintain access to the Catawba River.
10. <i>Adequate Public Facilities</i> – Land use planning and infrastructure/public facilities planning should be coordinated, efficient, and concurrent.
Source: Land Use Element, <i>Vision 2020: The Comprehensive Plan for Rock Hill</i>



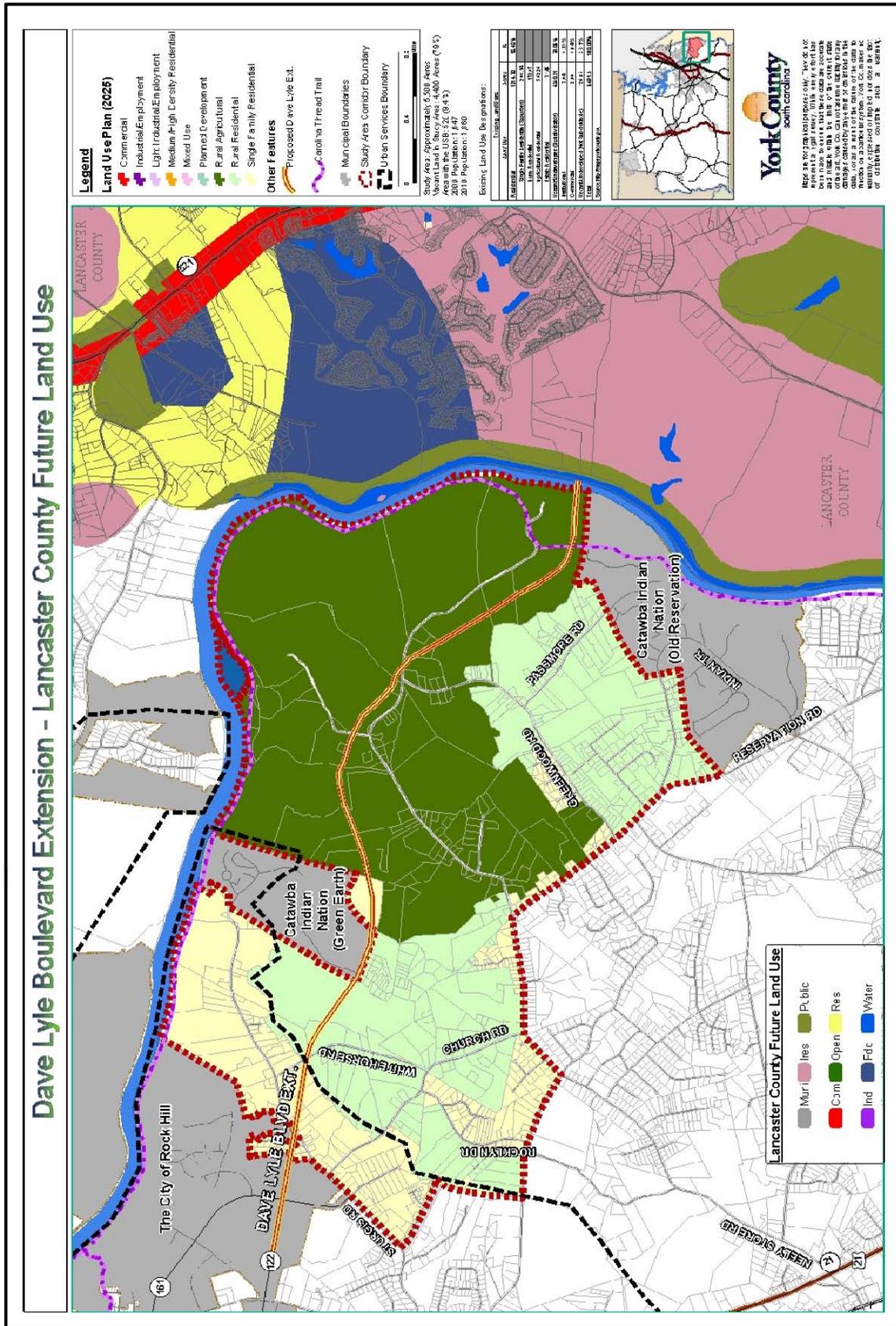
Map 4-5: Vision 2020: The Comprehensive Plan for Rock Hill

Vision 2020 asserts that the City of Rock Hill and York County should engage in collaborative planning to establish a shared vision for the study area via a City-County collaborative plan. The future land use recommendations identified in *Vision 2020* are inconsistent with future land use recommendations in the *2025 York County Comprehensive Plan*. These inconsistencies are addressed in the future land use recommendations of this corridor/small area plan.

4.5.2 *Lancaster County Comprehensive Plan*

Due to growth pressure from York and Mecklenburg Counties, the *Lancaster County Comprehensive Plan* (adopted 1999) describes the panhandle of Lancaster County, where the Dave Lyle Boulevard extension is planned to terminate, as a “developing” area, recommending it predominantly for *Higher Intensity Residential* and *Low Density Residential* uses; *Commercial*, and *Industrial* uses are sparsely recommended along existing arterials and rail lines. Densities within the *Higher Intensity Residential* classification typically exceed 1.5 dwelling units per acre and are served by water and sewer infrastructure. With densities less than 1.5 dwelling units per acre, the *Low Density Residential* classification accommodates large-lot residential and agricultural uses.

The *Comprehensive Plan* asserts the importance of the continued vitality of *Sun City Carolina Lakes*, and Lancaster County Planning Staff is dedicated to maintaining this objective by encouraging future development to cluster around this community. With a maximum build-out of 3,600 residential dwelling units, *Sun City* is expected to complete the last phases of development within the next five years. The extension of the Dave Lyle Boulevard into this area may catalyze development within and around *Sun City*. While recommended densities are consistent with those recommended in the study area per the *2025 York County Comprehensive Plan*, the extension of Dave Lyle Boulevard and the aforementioned growth control measures may facilitate the development of a concentrated, urban/suburban node. Inconsistent growth objectives among York and Lancaster Counties further demonstrates the importance of devising a unified vision for this corridor through stakeholder collaboration. These inconsistencies are addressed in the future land use recommendations of this corridor/small area plan. (See **Map 4-6**)



Map 4-6: Lancaster County Future Land Use

4.6 Zoning

Currently, the study area contains seven zoning districts, which permit a range of residential densities and small-scale commercial services and include: Rural Development District (RUD), Rural Development-I District (RUD-I), Residential Conservation district-I (RC-I), Residential Conservation District-II (RC-II), Residential Development-I District (RD-1), Planned Development District (PD), and Business Development-I District (BD-I).

Nearly 5,300 acres, 97 % of land in the study area, is zoned Rural Development District (RUD), which is the least intensive residential zoning classification within the study area. The intent of this district is to preserve rural character, discourage sprawl, and encourage orderly development by providing for a variety of housing types and large lot sizes. Land contained within the remaining six districts comprises only 3% of the study area, approximately 180 acres, and is interspersed in clusters along the southern periphery of the study area, demarcating master-planned residential communities or land subdivisions. Land zoned Rural Development-I District (RUD-I), which is similar in intent to the RUD except that mobile homes are a prohibited housing type, is clustered along Reservation Road. Land within the study area zoned Residential Conservation district-I (RC-I) is clustered along Rocklyn Road. Land zoned Residential Conservation District-II (RC-II) is located near Neely Store Road. Less than 1% of land in the study area is zoned Residential Development-I District (RD-I), the most intensive residential zoning classification within the study area. Land within this classification is clustered along Sturgis Road, within the USB. The intent of this district is to preserve the character and vitality of the suburban landscape by allowing for a variety of housing options and densities. This is the only district within the study area that permits multifamily housing. Land remaining within the USB is zoned RUD.

Less than 1% of land within the study area is zoned Planned Development District (PD). Planned Developments encourage mixed uses and housing, natural resource conservation, and aesthetic congruity through flexibility that is not permitted in underlying zoning classifications. In order to obtain approval, Planned Developments (PDs) must meet certain specifications pertaining to open space allocation, civic space, the dedication of land for public facilities, diminished impervious surfaces, pedestrian connectivity, building height, housing type, and use mix. Greenwood Estates, a 40-acre residential subdivision located along Greenwood Road, is the only Planned Development (PD) within the study area. Approved in 1995, this development was not held to current Planned Development (PD) District standards. Densities within the Greenwood Estates PD are comparable to those in adjacent residential communities within RUD and RUD-I classifications. (See [Map 4-7](#))

Three acres of land in the study area are zoned Business Development-I District (BD-I), which is the only commercial zoning designation within the study area. This zoning classification permits small-scale commercial services and convenience uses that serve

residential communities. Currently, convenience and vacant/undeveloped uses occupy parcels zoned BD-I.

Table 4-6 displays the percentage of land contained within each zoning district and their respective density specifications.

Table 4-6: Zoning District Percentages and Respective Density Specifications		
<i>Zoning District</i>	<i>Density Specifications</i>	<i>% Study Area</i>
Rural Development District (RUD)	<ul style="list-style-type: none"> • 1 dwelling unit per acre (1 DU/ac.) with a max average density of 1DU/2ac. 	96.89%
<i>Rural Development-I District (RUD-I)</i>	<ul style="list-style-type: none"> • 1 DU/ac. • Subdivisions are permitted at 1 DU/1 ac. • Eligible for a 25% reduction in lot size if curb and gutter improvements are installed. 	0.68%
<i>Residential Conservation-I District (RC-I)</i>	<ul style="list-style-type: none"> • 1 DU/ac. if served by private well and/or septic; • 1 DU/0.5 ac. and up to 3du/ac. if served by either public water or sewer • 10,000 square foot minimum lot size if served by both public water and sewer. • The installation of curb and gutter improvements can further reduce lot size by 25%. 	0.14%
<i>Residential Conservation-II District (RC-II)</i>	Same as Above	0.66%
<i>Residential Development-I (RD-I)</i>	<ul style="list-style-type: none"> • Specifications for single family residential are the same as RC districts • Density for duplexes: 1DU/12,000 square feet • Density for multifamily: no maximum density; densities are limited by site characteristics. However, densities typically range from 12-15 DU/acre. Minimum lot size is two acres 	0.88%
<i>Planned Development District (PD)</i>	Densities Vary	0.71%
<i>Business Development-I (BD-I)</i>	N/A	0.03%
Source: http://maps.yorkcounty.gov		

4.7 Adjacent Communities - Zoning

As mentioned previously, the jurisdictional boundaries of the City of Rock Hill abut the western boundary of the study area, and the extension of Dave Lyle Boulevard will terminate in Lancaster County at US 521. Therefore, as the roadway extension will link the City of Rock Hill, York County, and Lancaster County, it is important that land use specifications within the study area complement those of Rock Hill and Lancaster County in order to implement a regional vision and promote a spatially cohesive landscape.

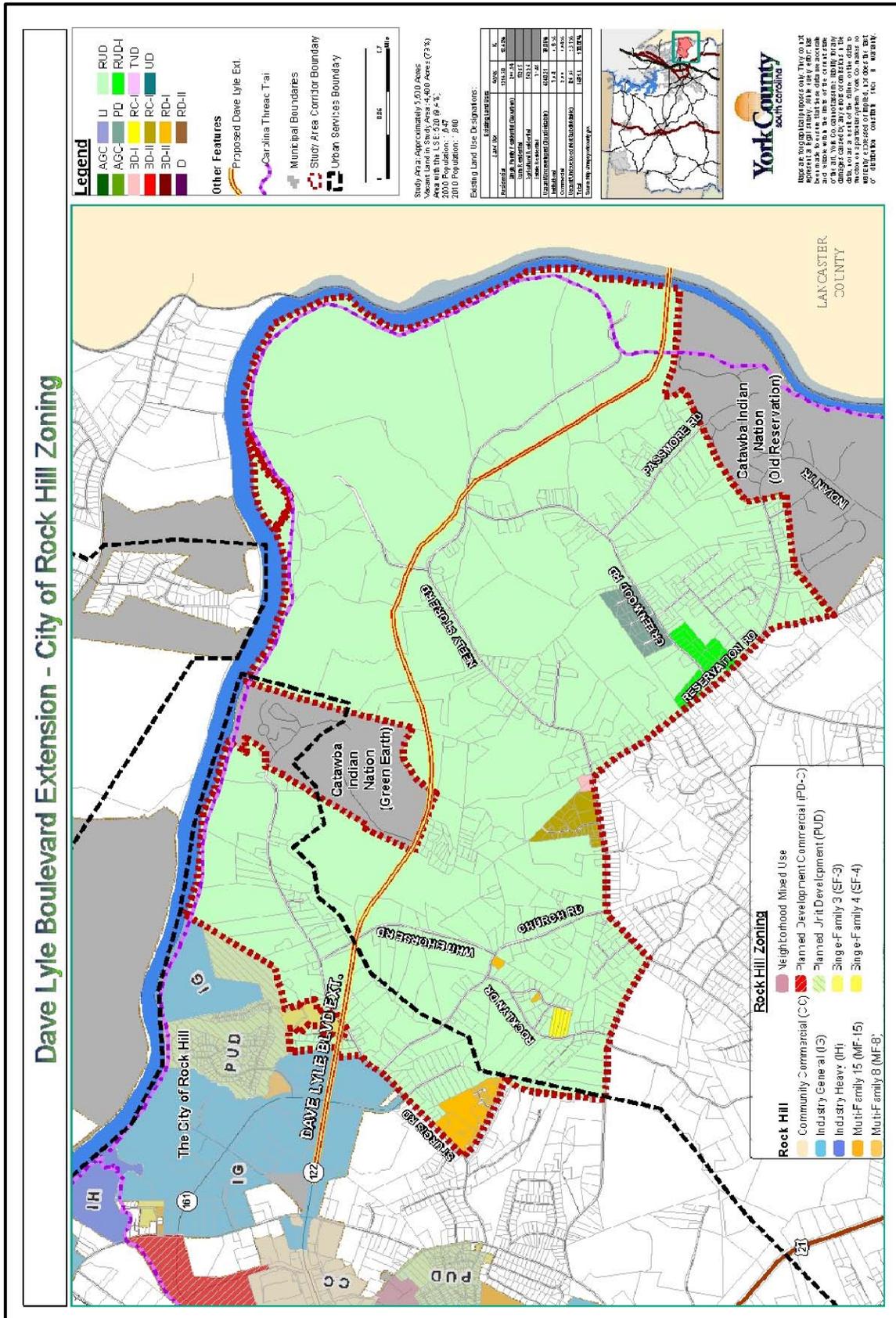
4.7.1 City of Rock Hill Zoning Ordinance

Zoning classifications within the eastern portion of Rock Hill include those associated with single and multifamily residential, light industrial, office, and commercial uses, and mixed use. Commercial, industrial, and office zoning classifications are located along I-77 and Dave Lyle Boulevard. Residential zoning classifications transition along a density gradient, with multifamily residential classifications acting as a transition from the non-residential classifications along the arterials to the single family classifications located along the fringes of activity centers. Densities of single family and multifamily residential exceed those allowed within the study area. Commercial zoning classifications within the City of Rock Hill exceed BD-I specifications in intensity. Therefore, zoning specifications within the eastern portion of Rock Hill are not consistent with current zoning specifications within the study area. These inconsistencies are addressed in the future land use recommendations of this corridor/small area plan. (See **Map 4-8**)

4.7.2 Lancaster County Zoning Ordinance

Zoning classifications within the panhandle of Lancaster County, where the Dave Lyle Boulevard extension is planned to terminate, include those associated with single family residential, agricultural, industrial, and commercial uses. The specifications and intent of single family residential and agricultural zoning classifications employed within Lancaster County's southern panhandle are similar to those employed within the study area. Commercial zoning classifications, located only along major arterials within the southern panhandle of Lancaster County, exceed BD-I specifications in intensity. However, these types of commercial uses may be appropriate in well-planned nodes at intersections/interchanges of the Dave Lyle Boulevard extension. Therefore, zoning classifications within this area of Lancaster County are consistent with those employed currently within the study area. (See **Map 4-9**)

Dave Lyle Boulevard Extension Corridor/Small Area Plan



4.8 Existing Infrastructure and Public Facilities

According to a fiscal impact and demand capacity analysis completed by York County in 2006, any development that exceeds the existing and recommended low density land uses would require the enhancement and expansion of all public facilities, roads, and utilities currently within the study area. Due to fiscal constraints, unique funding mechanisms will have to be explored in order to fund the aforesaid improvements.

As mentioned previously, the Urban Services Boundary (USB) intersects the study area. The purpose of USB is to restrict the outward expansion of water and sewer infrastructure as a mechanism to manage and deflect growth to recommended areas in the Future Land Use Plan. Currently, water and sewer infrastructure extend to only 10% of the land in the study area - the area contained within the USB. The Rock Hill Water Services District encompasses the entire study area, and future services would be provided by the City of Rock Hill.

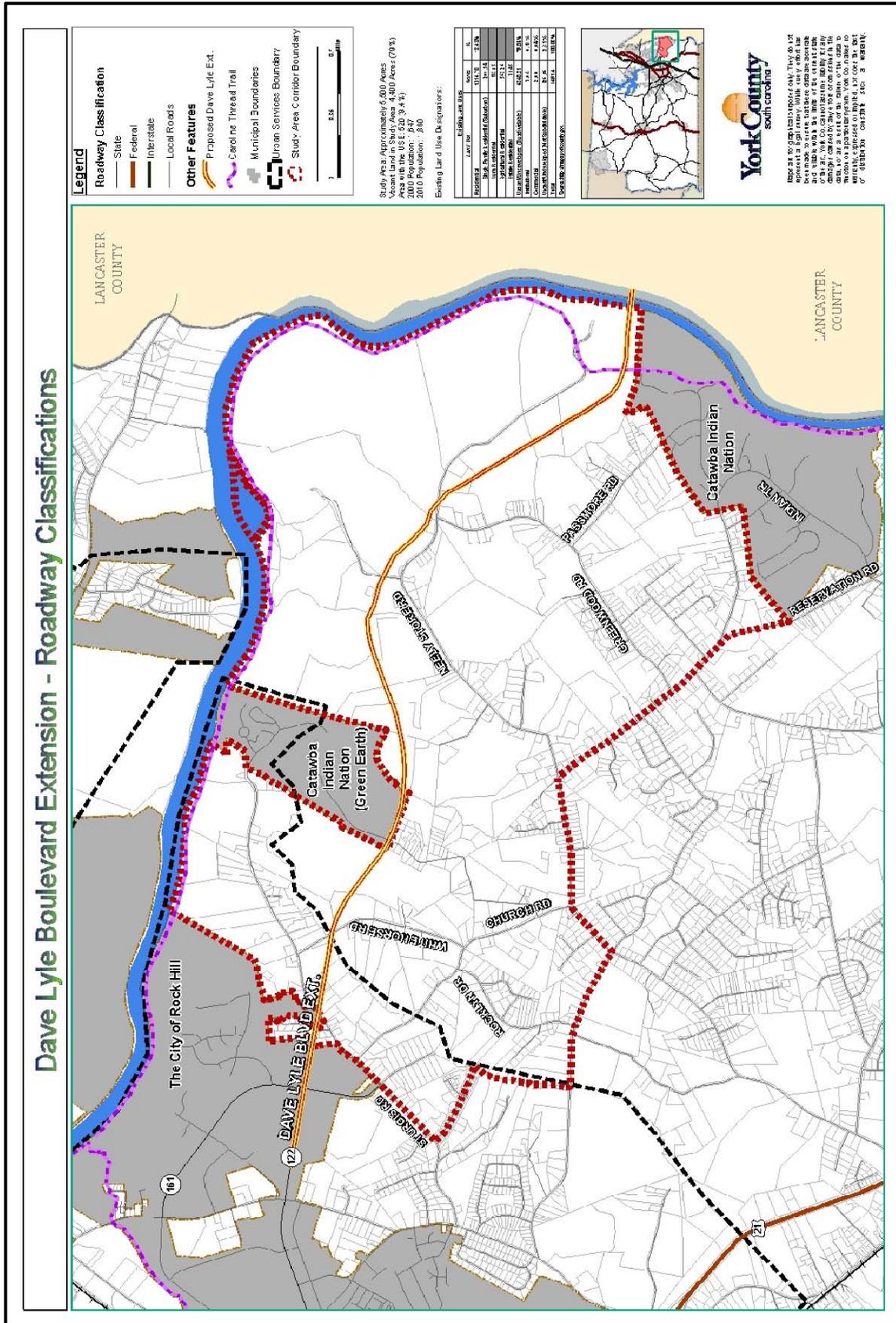
With the current placement of the USB, the extension of water and sewer infrastructure is not anticipated for the future. According to the York County Engineering Department, the expansion of water infrastructure would accompany the construction of a water tank in the easternmost portion of the study area and a pump station near the Catawba Indian Reservation that would tie into existing infrastructure.

Despite the construction of the Dave Lyle Boulevard extension, dense development will not occur until infrastructure is in place. Infrastructure expansion should be consistent with future land use plans and used as a growth management tool to ensure infrastructure concurrency and sustainable development trends. Although stakeholder meetings permit a collaborative infrastructure planning framework, collaboration in infrastructure planning will not occur until a shared regional vision is developed and funding is secured for the construction of the road. (See **Map 4-10**)

4.8.1 Transportation Network

Currently, the study area is served only by local roads, which are generally inadequate due to their sharp curves, narrow width, absence of shoulders, and lack of pedestrian and/or bicycle amenities. Many of these roads are two-lane, South Carolina Department of Transportation (SC DOT)-maintained roads that connect existing residential areas to collectors. The vacant/undeveloped character of the study area is largely attributed to the limitations of the existing roadway network, and the capacity of the existing roadway network is adequate in meeting the needs of existing residents. Local roadway safety and capacity improvements would primarily be the responsibility of the developer of any large-scale development. (See **Map 4-11**)

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4.8.2 *Public Education Facilities*

The study area is served entirely by the Rock Hill School District, which is divided into four Attendance Zones for elementary, middle, and high schools. Residences located within the western portion of the study area, those that extend from the western boundary to, approximately, the intersection of Reservation and Neely Store Roads, are within the Independence Elementary Attendance Zone. Residences that are located within the eastern portion, the remaining 65%, of the study area are within the Lesslie Elementary Attendance Zone. Attendance Zones for Castle Heights Middle and Rock Hill High School encompass the entire study area. Currently, no schools are located within the study area. Independence Elementary, Castle Heights, and Rock Hill High Schools are clustered along Fire Tower and Springdale Roads, near I-77. Lesslie Elementary School is located off of Bridgestone Road, near the intersection of Anderson and Neely Store Roads. These schools are located nearly 2.5 – 3.0 miles from the nearest segment of the study area boundary.

With schools such as Lesslie Elementary and Rock Hill High approaching capacity, Rock Hill School District is currently faced with unique capacity constraints at varying levels of their education system. The Dave Lyle Boulevard extension, if constructed, would facilitate a significant amount of residential development, placing further pressure on the capacity of these schools. While Rock Hill School District has neither long-range plans to construct additional facilities through 2020 nor immediate plans for facility enhancements or redistribution of Attendance Zones, their demand capacity analysis does not include the potential demand generated from the study area, if the extension is constructed. Therefore, the construction of the extension of Dave Lyle Boulevard presents challenges in accommodating students, while maintaining a high level of education. However, until the study area generates at least 3,000 additional students, the construction of public educational facilities within this area will not be fiscally feasible. Currently, Rock Hill School District's resources for facilities expansion and construction are allocated toward existing "growth areas".

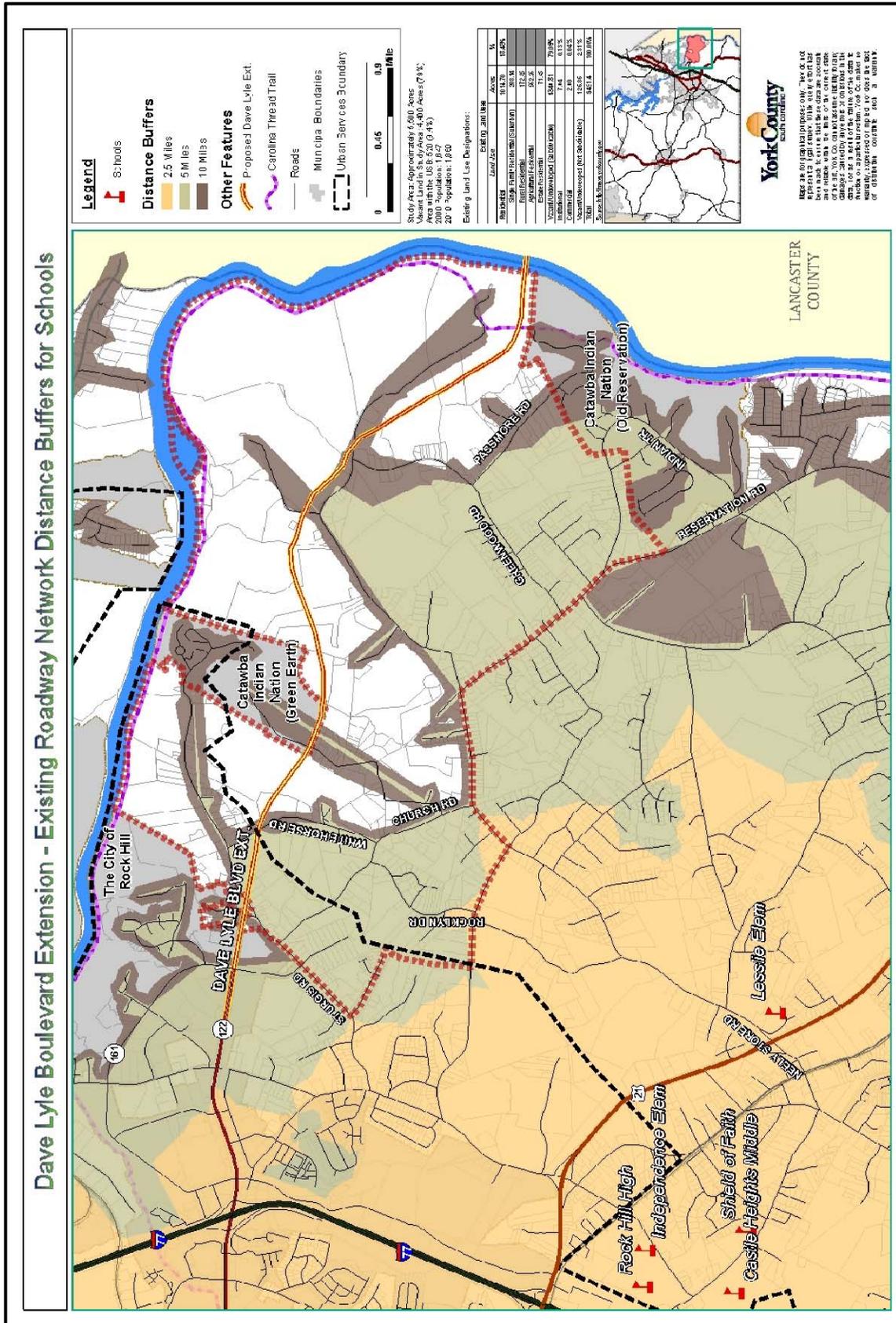
Collaborative public facility planning among the Rock Hill School District, York County, and the City of Rock Hill may ameliorate these challenges and result in fiscally responsible solutions. In addition, due to fiscal constraints, developers of large-scale developments within the study area may have to internalize some of the costs associated with the construction of additional public educational facilities as a condition for development written into a Development Agreement or Planned Development (PD). However, these funding mechanisms are oriented toward facility expansion and construction; innovative policy approaches would need to be explored to fund ongoing maintenance and operations costs.

Map 4-12 displays 2.5, 5, and 10-mile distance buffers for compulsory educational facilities that serve study area residents. These buffer distances provide an indication of accessibility to these facilities; areas outside of the buffer zones are not accessible within a 10-

mile driving distance. The substantial distances traveled by study area residents to access these facilities perpetuates automobile dependency as walking or biking may not be feasible.

As the map conveys, very few study area residents are within a 2.5-mile driving distance from schools. Most residents along the southern periphery of the study area are within a 5-mile driving distance from schools. However, many residents within the central and northern portions of the study area are unable to access schools within a 10-mile driving distance.

Although the majority of study area residents are located within its southern periphery, the construction of the Dave Lyle Boulevard extension may contribute to increased growth pressures on vacant/undeveloped parcels (the majority of which are located outside of a 10-mile driving distance from existing educational facilities), potentially placing pressure on the Rock Hill School District to build additional compulsory educational facilities within the study area. The construction of compulsory educational facilities within the study area will promote multimodal transportation accessibility and social equity as residents may not have to rely on automobile transportation to access these facilities. Furthermore, the placement of additional educational facilities should be coordinated with bicycle/pedestrian facilities planning. (See **Map 4-12**)



Map 4-12: Distance Buffers for Schools per the Existing Roadway Network

5. ISSUES

5.1 Premature Growth

As limited accessibility is attributed to the vacant/undeveloped character of land within the study area, the Dave Lyle Boulevard extension could result in premature growth pressures that could contribute to sprawling development trends. Not only is this contrary to county-wide growth objectives, but this would lead to diminished growth pressures in areas that are designated as appropriate for development of urban/suburban intensities, including vested large-scale, mixed use communities currently in the development pipeline. Deflecting growth and resources away from areas within the USB, including entitled projects, would result in their decreased economic vitality and vibrancy, as well as environmental, cultural, and agricultural degradation of the rural landscape. These master planned communities include the following: Allison Creek, Crowder's Creek, and Riverwalk (Rock Hill).

5.2 Development Yield

As mentioned previously, vacant/undeveloped land that is suitable for development accounts for nearly 80% of land within the study area. This is due, in part, to several large private land holdings, namely a 1,800 acre land holding by Newland Communities. If the Dave Lyle Boulevard extension is constructed, these properties would develop at their highest capacity per the standards found in their underlying zoning districts and future land use recommendations. The maximum allowable densities at which these properties can develop is the development yield. Currently, nearly 99% of this vacant/undeveloped land is zoned Rural Development (RUD), while less than 1% of this land is zoned Residential Development-I (RD-I). The density specifications for RUD include: one (1) acre minimum lots with a minimum average density of one (1) unit per two (2) acres. To determine potential lot yield, the total acreage of vacant/undeveloped land contained within this zoning district is divided in half and the result is the total amount of one (1) acre minimum lots the site could yield. A variety of densities and housing types are permitted within RD-I. Land currently zoned RD-I is recommended for single family residential in the 2025 Future Land Use Plan; therefore, the development yield will be calculated based on single family residential density specifications. As this land is contained within the USB, where public sewer and water and curb and gutter improvements are available, the density specifications for single family residential include: one (1) dwelling unit per 7,500 square feet (approximately 5.8 dwelling units per acre). To determine potential lot yield, the total acreage of vacant/undeveloped land contained within this zoning district is divided by 7,500 square feet to determine the total amount of single family residential lots the site could yield. **Table 5-1** summarizes the development yield per zoning district as well as population yield.

Table 5-1: Residential Development and Population Yield			
Zoning District	Total Acreage	Density Specification(s)	Residential Development Yield
<i>Rural Development (RUD)</i>	4316.24	(1) acre minimum lots with a maximum average density of one (1) unit per two (2) acres	2,158
<i>Residential Development-I (RD-I)</i>	24.56	(1) dwelling unit per 7,500 square feet	143
Total	4340.81		2,301
Total Population Yield at Maximum Build-Out			
Existing Population	Population Yield	Total Population	% Change
1,860	5,957	7,817	320.27%
Source: http://maps.yorkcounty.gov ; York County Zoning Code			

If vacant/undeveloped land within the study area is developed at its highest capacity per the standards found in underlying zoning districts and future land use recommendations, the development yield is 2,300 residential units, a net increase of nearly 290%. According to 2010 Census data, the average household size in York County is 2.59 persons. Thus, development at highest capacity could facilitate a population increase of nearly 6,000, a percentage increase of 320%. The population of the study area would increase from less than 1% of the total county population to 3.5%. A population increase of 6,000 would likely require facilities and infrastructure improvements in order to maintain an adequate provision of services and infrastructure.

These calculations are based on the density specifications found in the underlying zoning districts. As the extension of Dave Lyle Boulevard may alter the economic character of the study area, certain parcels may be rezoned to higher intensity/density classifications as warranted by demand for these types of uses. In those situations, residential development and population yield may be slightly higher than what is permitted in the existing zoning districts. For instance, residential uses among similarly situated properties typically yield a density of 2.3 dwelling units per acre. Assuming that the study area may develop at the same density, the residential development yield for the parcels currently zoned RUD is nearly 9,930. The net increase of residential dwelling units for all of the vacant/undeveloped lands is 10,070; this is a percentage increase of nearly 1,260%. Using the same Census statistic for average household size, the subsequent population increase is approximately 26,000, which is a percentage increase of 1,400%. In this scenario, the population of the study area would increase from less than 1% of the total county population to nearly 11.5%. Undeniably, a population increase of this size would place considerable pressure on existing infrastructure and public facilities; thus, expansion and improvement of those facilities would be unavoidable.

5.3 2025 Future Land Use Recommendations and USB Policies

Pursuant to county-wide growth objectives, the 2025 Land Use Plan (adopted 2004) recommends the study area for low density, rural/agricultural uses as a mechanism to preserve its environmental and agricultural integrity. Using the Urban Services Boundary (USB) as an implementation tool, county-wide growth objectives promote smart growth, infrastructure concurrency and efficiency, and the wellbeing of all York County residents. As there is enough available land within the USB to develop at urban/suburban intensities, there is no perceived need to develop at such intensities within the study area. However, the extension of Dave Lyle Boulevard would not only alter the existing character of the study area, but also its land use economics by introducing significant growth pressure. In order for the development of uses of higher density and intensity, an amendment to the *2025 York County Comprehensive Plan* and extension of the USB are necessary. As mentioned in the *Recommended Future Land Uses* section of this document, the County should adhere to recommended future land uses until funding for the Dave Lyle Boulevard extension is secured and necessary improvements are made. Amendments to the comprehensive plan will be contingent on roadway extension.

Movement of the USB requires an amendment to the *2025 York County Comprehensive Plan* as well. To account for a changing landscape, the *Urban Services Boundary Amendment Policy* (adopted 2008) established an objective basis for USB expansion. Initially, land subject to extension must meet four (4) criteria, which are summarized in **Table 5-2**.

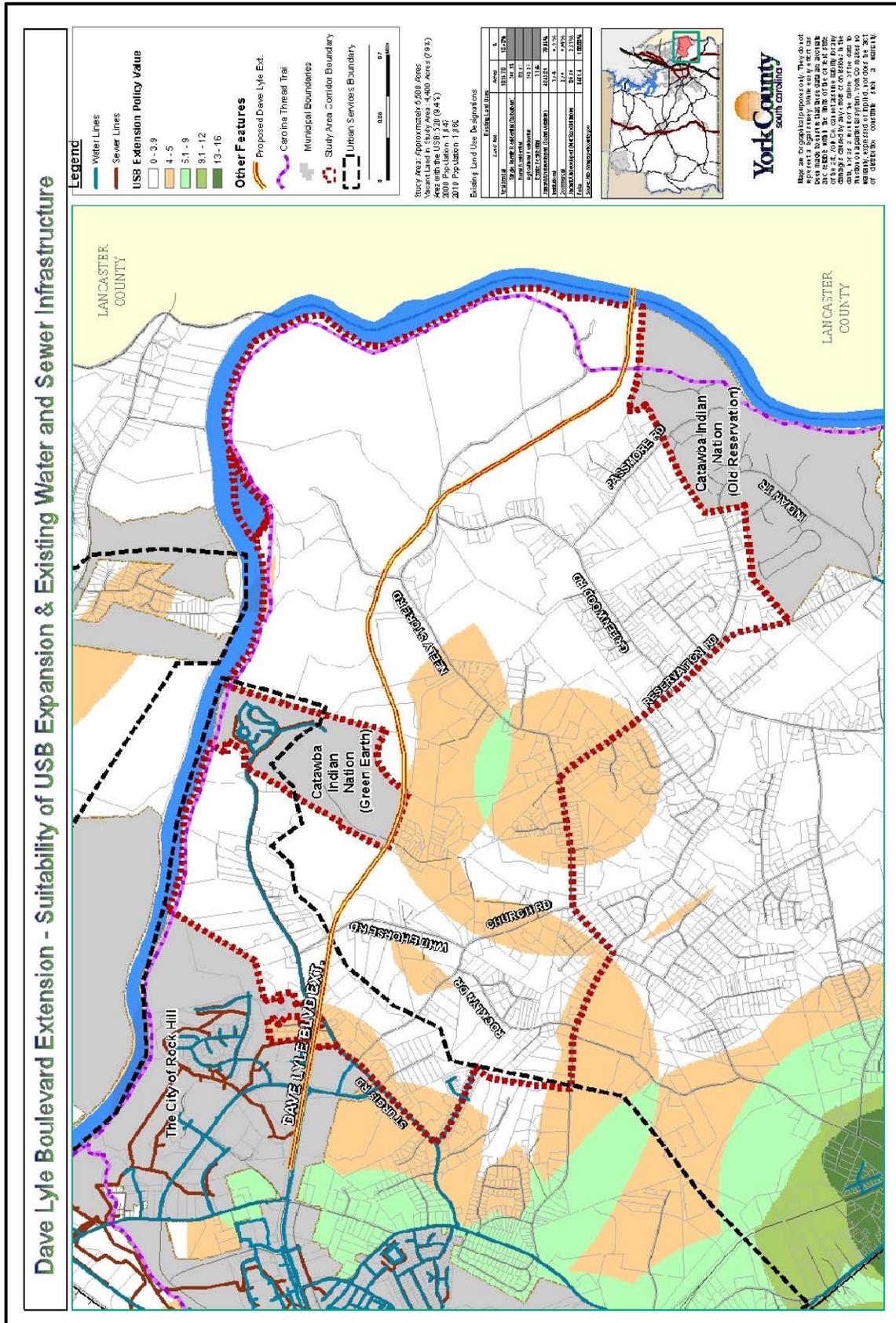
Table 5-2: Criteria for USB Extension
1. Land subject to extension must be contiguous with the existing USB
2. Land subject to extension adjacent to land zoned for multifamily residential, residential subdivisions with a density of less than or equal to one (1) acre, industrial or commercial uses, or a school; (3) Despite an extension of the USB
3. Land subject to extension are not adjacent to vacant/undeveloped parcels currently within the USB
4. Land subject to extension maintains a level of service of above the minimum threshold value established in the point system of five (5) points.
Source: Urban Services Boundary Amendment Policy

As the fourth criteria implies, land outside of the USB is rated for inclusion based on proximity to certain public services and infrastructure. Land with a rating of less than four (4) demonstrates no justification for extension of the USB. While properties assigned a rating between four (4) and five (5) have access to some public facilities, they demonstrate no pressing justification for USB expansion. Properties assigned a rating between five (5) and nine (9) indicate a potential need for USB expansion and require further evaluation. Lastly, USB expansion is considered appropriate for properties assigned a value of at least thirteen (13); however, further evaluation is necessary to ensure that expansion is contextually appropriate. Most of the land within the study area was assigned a rating of less than four (4), with the exception of parcels clustered along the Reservation Road corridor and south of the Catawba

Indian Reservation – Green Earth, which were assigned values ranging from four (4) to nine (9). As proximity to major roads is a consideration for the suitability of USB expansion, the construction of the Dave Lyle Boulevard extension may enhance the suitability of USB expansion within the study area. **Map 5-1** displays USB expansion ratings for the study area. The standards for the point system are summarized in **Table 5-3**.

Table 5-3: USB Amendment Policy - Points Awarded Per Proximity to Public Services and Infrastructure			
<i>Services and Infrastructure</i>	<i>Proximity</i>		
	<i>Within ½ Mile</i>	<i>Within 1 Mile</i>	<i>Within 2 Miles</i>
School	4	2	1
Convenience Center	4	2	1
Fire Station	4	2	1
Sewer	2	1	0
Major Roads	2	1	0
Maximum Attainable Points: 16			
Source: Urban Services Boundary Amendment Policy			

Staff will further assess the appropriateness of the USB amendment request based on the existing character of the surrounding landscape, zoning, land use trends, and additional variables deemed necessary by staff.



Map 5-1: Suitability of USB Expansion & Existing Water and Sewer Infrastructure

5.4 Key Property Owners

As mentioned previously, the rural/undeveloped character of the study area can be attributed, in part, to large private land holdings. Currently, key property owners possess, in aggregate, nearly 3,425 acres of land, which is nearly 80% of all vacant/undeveloped land within the study area. For the purposes of this study, key property owners are classified as individuals or family groups who own [in aggregate] at least 40 acres of land within the study area. Newland Communities, the largest private landholder within the study area, owns nearly 1,800 acres or 53% of land held by key stakeholders. Forty acres (40) was selected as the threshold for classification as a key stakeholder because it is the minimum acreage requirement for a Planned Development (PD)³ per the York County Zoning Ordinance. As the development of these properties can impact the character of the study area, a framework for collaborative and communicative planning exists through a series of public workshops and key stakeholder meetings.

5.5 Integration with the Catawba Nation

Stakeholder meetings with the Catawba Indian Nation (the Nation) and York County Planning Department provide a framework for collaborative planning. Due to the limitations associated with the existing roadway network, the Nation is spatially isolated from the services, jobs, and amenities that exist along the fringes of the City of Rock Hill, and economic development potential is constrained. Not only will the extension of Dave Lyle Boulevard ameliorate this isolation by improving access to services, jobs, and educational opportunities, but it may also promote business recruitment as well as tourism.

The Nation is divided into two sections, *Green Earth*, the 300-acre tract near the northwestern portion of the study area, and the *Old Reservation*, the 700-acre tract along the southeastern periphery of the study area. U.S. Small Business Administration designated the *Old Reservation* as a *Historically Underutilized Business Zone* (HUBZone), which acts as an empowerment zone, encouraging small business recruitment via federal incentives as a mechanism to cultivate job-growth within economically-distressed areas. Similarly, the U.S. Small Business Administration provides business incubation support for Native American-owned and managed businesses through the *8(a) Program*. Currently, the *Green Earth* tract is marketed for industrial development because of its proximity to I-77 and the Charlotte-Douglas International Airport and the availability of water and sewer infrastructure. Given these policy incentives and economic development interests, the extension of Dave Lyle Boulevard may catalyze small-business and industrial development.

³ Planned Developments (PDs) are master-planned communities that, according to §155.209 of the York County Zoning Ordinance, are required to incorporate a mixture of uses, such as residential, commercial, and civic and open space.

The *Old Reservation* is primarily targeted for tourism development. The *Tourism Product Development Concept For the Catawba Region: Strategy and Plan* (South Carolina Department of Parks, Recreation, and Tourism, 2009) recognizes the Catawba Indian Nation as one of two *Flagship Product Development Programs*, offering potential in becoming a key attraction or hub of cultural and heritage tourism activity in the region as well as state. However, the plan identifies limited access associated with insufficient roadway infrastructure and the lack of public transit services as an impediment to the realization of tourism potential.

While the extension of Dave Lyle Boulevard presents many opportunities for the Nation, its full benefits will not be realized until funding is invested in necessary secondary roadway improvements.

Given the Nation's aforementioned interests, policies, and constraints, collaboration and cooperation with York County presents opportunities for mutually-beneficial outcomes, sustained economic viability, and spatial cohesion through unique policy approaches and balanced land use objectives.

5.6 Transportation

As mentioned in the **Transportation Network** section of this document, the rural/undeveloped character of the study area can be attributed to the limitations associated with mobility and accessibility. The study area is served only by a network of local, two-lane roads that feed into collectors. Due to little interconnectivity, these collectors provide the only means of access to major arterials, employment centers, services, and educational opportunities. With narrow lane widths, lack of shoulders, sharp curves, and absence of pedestrian and/or bicycle capabilities, these roads are generally inadequate. Little interconnectivity coupled with the inadequacy of the roadway network presents impediments to transportation security, safety, and efficiency.

The existing capacity of the roadway network is adequate in meeting the needs of current residents. There is neither enough travel demand generated within the study area to justify the Dave Lyle Boulevard extension, nor does the extension address any specific transportation needs of York County residents. The costs associated with the extension are tri-fold. For instance, although the precise alignment of the Dave Lyle Boulevard extension is unknown, it is certain to increase travel demand on the existing, secondary roadway network. Secondly, development of suburban/urban intensities facilitated by increased growth pressure will place additional pressure on the capacity of the secondary roadway network. Thirdly, in order to establish interconnectivity with the existing roadway network and fully benefit from the extension of Dave Lyle Boulevard, *critical secondary roads* will require extension, realignment, and improvements to handle additional capacity. In summary, the extension of the Dave Lyle Boulevard will accompany additional costs associated with realignment, capacity improvement, and pedestrian/bicycle retrofit of the secondary roadway network. Developers of large-scale developments within the study area may have to internalize some of the costs associated with

these improvements. **Map 5-2** displays potential secondary roadway realignments. These are roadways that either intersect with or are located within 500 feet from the proposed alignment of the Dave Lyle Boulevard extension.

The regional impacts of the Dave Lyle Boulevard extension on the existing regional transportation network need to be assessed by RFATS, York County, and SC DOT. For instance, the extension of Dave Lyle Boulevard may increase travel demand on Red River Road and Waterford Park Drive. Therefore, it would be necessary to explore sources of funding for the realignment of these collectors.

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5.7 *Public Input/Surveys*

Public feedback informs the land use recommendations employed within the study area per a corridor or small area plan. Public feedback was obtained through a series of public workshops and an internet survey. Notifications of the public workshops were distributed nearly two weeks before the first public workshop. Each notification provided a link to the internet survey. Additionally, public workshop participants received further notification of the internet survey. The survey was open for a period of approximately 4 weeks and captured 108 respondents. With nearly 600 notifications distributed to property owners within the study area, the survey yielded a response rate of 18%. However, only 12.5% of respondents completed the entire survey.

Forty percent (40%) of the survey consisted of partially closed-ended questions, or questions with multiple answer choices with an “other” or “if not, please explain” option, and 60% consisted of open-ended questions. Due to the nature of open-ended questions, planning staff was faced with quantitatively aggregating this information by categorizing responses according to general themes. Categorized responses were further assessed to ascertain nuanced differences, subareas, and specific issues or ideas. Responses that were irrelevant to the question at hand, but valuable in the context of the study area, were analyzed separately. Staff’s categorization and quantitative analysis of qualitative, open-ended questions presents a bias and possibility of human error, which should be considered when interpreting survey findings. The following sections include, first, a summary of general overarching themes and, second, a detailed assessment of survey responses that informed general themes. **Survey responses are included in the Appendix 3 of this plan.**

5.7.1 *General Overarching Themes*

When assessing feedback obtained via public workshops and survey responses, certain general themes emerged. These themes are summarized in **Table 5-4**.

Table 5-4: General Overarching Themes That Emerged in the Survey
<i>Transportation System Improvements:</i>
The existing capacity of the roadway network is sufficient in meeting existing travel demand, only general maintenance is necessary.
Widen and reconfigure roadways as necessary to promote safety and interconnectivity
Flow/congestion improvements and adjustments as needed; these include coordinated timing of traffic lights and turn lanes
Improved access to arterials and activity centers through interconnecting roadway extensions
<i>Desired Land Uses</i>
Medium and small-scale commercial development
Well buffered light industrial
Mixed housing types, but mostly single family residential
Land use cohesion/integration of uses
Mixed use
Emphasis on the preservation of land for open space, an interconnected system of greenways/trails, public parks, and sustained/improved river access
Emphasis on the preservation of the rural character
<i>Undesired Land Uses</i>
Heavy industrial
large-scale commercial, such as strip centers/outlets/malls and big-box retail
Extensive multifamily residential development
Single-use development that is disjointed and sprawling
Gated-communities
Adult entertainment, title loan establishments, flea markets
<i>Other Land Use Themes</i>
Emphasis on the preservation of the rural character with ample open space, tree preservation, and riparian habitat along the river
Commercial and residential development should be of densities and intensities that complement and preserve the rural landscape
Higher densities should be clustered near Rock Hill and Waterford

5.7.2 *Detailed Survey Assessment*

The first question, a partially closed-ended question, asked survey respondents to indicate what they perceived as the “biggest benefits from the Dave Lyle Boulevard extension”.

Selection choices included: *improved access within the region, improved access to the Catawba River, reduced commute time, increased property values, potential for access to new commercial centers, improved access to utilities, economic development opportunities, and other.* Of 87

respondents, most selected improved regional access, economic development opportunities, and increased access to commercial centers as the biggest benefits of the extension. For instance, nearly 61% of respondents indicated improved regional access as the biggest benefit. Close to 53% cited *economic development opportunities* as the biggest benefit. About 37% indicated *potential for access to new commercial centers* as the biggest benefit. A moderate amount of respondents selected *reduced commute time* and/or *improved access to the Catawba River* as the biggest benefits of the extension. Few respondents indicated *increased property values*, *improved access to utilities*, and/or *other* benefits not included in the selection choices. Individuals that cited *other* benefits specified the following: *none*; *all of the above*; benefits that were duplicative of multiple-choice answer options; or issues/concerns that were irrelevant to the question at hand, but valuable in the context of the study area. **Figure 5-1** provides a response summary of the perceived benefits of the Dave Lyle Boulevard extension.

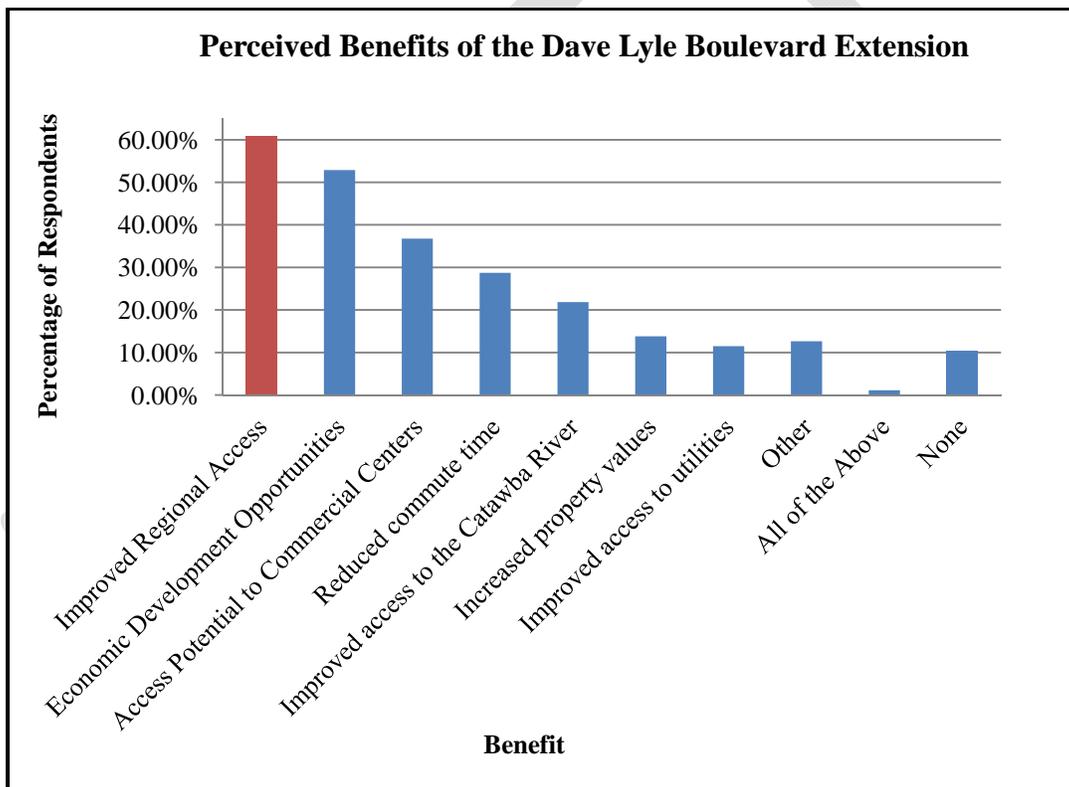


Figure 5-1: Perceived Benefits of the Dave Lyle Boulevard Extension

The second question, a partially closed-ended question, asked respondents to indicate their “biggest concerns” regarding the Dave Lyle Boulevard extension. Selection choices included: *increased traffic*, *increased noise*, *increased density*, *reduced property values*, *increased property values*, *impact on rural lifestyle*, *reduced quality of life*, *environmental concerns*, *increased costs to maintain road*, *increased pressures on infrastructure*, and *other* with the option to specify.

Impacted rural character/lifestyle, increased traffic, and environmental degradation were among the greatest concerns of respondents. Of 84 respondents, 60% indicated that their greatest concern is the impact that the Dave Lyle Boulevard extension may have on the existing rural lifestyle, suggesting that the existing rural character is valued highly among residents. Fifty eight percent (58%) of respondents indicated that “increased traffic” is their greatest concern. About 43% of respondents indicated that environmental degradation was their greatest concern. Other significant concerns raised by respondents include the following: “increased density” (35% of respondents); increased roadway maintenance costs (35%); “reduced quality of life” (33%); “increased noise” (33%); and increased pressures on infrastructure and public facilities (31%). Few respondents cited impacts to property values as a significant concern; for instance, only 23% of respondents cited “reduced property values” as a concern, and only 12% indicated “increased property values” as a concern. Furthermore, when given the opportunity to address “other” or additional concerns not included in the selection choices, 2 respondents (2.4%) cited the physical displacement or loss of privately-owned land. Lastly, nearly 16% of respondents cited that they have no concerns with the extension. **Figure 5-2** provides a summary of respondents’ concerns associated with the Dave Lyle Boulevard extension.

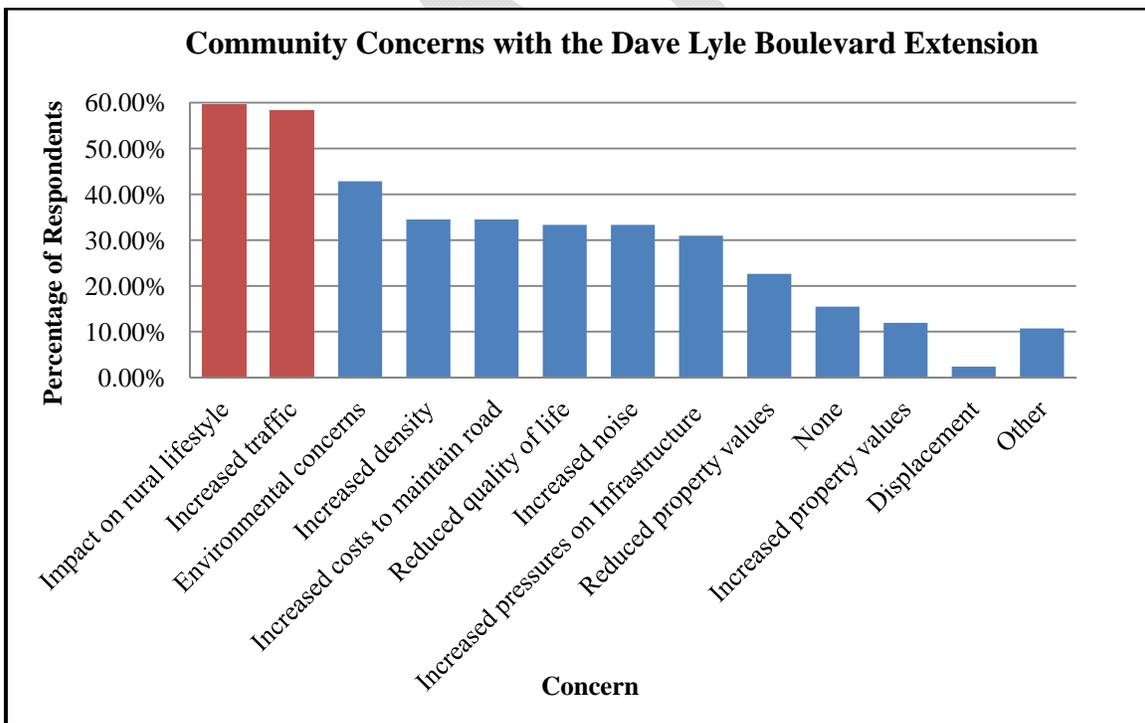


Figure 5-2: Community Concerns Associated with the Dave Lyle Boulevard Extension

However, these responses are not mutually-exclusive, and assumptions can be made from associations among answers. To uncover multiple selections and associations, **Table 5-5**⁴ displays the percentage of respondents that selected multiple answer choices as categorized by the five most frequently raised concerns. This will provide further insight into appropriate land use and policy recommendations for the study area.

	<i>Increased Traffic</i>	<i>Increased Density</i>	<i>Impact on Rural Lifestyle</i>	<i>Reduced Quality of Life</i>	<i>Environmental Concerns</i>
<i>Increased traffic</i>	100.00%	86.20%	70.00%	92.90%	75.00%
<i>Increased noise</i>	53.10%	69.00%	52.00%	71.40%	58.30%
<i>Increased density</i>	51.00%	100.00%	48.00%	75.00%	61.10%
<i>Reduced property values</i>	30.60%	37.90%	34.00%	42.90%	36.10%
<i>Increased property values</i>	18.40%	20.70%	18.00%	28.60%	16.70%
<i>Impact on rural lifestyle</i>	71.40%	82.80%	100.00%	89.30%	75.00%
<i>Reduced quality of life</i>	53.10%	72.40%	50.00%	100.00%	61.10%
<i>Environmental concerns</i>	55.10%	75.90%	54.00%	78.60%	100.00%
<i>Increased costs to maintain road</i>	46.90%	58.60%	44.00%	60.70%	52.80%
<i>Increased pressures on infrastructure</i>	42.90%	62.10%	44.00%	64.30%	52.80%

The table reveals that increased traffic, noise, and densities, impacts to rural character, and environmental degradation are primary concerns among those that are concerned with the quality of living. Similarly, increased traffic and noise as well as impacts to the rural lifestyle and environmental integrity are primary concerns among those that are concerned with increased densities.

Interestingly, cross tabulations reveal that the majority of respondents that selected *increased traffic, impact on the rural lifestyle, reduced quality of life, and/or environmental degradation* as concerns associated with the extension also selected *improved regional access* as a potential benefit of the roadway.

The third question, a partially closed-ended question, asked respondents to *rate the existing flow of traffic within the Dave Lyle Boulevard study area*. Responses provide an indication of the existing capacity of the existing roadway network in meeting travel demand as well as efficacy of traffic calming devices utilized therein. Selection options included: *good,*

⁴Interpretation of **Community Concerns Response Comparison**: Columns contain the five most frequently raised concerns; cell values represent the percentage of those respondents that selected additional answer options, located in each row.

average, *poor*, and *other* with the option to specify. Of 101 respondents, about 40% indicated that the flow of traffic in the study area is *poor*. Nearly 32% selected *average* to describe the flow of traffic. Approximately 28% indicated that the flow of traffic is *good*. Individuals that selected *other* addressed specific maintenance and congestion issues not relevant to the question at hand. **Figure 5-3** displays the distribution of responses in a pie chart.

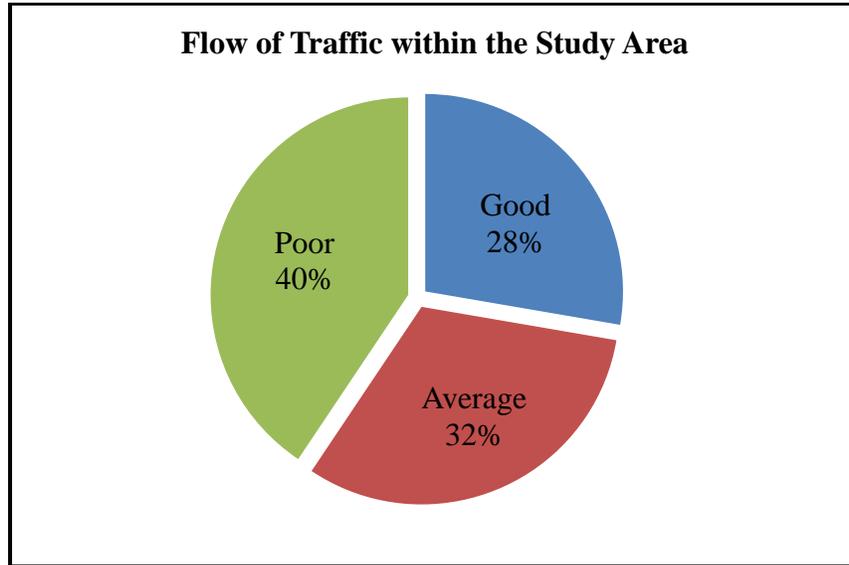


Figure 5-3: Capacity of the Existing Roadway Network within the Study Area

The fourth survey question, a partially open ended question, asked respondents to indicate whether the existing roadway network within the study area is adequate in serving existing community needs. Selection choices included: *yes* and *no* with the option to explain. This question captured 100 respondents. Although 40% of respondents revealed that congestion is an issue in the study area in the previous question, nearly 49% of respondents selected *yes*, indicating that the existing roadway network is sufficient in meeting existing travel needs of the community. On the contrary, 51% of respondents selected *no*, indicating that the existing roadway network is not sufficient in meeting existing travel needs of the community. When asked to explain why the roadway network is not sufficient, respondents cited specific roadway improvements and maintenance needs, access constraints, and potential capacity limitations if growth persists. **Figure 5-4** displays the distribution of responses in a pie chart.

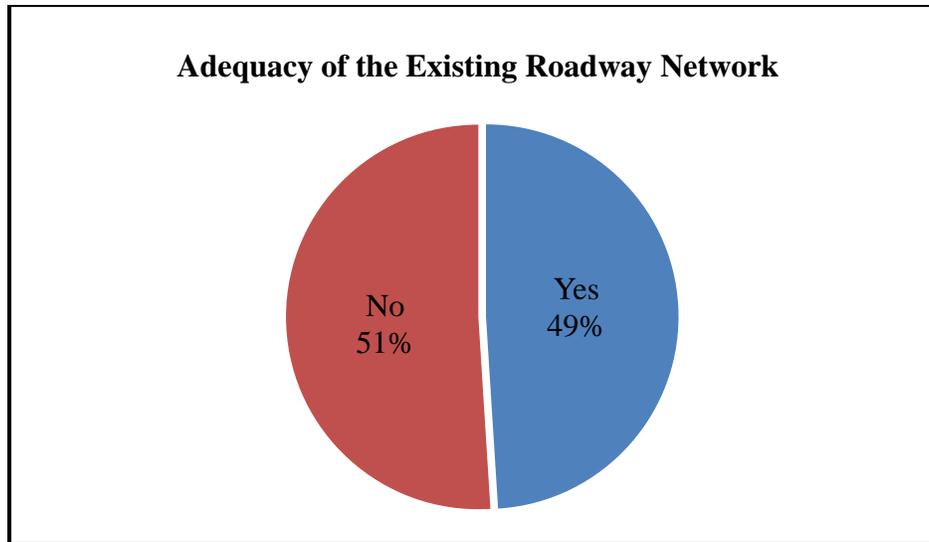


Figure 5-4: Adequacy of the Existing Roadway Network with the Study Area

Several consistencies exist between responses for questions 3 and 4. For instance, nearly 80% of respondents that rated the existing flow of traffic as *good* also indicated that the existing roadway network is adequate in meeting existing travel needs. Likewise, 64% of respondents that rated the existing flow of traffic as *average* also selected *yes* when asked if the existing roadway network is adequate in meeting travel needs. Lastly, 85% of respondents that rated the existing flow of traffic as *poor* also specified that the roadway network is not adequate in meeting the existing travel needs of the community.

The fifth question, an open-ended question, asked respondents to discuss any transportation improvements to the existing network that are desired within the study area. This question yielded 103 responses, which provide an indication of public need for the extension of Dave Lyle Boulevard as well as necessary secondary roadway improvements. As this question is an open-ended question, responses were categorized into 7 categories for purposes analysis, these categories, which are not mutually-exclusive, include: improved design; improved access; maintenance; congestion/flow improvements; none/no; roadway improvements; and non-applicable. Responses that were categorized as non-applicable were not relevant to the question at hand, but valuable in the context of the study area. **Figure 5-5** displays the frequency of responses, which provides an indication of the importance of certain transportation system improvements among respondents.

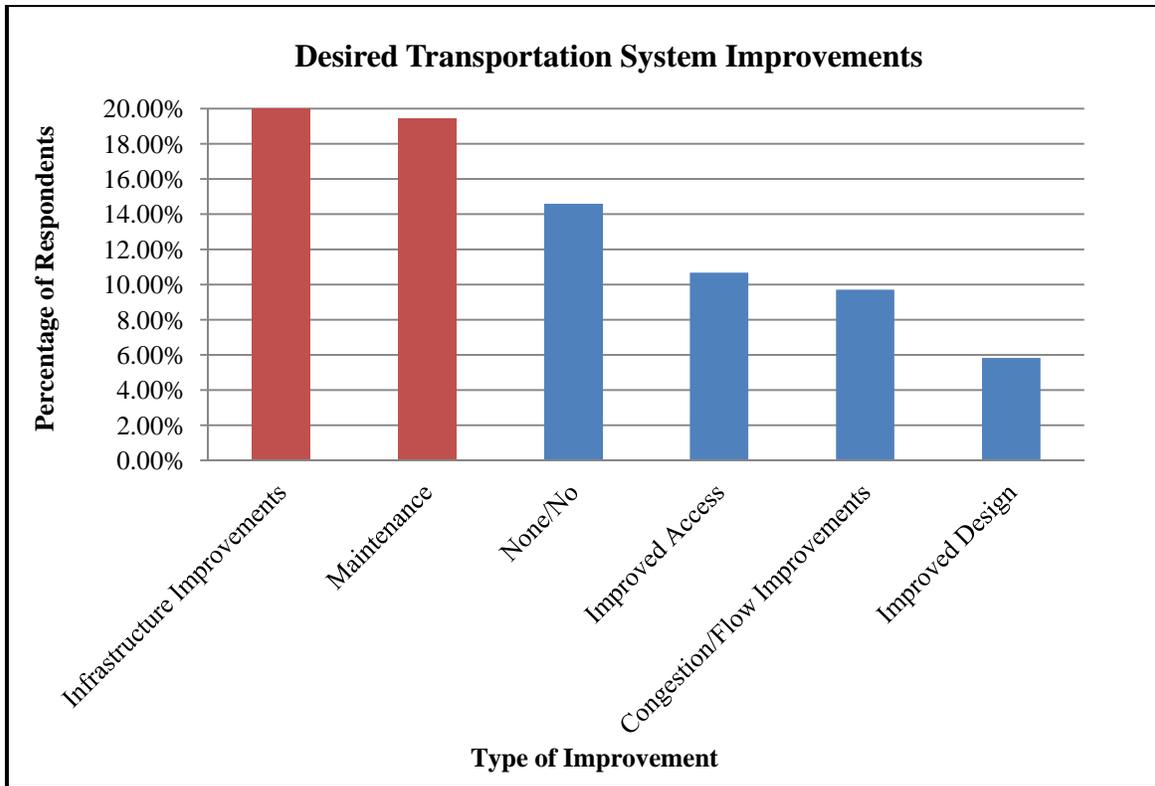


Figure 5-5: Desired Transportation Improvements within the Study Area

As **Figure 5-5** displays, infrastructure improvements and increased roadway maintenance emerged most frequently among respondents. The majority of individuals that cited roadway infrastructure improvements as necessary within the study area specified such improvements as roadway widening and reconfiguration to promote safety and ameliorate congestion. Nearly 14% of respondents indicated that no improvements were necessary, expressing that that the capacity of the roadway network adequately meets *existing* travel demand. Nearly 10% of respondents mentioned that congestion and flow improvements and/or adjustments were necessary to address transportation issues in the study area, such as coordinated traffic lights and left turn lanes. About 11% percent of respondents indicated that improvements to enhance access to activity centers and major arterials (e.g. Fort Mill, Rock Hill, I-77, and US 521) were necessary. Approximately 40% of these respondents specified increased interconnectivity within the roadway network as a means to promote access, while 9% of these respondents cited the need for pedestrian improvements. Similarly, 40% of these respondents cited the extension of Dave Lyle Boulevard or the construction of a “central road” as necessary to promote access. These findings suggest that a significant amount of roadway maintenance and infrastructure improvements to the secondary roadway network may be necessary regardless of the extension of Dave Lyle Boulevard. Secondly, while the capacity of the existing roadway network may meet present travel demand in certain areas, this capacity will not be sufficient should the area face significant growth pressure as catalyzed by the extension of Dave Lyle Boulevard.

The sixth question, an open-ended question, asked responses to discuss future land uses that are desirable within the study area. Responses for this question were combined with question 9, “what land use changes do you believe would most benefit the study area?”, because the two questions were interpreted similarly and yielded consistent responses. Like question 5, responses were categorized into 9 categories for purposes of assessment: commercial; industrial; environmental conservation through the dedication of land for parks, greenspace, trails, and maintained Catawba River access; mixed use; residential; tourism; no/none; and non-applicable. Responses that were categorized as “non-applicable” were not relevant to the question at hand, but valuable in the context of the study area.

Of 101 respondents, commercial development emerged most frequently as desired among respondents (40%). The majority of these respondents specifically mentioned a desire for increased retail uses, such as grocery stores, hardware stores, automotive parts stores, and gas stations.

Nearly 25% of respondents mentioned an interest in residential development; however, most of these individuals emphasized that residential densities should complement and preserve the existing rural character. About 60% of these respondents also indicated an interest in increased commercial development. Close to 22% of respondents mentioned an interest in environmental conservation through the dedication of land for greenspace, parks, maintained river access, and interconnected trails.

Approximately 14% of respondents revealed that they would like to see “no” development or “none”. About 13% of respondents cited an interest in industrial development; however, most of these respondents stressed a preference for light industrial uses. Close to 11% of respondents cited a desire for mixed-use development; a type of development that includes an integrated mixture of commercial, residential, industrial, and/or civic uses in a walkable fabric. One respondent mentioned Baxter Community as an example as well as specified a “live/work” context.

About 6% of respondents specified the need for additional public facilities, such as recreational centers and schools. One of these respondents expressed a desire for additional “things to do” in the community. Close to 2% of respondents advocated for uses that promote tourism via natural and cultural assets. Uses that perpetuate the cultural or ecotourism economy and those that promote environmental conservation are interrelated and should involve collaborative planning. **Figure 5-6** displays the frequency distribution of desired uses among respondents.

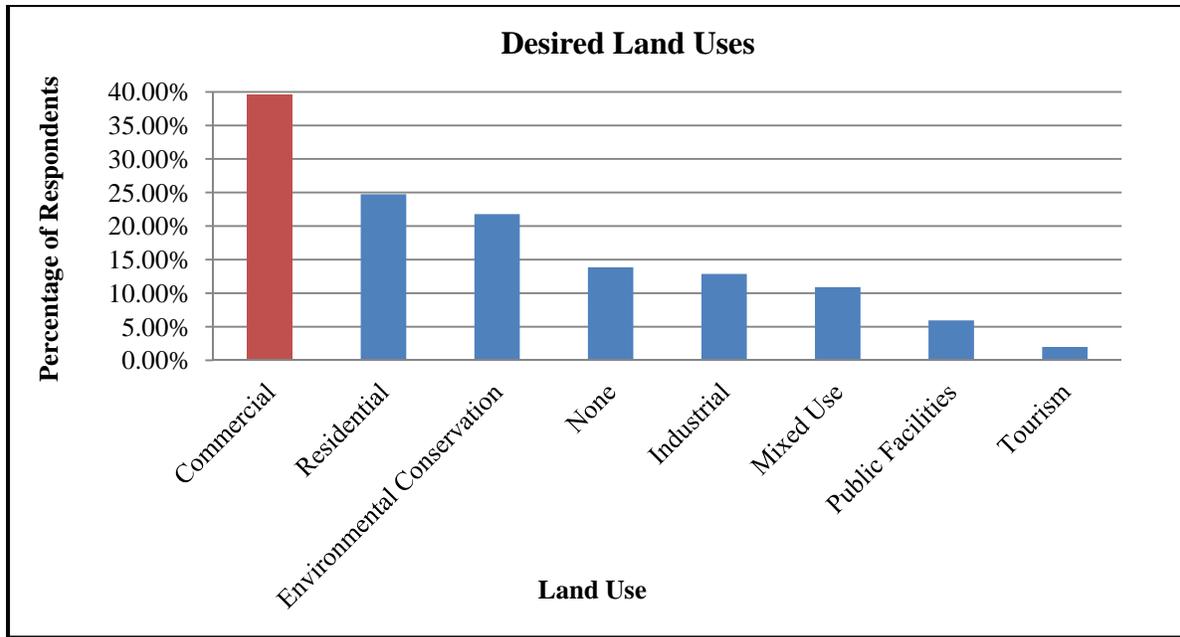


Figure 5-6: Desired Land Uses within the Study Area

As **Figure 5-6** displays, desired land uses within the study area vary. This presents opportunities for creative land use recommendations and tradeoffs that incorporate issues and concerns addressed by the community.

Question 7 inquired of the uses that are not desired within the study area. As this is an open-ended question, responses were categorized into 11 categories: commercial; industrial; residential; sprawl; loss of environmental amenities; waste disposal sites; utilities/public facilities; agriculture; other; nothing; and non-applicable. Responses for this question were combined with question 10, “what land use changes do you believe would least benefit the study area?”, because the two questions were interpreted similarly and yielded consistent responses. Responses that were categorized as “non-applicable” were not relevant to the question at hand, but valuable in the context of the study area.

Of 101 respondents, approximately 27% expressed industrial development as undesirable within the study area. About 26% of these respondents specifically stated that heavy manufacturing or chemical processing is undesirable within the study area. One respondent asserted that industrial uses are not appropriate along the Catawba River for purposes of environmental protection.

Nearly 20% of respondents cited commercial development as undesirable. Over half of these respondents specifically mentioned that large scale commercial uses, such as big box retailers or commercial strip centers/outlets/malls, are undesirable.

About 15% of respondents mentioned that additional residential development is undesirable within the study area. While 1.3% of these respondents expressed a desire for a mixture of housing options to maintain affordability, half specified that dense residential communities, those of one acre densities or less, including multifamily housing, and/or large residential developments are undesirable within the study area.

Nine percent (9%) of respondents expressed that there are no specific land uses that are undesirable within the study area.

Approximately 7% of respondents stated that single-use development that is disjointed and sprawling is undesirable within the study area. One respondent elaborated by stating that mixture of uses is preferred, while another mentioned “quality” development over “quantity”.

Close to 4% of respondents cited “other” land uses as undesirable within the study area. Uses of specific mention include: those that involve hazardous materials, adult entertainment venues, and signage that is “gaudy”.

Just over 2% of respondents cited uses that degrade the integrity of the natural environment or impair public use thereof as undesirable for the study area. One respondent expressed uses that restrict access to the river as undesirable.

Nearly 2% of respondents mentioned that waste disposal sites are undesirable for the study area. Similarly, close to 2% of respondents stated that the expansion of utilities and/or construction of public facilities, such as schools and fields, are undesirable within the study area. Lastly, approximately 2% of respondents expressed agricultural uses as undesirable within the study area. These responses are summarized in **Figure 5-7**.

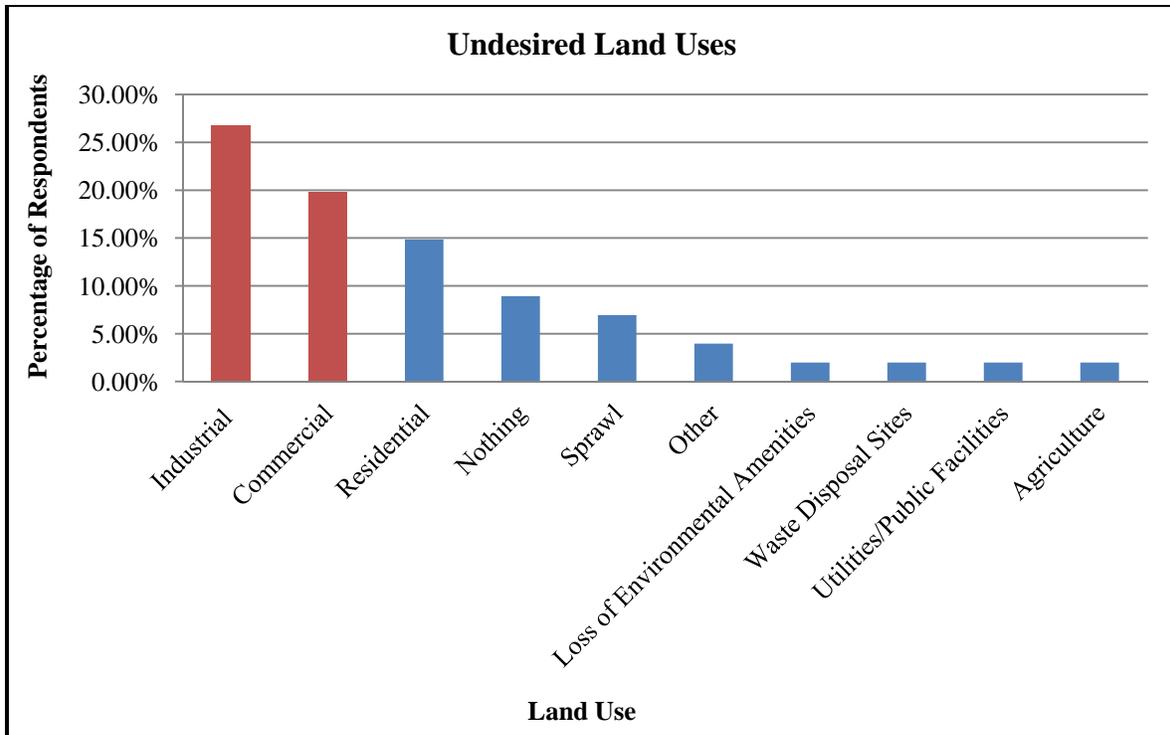


Figure 5-7: Undesired Land Uses within the Study Area

Many consistencies exist among responses for questions 6 and 7, further informing appropriate land use recommendations within the study area.

Question 8 asked respondents of their place of employment in order to assess their daily, work commute. Of 87 respondents, the majority, 63%, indicated that they work in Rock Hill. This suggests significant peak-hour travel demand on the secondary roadway network. No other location within the region attracts more than 20% of the remaining respondents. Respondents that selected *other* locations of employment included retirees that visit the Rock Hill area only to access retail and other services. These responses are summarized in **Figure 5-8**.

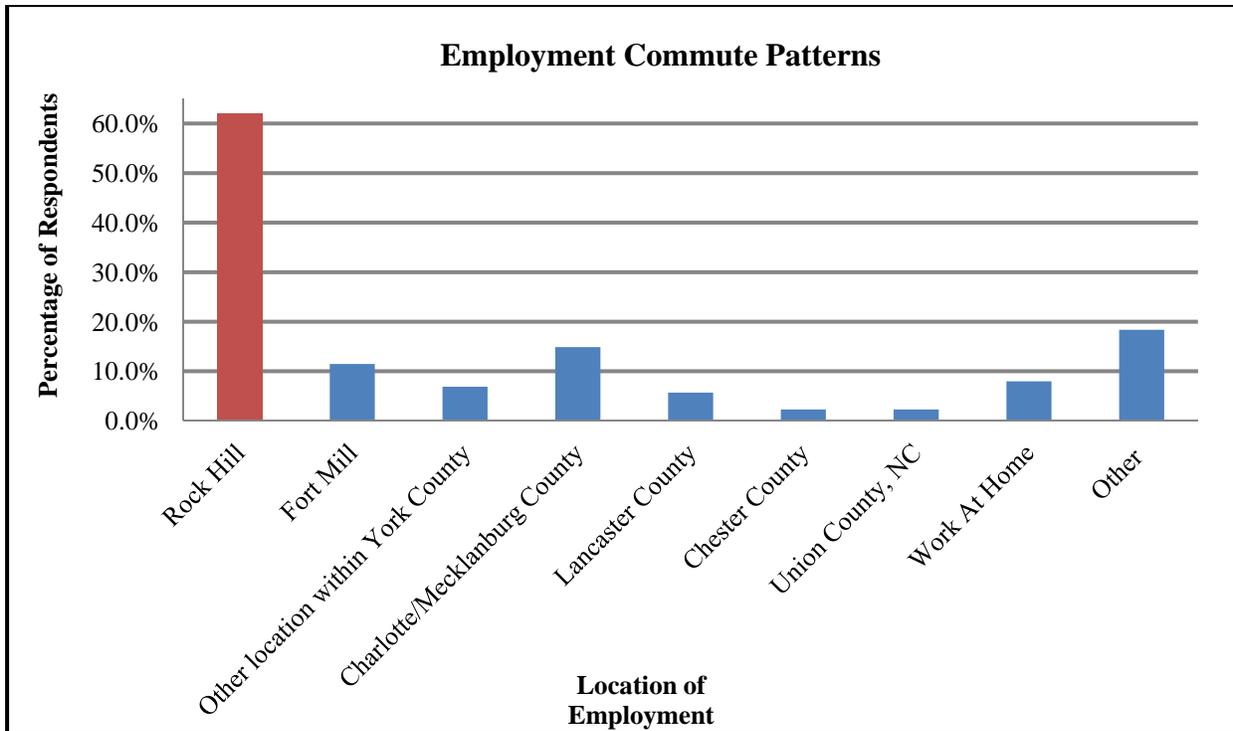


Figure 5-8: Employment Commute Patterns

5.8 Costs and Benefits

The extension accompanies economic, social, and environmental costs as well as benefits. It is essential to assess the cumulative effects of the Dave Lyle Boulevard extension in order to formulate strategies to mitigate costs and capitalize benefits. The intent of the York County Dave Lyle Boulevard extension corridor/small area plan is to attain a balance among these often conflicting, yet integrated considerations. The proceeding section aims to evaluate both the direct or immediate costs and benefits of the roadway extension and the indirect costs and benefits associated with its spillover effects.

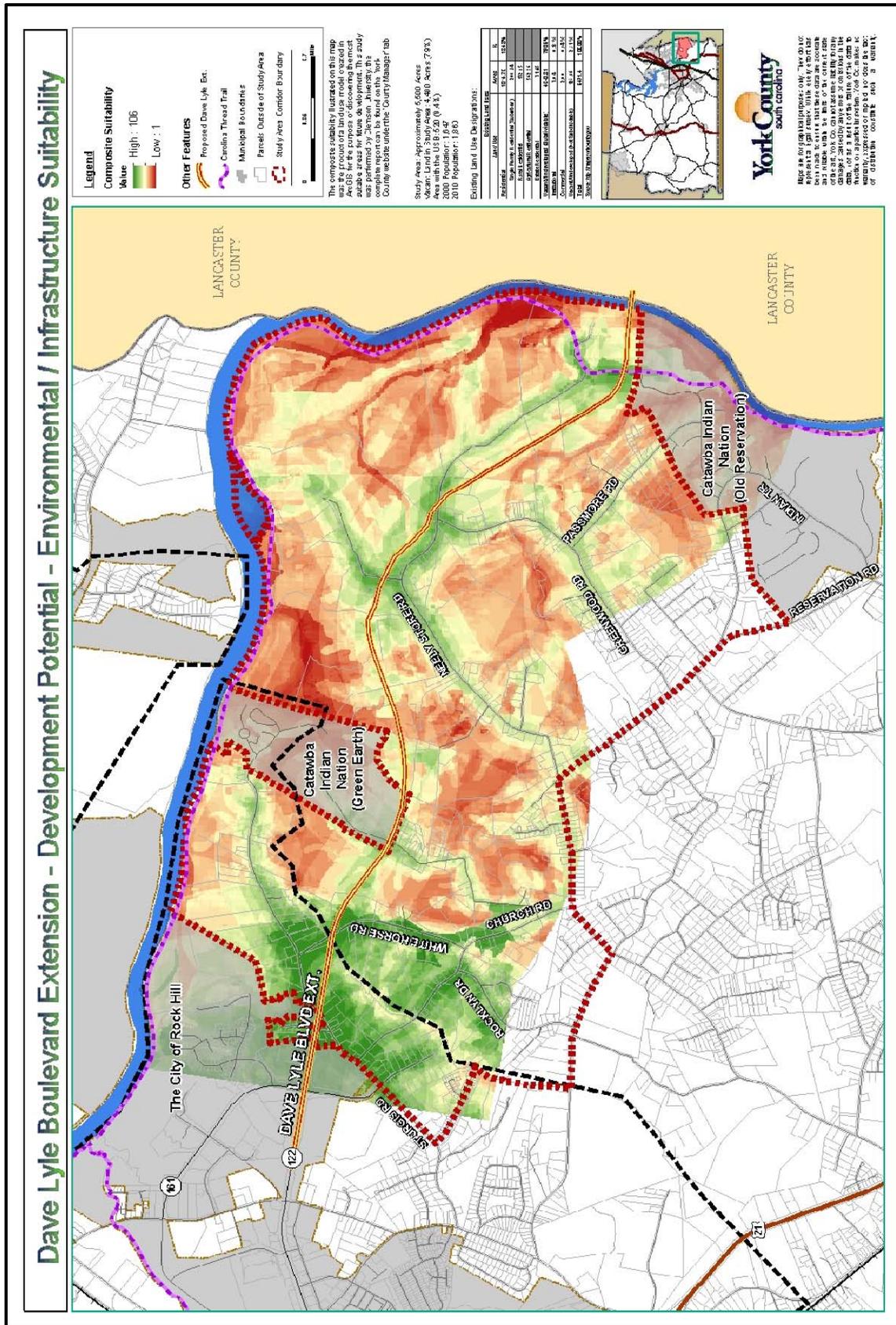
5.8.1 Economic Costs and Benefits

The Dave Lyle Boulevard extension may present many economic benefits for citizens of the study area, York County, and the region and include the following: facilitate the development of employment opportunities and a variety of housing options; improve access to employment centers, services, and educational facilities; boost tourism to the Catawba River, a state scenic river, and Catawba Indian Nation; improve access to north/south arterials for trucking freight; and increase property values. According to an office and distribution facility market analysis conducted by Warren & Associates, the extension may present opportunities for the development office and distribution centers that may not emerge elsewhere in the tricounty area. However, full economic potential will not be realized unless a bridge is constructed across the Catawba River, a major expense of the Dave Lyle Boulevard extension, to provide access to U.S. 521 and capture growth pressure from the Ballantyne and surrounding areas.

Although the extension may facilitate several direct economic benefits, one of its most injurious costs, indirect in nature, is the possible redistribution of growth away from areas deemed appropriate for development of suburban/urban intensities elsewhere in the County (within the USB), including vested master-planned communities in the development pipeline. This would result in surplus residential supply, diminished economic vitality, and underutilized infrastructure, which would contribute to wasteful public/private spending and initiate the process of decline. As infrastructure is currently available within areas deemed appropriate for development, additional costs associated with the expansion of infrastructure to areas outside of the USB would be privately and/or publically incurred. As mentioned previously, the development of employment centers, residential uses, and services will not occur within the study area until infrastructure is available. Additionally, the configuration of development and land use specifications employed within the study area through a corridor/small area plan will further impact infrastructure costs. For instance, conventional or sprawling development trends accompany higher infrastructure costs than dense, clustered, and/or nodal development alternatives.

5.8.2 *Environmental Costs and Benefits*

Although the environmental ramifications, both direct and indirect, of the Dave Lyle Boulevard extension will be assessed and minimized through the secondary or amended *Final Environmental Impact Statement* (FEIS) and mitigated per federal, state, and local environmental legislation, the extension is certain to affect the ecological and hydrological integrity of the study area. Cumulative environmental impacts associated with the loss of open space, increased impervious surfaces, and increased vehicle travel demand present social, economic, and ecological implications. These impacts involve the construction of the extension itself (direct) and subsequent catalyzed development (indirect). As mentioned in the *History and Previous Analysis* section of this document, Clemson University conducted a suitability analysis of the study area, which identified areas appropriate for development based on environmental characteristics, such as species richness, soil permeability, canopy cover, and proximity to surface water resources. Development suitability, as illustrated on **Map 5-3**, is portrayed in a range of low to high, depicted with a continuous color ramp of red to green, respectively. Areas of low development suitability, or high environmental sensitivity and diminished feasibility of infrastructure expansion, are represented in red; areas of high development suitability, or few environmental constraints and increased feasibility of infrastructure expansion, are shown in green. Areas of moderate suitability are illustrated with yellow hues. As indicated by the map, the riparian habitat of the Catawba River is designated as an area of low development suitability/high environmental sensitivity.



Map 5-3: Development Potential – Environmental/Infrastructure Suitability

Table 5-6 provides a general summary of the potential environmental impacts associated with the extension of Dave Lyle Boulevard.

Table 5-6: General Environmental Impacts			
Practice	Ecological Ramification	Social Ramification	Economic Ramification
<i>Land Clearing/Loss of Open Space</i>	Immediate ecosystem harm/loss of native vegetation	Loss of soil stability, causing increased erosion/sedimentation of surface waters. Loss of shading and noise attenuation. Diminished air quality. Potential impacts to aesthetics.	Loss of prime agricultural farmlands/local farming enterprises.
<i>Proliferation of Impervious Surfaces (Roadway construction and urbanization)</i>	Disruption of ecological corridors, impacting biodiversity/species resilience by impeding the intermixing of populations	Increased runoff/stormwater discharges can contribute to flash flooding and water quality impairment at the subwatershed level*. This can also contribute to microclimatic changes, resulting in increased energy costs. Potential impacts to aesthetics.	Increased private and public mitigation costs. Potential impacts to agricultural operations and ecotourism economy.
<i>Increased Vehicle Travel Demand</i>	Air and water quality degradation due to petrochemicals will impact riparian, hardwood, and aquatic ecosystem health.	Air and water quality degradation due to petrochemicals present health risks, diminish the quality of life, and impair recreation. Potential impacts to aesthetics.	Air quality degradation can impact attainment of <i>National Ambient Air Quality Standards (NAAQS)</i> per the Clean Air Act, which may impede federal allocation of transportation funding. Air and water quality degradation can affect the ecotourism economy and agricultural operations. Extreme surface water quality degradation can affect the value of riverfront properties.
<i>Hydrologic Modification (Alteration of topography/hydrologic flow patterns)</i>	Habitat destruction	Alteration of natural hydrologic drainage systems can present water quality and flooding issues at the watershed level. Potential impacts to aesthetics.	Increased private and public mitigation costs. Potential impacts to agricultural operations and ecotourism economy.
Surface waters in a subwatershed are considered impaired when mean impervious surface exceeds 10%; surface waters are considered degraded when that level exceeds 25%.			
Source: Randolph, John. <i>Environmental Land Use Planning and Management</i> . Washington: Island Press. 2004.			

The aforementioned potential environmental impacts can be mitigated through sensible land use practices that are incorporated into the future land use recommendations of this corridor/small area plan.

5.8.3 *Social Costs and Benefits*

The extension of Dave Lyle Boulevard presents many benefits and costs that may either enhance or diminish the existing quality of life. However, through proactive and communicative planning, potential social injustices can be avoided and social benefits can be distributed in an equitable manner throughout the study area. It is essential that the Dave Lyle Boulevard Extension corridor/small area plan embrace quality development and sensible land use decisions that embrace the existing character and community interests in order to ensure a high quality of living for existing residents and their posterity.

Given the limitations and hazards of the existing roadway network, the extension, and subsequent secondary roadway improvements, will improve accessibility and mobility to jobs, services, and educational facilities. In addition, the extension may facilitate the development of easily accessible services, public facilities, civic and recreational amenities, and jobs within the study area that will benefit residents. However, unless innovative policy approaches are implemented to recruit large-scale employers to the area, the jobs that are created will likely be low-paying, service sector jobs. Through coordinated land use and transportation planning, pedestrian/bicycle connectivity, such as sidewalks, greenways, and bike trails, can be incorporated into the study area, ensuring multimodal transportation options to services, jobs, and amenities.

Due to its impact on the existing economic character within its corridor, the extension of Dave Lyle Boulevard may contribute to increased property values, providing landowners with a substantial return on their investments. Furthermore, services, jobs, amenities, public facilities, and infrastructure expansion facilitated by the roadway extension will also contribute to increases in property values; however, these increases may be offset by a potential subsequent increase in property taxes.

One of the potential detriments of the extension of Dave Lyle Boulevard is displacement, associated with roadway infrastructure expansion or increased property values, of longtime residents. Although the alignment of the extension is designed to “minimize” impacts to residential properties, some property owners may be subject to displacement. In addition, secondary roadway improvements may contribute to displacement due to minimal front setbacks along existing roadways.

Aside from displacement, the proliferation of uses of suburban/urban intensities catalyzed by the extension of Dave Lyle Boulevard may present a social cost to certain existing residents that desire the existing rural, undeveloped character of the study area. Similarly, increased vehicle travel-demand, and associated negative externalities, within the study area may diminish

the quality of living for certain existing residents that prefer minimal through-traffic. That being said, existing residents may unwillingly bear the social impacts of encroaching suburbanization through increased property values/taxes, increased congestion, and diminished quality of living.

Table 5-7 provides a general summary of the costs and benefits associated with the extension of Dave Lyle Boulevard.

Table 5-7: General Summary of the Costs and Benefits of the Extension of Dave Lyle Boulevard	
<i>Economic</i>	
<i>Costs</i>	<i>Benefits</i>
Redistribution of growth away from areas deemed appropriate for the development of suburban/urban intensities, contributing to their eventual decline and wasteful public/private spending	Improved accessibility to employment centers, services, and educational opportunities.
Infrastructure expansion, improvement, and maintenance costs	The development of employment opportunities
	The development of mixed housing options
	Additional tax revenue from commercial, industrial, and residential development facilitated by increased growth pressure
	Increased property values
	Improved access for trucking freight
	Enhanced tourism
<i>Environmental</i>	
Loss of open space/prime agricultural lands	
The potential impacts to air and water quality degradation to human and ecosystem health, agricultural operations, ecotourism, recreation, and quality of living	
Air quality degradation risks attainment of NAAQS	
Habitat destruction and fragmentation, and the subsequent loss in biodiversity and species resilience	
Potential for flash flooding due to increased impervious surfaces and modification of hydrologic flow patterns.	
Microclimatic effects of increased impervious surfaces	
<i>Social</i>	
Displacement	Improved accessibility and mobility to jobs, services, and educational facilities
Alter the existing rural/undeveloped character	Facilitate the development of accessible services, public facilities, civic and recreational amenities, and jobs within the study area
Diminished quality of living due to negative externalities of roadway extension and subsequent urbanization	Increased property values

5.9 *Community Implications*

As stated in the aforementioned section, the Dave Lyle Boulevard extension accompanies economic and social implications. Aligned with these implications are costs associated with public services and infrastructure. As increased growth pressure may contribute to development of suburban/urban intensities within the study area, capacity constraints are placed on existing infrastructure and public facilities. To avoid burdening existing citizens with the costs of “new development”, the costs of construction, expansion, and/or improvement of additional public facilities and infrastructure expansion should be internalized by developers. Below is a synopsis of the specific constraints associated with public educational facilities and fire protection.

5.9.1 *Public Educational Facilities*

As the extension is currently unfunded, the Rock Hill School District does not incorporate the potential demand generated from the study area into their demand-capacity analysis, leaving them largely unprepared to accommodate this demand if funding is secured. Resources for facility construction and expansion are allocated to “growth areas”. Until the study area generates 3,000 students, the construction of public educational facilities within this area will not be fiscally feasible.

5.9.2 *Fire Protection Services*

The study area is contained within the Lesslie Fire District, and the Lesslie Fire Department is located near the intersection of Neely and Reservation Roads, outside of the study area boundary. For insurance purposes, the Insurance Services Office, Inc. (ISO) evaluates communities for fire hazard risk, assigning a rating between 1 and 9, known as the ISO rating. This rating is based on proximity to fire stations and fire hydrants, available water supplies, as well as equipment. Lower ISO ratings indicate better response times, availability of equipment, easy accessibility to available water supplies, and proximity to fire stations. The ISO rating for the Lesslie Fire Department is 6. Nearly half of the fire departments in the York County Rural Fire Program were assigned a rating of 6 or greater. Although this is a function of the rural landscape, increased investment in these fire districts, including the Lesslie Fire District, should be explored in the future. Regardless of the construction of the Dave Lyle Boulevard extension, enhancement of fire protection services within the study area is necessary to ensure adequate fire protection. Furthermore, due to the fire flow water capacity requirements of industrial uses, access to public water may be required by the fire department for these types of uses, presenting further need for coordinated land use planning and public utilities expansion. Per the Lesslie Fire Department Special Tax District, the cost for new facility construction, improvements, and increased capital investments, as facilitated by population growth, will be offset by increased tax revenue as to maintain a proportionate level of service. Additional capital can be available through the York County Rural Fire Program as warranted by increased demand per population growth. **Map 5-4** displays ¼, ½, 1, 2.5, 5, and 10-mile distance buffers for Lesslie Fire Department. These buffers provide an indication of accessibility for emergency vehicles; areas

outside of the buffer zones are not accessible within 10 miles of roadway. **Image A** displays the distance buffers for the existing roadway network, while **Image B** incorporates the Dave Lyle Boulevard extension into the existing roadway network.

Although $\frac{1}{4}$, $\frac{1}{2}$, and 1 distance buffers are not impacted by the extension of Dave Lyle Boulevard, the extension enhances 2.5, 5, and 10-mile accessibility, promoting the transport of firefighting services and personnel. As noted by **Image B**, land south of the segment of the extension that stretches from White Horse to Neely Store Roads becomes traversable within a 2.5-mile distance. Land north of the extension, stretching from White Horse to Neely Store Roads, and along the easternmost segment of the extension corridor becomes accessible within a 10-mile distance.

In summary, the Dave Lyle Boulevard extension may enhance the accessibility for fire services within the study area, potentially contributing to improved response times and ISO rating for the Lesslie Fire Department. Although the majority of study area residents live within its southern periphery and may not directly benefit from improved accessibility of fire protection services associated with the extension, this analysis illustrates the accessibility of firefighting services to future land users along the extension corridor. However, as mentioned previously, increased development within the study area will contribute to additional revenue via the Special Tax District, providing a source of funding for the investment in new facilities and capital, which will also contribute to increased response times and improved ISO ratings. (See **Map 5-4**)

Dave Lyle Boulevard Extension - Lesslie Fire Station Comparative Distance Buffers

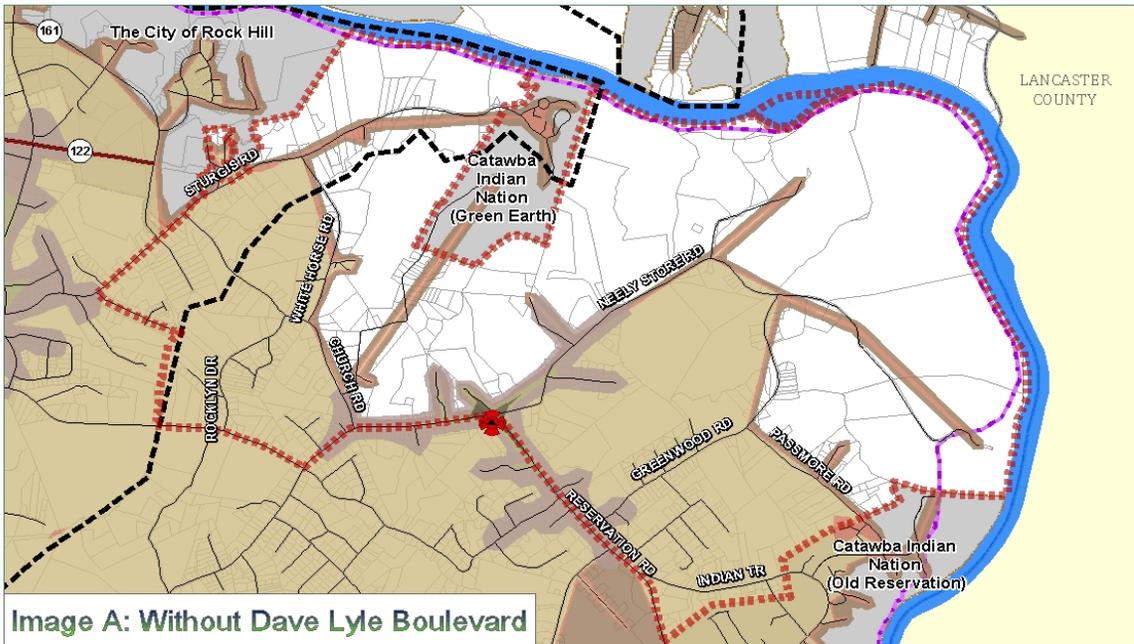


Image A: Without Dave Lyle Boulevard

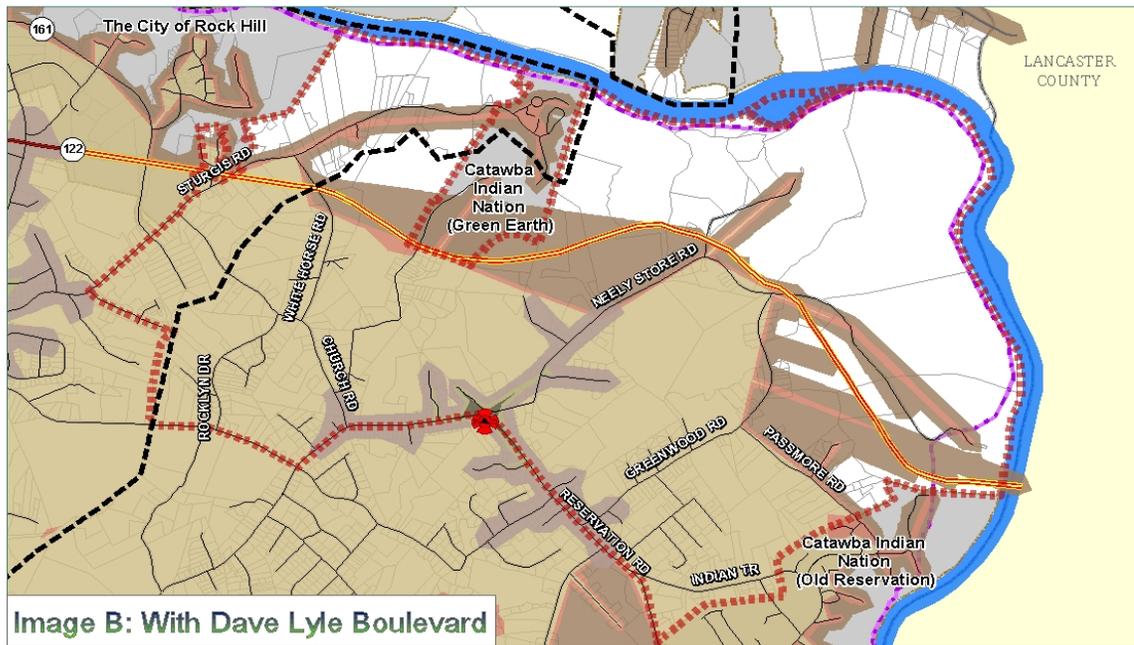


Image B: With Dave Lyle Boulevard

Legend

- FIRE STATIONS
- Municipal Boundaries
- Urban Services Boundary
- Study Area Corridor Boundary
- Roads
- Proposed Dave Lyle Ext.
- Carolina Thread Trail

Buffer Distance

- 1/4 Mile
- 1/2 Mile
- 1 Mile
- 2.5 Mile
- 5 Mile
- 10 Mile

York County
south carolina

0 0.5 1 Mile

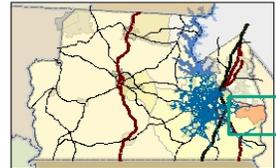
Study Area: Approximately 5,500 Acres
 Vacant Land in Study Area: 4,400 Acres (79%)
 Area with the US 8-520 (0.4%)
 2000 Population: 1,647
 2010 Population: 1,890

Existing Land Use Designations:

Land Use	Acres	%
Residential	1014.70	18.45%
Single Family Residential (Suburban)	208.14	
Rural Residential	172.85	
Agricultural Residential	562.26	
Estate Residential	71.45	
Vacant/Undeveloped (Subdivisible)	4380.21	79.05%
Institutional	7.04	0.13%
Commercial	2.00	0.04%
Vacant/Undeveloped (Not Subdivisible)	126.66	2.31%
Total	5491.4	100.00%

Source: <http://maps.yorkcountygov.gov>

Maps are for informational purposes only. They do not represent a legal finding. While every effort has been made to ensure that these maps are accurate and reliable with the limits of the current state of the art, York County does not assume liability for any damages caused by any use or reliance on the data, nor as a result of the failure of the data to meet a particular system. York County makes no warranty, expressed or implied, nor does the text or distribution constitute such a warranty.



Map 5-4: Comparative Distance Buffers for Lesslie Fire Department

5.10 Summary of Issues

Table 5-8 provides a general summary of the issues associated with the extension of Dave Lyle Boulevard.

Table 5-8: Summary of Issues	
<i>Issue</i>	<i>Implication</i>
<i>Premature growth, sprawling development trends</i>	Redistribution of resources/growth pressure away from areas deemed "appropriate" for growth (within the USB), contributing to inefficient utilization of infrastructure and diminished economic vitality.
<i>Significant amount of developable/subdividable land</i>	Increased growth pressure may facilitate the development of large, private land holdings. Although densities and intensities are limited by the provisions found in underlying zoning districts, growth pressures may result in rezonings that reflect changing land use economics. Without a master plan/vision for the area, future development may fail to recognize the interests and needs of the existing community.
<i>Infrastructure constraints</i>	Economic growth catalyzed by the extension will not occur until sewer and water infrastructure are in place, which accompanies fiscal and policy constraints. In addition, costs of secondary roadway improvements may impede short-term realization of the full benefits of the extension.
<i>Community Implications</i>	Construction/expansion of public facilities is not fiscally feasible until substantial growth occurs within the study area. Additionally, existing residents may be burdened with these costs, unless internalized by developers.
<i>Catawba Indian Nation Growth Objectives</i>	Failure to integrate the interests of the Catawba Indian Nation in the corridor/small area plan will impede orderly, cohesive growth that establishes a balance among divisive interests.
<i>Economic, environmental, and social benefits and implications</i>	Failure to establish balanced tradeoffs among the economic, environmental, and social considerations of the roadway extension will contribute to social inequities, environmental injustices, and undue ecological degradation.

6. IMPLEMENTATION STRATEGIES

6.1 2025 Future Land Use Plan and USB Policy

As mentioned previously, the Future Land Use Plan within the 2025 York County Comprehensive Plan (adopted 2004) recommends the study area for the following three types of land use classifications: Rural Agricultural, Rural Residential, and Single Family Residential. Residential densities transition along a density gradient from the Urban Services Boundary (USB) to the rural fringe as a mechanism to promote smart growth and preserve prime agricultural farmlands and rural character. This corridor/small area plan will serve as an addendum to the *2025 Future Land Use Plan*. Once funding is secured for the extension, the Dave Lyle Boulevard Extension Corridor/Small Area Plan will be incorporated into the map of the *Comprehensive Plan* via the amendment process.

6.2 Regulatory Strategies

Until funding for the roadway extension is secured, land use recommendations for the study area will adhere to those found in the *Comprehensive Plan*, and the existing zoning will remain in effect. The land use recommendations found in the Dave Lyle Boulevard Extension Corridor/Small Area Plan are contingent upon the extension of Dave Lyle Boulevard. Once funding is secured for the extension, this corridor/small area plan will be incorporated into the map of the *Comprehensive Plan* and subsequently implemented via zoning and other regulatory tools.

Similarly, the Urban Services Boundary (USB) will remain in its current location, and future extension will be determined by the requirements found the **Urban Services Boundary Amendment Policy**. Thus, the extension of this boundary will be incremental and systematic in order to reflect the changing landscape and proposed utilities expansion. The intent of this policy is to avoid perpetuating fragmented, inefficient development. Furthermore, the extension of this boundary will be coordinated with the phasing scheme of a Planned Development (PD) as well as plans for sewer/water infrastructure expansion coordinated with Rock Hill Utilities.

6.2.1 Dave Lyle Boulevard Extension Corridor/Small Area Plan

As stated previously, the *Dave Lyle Boulevard Extension Corridor/Small Area Plan* is a **CONTINGENCY PLAN**; its implementation is **ENTIRELY DEPENDENT** on the allocation of funding for the extension of Dave Lyle Boulevard. Additionally, this plan is *strictly illustrative* and *conceptual*, serving merely as a guide. Specific land use recommendations applied at the parcel-level may be subject to change once the exact alignment and type of the roadway extension is determined by the South Carolina Department of Transportation (SC DOT).

6.2.2 Preferred Roadway Design

As obtained through public feedback and discourse with stakeholders, the preferred design of the Dave Lyle Boulevard extension is a landscaped boulevard, similar to the existing Dave Lyle Boulevard. A landscaped boulevard is perceived as the most appropriate type of roadway to meet the land use needs and interests of the community. When compared to alternative roadway types, landscaped boulevards typically promote visual quality as well as safety for pedestrians and motorists. However, the availability of funding will ultimately determine the final design of the roadway. For purposes of this corridor/small area plan, the roadway design is assumed to be limited access. This corridor/small area plan will be revisited and reassessed when the precise design of the roadway has been determined.



Image 6-1: Existing Dave Lyle Boulevard
 Source: <http://rockhillhomesforsale.info>



Image 6-2: Landscaped Median; Rock Hill
 Source: Exit 90/Carowinds Blvd Master Plan Draft (2010)

Given the community’s strong desire to preserve the study area’s natural, rural, and cultural character through density and intensity specifications, the dedication of land for greenspace, trails, and sustained Catawba River access, mixed uses where appropriate, and land use cohesion, the following implementation strategies have been identified:

- ***Development along a density and intensity gradient:***
 - There are two density/intensity gradients applied within the study area as a mechanism to perpetuate the community’s growth objectives and interests.
 - As informed by public input and the economic dynamics of study area, higher density and intensity development, including multifamily residential, [light] industrial, office, and larger-scale commercial, are concentrated near the western portion of the study area, in between the municipal boundaries of the City of Rock Hill and the Catawba Indian Nation – Green Earth. The clustering of these uses in what is considered an “employment center” promotes a live-work environment and allows higher-intensity commercial and [light] industrial development to

capitalize on the access permitted via proximity to I-77 as well as the benefits of cluster economies, contributing to long-term economic vitality.

- Densities and intensities will gradually decrease from the western portion of the study area to the eastern edge.
- In addition, a second density/intensity gradient is applied to the extension corridor of Dave Lyle Boulevard. Development of higher densities and intensities will be concentrated along the corridor itself and gradually decrease outward from the corridor in a north/south direction.
- The dual application of density/intensity gradients provides the framework for nodal and concentrated development along the corridor in a manner that complements and preserves the existing character. In addition, it encourages land use cohesion and rural character preservation throughout the study area. This density/intensity gradient will be implemented via land use recommendations and zoning.

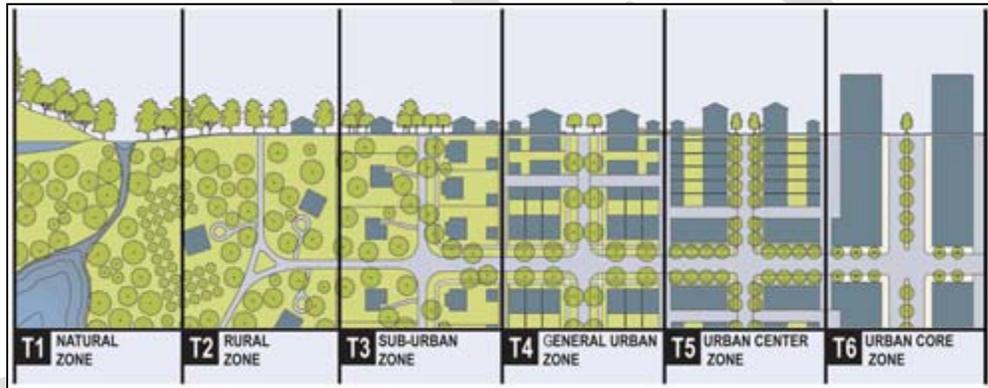


Image 6-3: The urban transect serves as a model for planning along a density/intensity gradient
 Source: <http://www.transect.org/transect.html>

- ***Nodal/Mixed Use Centers***

- In implementation of the aforementioned density/intensity gradients, major intersections and/or interchanges of the Dave Lyle Boulevard extension will be designated as suburban mixed use centers in order to promote nodal, mixed use development. The designation of these centers is informed by the density/intensity gradient applied within the study area.
- Nodal/mixed use centers will be implemented via Planned Developments (PDs), Regional and Suburban Mixed-Use Center (MXD) zoning designations per the York County Unified Development Ordinance (to be adopted), and the clustering of commercial, industrial, various housing types, and office/institutional zoning districts.

- The Unified Development Ordinance (to be adopted) defines the intent of Regional and Suburban Mixed Use Districts as the following:
 - *Suburban Mixed-Use Center District:* The intent of this district is to promote the clustering of residential and neighborhood commercial services.
 - *Regional Mixed-Use Center District:* The intent of this district is to promote the clustering of a variety of uses, employment options, and housing types in a walkable urban fabric.
 - *All Mixed-Use Center Districts encourage quality landscaping and architectural design as well as the creation of civic spaces, open space, and pedestrian amenities. Similarly, a **Multi-Modal Access Plan**, illustrating all vehicular and pedestrian connections, must be submitted with the rezoning application to any Mixed-Use District. Pedestrian safety and feasibility must be emphasized in this plan.*



Image 6-4: Regional Mixed Use District; Downtown Rock Hill
Source:
<http://en.academic.ru/dic.nsf/enwiki/91902>



Image 6-5: Suburban Mixed Use District; Baxter Community
Source:
<http://baxtervillage.reachlocal.com>

- **Interconnected System Bicycle/Pedestrian Routes**
 - The inclusion of pedestrian/bicycle lanes or multiuse trails/greenways is recommended along the Dave Lyle Boulevard extension corridor as well as throughout the study area. While a landscaped boulevard will promote the feasibility and safety of pedestrians/bicyclists, the inclusion of these facilities, with appropriate safety modifications, are recommended regardless of roadway

type. Furthermore, the placement of these facilities should be coordinated with and complement existing and proposed sidewalks/bikeways, trails, greenways, and open space in order to promote interconnectivity, alternative transportation options, public and ecological health, public access to services, jobs, educational facilities, the Catawba River, and other natural and cultural amenities, recreation, and tourism.

- Per the *York County Unified Development Ordinance* (to be adopted), a Multi-Modal Access Plans must be submitted alongside a rezoning request to any Mixed-Use District, thus promoting pedestrian/bicycle interconnectivity. Planned Developments (PDs) are required to set aside land permanently dedicated to open space. Open space setasides should contribute to and complement existing/proposed pedestrian/bicycle connections.
- *Coordination with the Carolina Thread Trail*
 - As recognized in the *York County Comprehensive Plan* (2004), *Carolina Thread Trail Master Plan* (2009), and the *Carolina Thread Trail Lower Catawba Corridor Analysis* (2011), a proposed Carolina Thread Trail connection extends for nearly 5.0 miles within the riparian habitat/flood plain of the Catawba River, stretching from the City of Rock Hill to the Catawba Indian Reservation – Old Reservation. As the majority of this trail traverses the property owned by Newland Communities Corporation, the Carolina Thread Trail has entered into agreement with Newland for the acquisition of public access easements. Additionally, Newland has proposed to internalize the construction of this section of the trail, which will be coordinated with phased development plans. While a segment of this trail connection currently exists within the Catawba Indian Nation – Old Reservation, remaining trail sections, within both the Old Reservation and Green Earth, require the approval of Tribal Council. No further agreements for the acquisition of public access easements have been established between the Carolina Thread Trail and remaining study area property owners. Possible sources for funding for this segment of the Carolina Thread Trail include: *Carolina Thread Trail Grants*, the *South Carolina Department of Parks, Recreation, and Tourism*, and *private investments*.
- *Open Space Preservation Along the Catawba River*
 - The riparian habitat along the Catawba River has been designated for open space preservation in the Dave Lyle Boulevard Extension Corridor/Small Area Plan for three reasons: 1) ecological protection and viability (see **Map 5-3**); 2) preservation of land for the implementation of the aforementioned segment of the Carolina Thread Trail; and 3) promote an interconnected system of pedestrian/bicycle facilities.

- ***Urban Services Boundary (USB) Extension Policy***
 - As mentioned previously, the extension of the Urban Services Boundary will likely be incremental and systematic, reflecting land use changes and demands within the landscape as well as proposed utilities expansion. Furthermore, the USB will be extended as water and sewer infrastructure needs are identified. See ***USB Extension Policy***. This is to avoid fragmented, leap-frog development and inefficient water/sewer infrastructure expansion.
 - Public water and sewer availability is necessary for the development of employment centers (nodes of industrial and higher intensity commercial uses); therefore, employment centers are recommended for areas with feasibility of water and sewer infrastructure expansion.
 - In order to protect the ecological integrity of the Catawba River and ensure public health, safety, and wellbeing, septic drainfields are discouraged along the river. Although, for purposes of feasibility, residential densities served by public water and sewer are typically higher than those served by private well and/or septic, the cumulative effects of private well and septic would contribute ecological and human health impacts of greater magnitude than the densities permitted via public well and sewer. Furthermore, any ecological impacts associated with development at densities that support water and sewer infrastructure will be offset by open space preservation, sustained public river access, and interconnecting greenways.

- ***Planned Developments (PDs) and Development Agreements***
 - As mentioned previously, nearly 4,340 acres of land within the study area are currently vacant/underutilized; growth pressures resulting from the extension will facilitate the development of this land. Newland Communities Corporation, the largest landholder within the study area, additional key property owners (those who own parcels in at least 40 acres), and any other properties deemed appropriate by staff will be encouraged to establish a Planned Development (PD) and, subsequently, a Development Agreement with the County as a mechanism to incorporate flexibility, ensure quality, and protect public interest. Through discourse with Newland Communities Corporation and the community, the Newland landholding has been designated as a Planned Development (PD) in the conceptual future land use plan. In addition, properties of at least 40 acres and additional critical properties that are located in the immediate vicinity of the Newland landholding were designated as PD for purposes of spatial congruity and land use cohesion. Per the standards found in the York County Zoning Ordinance, PDs are required to contain a mix of commercial and residential uses, pedestrian facilities, landscaping, as well as permanently dedicated open space.

Furthermore, pursuant to §155.209(C) of the Zoning Ordinance, Newland Communities Corporation will be subject to a development agreement. This will provide an opportunity for the County coordinate the provision of public facilities in a manner that is efficient and phased according to development plans, negotiate and attach conditions to the PD in order to maintain the interests and needs of the community, and guarantee development certainty for all parties at stake. The PD/Development Agreement process is perceived as the most effective strategy to address community concerns, implement land uses desired within the study area, and perpetuate county-wide growth objectives. Through the public planning process, the community will be involved in the formation and adoption of any PDs proposed within the study area.

- ***Reassessment and Reevaluation of the Dave Lyle Boulevard Extension Corridor/Small Area Plan upon the Allocation of Funding:***
 - Land use recommendations and implementation strategies will be reassessed when sources of funding and roadway type have been identified in order to ensure their appropriateness in the context of the study area.
 - If funding for the roadway extension is not allocated within 10 years of the adoption of this corridor/small area plan as an addendum to the York County *2025 Comprehensive Plan*, it will be subject to a systematic and exhaustive reevaluation in order to account for changing land use dynamics at the regional, county, and study area scales.

- ***Transportation Corridor Preservation Overlay***
 - According to §155.385-389 of the York County Zoning Ordinance, the *Transportation Corridor Preservation Overlay* serves as a tool to preserve the right of way for proposed street or highway improvements. A *Minimum Preservation Corridor* is instituted therein and expressly prohibits development within a proposed right of way within a specified buffer distance from the proposed improvement. A *Minimum Preservation Corridor* will be established within the study area when the alignment and character of the Dave Lyle Boulevard extension are determined; at which point, it will be incorporated into §155.390 of the Zoning Ordinance.

- ***Continued Multijurisdictional Coordination***
 - Collaborative planning among the County, adjacent jurisdictions, Rock Hill School District, and Rock Hill Utilities should be pursued for the life of this plan in order to maintain a shared vision as well as ensure a spatially cohesive landscape and efficient land use planning.

6.3 Binding Agreements

As mentioned previously, key property owners who intend to develop their land will be encouraged to establish a Planned Development (PD) and, subsequently, a Development Agreement if the County finds the need to coordinate the provision of adequate public facilities and/or attach specific conditions to a PD for purposes of quality-assurance (York County Zoning Ordinance; §154.038). A development agreement is a voluntary agreement between the County and an applicant that guarantees certainty for all parties at stake in the development. Development Agreements provide a framework for negotiation [between the County and an applicant] and result in creative concessions that address community concerns, environmental protection, aesthetics and design, public facilities expansion, etc. Per §154.038(C) of the York County Zoning Ordinance, Development Agreements should include any of the following specifications:

1. Description of required on-site and/or off-site improvements;
2. Assignment of the timing and responsibility for provision of required improvements;
3. Assignment of funding responsibilities for required improvements;
4. Establishment of a phasing plan for development;
5. Establishment of development standards applicable to the property;
6. Terms for the administration of the agreement;
7. The Development Agreement may incorporate the provisions of a Development Bonding Agreement; and
8. Other mutually agreeable terms of the agreement.

6.4 Infrastructure and Utilities

6.4.1 Water and Sewer Infrastructure

As mentioned previously, the extension of the USB will be incremental and systematic, reflecting changes in the landscape as to avoid facilitating fragmented, inefficient utilities expansion as well as premature development. The suitability of USB extension will be determined by the standards found in the **Urban Services Boundary Amendment Policy**. Furthermore, the extension of the USB will be coordinated with plans for water and sewer infrastructure expansion per Rock Hill Utilities as well as the phasing scheme of Planned Developments (PD).

As mentioned throughout this document, in order for the development of employment centers as well as nodal/concentrated development to occur within the study area, it is necessary that water and sewer infrastructure are in place. Therefore, sewer and water infrastructure expansion will be recommended within areas that are designated for development of higher intensities and densities per the corridor/small area plan. Additionally, to protect the ecological health of the Catawba River and ensure public health, safety, and wellbeing, water and sewer infrastructure extension is recommended for land abutting the Catawba River. To elaborate, the intent of this policy recommendation is to avoid the permeation of private septic and well

facilities as facilitated by growth pressure from the extension of Dave Lyle Boulevard. Furthermore, development that promotes environmental conservation and the efficient use of land and infrastructure expansion, such as conservation or clustered development, will be encouraged.

6.4.2 *Roadway Infrastructure*

As stated throughout this document, the existing future land use recommendations per the *2025 Future Land Use Plan* will remain in effect until funding is secured for the extension of Dave Lyle Boulevard. The land use recommendations found in the *Dave Lyle Boulevard Extension Corridor/Small Area Plan* will be implemented when funding for the Dave Lyle Boulevard Extension is secured. Furthermore, this plan will be reassessed when funding is allocated and the roadway type is identified.

In order to realize the full benefits of the Dave Lyle Boulevard extension, improvements to the secondary network are necessary for purposes of connectivity. Due to ease of accessibility, intersections and/or interchanges will serve as ideal locations for rural, suburban, or urban mixed use centers. The clustering of commercial, civic, and residential uses (intensity informed by the density/intensity gradient applied within the study area) around intersections and/or interchanges will promote economic and cultural vibrancy, efficiency of land use and infrastructure, as well as open space and rural conservation, and permit feasibility of pedestrian/bicycle travel.

6.4.3 *Regional Transportation Planning*

As stated previously, the Rock Hill – Fort Mill Area Transportation Study (RFATS) *2035 Long Range Transportation Plan* (LRTP) (2009) highlighted the Dave Lyle Boulevard extension as essential in improving regional connectivity and efficiency. As construction of the extension has the capacity to impact the entire transportation system, the LRTP should be updated upon the allocation of funding, resulting in recommendations that promote transportation efficiency, multimodal transportation feasibility, and coordinated land use and transportation planning.

6.4.4 *Benchmarks/Development Timing*

The *Dave Lyle Boulevard Extension Corridor/Small Area Plan* is a long range land use plan that is contingent upon the allocation of funding for the extension of Dave Lyle Boulevard. After nearly three months of public and stakeholder scoping, through an internet-based survey and a series of public workshops and stakeholder meetings, and document drafting and review by staff, this corridor/small area plan will appear before Planning Commission in mid-November and, subsequently, undergo 3 readings by Council. The plan will be adopted as an addendum to the *York County Comprehensive Plan* upon third and final reading approval. Once funding for the extension is secured, the plan will be incorporated into the map of the *Comprehensive Plan* via the amendment process and subsequently implemented via zoning and other regulatory tools.

Land use recommendations and implementation strategies will be reassessed when sources of funding and roadway type have been identified in order to ensure their appropriateness in the context of the study area. Lastly, if funding for the roadway extension is not allocated within 10 years of the adoption of this corridor/small area plan as an addendum to the York County 2025 Comprehensive Plan, it will be subject to a systematic and exhaustive reevaluation in order to account for changing land use dynamics at varying scales. Land Use Recommendations Summary

Table 6-1 provides a summary of long range land use objectives for the study area, informed from public and stakeholder input, and their associated implementation strategies and tools.

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Table 6-1: Summary of Land Use Planning Objectives and Implementation Strategies		
<i>Land Use Objective</i>	<i>Implementation Strategy</i>	<i>Implementation Tools</i>
Development that is sustainable and cohesive	Dual application of a density/intensity gradient; ensure efficient use of land and infrastructure expansion; promote a variety of housing types and live-work environment; cluster commercial/industrial uses at intersections/interchanges	Zoning; PD/Development Agreement process; designation of mixed use and employment centers; designation of multifamily near employment opportunities; designation of industrial and larger scale commercial uses within an easily accessible distance of I-77; systematic and incremental extension of USB
Rural Character Preservation	Dual application of a density/intensity gradient; encourage clustering of commercial uses near intersections/interchanges	Zoning; designation of mixed use and employment centers; PDs/Development Agreements; systematic and incremental extension of USB
Environmental Protection/Conservation	Dual application of a density/intensity gradient; clustering of commercial uses at interchanges/intersections; open space preservation; ecosystem viability through species exchange/migration	All of the above; environmentally injurious uses prohibited along Catawba River; designation of open space preservation within the riparian habitat of the Catawba River; interconnected system of greenways/open space act as ecological corridors
Public Access to Environmental Amenities	Inclusion of bicycle/pedestrian facilities; Implementation of proposed Carolina Thread Trail connectors	Designation of open space preservation within the riparian habitat of the Catawba River; PD/Development Agreement process; Multi-Modal Access Plan required when rezoning to any Mixed-Use District; local and state funding strategies for public access easement acquisition; public outreach and education of trail initiative to raise support
Pedestrian/Bicycle Interconnectivity	Inclusion of pedestrian/bicycle facilities along the Dave Lyle Boulevard extension corridor; coordinated/master-planned pedestrian/bicycle network	All of the above; discourse with SC DOT policy makers
Extension Corridor Preservation	Maintain right of way/minimize costs associated with ROW acquisition	Incorporation of Minimum Preservation Corridor Overlay into Zoning Ordinance when the precise alignment and roadway type are determined

6.5 Conceptual Future Land Use Plan

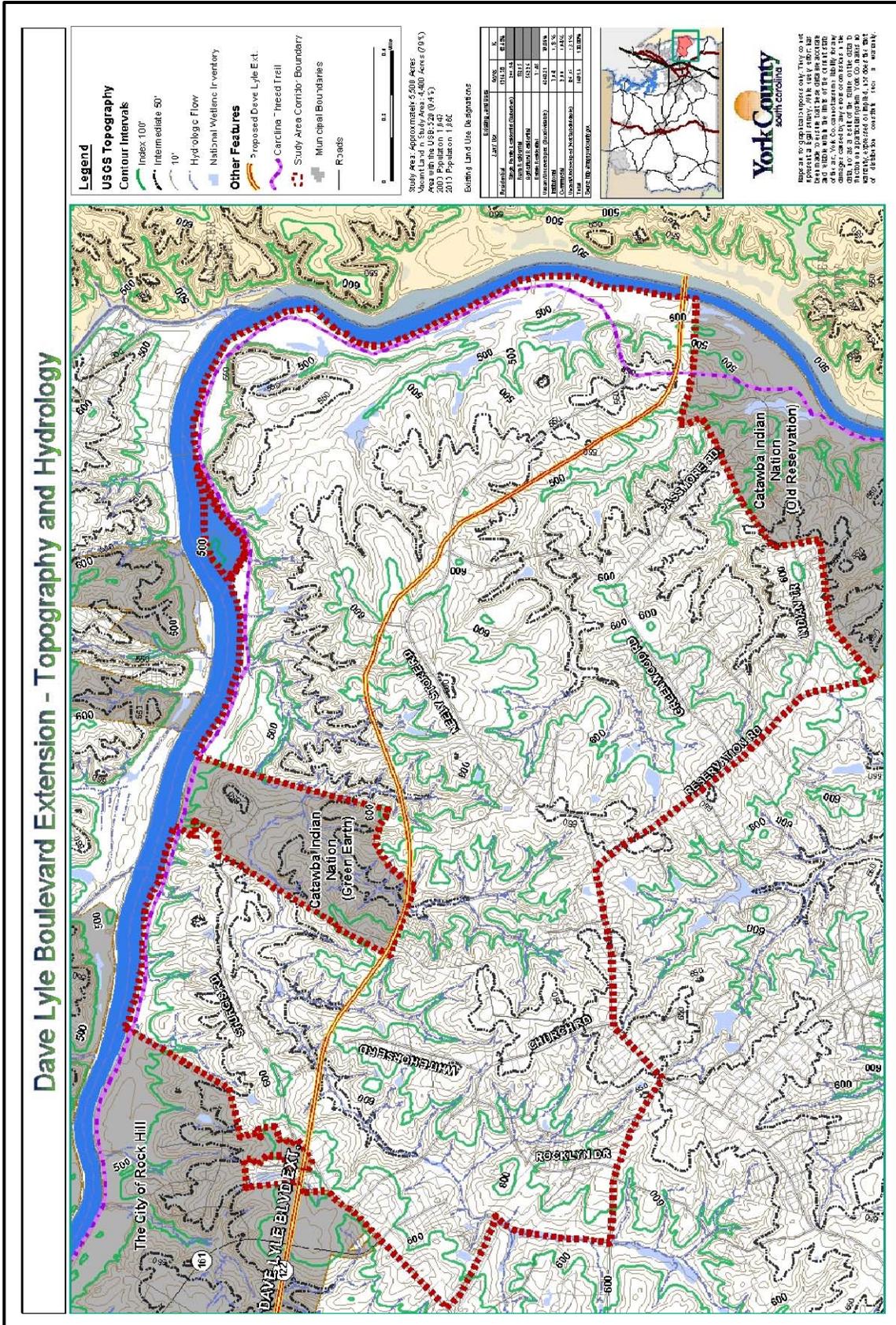
Using the aforementioned land use implementation strategies and tools, **Map 6-1** serves as a conceptual future land use plan for the Dave Lyle Boulevard Extension Corridor study area.

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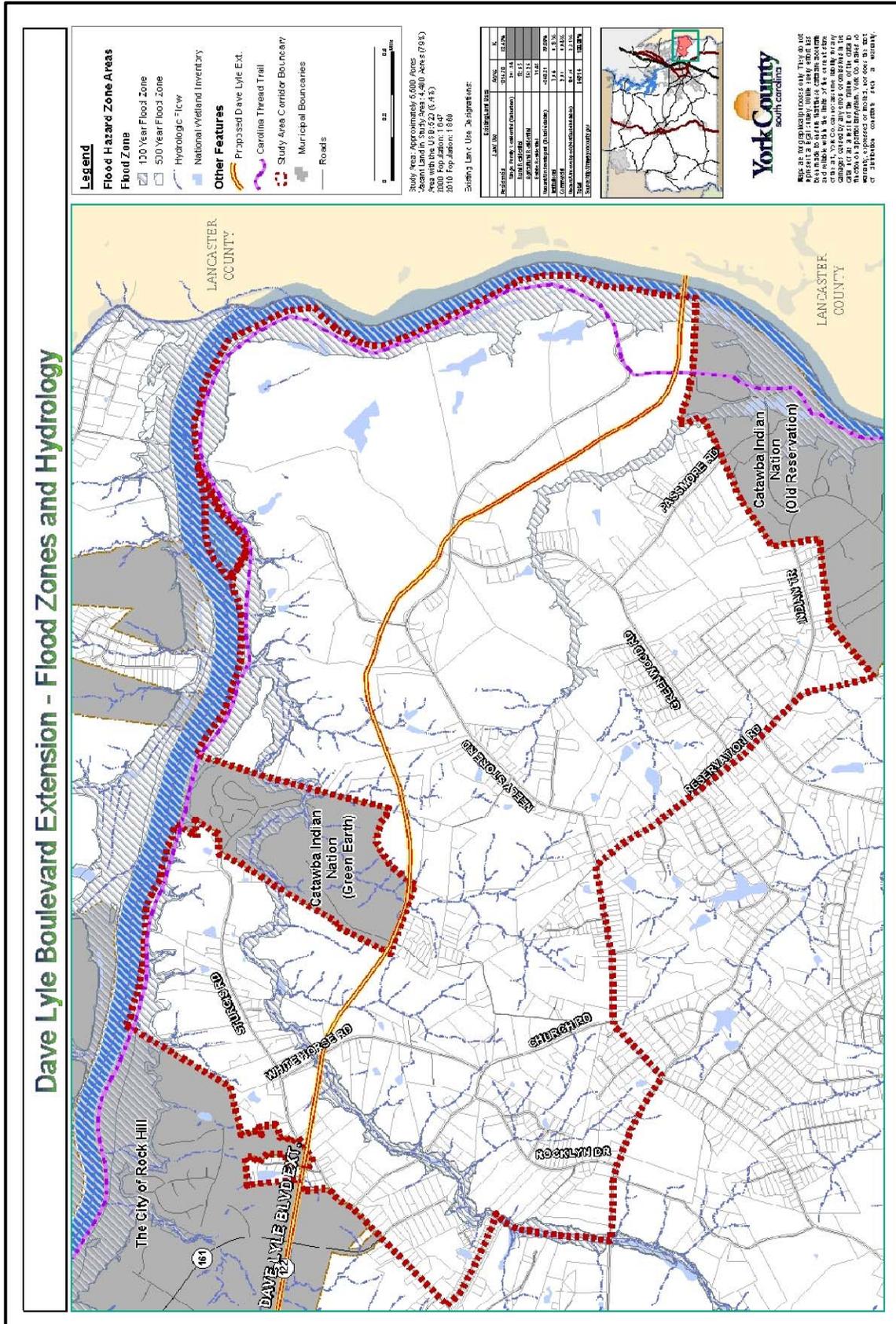
APPENDICES

Appendix 1: Additional Maps

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Map A - 1: Study Area Topography and Hydrology



Map A - 2: Study Area Flood Zones and Hydrology

Appendix 2: Electronic Resources

Table A - 1: Electronic Resources			
<u>Title</u>	<u>Author</u>	<u>Format</u>	<u>Source</u>
Dave Lyle Boulevard Extension Land Use Study	Clemson University	PDF	http://www2.yorkcountygov.com/LinkClick.aspx?fileticket=a0dU-radD-g%3D&tabid=188&mid=1751
York County Block Groups	U.S. Census Bureau	ArcGIS Shapefile	http://www.census.gov/geo/www/tiger/shp.html
York County 2025 Comprehensive Plan	York County	Pdf	http://www.yorkcountygov.com/Departments/DepartmentsFP/PlanningandDevelopment/ComprehensivePlan.aspx
Vision 2020: The Comprehensive Plan for Rock Hill	City of Rock Hill	Pdf	http://www.cityofrockhill.com/dynSubPageSub.aspx?deptID=9999&pLinkID=683&parentID=28
Lancaster County Zoning Map	Lancaster County; Catawba COG	Pdf	http://mylancaster.org/vertical/Sites/%7BA02FC01E-6C41-44F4-BE02-9B73FC0206C5%7D/uploads/WEBSITE_ZONING_MAP.pdf
Tourism Product Development Concept for the Catawba Region Strategy and Plan	Prepared for the South Carolina Department of Parks, Recreation, and Tourism	Pdf	http://www.scprt.com/files/Tourism%20and%20Recreation%20Development/roll%20out%20presentations/Catawba_Report_Volume%20_%20V5.pdf
RFATS – 2035 Long Range Transportation Plan	RFATS	Pdf	http://www.rfatsmpo.org/index.php?option=com_content&view=article&id=39%3A2035-long-range-transportation-plan&catid=17&Itemid=43

Appendix 3: Survey Feedback

All open-ended responses are included in this section; multiple choice responses are summarized in the section: Public Input/Surveys.

Table A - 2: Question 1 - What would be the biggest benefit from the Dave Lyle Boulevard extension? - Other (please specify)
depends on the type of road being built
Jobs
Type of road built will determine benefit
We do not see many.
primarily JOBS
None until quality of life and land use issues are addressed
no true benefits
I dont see any benefit for the people that live in this area
I don't want to see anything done.
none
none
I don't see a benefit to me that isn't offset by a negative impact.
The benefit will be to the land develpoers not the exsisting home owners
York Electric serves most of the area within the corridor. I am not sure if their system can handle additional load if the area develops dramatically. Duke Energy could better serve during an increased electrical load scenario. Duke has a high voltage transmission line which traverses the lower end of th proposed corridor. A new substation would have to be built, and a new distribution system would have to be considered to supply increased load demand.
no benefit
Not much benefit . Except for the people wanting a casino.

Table A - 3: Question 2 - What are your biggest concerns related to the Dave Lyle Boulevard extension? - Other (please specify)
none
None
I have no concerns. It is a great idea in every way
No concerns except high unemployment and need for jobs.
Feel more benefits than concerns
None---we need this for economic development and planning around this road
impact on existing roads and community travel
Concern is that it has not been built yet -- build it now
None
Growth is coming to the area. So we should take control of it with building a road and having a plan in place to help this happen.
Developer driven land use
the loss of our home
Catawba Indian Casino Plans
taking of personal land, litter, eventual rezoning
The SCDOT document presented at the public hearing in September 2000 states that the Dave Lyle extension proposal is to help control urban sprawl. I do not want to see the City of Rock Hill go annexation crazy.
displacing people from their homes, land and lifestyle.
none
none
None that I am aware of
we have too many empty houses and buildings already.

Table A - 4: Question 3 - How would you rate the existing flow of traffic within the Dave Lyle Corridor study area? - Other (please specify)
back roads have many curves and pot holes...not meant for high volume of traffic
Existing roads are in bad shape (pot holes)
timing of traffic lights is off at times; turn lanes are not long enough; ramp exiting I 77 is poor planning
extending it will not reduce the flow around the mall area
Traffic is too heavy all of the time now.
small roads traveled heavy is the current situation
The roads are pretty much the same as they were 60+ years ago but instead of dirt and gravel, they are asphalt.
because of all the congestion due to stop lights and lousy intersections
Traffic at stop lights is minimal and access is good

Table A - 5: Question 4 - Do you feel that the existing roads within the Dave Lyle Corridor Study Area are adequate to serve the existing needs of the Community? - If not, please explain.

would like to see an extention
congestion at peak times is a real problem
Needs extending for more jobs.
Too curvy, always have potholes.
Roads are narrow and in need of repair.
There is no west-east connector without DLB
There needs to be a larger central road that these smaller roads can feed off of.
There are few ways in and out of this corridor and takes unacceptable amount of time for safety personnel to reach the area.
They need to be maintained better
Presently it is meeting our needs, but Rock Hill has really grown in the last few years. UNLIKE some other projects, this extention makes sence, when concidering Rock Hill future growth. THIS extention will be necessary, Without the extention it will definitely hinder Rock Hill's futrue progress.
Yes, currently they are adequate. However the existing road would not suffice with the extension of Dave Lyle due to higher traffic counts.
Traffice is too heavy.
These roads weren't built to handle anymore increased traffic in the area and they are very poorly constructed.
there is no access to to the Lancaster areas without going south and then north.
They are too congested with traffic.
We need an extension to Lancaster County
They would be if you hadn't grouped all the shopping in one area
Need MORE shopping, better MALL, more resturants and thinks to do in the city
Too many areas are isolated with winding, meandering access to get virtually anywhere.
Dave Lyle is poorly designed around Manchester and the mall for traffic flow.
Manchester is a great area, but it is poorly designed. Traffic flow is problematic.
Greenwood Rd in front of my house is narrow. Traffic travels too fast around a dangerous curve next to my property. I have to take extreme extra precaution to cross Greenwood Rd to my mailbox. I have to take extreme precious each time I pul my vehicle out of my drive onto Greenwood Rd.

Table A - 6: Question 5 - What improvements, if any, would you like to see made to the existing roads within the Dave Lyle Corridor Study Area?
roads need to be widened and resurface to withstand higher volume of traffic - also, some curves need to be straightened out
None as broke as the economy is and the cuts that have already been taken in all the other areas...How is it fair to start another project?...Also, the existing roads do meet our needs adequately....there is no need in taking the property of others, ruining the enviroment, all in the name of progress...if nothing is broke... it doesnt need to be fixed, and as of right now there are so many other existing... broke things..shouldnt the county be more focused on those things instead?
None at this time.
more access to hwy 521
More feeder reads to eliminate congestion. too many stop light need roundabouts to keep traffic moving. synchronize stoplights
I think the extended Dave Lyle Buelvard should be an interstate quality, limited access road if at all possible. Some of the very poor existing roads may need to be redirected to planned exit ramps on the new Highway
Extend Dave Lyle Hear Sams Club coming to area. Need road to Lancaster area if continue to get businesses.
where to begin? mass overhaul
Extend Dave Lyle. It just stops. Better traffic flow and connection to Lancaster.
Better connectivity
Widened, better pavement.
Roads were not built to serve the many houses already in the area. They are narrow rural roads with many access points (driveways and side roads into developments). Not built to hold up under heavy traffice. Construction traffic would destroy roads even more.
Plan for the road, phase in a mix of commercial and residential development, protect open space
Access roads to Dave Lyle from other neighborhoods below our road.
Better interconnectedness
more direct access to Fort Mill area and Hwy.521 area
Just good maintenance needed.
A central roda will reduc the amount of trip on all of the smaller roads with residents tryign to get into town by providing one source of access back towards 77. I think this owuld provide a huge improvement for the area d the quality of life there.
n/a
Resurfacing and repaving the roads we have.
none
Church Road reconstruction with bridge replacement. White Horse Road reconstruction with bridge replacement. Sturgis Road 3" overlay along with shoulder

and ditch work. Rivercrest Road reconstruction from gravel to paved. Along all of the aforementioned roads there are ROW and line sight issues that should be addressed.
general upkeep,
Given no increase in population density, existing roads are adequate and merely require resurfacing.
pot holes repaired correctly;reflectors;enforcement of speed limits
Turning lanes that allow traffic to flow properly. The roads should have stop lights at fast moving intersections. Speed limit clearly posted when passing residential neighborhoods.
Improvements should be made to existing roads before we think of creating more.
less contruction around the mall area. The more you build the worse it will be. There is no reason the extend DL. The property at the end of DL now is vacant. There are empty buildings all around in that area & they have access to I-77. This only being done because of Newland Development & the Catawba's. This will be wasted money for everyone else.
Access to the commercial areas from existing routes are bothersome. Neely Store to Church to Sturgis to Waterford to Dave Lyle. All within a 8 minute drive to reach commercial shopping.
Better coordination of exiting traffic lights in congested areas
None
I moved to this area because it was rural, I really would rather it stayed that way
roads repaved
Possibly widening the roads
Straighten, pave Church Road Straighten, 4 lane Hiway 5 from 21 to 531
Do not know, but this area is often very congested
repaved
There is no need for Dave Lyle Extension!
permanent repair of potholes
Remove the stop light at the end of Dave Lyle . Its too long and not needed at all.
Fix the roads rather than patching the worst of the potholes and then maintain the roads before they get in disrepair rather than adding more roads which won't be maintained.
better paved roads, less traveled as a cut thru to mall and I77
The plan presented by SCDOT in 2000 basically called for a limited access road with several interchanges. The idea was that traffic would flow uninterrupted at a high level of service. Without knowing the current designation of the proposal, one cannot speculate which existing roads need improvement, but most in the proposed corridor need a high level of maintenance and repair.
Dont expand it. York County needs the beauty of a country side to attract people wanting to get away from the city and subdivisions. Quiet green country side without any tight neighbors. Not home on top of each other or big box stores in the

neighbor or the roar of traffic when you wake up in the morning.
Don't build it all or turn it more to the north and run it through the reservation since they want it so bad. After looking at the map, my question is why is their land more important than any other land owners?
Better traffic flow
All the roads need resurfacing and many need to be widened
Repavement with better shoulders.
none
extend dave lyle to 521
Not sure.
Lessen congestion
Repair, resurface, reconstruct where necessary.
none
Redesign intersection of DLB and entrance to Manchester Village at Books A Million
n/a
More commercial development to help keep local shoppers shopping in York County rather than traveling to Charlotte, Pineville, etc..
keep the roads better maintained.
I don't like the idea for the fact it will take away from the rural life.
Fill the potholes. If the County can't maintain the roads it has already built, it doesn't need to build more!
Hwy. 160 needs immediate attention
not sure
First, the construction of the DLB Extension is key. Then the existing, intersecting roads should be at-grade, with stop lights, where they meet the DLB Extension. Right and left-hand turn lanes should be constructed at these intersections.
Better access to Rock Hill from the panhandle of Lancaster County!!
widen entry and exit roads to I-77. Take out stoplight and entry/exit at McDonalds
Flow of traffic meets it's present needs
More development along the roads. Sidewalks.
longer turn lanes
Some widening and straightening of the existing roads would be appropriate
More multilane roads and more protected left turns
left turn lanes where there are currently none
why take the business to Lancaster County? I am sure that the couple of thousand of acres in the Fort Mill township would benefit Dave Lyle went straight across the river and out and onto Doby Bridge Road. Yes you may need to widen/improve Doby Bridge as well but this has to be cheaper than the length of road currently considered. This would keep SC tax dollars in SC as well as keeping York Co. tax dollars in York Co. in the long term. Additionally, why don't the Catawbas open a gambling hall right on the Catawba. Talk about long term economic impact for the

county and citizens...
Widened
N/A
more lanes
I would like to see the walk way expaned along Dave Lyle, pedistrian friendly traffic lights, and decrative walk ways. For people not from Rock Hill area this the normally the first impression they recive of the area since Dave Lyle right off of I77.
none at this time.
Manchester is very congested. Traffic flow in this area needs improvement
New interchange at I77
Bridge the Catawba and link up to 521
More traffic lanes/turning lanes at the Manchester shopping intersections. More traffic due to the corridor extension is going to increase the traffic congestion at these intersections which already have a negative impact on the traffic flow.
Better connections between existing roads, widening, etc.
None
x
None!
No sure improvements are possible. A major east-west roadway doesn't currently exist.
Improve traffic flow.
Add multi-use pathways down Springsteen to access Manchester area. This would allow a great number of homes access to the area via foot or bicycle.
I hope that with the plans to extend it will bring more jobs
more diversion of traffic around Dave Lyle corridor
manchester shopping center has poorly designed roads, but the rest of the area is fine
Build the extension to Fort Mill
less traffic lights
The current roads are fine. Just need to extent to HWY 521
Some Traffic lights seem like too much. Do we really need the traffic light at the End of Dave Lyle where it meets Waterford? Seems like a waste of money.
None
Extension of turn lane from Dave Lyle Blvd into the Target shopping center.
Newly paved secondary roads!
None
Better roads

<p>The dangerous curve adjacent to my property at 2539 Greenwood Rd. Some of the brush and trees need to be removed off the vacant adjacent property so I can see to get out of my drive safer. I have contacted the owner in Charlotte but he doesn't care. I have contacted SCDOT and York Electric about this dangerous situation but none want to address the issue.</p>
<p>resurface and widen</p>
<p>resurfacing Neely Store Rd between 21 and old Boys Home</p>

DRAFT

Table A - 7: Question 6 - What specific types of development/land uses would you like to see with the Study area? - Open-Ended Response
large homesights, open land, four or five acre tracts
conservation area that is preserved and left alone
Schools.
community, retail in harmony with preserving enviromental areas - green living
Mixed use
Commerical, industrial and residential and not all residential because that will not produce the property tax revenue to provide schools, etc. But the development needs to be carefully planned for mixed uses (perhaps like the area around Manchester Village in Rock Hill)
Muti-family with price options, restaurants, retail. JOBS!
residential, commercial restaurant and retail as you get close to the bridge on the catawba river
Homes, retail, manufacturing
compact development, mixed use, retail, etc
Mixed-use, light industrial, office
Land use that will perserve the rural character of the community. Leave breathing room.
a range of residential housing for people in different age groups and incomes, parks, schools, business centers
Leave as is
Compact development, mixed use, commercial and residential
commercial developement
Commercial and residential
1 acre lot stick built homes
None.
more retail stores
Light Industrial, Business Development I, II and II, Planned Development.
mixed use, income generating
Development as a mixed use live/work community close in structure to the Baxter model, while allowing for light industrial to grow/complete the Waterford industrial area. It is also important to protect the working agricultural land within the study area, those included in the 25 yr plan as AGC, but not to include Newland owned land or those properties in the direct path of the actual roadway.
The park we were promised along the river. development that protects the environment of the area. Higher density at Waterford end with court yards, fountains...perhapslow to mid rise around the fountain or courtyard. Rural with lots of open space at the other end. Horse trails; bike trails100 foot buffers to protect existing farms.;emphasis put on aesthetics , green and envrionmental areas
Schools, in order to reduce student teacher ratio, commercial buisness such as CVS, Fast Food chains, SINGLE Family Homes. Recreational parks for community access. What I prefer not to see directly off this extension is industrial buisness. They should be well hidden. Why? PROTECTING HOME OWNERS INVESTMENT.
Leave it alone.....leave the rural areas alone. People live there because they

like it rural. And, in many cases, the land has been in families for centuries.
none, no development in this area
Mixed use: commercial and light industry, green spaces, public spaces,
high quality grocery, drug, hardware, restaurants, office building
None
Small communities 50 homes 4 streets with each home built on at least 1 acre lot
new business
Additional Retail/Restaurant/Churches
Residential and light commercial
a new neighborhood or some more shopping venues
none
Nothing. Leave the area alone and do not disturb the rural/natural habitats.
None
Conservatory areas.
Leave the land just as it is and has been for generations. Local folks resent being told that someone else has decided the "best" use for the land on which we pay taxes.
land should be used for rural purposes. Keep the small farms and family traditions
Preservation of land and environmentally sensitive areas.
none. Just because people own more than 5 acres doesn't mean it isn't being used. People have cows, horses, fish, hunt. That's what they enjoy about their land.
Green space.
retail
residential, small businesses, minimum restaurants and shopping. Maybe small warehousing businesses
some business homes
commercial
housing and parks
Not Sure.
Diverse mixture of residential communities.
Ones that create jobs.
commercial
Conservation of land along river. Limited residential and retail with careful environmentally protective design
businesses that relate to the Catawba River
Commercial
no opinion
none
Nature Conservatories. Expansion of the Catawba Indian Reservation. Wildlife protection areas. Primitive camping areas.
commercial
not sure
Cluster residential; Mixed-use, w/ retail, residential and office Office and Distribution Facilities
Planned use of office parks instead of uncontrolled shopping centers.
Leave it like it is

Home density impact as it deals with needs for schools and safety
Shopping, Green Space, Dog Park, areas for outdoor activity
some commercial development, but also parks and access to Catawba River
Another access to the river
Shopping and dining
retail. recreational facilities (sports venues)
mixed use, gambling, parks and rec.
Retail and a industrial park
commercial and residential developments
commercial small businesses
More shopping and things to do in the area for the community to do.
I would like for the area to remain rural, and perhaps used as a nature preservation without the unnecessary economic development
More restaurants and retail outlets
parks and greenways as well as residential recreational
I would like to see a portion of the land development dedicated to public use, shopping, and housing.
All uses, commercial and residential, environmentally friendly or low impact manufacturing
More parks, extended river access.
x
Retail Business.
open space and environmental protection; trail system along river; planned mixed use centers; limited access parkway
minimal
Value added light industrial, speculative buildings for companies.
JOBS... a gym
nothing in particular. It makes sense to just develop the road for easier acces from southeast Charlotte.
none, or shopping centers, possible industrial (expansion of park)
a bridge over the Catawba river.
residential, commercial
Housing communities, retail locations, future schools
Realestate and commercial
Better retail/ restaurants, entertainment
Residential
The usual...mixed retail and residential
more auto parts store and gas stations
Those would not pollute our air, land and Catawba River any more than it is already. An environmental friendly business.
industrial to improve the employment market
single family only

Table A - 8: Question 7 - What specific types of development/land uses would you NOT like to see within the Dave Lyle Corridor Study Area? - Open-Ended Response
warehouse, industries,, cookie cuter homes, apartments, strip type stores
shopping centers, subdivision homes...as if there are not enough foreclosure ones in our area as it is...roads that will be put through..or anything that will cause animals and people to lose their homes and cause the city to try and take over more of the county
None at this time.
areas that are congested and not planned well
heavy industrial
Hazardous waste processing and disposal
Farms that do not produce JOBS!
industrial, warehouse
Not all estate homes. Various price homes so all people can enjoy the river.
manufacturing
Heavy industrial
Warehouses and industrial parks. Housing developments that have the houses feet apart. Buildings that require medium to large parking lots.
n/a/
Industrial areas
Industrial type uses
none
Industrial plants
any that cause increased traffic such as retail
Do not build Dave Lyle extension.
Topless clubs.
Industrial Development
Haz-mat production,
It would be detrimental to focus development on any sole aspect of potential use, i.e. only industrial or only residential. The inclusion of retail and office space along with residential is, in my opinion, essential to sustainable development of the only underused block in eastern York Co.
big box retail, strip malls,and unsightly housing in straight rows.abnoxious uses.high density except near Waterford end.
NO VISABLE INDUSTRIAL PARKS, NO LACK OF COMMON SENSE WHEN PLANING THIS EXTENSION. I'M NOT SAYING THAT TO BE SARCASTIC.
Again.....leave the land alone. Leave it rural.
no development in this area, leave it country, open land
A Bingo center, any "red-light" activities to include clubs, adult stores, massage parlors, etc.
industrial, discount stores, low income housing

Congestion
Road extensions that create a lot of noise and traffic
another WalMart
n/a
Industrial
open to all ideas
anykind
More roads; more people; houses; schools; fields
4-lane roads, commercial zoning, any businesses other than farm-related
Don't remove existing homes. No industrial development either.
None.
buniesss and industrial - no casinos for the indains
Expanded housing developments such as Newland Properties proposes. Their ploy is to attempt to get the area annexed into the City of Rock Hill. I know this to be a fact because I was offered a \$50,000 bribe to assist them in this endeavor. I told them to never contact me again. I would not do such a thing to my neighbors. Newland an others like them are opportunists and snakes.
Don't push the road threw the contryside. York county can be unique in conserving the land for quality not quantity in roads, houses and stores
No homes everywhere. No chemical manufactures. NO ROAD.
factories
Major manufacturing plants, malls, too many restaurants. etc///no city annexing
huge home developments
residential
waste management
Not sure.
Apartment communities.
Ones that can hurt property values.
industrial
Heavy industry, large impermeable areas, large scale commercial, uncontrolled subdivisions
industrial
nightclubs
no opinion
No big stores to draw more people
Stop clear cutting acres of trees. Stop building big box stores. Don't extend Dave Lyle. If you want to travel from Rock Hill to Lancaster and vice-versa, use the existing Highway 21 or I-77. They work just fine!
churches. no tax benefit.
Bars
The key is protection of the river from discharge and runoff. No industrial uses along the river. The river and streams should be buffered.
Shopping strip centers
Would NOT like to see any development in this area
Continual strip malls

spec retail sites that stay empty
NOTHING near my house on Greenwood Road. No high-density developments.
No government developed housing, statues and fountains. Let private developers do what they do best
indusrty such as plants, factories, warehouses
non tax paying.
gaudy signage
Waste disposal sites
agriculture
None
I do not want to see retail outlets, large housing developments, city utility services, or anything else that would disrupt the current way of life in that area. People live there because it is quiet and not attached to the city. If they wanted to live in the city, they would move there.
Government housing
no more strip malls
nothing
I have no specific type to exclude.
Environmentally damaging, high impact industrial and/or manufacturing
A highway extended to Lancaster.
x
Low income Housing!!
hodge-podge of residential and commercial along the corridor; numerous curb cuts; only private access to the river
Anything that would greatly effect the environmental integrity more than is necessary.
Strip malls or anything of this ilk
car dealerships
heavy industrial
apartments, bars, clubs
not sure.
industrial
Low income housing projects
Heavy Industry
Cherry Rd type of environment
No more commercial. Keep it targeted where it is already located
factories that might generate pollution
no more resturants
Do not allow houses to be built on less than 1 acre. Do not allow any development similar to Sun City, too dense.
none
multifamily development

Table A - 9: Question 8 - Where do you commute to work? - Other (please specify)
Live in FL, own property in Rockhill, SC.
currently live outside the area
I live and work in Rock Hill
Retired
YORK
I commute running errands and the stuff of life to all of the above as needed. I try to support the local economy
SMALL BUISNESS OWNER, I travel all throughout, so this extention will prove itself to be convenient.
Retired and don,t commute
I am retired, but when I worked I commuted to Charlotte.
York, SC
Kings Mountain, NC
Realtor showing extensive area properties
retired
I work all over York County (my car is my office)
Gaston County
I am retired. Most of the time I travel to Rock Hill. Ocassionally I visit relatives in Indian Land and travel Hwy 5, go through VanWyck.

Table A - 10: Question 9 - What Land Use changes do you believe would MOST benefit the study area? - Open-Ended Response

The answer would change based on what type of road the extension would be.
Conserved and preserved for our future generations to still have forest and space...there doesnt have to be homes, shopping centers,and roads on every peice of earth..leave some things alone
None.
An envirnmentally planned community with retail shops
Planned mixed use of commerical, industrial (inlcuding light manufacturing like Waterford Business Park) and residential. Also warehousing and distribution centers.
Mixed home sites, retail. People have to live in area for retail and manufacturing - JOBS - to come.
Anything that creates jobs.
mixed use, retail, residential, compact development
Annexation into Rock Hill for better services and infrastructure.
Open land areas with limited access to Dave Lyle. Larger home sites (1 to 5 acres).
bring the property inside the Urban Service Boundary, plan for compact communities, protect the river's edges
We need to curtail growth for this area.
Mixture of commercial and residential
access to the developing area of Lancaster County area of Indian Land
Higher density residential and commercial
single family 1 acre sights
Don't build the road.
Don't know
Light Industrial to allow more energy efficient product product. Business development to add additional opportunities for individual business owners which is 75% of our country's businesses. Planned development to allow communities of this type to be self sufficient.
Light indistrial, to be sure to purchase enough right of away from the get go, To allow for future growth up to 5 lanes, so that you don't have to come back later, upset more home owners and by the time you would get back to it, displacing even more property owners,at an increased cost to the tax payer. even if you have to lay the road in stages. For instance 2 lanes and the bridge, just to start the growth.
As previously stated, mixed use sustainable development with the inclusion of public green space.
a tightly controlled land use...not a blank page for a developer. Higher density near the mall and waterford. Lower along the river and the areas of Reservation, Greenwood and Neely Store rds. A balanced approach beyond the area to the Chester line. Respect for existing property owners...requiring 100 ft buffers to protect existing properties of more than 30 acres from encroachment of development.
From unused rual land to needed commercial outlets, making Rock Hill more Desirable and convenient of an area.
None
Newland Dev. wants to put a large development in this are like "Sun City" & the

Catawba's want a casino. Which none of the people in this area want to see happen.
Spatial development that would ensure green spaces.
quality neighborhoods with surrounding support businesses
None
widening the existing route to Lancaster
new homes
Make it a natural conservation area
none
none. It's fine how it is.
Designated greenway
Better river access.
By leaving the area alone, no development. "Study Area" is really people that have lived on the land and paid taxes on it for generations
no change, no road
Keep the area as pristine as possible. Allow for single family housing plots. Conserve the existing area as much as possible.
Leave it alone. Just because you want to change the land for money doesn't mean we want our lives changed for your greed.
Dont build the road or move it to the North. Once again, if the reservation wants it so badly, why not run it slap through the reservation? Surely there would be enough land left over for a casino and for our county council to hang out and party.
easier access to 521
small businesses and little destruction of current properties. much of this land is family owned and intended to be handed down to future generations...homes, etc
Sense you have no money and not a clue how the road is going to be built.hard to answer.
Not sure
Diverse range of residential communities
Those that preserve the environmental integrity of the Catawba River while providing improved regional connectivity
?
none
Nature Conservatories. Expansion of the Catawba Indian Reservation. Wildlife areas. Camping areas.
Housing and Retail
Mixed-use Development -- combination of retail, office, and residential; Cluster residential development; Office, distribution, research, and education facilities
Schools, recreation areas, and other infrastructure
making it public land for the general use of the public
none specific
More public parks/green space. Addition of a dog park since there are NONE in the Rock Hill area.
making Catawba River accessible through Dave Lyle Corridor
using York Co. land, not Lancaster.
Not sure

industrial to create jobs
More Commerical and Residential
Anything that would least impact the current way of life for the residents of the community.
Accessibility to shopping, increased sales tax due to increased traffic flow to the shopping areas, another connector across the Catawba River. Increased property value related to the extension.
Any that would maximize benefits to the area but also minimize negative environmental impact.
None
Retail Business.
incremental approach with more intense uses closer to Rock Hill where infrastructure is available; planned development for mixed uses and business parks; open space set-asides, particularly along river; some rural development
Access to Indian Land
decreased traffic on highway 5
remain a fairly rural area
none
faster commute to FM from RH. Better traffic flow of Dave Lyle.
Realestate and property Taxes would help with the construction costs of adding the road and subsequent bridge. Additionally, it would be nic to know what kind of Traffis Hwy 5 gets cutting over to 521 everyday. How much of a load would this take off of Hwy 5.
Business/retail/restaurants
Fill residential uses around the existing commercial uses, with bike and pedestrian connectivity between the two
commerical sites for jobs and school sites
The Dave Lyle Blvd ext road should be built down and with berms to prevent noise and pollution to nearby homeowners. The Catawba River basin carries noise for miles and I don't want a constant roar from the sound of traffic in my ears on top of that. Build a subway as part of the Dave Lyle Blvd Ext., there would be less vehicle traffic, less pollution.
improvements to existing roads

Table A - 11: Question 10 - What Land Use Changes do you believe would LEAST benefit the Study Area? - Open-Ended Response
You don't want the industry, cookie cutter homes, apartments, and strip mall along the road. Really I see no need for the road. Highway 5 to Lancaster would need to be widened seems more important.
Building it up to suit the greedy people who don't care who this is affecting....
None
congested and not well planned
I oppose efforts to keep the area lightly populated without quality development as this would deprive both York and Lancaster Counties of the next step in upgrading our transportation network. The current roads in the area are second or third rate and a hodgepodge
If NO change. This is prime commercial property near the interstate and residential near the river. This Council and staff need to do whatever it take to bring jobs to York County. Didn't they all run on that? No change, no jobs!!!!!!!
Need planning so area is not developed in the future with no central vision
heavy industrial
Industrial
Industrial and commercial buildings. Benefit meaning maintaining current lifestyle. Have the current County Council members (all of them) and other county employees ride the area and become VERY familiar with the study area. This undeveloped land is someone's home.
Don't keep it all ag and don;t allow just large estates homes
Commercializing this area would probably cause uprooting of family already living in this area.
Industrial
none
Agriculture or low density residetnial becasue this land could provide huge benefits for the county and tax dollars we shoud take advantage of
retail
Building the road.
Don't know
No type of industrial acitivity that would change the landscape of the area or that receive a huge tax break comes in utilizes that tax break and leaves the area in seven years.
Heavy industrial, noise, unnecesary traffic
Non-diversified sole use projects, industrial or residential.
A blank mixed use.. Bays (areas) should be specific. High density; one acre by right should not be allowed in all areas. more retail inappropriate industry. Leaving too many loop holes in the comp plan
GOVERNMENT DEPENDING LOW INCOME APARTMENTS
Any
The people in this area will lose their homes, land, everything they have worked for. Iam 44 and my husband is 51, our land & house is paid for, and we do not want to start over. What if you lived in this area, how would you feel? Put your self in our

shoes....
Low income housing developments
cracker box houses, discount stores, mini warehouse operations
Congestion from new roads.
Dave Lyle extension within 2 city blocks of my home.
shopping center
High Density anything, particularly Commercial
none
Building up the land to much will hurt the rural lifestyle.
Commercial
Removal of trees
The bridge being. built
industrial and business
Commercial development. Mega housing developments Landfills
There is no money therefore the people being displaced will not be able to have the quality of life they have now because you are forcing them out.
Building the road. do you really believe that people from Sun City(many of whom are Northerners) want to come to the Galleria Mall to shop? What else is in Rock Hill that that they can't get in Lancaster, Pineville or Charlotte.
factories
major business and malls
DO NOT FOR ANY REASON WANT CITY OF ROCK HILL ANNEXATION.CITY HAS NOTHING TO OFFER BUT HIGHER TAXES.
Not Sure
Multiple Family Units (apartments)
Those uses that increase stormwater runoff, degrade air and water quality
?
none
The extension of Dave Lyle. Clear cutting of trees. Unnecessary roads. More big box stores - we have enough already!
Churches and schools
There are plenty of other areas where heavy industrial would be more appropriate. developing it with housing developments and business developments.
Allowing the continual commercial zoning along the extension which only adds to safety issues
Sprawling shopping centers with little green space.
High density.
North Carolina
Not sure
to do nothing
NONE
commercial zoning and zoning for large subdivisions. The city of Rock Hill needs to first focus its efforts and resources on the Riverwalk project prior to expanding anywhere else.
The current residents dealing with the increased traffic flow.

Any that could not enhance the community or could not blend into the community in a positive way.
A highway to Lancaster.
Low income Housing!
all strip commercial and large lot residential
Over-development with already existing vacancies in the area.
tractor trailers use of the extention, because they kill the roads
heavy industrial
none
Not Sure
Title loan companies, junk stores
No more commercial sprawl with driveways every 50 feet. It is better to have development nodes interspersed among residential uses.
family home sites
In question is the property which Newell Land Developer recently bought located off Neely Store Rd which connects to the Catawba River and the New Catawba Nation. That piece of property approx 350 acres seems isolated and what Newell has in mind to build houses on. The rest of the community should have access to the Catawba River on this property as part of the Dave Lyle Blvd Ext project.
multifamily development

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