

moving york county forward...together



YORK FORWARD COMPREHENSIVE PLAN

ADOPTED JULY 18TH, 2016





Thank you to all the organizations and individuals who committed their time, insight, and energy to this effort. This plan is the result of the seamless coordination among County staff, the advisory committee and the consultant team. Their efforts have leveraged the ideas gathered through an extensive public engagement strategy and community work sessions into a collection of goals and recommendations that will help move **YORK FORWARD**.



ACKNOWLEDGEMENTS

COUNTY COUNCIL

Michael Johnson, District 1
Bruce Henderson, District 2
Robert Winkler, District 3
William "Bump" Roddey, District 4
Christi Cox, District 5
Dr. Britt Blackwell, Chairman, District 6
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William Hopper, At-large
Darren Brittain, At-large
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Tommy Robbins, District 3
James Darby, District 4
Larry Barnett, District 5
Bill Hargrove, Vice, District 6
Walter Heinsohn, Chairman, District 7

YORK COUNTY STAFF

William P. Shanahan Jr., County Manager
David Harmon, Assistant County Manager
Audra Miller, Planning and Development Services
Director
Stephen Allen, AICP, Planning Services Manager
Diane Dil, AICP, Long Range Planner
Allison Couick Love, AICP, Transportation Planner
Jacque Sorentino, Open Space Planner
Beth Latham, Finance Director
Lisa Hagood, County Engineer
David Swenson, Economic Development Director

ADVISORY COMMITTEE

Scott Childers, Chairman
Kathy Bigham
Ragin Craig
Jeremy Dreier
Bob Dulin
Beth Faulkner
Brynne Fisher
Michael Kazak
Ben Johnson
Allison Love
Steve Love
Robby Moody
Gary Partlow
Bryan Tuttle

SPECIAL THANKS TO THOSE WHO PROVIDED EVENT SPACE DURING THE PLAN

Fort Mill School District
Clover School District
York School District
York Technical College

PREPARED BY

LandDesign

IN ASSOCIATION WITH

Noell Consulting Group
Stantec
Allison Development Group



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1 YORK COUNTY FORWARD

York County Forward

York County is now one of the fastest growing counties in the Carolinas and the country. In 2010, York became the second-fastest growing and second-most populated county in the Charlotte Metro region.

York County's population grew by over 45% between 2000 and 2013, fueled by a strong regional economy, excellent schools, lower taxes and a high quality of life. This growth is expected to continue at a rapid pace. The population in York County is projected to grow faster than the US, with York County adding another 183,687 people by 2050 or an increase of 81%.

Where will people live? What steps can the County take to ensure quality development? How will growth impact the region's resources? Can the existing systems of infrastructure support additional people, housing, jobs and cars?

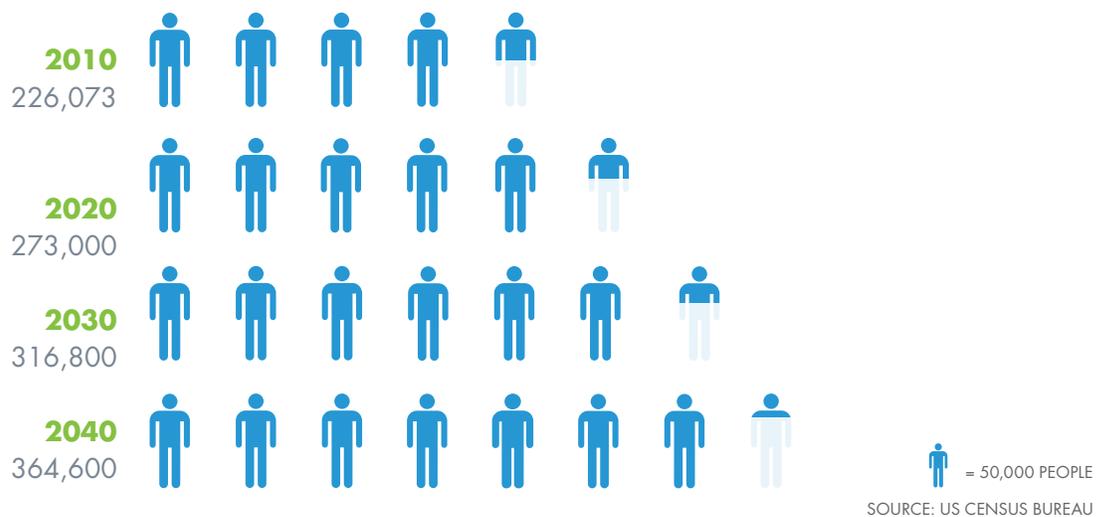
These are all important questions that deserve careful thought. This plan is designed to help answer some of these questions and keep York County on a path to

proactively manage growth in a way that results in a stronger and more prosperous community.

Keeping pace with that demand is paramount to maintaining the quality of life for which the area is known. In addition, local leaders recognized that for York County to capitalize on market opportunities an update to the Comprehensive Plan was needed.

While an update to the Comprehensive Land Use Plan at this time is in response to a requirement set forth in the State of South Carolina's Code of Laws, the update is timely for York County at this stage of its evolution. It presents an opportunity to address the specific needs of the community and continue on the path of positive growth.

ESTIMATED AND PROJECTED POPULATION



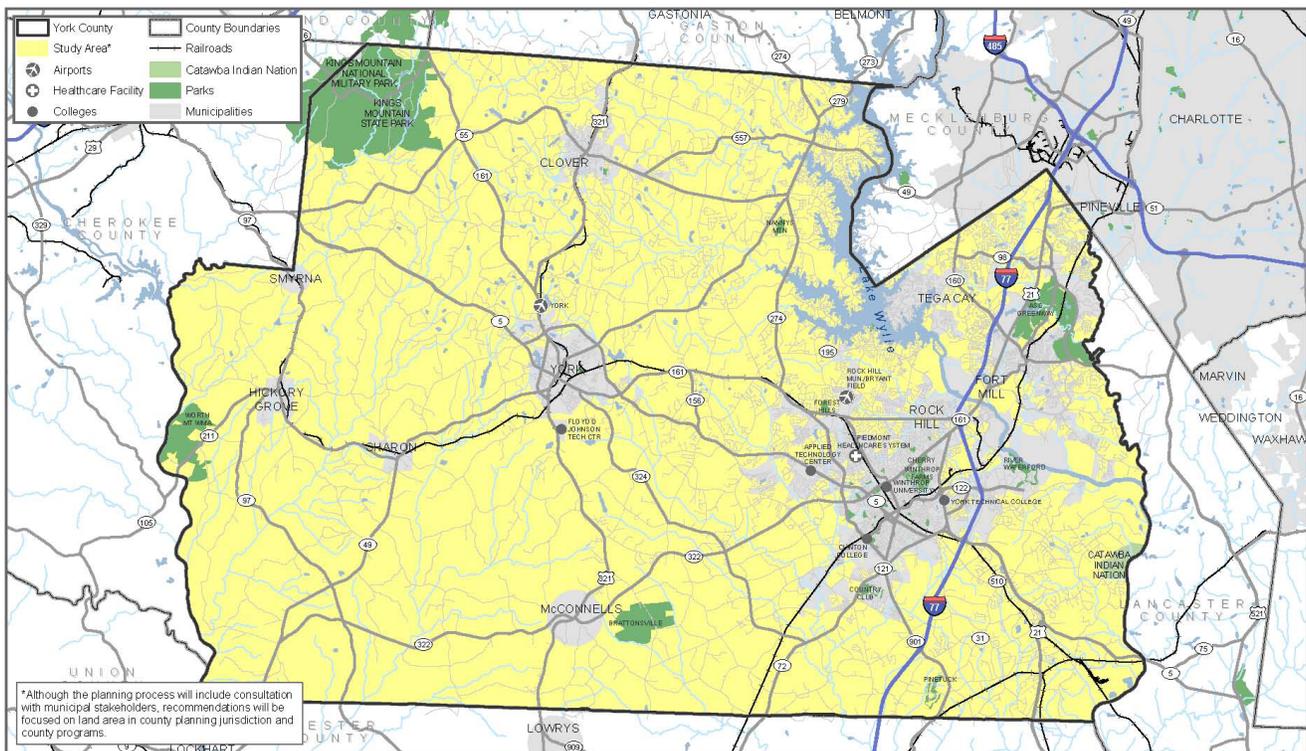
PURPOSE

York Forward is the County’s planning effort to update the current comprehensive plan. A comprehensive plan is best described as a guide to the County’s future. It informs current and future decision makers on where they are now, where they want to go, how they intend to get there, and who will help them along the way. The comprehensive plan provides the basis for York County’s regulations and policies that guide its physical development. The plan establishes priorities for public action and direction for complementary private decisions. It provides a flexible framework that can be updated, revised, and improved upon over time to stay relevant to the issues the County must address as well as the opportunities the County chooses to pursue. It serves as a tool to evaluate new development proposals, direct capital improvements and to guide public policy in a manner that ensures that York County continues to grow as a premier destination within the greater Centralina region.

STUDY AREA

York County encompasses 696 square miles in the North-central section of South Carolina. While the York County government is responsible only for the unincorporated areas of the County, the environmental and infrastructure systems cross jurisdictional lines; therefore, the study area, as shown in the map below, includes the nine municipalities within the County. York is one of four South Carolina counties that comprise a 14-county bi-state region anchored by the Charlotte economy. It lies within Charlotte’s metropolitan area and the northern part of the County is within commuting distance of the central business district of downtown Charlotte. So, while the study area does not extend beyond the County boundaries, the context is taken into consideration to better understand the opportunities associated with—and the impacts of infrastructure investments made in support of—regional economic growth.

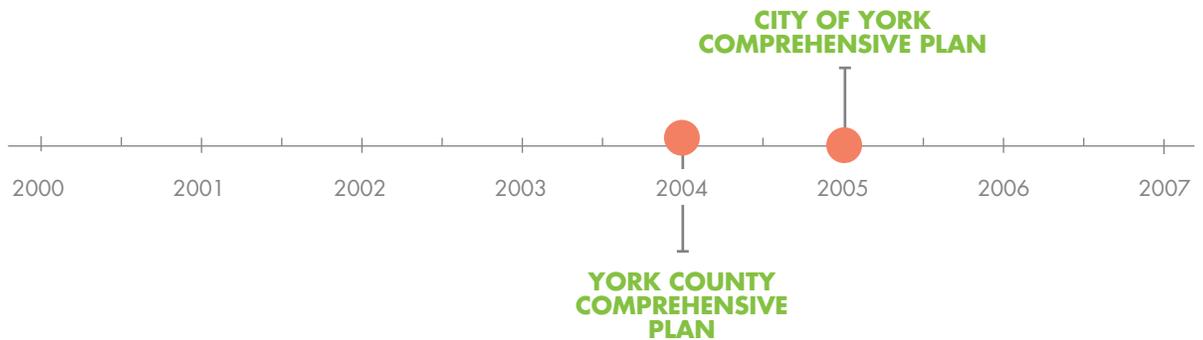
YORK COUNTY STUDY AREA



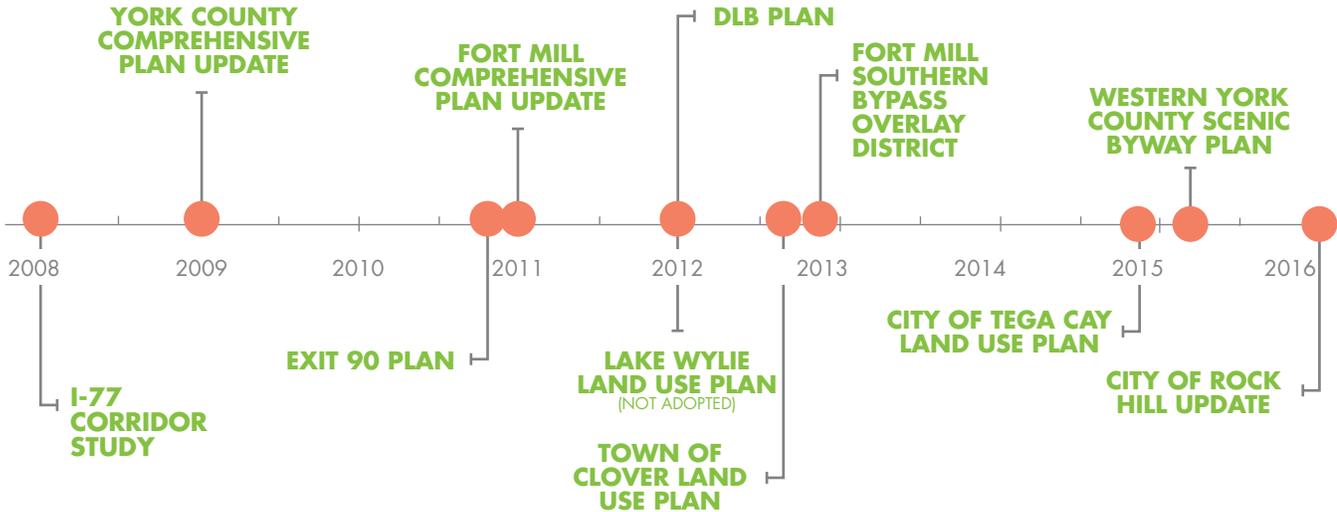
Relationship to Other Plans

York County has a long-standing tradition of preparing plans to guide county operations. Each department undertakes a regular planning process to identify a program of work to strengthen and assist in the management of the County. Together, all of these plans, ordinances and programs make up a growth management system intended to guide development and create opportunities within the community. A comprehensive plan considers how each of these elements are interrelated and interdependent. It builds on previous planning efforts and provides an opportunity to examine these individual efforts collectively. The result, this comprehensive plan, is one that aligns individual departmental programs and serves as the general plan for the development of and investment by the County.

PREVIOUS PLANNING EFFORTS



Great plans transform



communities into great places.

Plan Development

The process to update the Comprehensive Plan was divided into five phases. The first phase focused on project initiation tasks, such as data collection, a review of existing plans and studies, and study area tour. During Phase Two, an inventory of existing conditions in the County was created as a step toward an assessment of the County and the identification of issues and opportunities to be considered in subsequent phases. Future land use scenarios designed to test the likelihood of achieving stated goals given a range of potential policy directions were developed in Phase Three. Based on the results of the previous phases, a set of recommendations and implementation strategies that support the concepts were established during Phase Four. The final phase of the process merged all plan components into a single, comprehensive plan document. This report is the result of the final phase of work.



York County residents, stakeholders and representatives of various interest groups participated in a number of informative meetings and workshops held at regular intervals throughout the planning process. Participants learned about the issues and opportunities facing York County and offered their opinions regarding development and growth management.

THE PLANNING PROCESS

PROJECT INITIATION

Data collection, review of existing plans & studies, kick-off meeting, study area tour

1

INVENTORY AND ASSESSMENT

Assessment of current and emerging conditions, identification of issues and opportunities

2

PLAN DEVELOPMENT

Development of land use concepts with supporting illustrations and imagery

3

GOALS AND RECOMMENDATIONS

Creation of policies and action steps to realize the desired Future Land Use Concept

4

PLAN DOCUMENTATION

Collection of plan components into a final plan report document to be presented for adoption

5

PUBLIC INVOLVEMENT

An important and overarching component of this planning effort was an inclusionary public engagement process. Understanding community values today ensures that this Plan, implemented in accordance with the recommendations, supports and advances those priorities over the long term.

ADVISORY COMMITTEE MEETINGS

This effort was guided by an Advisory Committee appointed by County Council. This committee included two representatives from each Council District. This group met regularly throughout the process to set goals, provide feedback, and advise the project team on plan concepts and recommendations. A list of the Advisory Committee members can be found in the Acknowledgements section of this document.

STAKEHOLDER INTERVIEWS

Stakeholder interviews provide information necessary to verify and supplement the data gathered, explain the conditions observed and further understand the issues and opportunities that affect the study area. Their input supplements the feedback received directly from citizens and property owners participating in the process. The stakeholders included key personnel from County departments as well as representatives of interest groups who addressed questions about the following topics: economic development, transportation, parks and schools, utilities, and recreation. A complete list of interviewees is provided in the Appendix.

COMMUNITY MEETINGS

Community meetings were held throughout the process to provide an opportunity for property owners, residents and other interested stakeholders to learn about the project, refine the goals established by the Advisory Committee, provide comments on plan components, react to concepts developed in response to that input, help define the future land use vision, and suggest ways in which the plan can be effectively implemented over time.

WEB SITE

To supplement the information gathered during community meetings, a project web site (www.yorkforward.com) was created so residents, property owners, business owners, and other stakeholders could access information and provide their opinions throughout the process. Input was recorded and, like the input shared at the public meetings, used to clarify the concerns and desires of the community. Yorkforward.com had registered more than 4,400 unique visitors and over 14,000 page views during the planning process.

2 OPPORTUNITIES & ISSUES

Opportunities & Issues

The pace of change in York County has been rapid. The County's population grew by over 45% between 2000 and 2013. With this growth comes a variety of opportunities and challenges.

Continued population growth will demand more housing. Additional households will boost retail spending potential in the area and drive commercial development. In addition, there will be demand for more community services such as schools, parks, and recreation facilities. New facilities for police, fire, and EMS will also be required to adequately serve the area. Similarly, infrastructure improvements will be needed to manage the demand placed on transportation and utility systems. Traffic congestion has outpaced planned road improvements in some areas and potential future rights-of-ways needed for roads, gas and electric transmission lines need to be protected from encroachment.

Residential growth alone cannot pay for the high level of services that York County residents desire, expect and deserve. There is a need to balance residential growth with non-residential growth in the form of office, commercial and industrial development since these forms of land use yield a greater return on investment by providing tax revenues that exceed cost of services. Identifying and protecting land for non-residential uses to provide shopping destinations as well as job creation in the form of office and industrial employment will be an essential part of ensuring a fiscally sound future. Making sure that there is adequate land that could accommodate employment-bearing land uses will be an important part of planning for the future of York County.

Many residents are also concerned about the environmental and cultural impacts of growth. Sedimentation and other forms of water pollution

generated from construction and stormwater run-off threaten to muddy the blue waters of Lake Wylie and the Catawba River. Open space in the form of farms and forests is being converted to more intense land uses—particularly residential developments. This conversion reduces tree canopy and negatively impacts aquatic wildlife and water quality. Pre-emptive measures may be needed in order to preserve the high-quality recreational opportunities that Lake Wylie, Catawba River, Broad River, and other lakes and streams provide, as well as mitigate impacts of growth to avoid more stringent regulations that could be imposed by state or federal agencies if certain species become endangered.

A secondary impact of lost open space is the more intangible loss of scenic cultural and natural assets that contribute to the rural character of some parts of York County. Moving forward it will be essential to identify ways to maintain a clear distinction between the more urbanized, "built-up" areas of York County, its existing rural hamlets and the farmed and forested landscapes between.

In the face of continued growth, the manner in which these issues and opportunities are addressed will impact the quality of life for current and future York County residents. The following set of issues and opportunities were identified in the State of the County assessment and were further refined by the Advisory Committee and with feedback gathered during community meetings. A full report of the City's existing conditions can be found in the Appendix of this report.

OPPORTUNITIES

JOB GROWTH

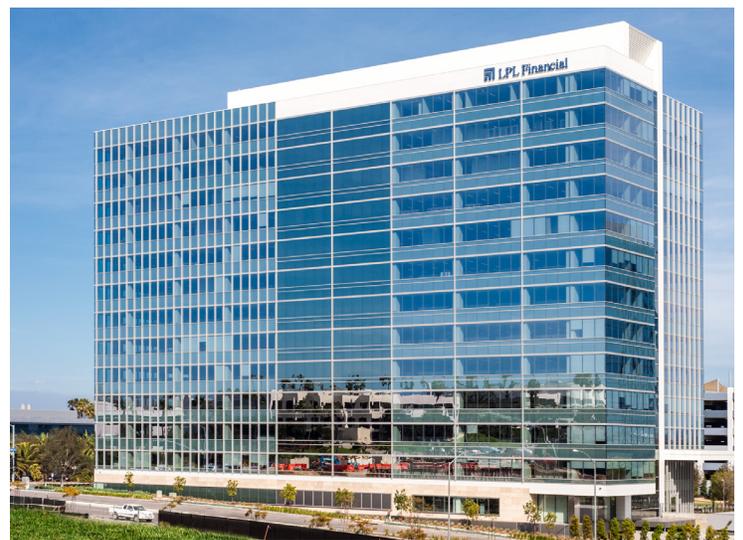
York’s economy has continued to expand, supporting a significant number of the residents living and working in the County. In conjunction with the strong population and household growth, which has averaged an annual capture of 10.1% of the growth in the Charlotte metro (a 14 county region surrounding Charlotte, NC), the County has averaged a jobs growth capture of 16.9% of the metro growth since 1990. York County’s economic and tax policies and the business climate in the County are primary reasons for the greater share of jobs capture to the metro. A continued push for more jobs is needed to increase the jobs to housing ratio and create more balance and a broader employment base in the County.

OFFICE MARKET

South Carolina’s aggressive recruiting policies, York County’s lower tax rates, and a direct connection to I-77 have helped to propel York County’s office market, with a number of major firms moving across state lines into the County. Much of the office inventory is located along the I-77 corridor, attracting national corporate businesses and select smaller service offices. The market also boasts the highest lease rates outside of Mecklenburg County (\$18.29/SF), above Gaston, Iredell, and Union Counties. York County has in part functioned as a price alternative to Charlotte and Mecklenburg County as its big selling points (particularly with the State’s tax incentives for major moves). A key for the County going forward is to focus on the quality of life in the workplace aspect. For instance, LPL, in its announced move to York County, provided some insights into this need, with its requirement for the creation of some type of mixed-use town center proximate to its offices, where employees could walk for lunch or dinner, and where employees could live and be within walking distance of the office. Creating these locations, and emphasizing parks and greenways for exercise and relaxing should be a focal point for York County and its cities in the coming years.

NEW AND EXPANDING BUSINESSES LOCATING TO YORK COUNTY

NEW OR EXPANDING	COMPANY NAME	LOCATION	CAPITAL INVESTMENT	JOBS
New	Ross Distribution	Rock Hill	\$150 M	600
New	Britax	Fort Mill	\$26 M	240
New	Shutterfly	Fort Mill	\$60 M	416
New	Physicians Choice	Rock Hill	\$27.6 M	364
Expanding	Oerlikon	Rock Hill	\$6 M	30
Expanding	Nation Ford Chemical	Fort Mill	\$5.5 M	16
Expanding	Laptech	York	\$4.5 M	60
Expanding	Keller USA	Fort Mill	\$2.5 M	10
Expanding	Transaxle	Rock Hill	\$7.5 M	N/A
New	Silotech	York	\$3.5 M	50
New	Softex	Rock Hill	\$2 M	36
New	Exel	Rock Hill	\$38 M	133
New	Coroplast	Rock Hill	\$12 M	153
New	UC Synergetic	Fort Mill	\$2.2 M	130
New	McKesson	Rock Hill	\$27.5 M	140
New	The Lash Group	Fort Mill	\$90 M	2,400
New	LPL Financial	Fort Mill	\$150 M	3,000
Total			\$615 M	7,778





OFFICE
LARGEST AND HEALTHIEST OFFICE MARKET OUTSIDE OF CHARLOTTE



INDUSTRY
STRONG INDUSTRIAL MARKET, LOW VACANCY RATES



RETAIL
TIGHT RETAIL MARKET, LACK OF HIGH-END SHOPPING OPTIONS

STRATEGIC GEOGRAPHIC LOCATION

- Halfway between New York and Miami.
- Access to rail, system of highways, and multiple ports
- Ability to reach 60% of the US market in 24 hours
- Strong regional location, access via I-77 to Charlotte



INDUSTRIAL MARKET

The State of South Carolina has emerged as a major player in industrial land use in recent decades due to strong competitive advantages, including a diverse base of industrial companies, a skilled industrial workforce, international ties, excellent transportation links, a favorable geographic location, tax policies, and access to seaports. York County’s highway proximity to Charlotte, access for distribution operations, and large blocks of inexpensive land have attracted many single-tenant users and build-to-suit industrial users seeking to make sizeable investments in the region. York’s industrial market has continued to expand and showcase strong fundamentals. According to Cassidy Turley, a market research firm, more than 19,200,000 square feet of space exists in the market (with nearly 300,000 square feet currently under construction), representing 12.5% of all industrial space in the metropolitan area. Vacancy continues to trend down and is currently 4.5%, below the metro average of 5.1%. In addition, asking rents for the County average \$3.44/square foot, well below the \$4.73/square foot asking rent average in the Charlotte metro. York County, with direct access to I-77 (and a location between Charlotte and Columbia) as well as connectivity to I-85 to the west (I-85 being the largest distribution/warehousing corridor in the Southeast), is well-positioned to see significant growth in industrial-using industries. Indeed the Carolinas and the Charlotte metro area have seen a renaissance in industrial demand, driven not only by warehousing and distribution, but increasingly by manufacturing, which has enjoyed a renaissance in the US due to international transportation costs, the need for quicker inventory controls, and a greater importance on quality control.

RETAIL MARKET

York County’s strong residential growth has spurred a greater need and demand for retail uses. Most of the retail development in the County to date has been in the form of smaller neighborhood retail uses as well as stand-alone big box discount retailers such as Walmart. Most retail centers in the County are relatively small, with national grocery-anchored neighborhood centers, small strip centers, or freestanding retailers. Although it is growing, the retail base in the County is lacking in terms of variety compared to Mecklenburg County and there is a general sense that sales are being lost to York’s northern neighbor, particularly sales relating to mall-type stores and

comparison goods, while convenience retail uses (grocery, drug store, etc.) and discount retailer are being well-captured in the County. Overall, the project team estimates York County is capturing around 65% of its retail expenditure potential, when factoring out car sales and online transactions. Creating lifestyle oriented retail destinations will be a focus going forward, particularly with the County's population showing such strong and affluent growth.

HOUSING MARKET

Particularly after this last housing recession, Baby Boomers and younger households alike are increasingly aware that location counts, and finding unique locations in the market—those where value exists beyond the home in which they're living—becomes key. In the short term, much of the growth will continue to include primarily Baby Boomers and older Generation Xers. Nonetheless, York County will need to keep pushing for smarter growth, focusing on town center-like neighborhoods, different product types to attract the surge of millennials who will be the biggest driver of growth over the next 10, 20, and 30 years. While the demand for conventional suburban products (single-family homes on medium to large lots, neighborhood retail centers, and suburban office parks) continues to be a market force, market preferences and forces are evolving and York County must be aware of those changes in the coming decades. During the next 10 to 30 years York County will need to identify ways to maintain its current lifestyle offerings and economic edge, as well as to expand those offerings to attract a broader variety of residents.

TOURISM

York County has the opportunity to capitalize on a number of tourism development opportunities. Rock Hill has already established an identity as a destination for bike-enthusiasts with facilities such as Velodrome and Novant Health BMX Supercross Track. The County's prioritized bike routes provide access to rural landscapes along low-traffic roadways that attract long-distance, recreational cyclists.

Opportunities for natural-resource based tourism also exist. A county-wide interconnected greenway system and a developed blueway on the Catawba and Broad Rivers could attract outdoor enthusiasts. A coordinated marketing strategy to promote the combination of recreational options could increase tourism and generate revenue for area businesses.



ISSUES

DEVELOPMENT PATTERN

A historically decentralized, auto-dependent growth pattern has led to increased traffic, high costs for infrastructure, separated land uses and impacts on agricultural lands. The result is a land use pattern that forces automobile commuting, especially in areas where pedestrian and bike facilities are poorly connected or non-existent. As preferences shift toward more walkable and bikeable communities, the County could lose key demographic segments to adjacent counties. By directing growth to locations appropriate for residential and mixed use development that are easily served by infrastructure and well-connected, while limiting impacts on natural resources and agriculture, will be key to the future of York County.

TAX BASE

Presently commercial, office and industrial development account for just 7.9% of the land area of the County, yet they account for over 12% of the tax value in the County. Increasing the number of jobs and shopping options inside the County can allow residents to work and shop in the County as well as increase the tax base. This can help keep residential property taxes and infrastructure fees low, and help pay for services such as schools and parks. On the opposite side of the spectrum, some low value residential housing types actually cost the County more in services than the property taxes that are collected. This shows that different land uses have different fiscal impacts. Considerations of long term fiscal impact should factor into land use decisions in the future.

INADEQUATE ROAD INFRASTRUCTURE

In 2010, the Census Bureau reported a population of 226,073, making York County the fastest growing county in the region. As one of the fastest growing counties in South Carolina, York County is experiencing rapid residential growth, which has the potential to create large infrastructure problems. Historically, road systems in York County were designed as farm-to-market, two-lane roads connecting Clover, York, Sharon, Smyrna, Hickory Grove, McConnells, Rock Hill, Fort Mill, Tega Cay, and the Catawba Indian Nation to Interstate 77 and the greater Charlotte region. New development, however, has transformed many of these once-country roads to major transportation

The average commute time is 26 minutes.

The top five counties to which York County residents commute are:

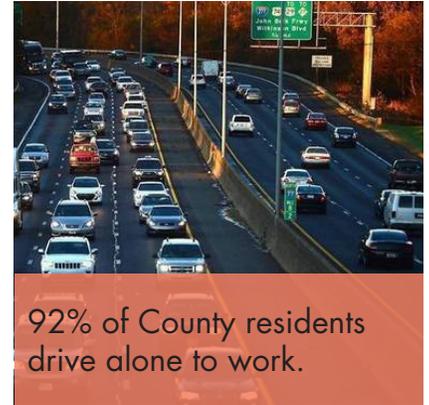
MECKLENBURG - 83%

GASTON, NC - 8%

CHESTER, SC - 4%

LANCASTER, SC - 3%

UNION, NC - 3%



corridors, creating problems with capacity and safety. The County is also experiencing increasing road maintenance costs that are not likely to decrease anytime soon.

COSTLY CONGESTION

Ninety-two percent of York County residents drive alone to work every day. The County's limited road network offers few options for commuters, leading to congestion along available routes during both peak and nonpeak hours. The major commuting route, I-77, is over capacity with more than 57,000 trips per day. In addition, more than half of people in York County are spending between 25 and 30 percent of their income on transportation. Unchecked, such costs are likely to negatively affect York County as a choice residential location.

FEW TRANSIT OPTIONS

Public transit is an important component to York County's transportation network. Establishing, financing, and sustaining effective publicly-operated transit service in both urban and rural areas of the County is a major challenge due to a variety of reasons. For example, York County Access is not provided in the portion of the County north of the Catawba River because that area of the County is part of the Charlotte, North Carolina urbanized area. Similarly, York County Access does not serve the Bowling Green community, located along Highway 321 north of Clover, because that area is part of the Gaston, North Carolina urbanized area. Neither Section 5311 funds nor Section 5307 funds that are apportioned to York County and to Rock Hill may be used for service in the Charlotte or Gaston urbanized areas. In addition, regional bus service is only available through CATS

service on one route (82X), which does not run during nonpeak hours or on weekends.

AIR QUALITY

Portions of York County have been designated as nonattainment areas in the past, but recent improvements in air quality have allowed the County to achieve maintenance status. Beyond the annual hours of delay experienced by drivers, increased fuel expenditures from idling, and economic impacts that congestion causes, vehicles idling in traffic create air quality concerns. As emerging federal air quality standards promise to become more stringent, York County continues to measure proposed transportation infrastructure projects and industrial growth against the boundaries of acceptable pollutant levels established by the EPA. The rapid growth occurring in York County makes development and implementation of strategies for emission reductions an even greater challenge.

LOSS OF OPEN SPACE AND HABITATS

York County natural areas are encountering rapid growth and development. Open space in the 24-county region including York County is disappearing at a rate of 75 football fields per day (Source: "Green is going, going....", The Rock Hill Herald). In York County, the area around Lake Wylie and other areas are seeing the loss of natural areas, which contain important plants and animal habitats. These areas make a diverse habitat home to many different plant and animal species.

WATER QUALITY

Parts of 17 creeks and rivers are classified as impaired waterways by South Carolina Department of Health and Environmental Control. Major contributors to water pollution are non-point source pollution from stormwater runoff associated with increases in impervious surfaces, and sedimentation from construction and agricultural activities. Preserving riparian vegetation and encouraging Low Impact Development (LID) techniques will be critical to maintaining water quality.

NEED FOR ADDITIONAL PARKS AND RECREATION FACILITIES

Jurisdictions within York County provide the majority of parks and recreation facilities. Continued population growth will demand more community services such as parks, greenways, and recreation facilities.



16,230.6 ACRES OF PARKLAND AND OPEN SPACE

- 558.30 acres are managed by municipalities.
- 3,937 acres are managed by SCDNR.
- 933.37 acres are managed by York County (Ebenezer Park, Nanny's Mountain and Historic Brattonsville).



84 MILES OF GREENWAYS & TRAILS

- 84 miles of the Carolina Thread Trail are planned in York County.
- 1.2 miles of trails at Nanny's Mountain are maintained by the County.
- 61 miles of greenways and trails exist within municipal limits.
- 85 miles of greenways and trails are planned by municipalities.



175 MILES OF BIKE ROUTES

- This includes 122 miles of signed routes and 53 miles of future signed routes.



45 MILES OF SCENIC RIVERS

- This number includes 15 miles of the Broad River and 30 miles of the Catawba River that have been designated by the South Carolina Scenic Rivers Program.





**3 YORK
COUNTY'S
FUTURE**

York County's Future

The Future Land Use Plan depicts the community's vision for a development pattern that balances the economic, social and environmental needs of York County; strengthens the local economy; and preserves the high quality of life for all residents.

DEVELOPMENT OF THE FUTURE LAND USE PLAN

The Future Land Use Plan was developed through a public involvement process. This included activities at public meetings and advisory committee meetings. Scenario planning was also used. Scenario planning encourages stakeholders to think and make decisions about the impacts of growth on the region in order to develop a common vision for the future. For a complete description of the scenario planning process to develop the Future Land Use Plan refer to the Appendix of this report.

PURPOSE OF THE FUTURE LAND USE PLAN

The York County Future Land Use Plan is a conceptual representation of the development pattern leaders and citizens of York County envision for the future. The map is descriptive, not prescriptive, conveying the community's desires for the future and the flexibility needed to respond to market opportunities over the next two decades. It was developed with the community's goals in mind.

*Conservation subdivisions provide an alternative to conventional development along the urban/rural edge of the County. They allow flexibility in lot size in exchange for higher amounts of quality open space. Although these areas are not identified on the Future Land Use Map, areas where this type of design is suggested are outlined in the Land Use recommendations section of the Plan.

- AGRICULTURAL**
Working Farms, forestry and very low density residential uses
- CONSERVATION**
Parks, publicly owned lands, conservation easements
- RURAL RESIDENTIAL**
Farms, forestry and low density residential uses (large lots) or conservation subdivisions*
- SINGLE FAMILY RESIDENTIAL**
Detached single family neighborhoods (1-2 dwelling units per acre) or conservation subdivisions*
- NEIGHBORHOOD RESIDENTIAL**
Neighborhoods with smaller lots than Single Family Residential and some variety of housing types near planned Centers
- MUNICIPAL INFILL**
Infill development with use and density dependent on location based on existing and planned development on adjacent municipal lands
- RURAL CENTER**
Small scale commercial and civic uses (typically <30,000 sqft)
- COMMERCIAL INFILL**
Medium-intensity uses including general business and services, offices, restaurants, retail, professional, and medical services
- NEIGHBORHOOD CENTER**
Neighborhood serving centers with a mix of non-residential (typically 30,000-125,000 sqft) and residential uses
- TOWN CENTERS**
Mix of residential and retail uses at a walkable, neighborhood scale
- COMMUNITY CENTER**
Commercial uses serving an area up to 5 miles with typically 125,000-400,000 sqft of non-residential
- EMPLOYMENT CENTER**
Light industrial, office and business parks with some mix of uses
- I-77 CORRIDOR EMPLOYMENT**
Targeted industrial and office uses of regional and statewide importance
- INDUSTRIAL**
Large sites used for manufacturing, utilities, storage or distribution
- URBAN SERVICES AREA**
Existing extent of provision for urban services (i.e. utilities)

FUTURE LAND USE PLAN

YORK COUNTY COMPREHENSIVE LAND USE PLAN

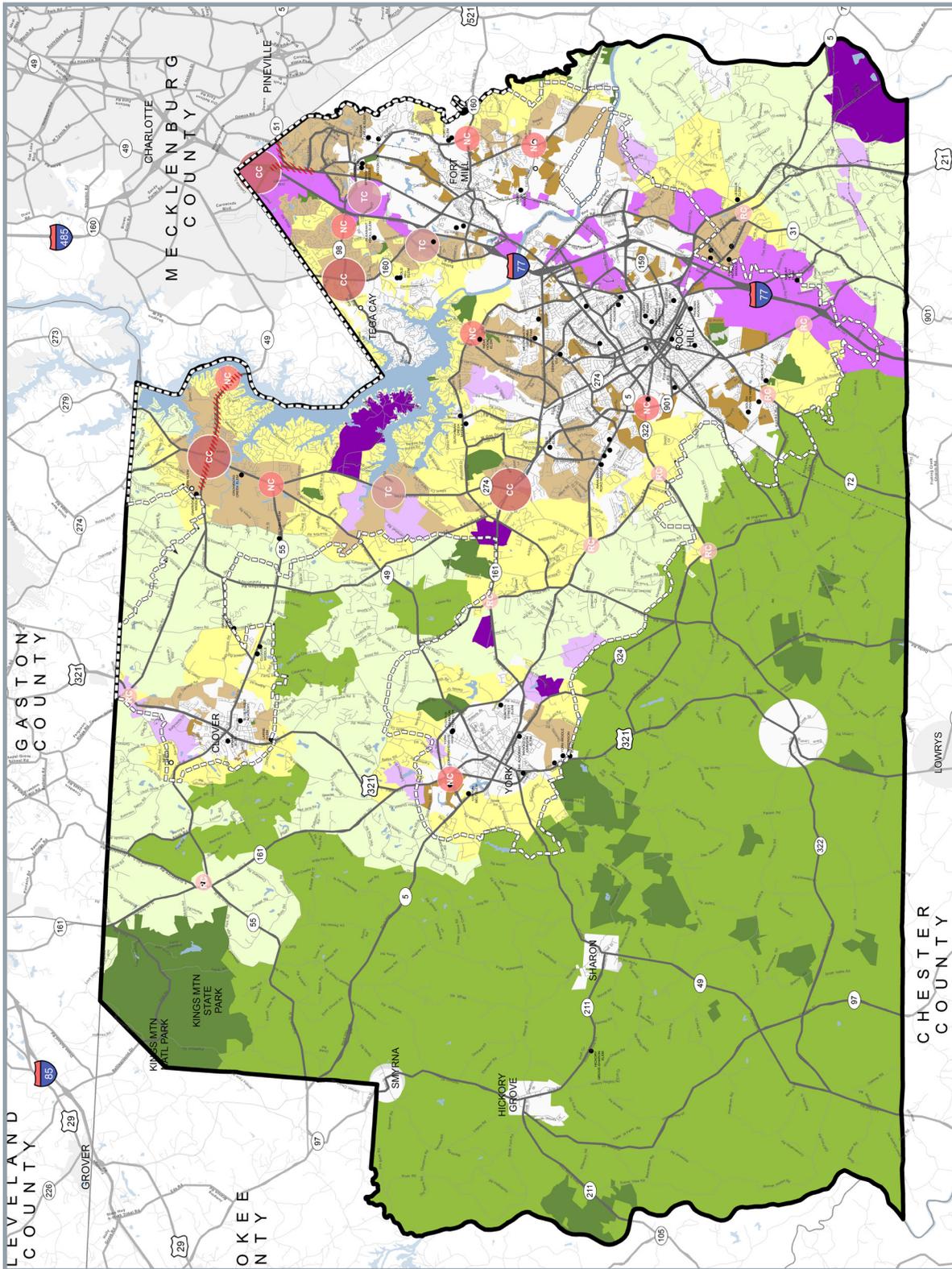


Figure 1: Future Land Use Map

LAND USE CATEGORIES

There are 14 land use categories illustrated on the map. Each land use category is intended to indicate a predominant land use—or set of uses—as well as other features that define the character of development in connection with the category. A brief description of each category is provided below. Each description is consistent with the ideas and vision the community has for the future development pattern. These descriptions do not propose a change to existing development within each category; instead, they suggest an appropriate direction moving forward and describe the qualities to be embodied by new development and redevelopment.

EMPLOYMENT AREAS

Employment Areas are designated on the Future Land Use Map to provide locations for primary employment and economic development opportunities. Employment Areas facilitate job growth in key areas that have access to adequate transportation and utility infrastructure, are in close proximity to existing viable employment, and have available land that is suitable for development. Uses encouraged near these centers include, but are not limited to, industrial, warehouse, office, research, utility, tech-flex and technology. Employment Areas may also include a limited amount of supporting commercial and residential uses. However, these uses should only be situated where not in conflict with existing employment land uses and should not be built in such a way as to preclude the use of those lands most suitable for office or industrial development.

There are three types of Employment Areas identified on the Future Land Use Map.

- **I-77 Corridor Employment:** The area designated on the Future Land Use Map as I-77 Corridor Employment is intended to facilitate job growth by providing land available to attract target industries of regional and statewide importance such as manufactured goods and services, transportation and distribution facilities, large corporate, high tech and financial services operations along the I-77 corridor. A limited amount

of commercial, residential and/or mixed use development is appropriate in these areas as long as it conforms to the criteria in LU-2.2.

- **Employment Center:** Employment Centers are areas intended to facilitate job growth by providing land available to attract industries of local importance such as light industrial, business, financial and professional services. An alternative to conventional business park development, the Employment Centers should be developed in accordance with contemporary land use and design principles to be competitive. Therefore, complementary uses such as retail and commercial services may be integrated into the Employment Centers.
- **Industrial:** The Industrial areas on the Future Land Use Map identify areas that accommodate one large employer or utility, such as the Catawba Nuclear Station (Duke Energy) and Resolute Forest Products. These areas are designated in this manner to indicate the intensity of the use. While important elements of the local and regional economy, these uses are not typically compatible with other uses and therefore are not envisioned or intended to be connected to adjacent development.

CENTERS

- Centers are concentrated development areas containing a mixture of uses. They are the focal points for the community as well as the neighborhoods that surround them. Centers should accommodate the majority of non-residential growth in the County.

There are five types of Centers identified on the Future Land Use Map. Each Center type varies in size and in the intensity and mixture of uses.

- **Community Center:** Community Centers are general merchandise and commercial convenience destinations for County residents in addition to highway commuters. These Centers include a wide range of commercial uses including restaurants, auto dealerships, hotels, and “big box” retail. The Community Center serves an area up to five-miles and can include 125,000 to 400,000



PRECEDENTS: Employment Area, Novartis campus in Clayton, NC (top left), Community Center, Blakeney in Charlotte, NC (top right), Town Center, Baxter Village in York County, SC (bottom left), Neighborhood Center, Colony Place, Charlotte, NC (bottom right)

square feet of non-residential. These centers are typically located along major arterials and major intersecting nodes. An interconnected system of roadways and pedestrian and bicycle facilities should provide a variety of transportation options that are safe and accessible to all users internal and external to the site. Transit and transit stops should be integrated into the development. Residential options should vary from apartments, condominiums, and townhomes to detached patio homes.

- **Town Center:** Town Centers have a mix of uses and are distinguished from Community Centers by their smaller service area and scale of development. Baxter Village is an example of a Town Center. Town Centers provide retail and residential uses within close, walkable proximity to

one another. Their service areas are approximately three to five miles. Like the Community Centers, these centers are designed to locate shops, restaurants and offices along a connected system of internal streets. Community-oriented services are also integrated. Town Centers are ideally located at the intersection of major regional thoroughfares and major collector roads. Residential options should vary from apartments, condominiums, and townhomes to detached single-family units. A network of connected streets, pedestrian and bicycle ways, parks, plazas, and natural areas should provide residents, employees, and visitors alike an opportunity for both active and passive recreation.

- **Neighborhood Center:** Neighborhood Centers are small commercial areas, focusing on providing daily neighborhood-



RURAL CENTERS incorporate small scale commercial uses while maintaining the character of rural areas

level services such as grocery stores, convenience stores, dry cleaners, banks, etc. Typical Neighborhood Centers range from 30,000 square feet to 125,000 square feet of retail and have a service area of up to three miles. These centers may be located on major or minor arterials and at major/minor intersecting nodes.

- **Rural Center:** Rural Centers function as small scale civic and commercial centers for rural areas of the County. These Centers are clusters of low-density, non-residential uses located at the crossroads of two or more major or minor roads. Appropriate uses include convenience stores, civic buildings, gas stations and others. Rural Centers provide limited commercial and community services while still maintaining the rural nature of the community.

INFILL

Infill categories are meant to provide flexibility while encouraging well designed development at intensities appropriate for undeveloped or underdeveloped areas adjacent to established development.

- **Commercial Infill:** The Commercial Infill category is a flexible land use category intended for corridors that have a significant

amount of commercial, service, and office development as well as land that is vacant or has the potential for redevelopment. A variety of medium-intensity uses including general business and services, offices, restaurants, retail, professional and medical services are appropriate. Some medium density residential uses are also appropriate if in keeping with the scale and design of existing development. New development in this corridor should be designed to minimize driveways, connect parking lots and parallel roadways, screen parking from view, have attractive landscaping and street trees, and include pedestrian facilities.

- **Municipal Infill:** The Municipal Infill category is a flexible land use category intended for small pockets of land within the County's jurisdiction that are surrounded by incorporated areas. The appropriate uses in this category vary depending on location. They should be compatible with the uses that are existing or planned for the adjoining municipal lands. Land use in these County areas should be influenced by the relevant adopted future land use plan of the subject jurisdiction. New development or redevelopment within these "donut" areas should also complement the scale and character of existing surrounding development.

RESIDENTIAL

- Neighborhood Residential:** Neighborhood Residential areas are located in areas easily served by utilities, such as those near municipalities or centers, and where they are compatible with existing development. These areas will have opportunities for slightly higher density development than the other residential categories and include a variety of housing types, including medium- and small-hot single family homes. Higher density housing types such as patio homes and cottage homes may be appropriate near existing or planned centers. Commercial uses such as grocery stores, pharmacies and other neighborhood-serving uses may be deemed appropriate at intersections of major roads and/or adjacent to existing commercial uses. Development within Neighborhood Residential should have a connected street network and adequate pedestrian and bicycle facilities as well as significant planned open space. (2-5 Dwelling Units/Acre (Gross Density), 25% Open Space)
- Single-Family Residential:** The Single Family Residential area is comprised predominantly of neighborhoods of detached housing units that are rural or suburban in character on lots smaller than those in Rural Residential. Some low-density commercial uses such as convenience stores, pharmacies and other light commercial uses may be deemed appropriate at intersections of major roads and/or adjacent to existing commercial. However, larger commercial centers like grocery stores and general merchandise outlets will be encouraged to be developed in designated Centers. The density of development will vary based on the presence of utilities, topography and environmental features. (1-2 Dwelling Units/Acre (Gross Density), 25% Open Space)
- Conservation Subdivisions:** Conservation subdivisions provide an alternative to conventional development along the urban/rural edge of the County. They allow flexibility in lot size in exchange for higher amounts of quality open space. Although these areas are not identified on the Future Land Use Map, this development type is most appropriate in Single Family Residential and Rural Residential areas with access to utilities and sensitive



NEIGHBORHOOD RESIDENTIAL areas are served by utilities and are located near municipalities or other commercial centers



SINGLE FAMILY RESIDENTIAL areas are rural or suburban in character and have gross densities of 1-2 dwelling units per acre



CONSERVATION SUBDIVISIONS such as Ferrington Village in Chatham County, NC are appropriate in Single Family Residential and Rural Residential areas if the site and proposed design meet certain criteria



RURAL RESIDENTIAL areas are appropriate for agricultural homesteads, larger lot development and, in some cases, conservation subdivisions

environmental features that can be preserved with a well designed development. (1-2 Dwelling Units/Acre (Gross Density), 40-50% Open Space)

- **Rural Residential:** Rural Residential areas are marked by non contiguous low density residential uses and agricultural homesteads separated by farmed fields, pasture or forests. These areas are not likely to be served by sewer in the near future and are mostly reliant on septic systems for wastewater treatment. The road network is sparse in these areas and many of the roads have narrow lanes with little or no shoulder. The lack of utility and transportation infrastructure, the established low density rural residential communities and ongoing farming activities in these areas contribute to their rural character. This character can be enhanced by encouraging only low intensity and complementary uses such as farmers markets and cottage industries. (<1 Dwelling Units/Acre (Gross Density), 0-50% Open Space (sliding scale based on density)

AGRICULTURAL

The Agricultural Areas are primarily located in the western portion of the County. The predominant existing land uses in these areas include working forest lands and farms. These areas are identified to maintain continuity of existing operations by reducing the potential for conflict from encroaching incompatible uses, which is critical for long-term viability. Potential incompatible uses include medium- to high-intensity residential and non-residential uses (i.e. dense subdivisions and commercial strips) that can be affected by the byproducts of agricultural activities such as dust, odor, noise or slow-moving farm vehicles. Complementary uses such as very low density residential development, ag-supportive commercial, cottage industries, and agri-tourism operations are appropriate. Agricultural areas are also designated in order to acknowledge the presence of and potential for continued forestry activities. In addition to their contribution to the County's economy, farmlands and timberlands provide other benefits including protecting water quality and providing habitat for wildlife.

CONSERVATION

Conservation Areas are recognized for preservation of environmentally sensitive areas. This land use category allows parks, agriculture and forestry operations, and large expanses of protected open spaces. Conservation Areas are intended to remain in their natural state or in crop or timber production in perpetuity. The lands identified as conservation generally consist of existing conservation easements and publicly-owned lands. The Conservation land use category may include privately-owned property only if such land is protected in perpetuity by a conservation easement held by a public agency or private non-profit conservation entity.

This category is not meant to be a comprehensive inventory of all open spaces meant to be conserved within existing and future development. It is anticipated the designated open space within platted subdivisions will remain in perpetuity as well as these large tracts. It is also expected that 100 year floodplains, wetlands, riparian buffers, steep slopes and other sensitive environmental features will be preserved in tandem with future development in areas that are currently in a natural state. See the Natural Resources section of this Plan for more detail regarding policies related to preservation of natural features.



AGRICULTURAL AREAS are reserved for crops, timber and very low density development



AGRI-BUSINESS associated with ongoing agricultural operations is appropriate in the Agricultural Area



CONSERVATION areas such as Worth Mountain Wildlife Management Area in western York County are meant to be preserved in perpetuity and are vital hubs in York County's future system of parks and open space

4 GOALS AND RECOMMENDATIONS



Land Use

GOAL LU-1:
Actively manage the context, scale and direction of growth in York County to be consistent with available and planned infrastructure and services while also supporting economic development goals.

Zoning and Growth Management:

► **POLICY LU-1.1**

Utilize available growth management strategies to facilitate orderly, planned development that is consistent with the availability and capacity of existing and planned infrastructure and services. See **Figure 2: Growth Management Strategies Toolkit** for more information on potential strategies.

► **POLICY LU-1.2**

Encourage municipalities to direct higher intensity development within and adjacent to existing urban areas and to promote consistency with municipal plans where appropriate.

► **POLICY LU-1.3**

Support policies that direct the majority of growth to areas within the Urban Services Boundary.

STRATEGY LU-1.3.1: Discourage rezoning of lands outside the adopted Urban Services Boundary to higher intensity residential uses.

STRATEGY LU-1.3.2: Monitor growth trends and produce an annual report to determine the effectiveness of land use policies.

STRATEGY LU-1.3.3: Annually review and report on the Urban Services Boundary, taking into consideration land availability, economic development opportunities, efficiency of utility service provisions, transportation capacity, and agricultural interests.

► **POLICY LU-1.4**

Focus commercial and residential growth within and in close proximity to existing and planned Town, Community, Neighborhood, and Rural Centers.

STRATEGY LU-1.4.1: Encourage a mix of housing types in appropriate locations:

- Near existing or planned centers on the Future Land Use Map
- Where utility and transportation infrastructure capacity exists
- Compatible with the scale, orientation and character of existing development
- Using various housing types (i.e. cottage homes, townhomes, or apartments) enables mitigation of impacts on sensitive natural resources (i.e. mature trees, riparian areas, water quality, etc.)

STRATEGY LU-1.4.2: Consider a new zoning category that allows for high density residential where appropriate.

► **POLICY LU-1.5**

Consider updates to the Future Land Use Plan Map as needed to account for changes that could result from investment in major infrastructure projects, particularly those that have been funded.

Growth Management Toolkit

Urban Services Boundary

An Urban Services Boundary (USB) was adopted as part of the 2025 Comprehensive Plan and is used by the County to designate areas that should receive utilities and urban services and those areas that should remain rural.

► *See LU-1.3 and the Utilities Element for policy and strategies related to the Urban Services Boundary.*

Adequate Public Facilities Ordinance

An Adequate Public Facilities Ordinance (APFO) ties approval of a new development to the availability and adequacy of public facilities and services.

► *The legal framework for implementing an APFO would need to be studied to determine its feasibility. Coordination with the York County School system and the South Carolina legislature may be needed to implement this type of ordinance.*

Overlays

An overlay is a regulatory tool that creates a special zoning district placed over an existing base zone which identifies special provisions in addition to those in the underlying zoning district. Regulations or incentives are attached to the overlay district to protect a specific resource or guide development within a special area. Common uses include natural resource protection or development guidance.

Traffic Impact Analysis

A Traffic Impact Analysis (TIA) is a mechanism that requires a new development over a certain size to study potential impacts to roadways and other transportation facilities so that these impacts can be mitigated. TIA reports can provide a basis for requiring off-site transportation improvements and justifying transportation related impact fees.

► *See the Transportation Element for policies and strategies related to Traffic Impact Analysis*

Impact Fees

Impact fees are one time charges assessed by local governments against new development to help pay for new or expanded public facilities that will directly address the increased demand created by that development.

Moratorium

A development moratorium is a temporary hold or severe restriction, for a defined period of time on the issuance of building permits, approval of land use applications or other permits and entitlements. When considering a moratorium, it is necessary to anticipate legal challenges and define the area to which it applies, why the restriction is necessary and when it will be lifted. Typically, the time period does not exceed 18 months and the completion of a plan or infrastructure project is scheduled to occur in the interim.

► *Due to the possibility of legal challenges and potential economic impacts, the costs and benefits of moratoriums should be carefully considered before being implemented.*

Figure 2: Growth Management Strategic Toolkit



Land Use

STRATEGY LU-1.5.1: Update the Future Land Use Plan Map whenever the Urban Services Boundary is amended and utility service is extended.

STRATEGY LU-1.5.2: Update the Future Land Use Plan Map when the Gaston Garden Parkway (or equivalent) is funded in Gaston County to US-321.

GOAL LU-2:
Promote a balanced mix of uses that support a strong and diverse tax base and the creation of jobs throughout the County.

► **POLICY LU-2.1**
Encourage non-residential development in Employment Areas to promote job growth throughout the County.

► **POLICY LU-2.2**
Support commercial and residential uses as a limited component of Employment Areas on the Future Land Use Map provided the following criteria are met:

- Proposed commercial and/or residential areas are planned in a manner that complements the employment uses in terms of compatibility between uses and compatibility of vehicular and truck access.
- The total land area devoted to the proposed commercial and/or residential uses does not occupy land more than 25% of available land area designated for Employment.
- Proposed commercial and/or residential areas are located within one mile of an interstate interchange or the intersection of two major thoroughfares.

Health and the Built Environment

Increasing evidence suggests a strong relationship between public health and the built environment. The location of jobs and housing, the quality of the natural environment and the presence or lack of bicycle and pedestrian infrastructure, such as bike lanes and sidewalks, all contribute to health outcomes. In general, communities should look to integrate health criteria into decision making processes and policies should promote and never discourage opportunities for places where residents can live, work and shop which can result in more walkable and healthier communities.

For more information:

Urban Land Institute Building Healthy Places Initiative: <http://uli.org/research/centers-initiatives/building-healthy-places-initiative/>

Surgeon General's Healthy and Safe Community Environments Recommendations: <http://www.surgeongeneral.gov/priorities/prevention/strategy/healthy-and-safe-community-environments.html>

Figure 3: Health and the Built Environment

Figure 4: Town Center Concept Diagram



TOWN CENTERS should have a walkable mixed use area with connected streets and short block lengths. A mix of housing is appropriate, with higher density types located in close proximity to retail and lower density, single family homes farther away.

► **POLICY LU-2.3**

Coordinate with the municipalities and other providers to ensure adequate utility service can be provided to key employment areas as identified on the land use map.

STRATEGY LU-2.3.1: Conduct “hot spot” utility studies in conjunction with utility providers to ensure land highly suitable for industrial or office development can be adequately served.

► **POLICY LU-2.4**

Create a compact, mixed-use zoning district option in the zoning ordinance that allows for more flexibility, encourages pedestrian-friendly development and includes a combination of residential, retail and office components. (See figure above for a mixed-use development concept example which illustrates general design principles.)

► **POLICY LU-2.5**

Allow for small-scale commercial, retail, service, office uses and/or mixed use development at locations outside of an existing or planned Town, Community, Neighborhood, and Rural Center, provided the following conditions exist:

- The building footprint of proposed non-residential development is less than 40,000 square feet
- Site has access to adequate utilities
- Site has access to a minor or major thoroughfare and access to another street that is classified as a collector level or higher
- Proposed use is part of a planned development (i.e. via a Planned Development District as defined in the Zoning Ordinance or equivalent)
- Site is located at least one mile from existing and planned Town, Community, Neighborhood, and Rural Centers.



Land Use

GOAL LU-3:
Promote quality development that is environmentally responsible and compatible with local character.

► **POLICY LU-3.1**

Study policies that would improve the type of open space in new developments in order to provide recreational opportunities and protect the rural character of the County.

STRATEGY LU-3.1.1: Develop and adopt requirements and standards intended to retain usable and connected open space within new developments.

STRATEGY LU-3.1.2: Modify regulations and guidelines to increase the requirements for active and passive open space in new developments.

► **POLICY LU-3.2**

Improve the design of future development and redevelopment.

STRATEGY LU-3.2.1: Evaluate the benefits of improved design guidelines and/or subdivision standards to improve the design of residential, commercial and industrial development.

STRATEGY LU-3.2.2: Develop design guidelines in support of improved designs.

► **POLICY LU-3.3**

Encourage environmentally responsible growth and development beyond the existing buffer

requirements for the Catawba River, Broad River, Lake Wylie and its primary tributaries.

STRATEGY LU-3.3.1: Consider the adoption of a watershed protection overlay ordinance for the Lake Wylie watershed that limits disturbed area, built upon area and/or impervious surface in new development.

STRATEGY LU-3.3.2: Promote the utilization of Low Impact Development techniques to generate less runoff from developed land while also reducing storm-water maintenance costs and protecting water quality. Common practices can include:

- Rain and rooftop gardens,
- Vegetated swales, buffers and tree preservation,
- Permeable pavers,
- Minimizing land disturbance,
- Slope reduction

► **POLICY LU-3.4**

Encourage development in Municipal Infill areas that is compatible with existing neighborhoods.

STRATEGY LU-3.4.1: Support rezonings that are consistent with adopted municipal plans and the scale and density of existing neighboring land uses.

GOAL LU-4:
Preserve rural character in areas near and beyond the adopted Urban Services Boundary, while providing opportunities for compatible rural development.

► **POLICY LU-4.1**

Maintain rural and agricultural areas.

STRATEGY LU-4.1.1: Allow a limited amount of commercial development in areas designated for Rural Centers and in support of agricultural operations.

STRATEGY LU-4.1.2: Discourage rezonings of rural lands (i.e. lands designated as Rural Residential (RR) and Agricultural (AG) on the Future Land Use Map) to higher intensity residential uses (unless rezoning allows a Conservation Subdivision—see LU-4.2).

STRATEGY LU-4.1.3: Encourage rural population

growth to occur in and around existing rural towns and settlements.

STRATEGY LU-4.1.4: Discourage expansion of water/ sewer and other public facilities that could increase development pressure in areas identified on the land use map that should remain agricultural and in some cases rural residential, except where needed due to unsafe well/ septic conditions.

► **POLICY LU-4.2**

Facilitate the development of Conservation Subdivisions in areas with scenic or natural assets and access to utilities.

Conservation Subdivisions

Overview

Conservation Subdivisions are residential subdivisions and/or master planned communities that demonstrate how development can be sensitively integrated into the countryside while avoiding or mitigating impacts to natural or cultural features that exist on the site. These developments typically have a larger percentage of open space than conventional development and are meant to be located between suburban and rural areas in order to maintain the rural character of the County.

Target Areas

- Target areas include lands that meet two or more of the following criteria:
 - Are located in Rural Residential, Single Family Residential and Neighborhood Residential areas identified on the Future Land Use Plan.
 - Are located within 1-2 miles of the Urban Services Boundary (inside or outside) and have access to adequate utilities.
 - Are located in watersheds that drain to Lake Wylie (Beaverdam Creek, Crowder’s Creek, Allison Creek, Little Allison Creek) or the Catawba River (east of Rock Hill).
 - Areas with exceptional scenic or agricultural value (Fishing Creek basin southwest of Rock Hill).
 - Areas with key natural features such as riparian buffers, mature upland and floodplain forest, rock outcroppings, vernal pools, viewsheds from rural roads, etc.

Figure 5: Conservation Subdivision Overview



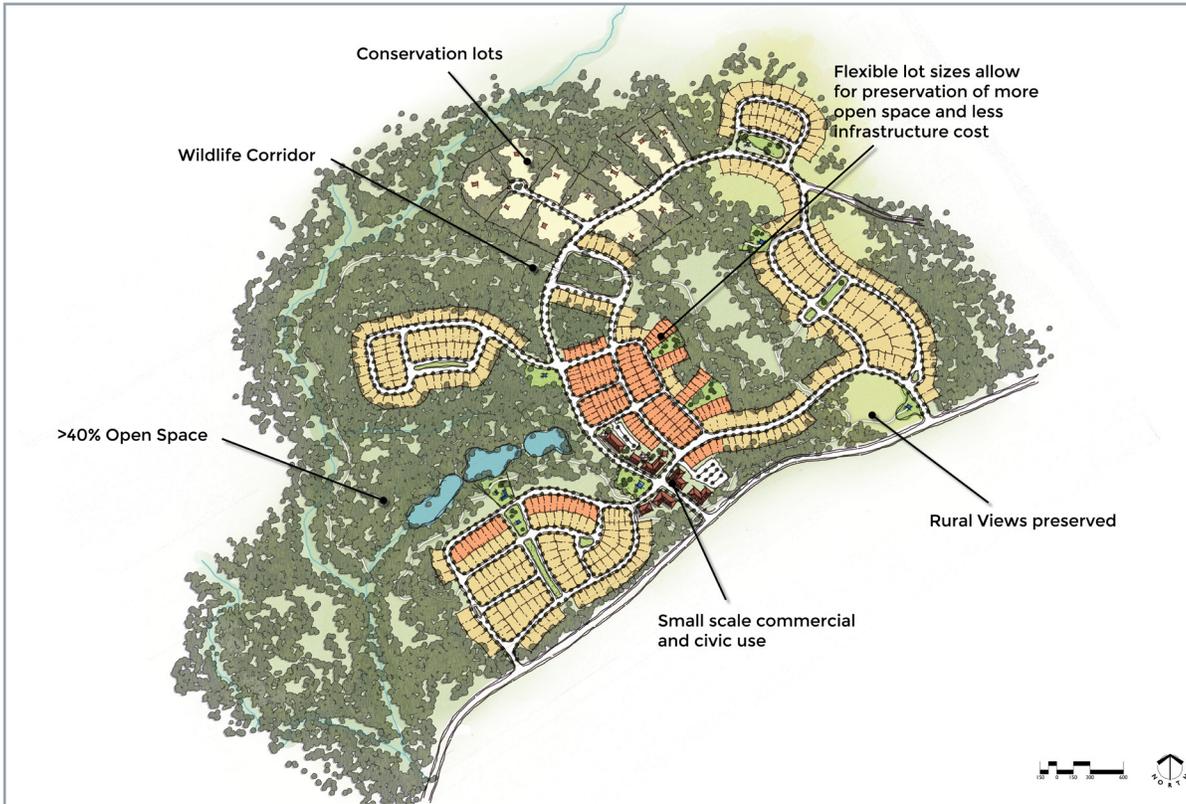
Land Use

STRATEGY LU-4.2.1: Modify development regulations to include incentives to encourage this type of development. Incentives could include flexibility in lot size and configuration and/or density bonuses for proposed developments that preserve substantial amounts of open space that encompass valuable natural features.

STRATEGY LU-4.2.2: Prepare design guidelines for Conservation Subdivisions that demonstrate how development can be sensitively integrated while avoiding or mitigating impacts to the natural features. Consider these general design guidelines such as:

- Open space requirements that exceed underlying zoning districts (i.e. >40%)
- Conservation Subdivision design that will protect water quality, key natural or cultural features
- Clustering of development away from key natural features such as riparian buffers, mature upland and floodplain forest, rock outcroppings, vernal pools, viewsheds from rural roads, etc.

Figure 6: Conservation Subdivision Concept Diagram



CONSERVATION SUBDIVISIONS provide an alternative to conventional development along the urban/rural edge of the County. They allow flexibility in lot size in exchange for higher amounts of quality open space. Although these areas are not identified on the Future Land Use Map, these development types are appropriate in the target areas mentioned in Figure 5.



Economic Development

GOAL ED-1

Encourage jobs and capital investment throughout the County in a balanced manner.

► POLICY ED-1.1

Create opportunities for new and expanding business.

STRATEGY ED-1.1.1: Research the amount of land that is needed to meet the long-term demand for office and industrial uses.

STRATEGY ED-1.1.2: Being consistent with the land use map, define and identify key target locations for office and industrial uses.

- Create a prioritization system to identify which properties may be most critical to preserve for future industrial or office use;
- Encourage compatible land uses within these areas.
- Study and prioritize necessary infrastructure to serve the most suitable sites.

STRATEGY ED-1.1.3: Establish polices and programs to protect key targeted industrially zoned properties along the I-77 corridor and other corridors identified on the land use map.

- Discourage rezonings from industrial or office uses to residential uses;
- Research the possibility of a fee or property tax system that would discourage rezonings of industrial properties to residential use.
- Working with collaborative partnerships invest

in necessary infrastructure (transportation and utilities) to serve the most suitable sites.

- Working with York County Economic Development, identify and implement tools for office and industrial site development efforts such as a dedicated product development fund, C-funds, reimbursement grants, etc.

STRATEGY ED-1.1.4: Refine the online database of available properties for industrial and office development that would allow for a more interactive search tool, so potential prospects can narrow site availability to those meeting key location, utility availability, access requirements, as well as other potential metrics that could be utilized to identify searches more quickly.

STRATEGY ED-1.1.5: Investigate opportunities to create new financial and non-financial incentive programs that would help encourage new businesses to locate in York County and existing businesses to expand.

► POLICY ED-1.2

Pursue identified target Industries for York County.

STRATEGY ED-1.2.1: Support the growth of targeted industries as identified in the 2015 York County Economic Development Strategic Plan Update.

STRATEGY ED-1.2.2: Build on work completed by various economic development groups throughout the County and conduct a targeted industrial site

Figure 7: I-77 Employment Area Concept Diagram



I-77 CORRIDOR EMPLOYMENT areas are meant to be reserved for job generating uses, including distribution, office, and technology uses. Supporting commercial and in some cases residential is appropriate as long as it is part of a well planned mixed-use center.

analysis study that accomplishes the following:

- Refines suitability analysis to identify suitable tracts of land for target industries (“product” for each target industry)
- Develops an inventory of suitable tracts ranked by target industry
- Develops infrastructure needs for top sites that can be turned into CIP projects such as water, sewer, transportation
- Provides guidance regarding land acquisition and marketing

STRATEGY ED-1.2.3: Work with workforce development allies to ensure their course offerings and educational opportunities align with the workforce needs of identified key target industries and other growing markets and industries.

► **POLICY ED-1.3**

Support economic endeavors being pursued by all municipalities within York county and the Catawba Indian Nation.

STRATEGY ED-1.3.1: Work with Rock Hill and others in the County to identify means by which the Knowledge Park Innovation Initiative can be furthered.

STRATEGY ED-1.3.2: Advocate opportunities for new companies, including smaller creative-class businesses, to locate into downtown spaces throughout the County as well as the expansion of existing downtown businesses.

GOAL ED-2
Maximize York County’s regional competitive market position.





Economic Development

► POLICY ED-2.1

Increase York County’s competitiveness relative to commercial taxation policies.

STRATEGY ED-2.1.1: Examine the County’s property taxation system and tax burdens for commercial and industrial property relative to other adjacent and competitive counties in the region;

- As merited, conduct parallel analyses for residential development and identify adjustments to local tax rates that may be merited.

► POLICY ED-2.2

Maintain and expand infrastructure to encourage employment growth and expand the tax base.

STRATEGY ED-2.2.1: Work with regional transportation officials to maintain acceptable levels of service along major regional corridors.

STRATEGY ED-2.2.2: Continue the Pennies for Progress program to enhance local road network and address key congestion and safety issues that may not be handled at the state level.

STRATEGY ED-2.2.3: Work with county and municipal service providers to ensure the maintenance and proactive expansion of utilities in areas experiencing or targeted for employment growth.

► POLICY ED-2.3

Promote regional economic development.

STRATEGY ED-2.3.1: Work with state and regional partners to promote economic development endeavors that can further benefit office and industrial recruitment throughout the County.

STRATEGY ED-2.3.2: Work with state and regional partners to identify means by which recruitment of office firms can be strengthened.

STRATEGY ED-2.3.3: Continually identify means by which relationships with the Charlotte Regional Partnership and the I-77 Alliance can be strengthened to further York County’s position regionally.

STRATEGY ED-2.3.4: Work with Catawba Regional Council of Governments and other key allies to establish continual communications and meetings of economic development groups across the County to discuss issues and opportunities.

GOAL ED-3 Retain and enhance existing businesses.

► POLICY ED-3.1

Continue efforts to boost existing businesses in York County.

STRATEGY ED-3.1.1: Create and conduct regular surveys of existing businesses in York County to understand their health, current challenges, needs, and means by which York County Economic Development can maximize assistance.

STRATEGY ED-3.1.2: Work with Winthrop Small Business Development Group and Chambers of Commerce to address the needs of small businesses.

GOAL ED-4 Create a focus on quality of life.

► POLICY ED-4.1

Support local and regional tourism.

STRATEGY ED-4.1.1: Encourage cultural and parks and recreation based events and projects that have a regional draw as a tool to recruit office development.

- Encourage amateur sports events at existing and new venues to increase hospitality tax revenues.
- Encourage the completion of the Carolina Thread Trail throughout York County.
- Encourage development and marketing of Catawba River and Broad River as Blueways.
- Promote other county tourist destinations like Kings Mountain State and Military Parks and Brattonsville.
- Promote the scenic byway and implement the Western York County Scenic Byway Plan.

CASE STUDY Tourism Impact in York County

- \$206.9 Million in tourist spending in York County annually
- \$34.5 Million in Worker paychecks generated by tourism annually
- 1,950 Direct Jobs from Tourist Spending
- \$4.7 Million in Local County Taxes by Tourist Spending
- Household Tax Relief from Tourism Spending: \$177

Source: “The Economic Impact of Travel on North Carolina & South Carolina, 2014.” NC Division of Tourism and the SC Dept. of Parks Rec & Tourism by the U.S. Travel Association.

Additional information:

<https://www.scpvt.com/our-partners/tourismstatistics/researchreports.aspx>



THE CATAWBA RIVER and other natural features can lead to increased tourism if access is improved for canoeing and kayaking and planned open spaces are connected via trails and greenways



Economic Development

► POLICY ED-4.2

Amenitize existing and planned employment cores.

STRATEGY ED-4.2.1: Identify means to provide or encourage the provision of amenities existing and planned industrial and/or business parks via the addition of walking/running trails, small park areas, and other fitness-related amenities.

STRATEGY ED-4.2.2: Encourage opportunities to locate major offices and even light industrial uses close to walkable mixed use centers. These connections can be immediate or, in the case of industrial uses, perhaps through a trail system connecting business parks to mixed-use centers.

- Creation of walkable and mixed-use environments will be critical to maintaining a strong position relative to not only today's corporate decision-makers, but to future decision-makers as well, many of whom increasingly value walkable, mixed-use locations.

GOAL ED-5 Preserve and Strengthen Agriculture Sector Jobs and Production.

► POLICY ED-5.1

Support Clemson University Extension, SC Agriculture Commission and USDA Service programs to educate landowners and provide innovations in agricultural production and agri-business.

► POLICY ED-5.2

Promote the development and expansion of local farmers markets, mobile vendors, and other related agri-business markets that benefit local producers.

► POLICY ED-5.3

Support local food-producing farms through the development of food processing and distribution centers (food hubs).

► POLICY ED-5.4

Support small local farms through promoting Community Supported Agriculture (CSA) programs, food co-ops, local markets, produce stands; and farm to table and farm to institution programs.

► POLICY ED-5.5

Work with County Extension Agents to promote crop and livestock diversity for year round supply of locally grown food to markets.

► POLICY ED-5.6

Minimize conflicts between new residential, commercial, and industrial development and longstanding farming interests.



CATTLE are an important part of the agricultural economy in York County. As of 2012, the USDA Census of Agriculture reports that York County is 6th in the state in cattle production.



Housing

GOAL H-1

Ensure a diverse housing mix is available to meet the needs of York County's existing and future population.

► POLICY H-1.1

Ensure the Zoning and Subdivision Ordinances support a diversity of housing types and residential lot sizes and densities.

STRATEGY H-1.1.1: Consider implementing a Comprehensive Housing Strategy that examines the following:

- Affordability of local housing
- Range of housing options
- Housing that addresses special needs and senior populations
- Housing that is substandard, blighted or vacant
- Housing is available to support economic growth and business recruitment

STRATEGY H-1.1.2: Amend development ordinance to address any barriers revealed in Housing Strategy analysis.

STRATEGY H-1.1.3: Consider changes to existing height limitations if new demand for higher density multifamily residential emerges.

STRATEGY H-1.1.4: Establish residential design guidelines and incentives to promote variety and quality of housing.

STRATEGY H-1.1.5: Ensure high quality public amenities are available to serve neighborhoods needs and enhance livability.

► POLICY H-1.2

Ensure housing choices are available that support multi-modal transportation by permitting higher density residential development along transportation corridors and at nodes where transit service is likely.

► POLICY H-1.3

Ensure housing is available for the aging population that is affordable, accessible and suitable to allow older adults to age in place and remain in our community.

- Housing that provides a safe and secure pedestrian environment in higher density urbanized areas and
- Is near to destinations such as libraries, stores, and places of worship allows older adults to remain actively engaged in the community and should be supported.

► POLICY H-1.4

Encourage infill development housing sites and



ensure that new development or redevelopment is compatible with existing residential neighborhoods while not adding to the stress of currently overburdened infrastructure.

STRATEGY H-1.4.1: Amend development codes to review parking standards and design standards for walkability to make development and infill housing more desirable and financially viable.

GOAL H-2

Ensure housing is located in areas that maximize the efficient use of existing or planned resources while also limiting intrusion into environmentally sensitive areas.

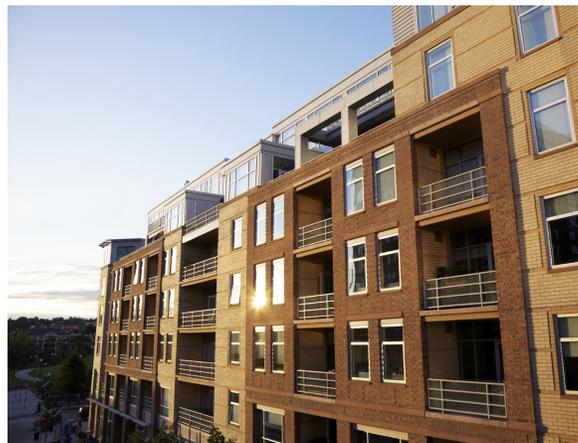
► **POLICY H-2.1**

Identify areas where higher density single-family and multifamily housing is best suited to maximize the utilization of existing or planned utility infrastructure and require development to contribute to improvements to transportation and utility infrastructure to ensure efficient operation. Locate higher density housing on transportation corridors identified for transit service.

STRATEGY H-2.1.1: Review annually and amend if necessary the Urban Services Boundary to continue focusing development within areas that are or can be served by existing utilities.

STRATEGY H-2.1.2: Encourage Conservation Subdivisions as outlined in LU-4 located near public utilities to protect wetlands, sensitive habitats, trees, open space and other natural features while also maximizing efficiency of infrastructure. See Figure 5 in the Land Use Element for targeted areas.

- Review existing Conservation Subdivision section of Zoning Ordinance and consider adding new policies to incentivize this type of development
- Explore the possibility of extending incentive to developers to include higher density bonuses, flexible lot sizes, expedited permitting and approval and conservation easements.
- Partner with local land trust, homeowner’s association network or other community group to determine how to fund management of open spaces within the conservation development.





Housing

STRATEGY H-2.1.3: Limit housing that may directly and negatively impact sensitive environments such as floodplains, conservation areas, and water bodies.

- Identify key open spaces that should be preserved.
- Consider doing a “susceptibility to change” analysis to assess the likelihood of new development near or within sensitive areas.
- Educate the community about the environmental, social and economic benefits of conservation developments.

STRATEGY H-2.1.4: Coordinate with municipal partners to support their housing goals in urban enclaves, especially where utility infrastructure is already available.

GOAL H-3
Ensure policies are available to preserve and protect existing residential neighborhoods and protect our rural areas and culture.

► **POLICY H-3.1**

During the rezoning process, support policy, zoning, and regulatory decisions, that will provide protection against incompatible non-residential encroachments into existing, residential neighborhoods.

STRATEGY H-3.1.1: Ensure that infill development is compatible with the character of surrounding existing communities.

STRATEGY H-3.1.2: Ensure zoning and subdivision codes for residential development accommodate sustainable, quality growth which complements and retains York County’s unique rural and urban character that also helps protect York County’s natural resources such as:

- granite outcroppings, waterways, farm land, timberland and scenic views.

STRATEGY H-3.1.3: Identify communities on the fringe of urbanizing areas for possible neighborhood or small area plans to address issues from development pressures.



STRATEGY H-3.1.4: Study the feasibility of establishing a program to evaluate and repair residential buildings that appear to be structurally deficient or uninhabitable.

- Consider partnering with the Catawba Regional Council of Governments or non-profit community agencies to establish programs to address the findings.
- Consider seeking grant funding to provide financial incentives to help homeowners repair dilapidated, unsafe structures.

STRATEGY H-3.1.5: Study the feasibility of extending the current Code Enforcement Program to go beyond responding only to customer complaints to also actively observing, reporting and monitoring code violations.

GOAL H-4
Encourage quality housing that is affordable for people of all ages, incomes, and physical abilities.

► **POLICY H-4.1**

Continue to encourage provision of housing that is affordable to all economic levels of residents and

meets the needs of the diversifying population (e.g. rental apartments, townhouses, duplexes and first time home initiatives).

- Affordable is defined as housing that costs no more than 30% of a household’s monthly income.

STRATEGY H-4.1.1: Study the impacts on requiring a portion of new development contain affordable housing.

STRATEGY H-4.1.2: Promote diverse housing options that are affordable to all residents and are located within walking distances to services, retail, and employment opportunities particularly in the urbanized area.

STRATEGY H-4.1.3: Encourage the distribution of affordable housing throughout the county.

STRATEGY H-4.1.4: Continually evaluate flexible and innovative strategies that encourage private development of affordable housing.





Natural Resources

GOAL NR-1

Protect and preserve natural wildlife habitat, agricultural and timberland areas through the use of growth management techniques.

Zoning and Growth Management

► POLICY NR-1.1

Review, evaluate, and amend existing ordinances and land use policies to ensure they protect and preserve our natural resources.

Land Use Policy Strategies

STRATEGY NR-1.1.1: Review annually and amend if necessary the Urban Services Boundary to continue focusing development within areas that are or can be served by existing utilities thus protecting rural and ecologically sensitive areas. (Related to LU-1.3.3)

STRATEGY NR-1.1.2: Ensure protected open space, agricultural, scenic, historic and cultural areas are

given a distinct open space/agricultural land use designation on the Future Land Use Map.

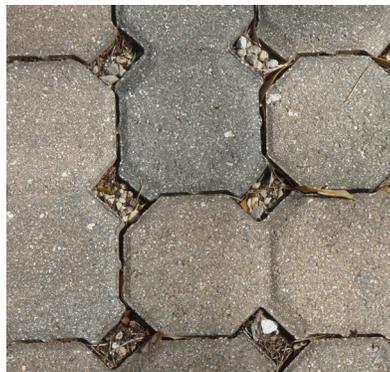
STRATEGY NR-1.1.3: Create a countywide, multijurisdictional trail and greenway plan.

STRATEGY NR-1.1.4: Support goals and implementation strategies of the Broad River Management Plan and Catawba River Corridor Management Plan.

STRATEGY NR-1.1.5: Periodically reassess the methodology of distributing county recreation fund tax revenues to ensure that recreation funds are distributed in a manner that supports/promotes implementation of comprehensive plan objectives.

STRATEGY NR-1.1.6: Explore re-use or shared use of rail line rights-of-way for trails (Bike, Pedestrian, Equestrian).

STRATEGY NR-1.1.7: Establish County-recognized blueways and improve access along the Broad



LOW IMPACT DEVELOPMENT techniques in addition to riparian buffers, such as bioswales, pervious pavements and green roofs (shown above) can help reduce pollution from stormwater run-off

and Catawba Rivers and seek state recognition (i.e. through coordination and relicensing agreements).

STRATEGY NR-1.1-8: Study the feasibility of creating a sensitive watershed overlay zone for all York County waters draining into Lake Wylie.

Ordinance Strategies

STRATEGY NR-1.1.9: Annually evaluate and revise, if necessary, existing ordinances that seek to protect and preserve the natural environment; such as: conservation subdivisions, tree ordinances, landscaping and buffer requirements, amenities that include trails that connect internally and externally to greenway/trail networks and open space requirements.

STRATEGY NR-1.1.10: Annually evaluate and revise, if necessary, land development codes to establish requirements, incentives and trade-offs to developers in exchange for open space, trails, habitat and watershed protection and greenway easements.

STRATEGY NR-1.1.11: Evaluate the need for the use of an open space zoning district designation for areas designated for parklands, conservation and open space.

STRATEGY NR-1.1.12: Adopt context sensitive residential density and design standards that promote physical activity, protection of sensitive habitats, steep slopes, and watersheds.

STRATEGY NR-1.1.13: Assess the effectiveness of current stream buffer requirements and consider requiring buffers to all perennial and/or intermittent streams in York County.

CASE STUDY

NC/Mecklenburg County Watershed Protection

York County's water features are a source of pride for its residents and a magnet for visitors, new residents and businesses. Over the past year the citizens and leaders of York County have become increasingly concerned about the health of Lake Wylie, the Catawba River and its tributaries. Improving water quality and protecting Lake Wylie were common comments at public meetings for the Comprehensive Plan update. They all recognize that there is a direct connection between development standards and water quality that include issues with pollutants, flooding, erosion and sedimentation.

One way to protect water quality in the County's creeks, rivers and lakes and protect lives and property from flooding and erosion is through enacting watershed protection ordinances. A watershed protection ordinance could include provisions for: stream and sensitive environmental feature setbacks; floodplain and erosion hazard protections; stricter standards on tree and vegetation removal; reduced impervious surface limits; stricter standards on animal waste and septic tanks to reduce fecal coliform impacts.

Development anywhere within a watershed can have an impact on the body of water into which it flows. Therefore, the protection of an entire watershed is critical to the health of the waterway. However, because some watersheds are more vulnerable than others, watersheds could be separated into different levels of protection with differing standards and requirements.

York County would be a leader in the state by implementing watershed regulations that exceed the state and federal government requirements. Our neighbors in Charlotte, Gaston County and Mecklenburg County currently have stricter standards in place and have seen improvements in their water quality.



Natural Resources

STRATEGY NR-1.1.14: Review current standards for the development of landfills and mining or mineral extraction activities to ensure adequate protective measures for the adjacent communities are provided.

STRATEGY NR-1.1.15: Adopt a Broad River Buffer overlay to protect its water quality and scenic value.

STRATEGY NR-1.1.16: Adopt design incentive provisions and the necessary mechanisms to allow developers to donate a fee in-lieu instead-of the required open space dedication for residential developments not located along proposed greenways and dedicated open space.

- Infill developments
- Smaller commercial residential developments

STRATEGY NR-1.1.17: Study the feasibility of adopting a Transfer of Development Rights program.

- To promote densities in more urbanized areas.
- To protect natural, scenic, rural areas from urban growth pressures.

STRATEGY NR-1.1.18: Create context sensitive trail section details and definitions for development of neighborhood and regional scale connected trail systems.

GOAL NR-2

Protect the natural environment from potential damaging stormwater through the County's Stormwater Management Plan.

► POLICY NR-2.1

Review and revise the Stormwater Management Plan as necessary to meet or exceed all State and Federal regulations.

Stormwater and Erosion Control Strategies

STRATEGY NR-2.1.1: Continue to implement the Stormwater Management Plan Best Management (SWMP) Practices and revise from time to time, as necessary, to meet current standards to include:

- Public Education—Continue to implement, and revise if necessary, a comprehensive stormwater educational outreach program that includes the goals and objectives of the program as they relate to at least three high priority community issues with potential to decrease the pollutants of concern's effect on water quality.
- Public Involvement and Participation—Include the public in the planning and implementation of activities related to the development and implementation of the SWMP.
- Illicit Discharge Detection and Elimination (IDDE)—Continue to implement and enforce a program to detect and eliminate illicit discharges into the SMS4 Permit.
- Construction Site Stormwater Runoff Control—Implement, review, and revise as necessary the



THE BROAD RIVER forms the western border of the County and has been designated a scenic river by the South Carolina Department of Natural Resources. Boaters can access the river at Nintey-Nine Islands Dam (just over the County line) and Worth Mountain Wildlife Management Area in York County.

- adopted Stormwater Management and Sediment Control Ordinance.
- Promote the use of Low-Impact Development (LID) and Best Management Practice Implementation (BMPs) by developers, farmers, timber companies, and any other groups whose activities may cause land disturbances.
 - Ensure development codes do not prohibit LID practices.
 - Consider providing incentives for utilizing LID standards such as reduction in open space, etc.
- Post-Construction Stormwater Management for New Development and Redevelopment —protect receiving waters from the discharge of pollutants, after construction is completed, by reducing pollutants to the maximum extent possible to protect water quality and to satisfy the appropriate water quality requirements of the permit. New development and significant redevelopment projects that disturb greater than one acre as well as projects that are less than one acre, but that are part of a larger common plan are subject to this minimum control measure.
- Pollution Prevention/Good Housekeeping for Municipal Operations—Continue to implement an operation and maintenance program with the ultimate goal of preventing or reducing pollutants from County operations into the storm drain system. These pollution preventative measures will be performed at York County buildings, including the government offices, recycling/waste disposal centers, etc.

STRATEGY NR-2.1.2: Continue to implement the monitoring and assessment plan for each of the identified TMDLs (Total Maximum Daily Load) and submit it to SCDHEC Bureau of Water as required under the current MS4 permit.

STRATEGY NR-2.1.3: Identify any new TMDLs and incorporate them into the permit requirements, and a monitoring and assessment plan developed within 12 months of the effective date of the TMDL.





Natural Resources



THE WESTERN YORK SCENIC BYWAY traverses the farms and forests nestled among the rolling hills of York County. Sensitive natural features and working farms are also in need of protection in more rapidly growing areas of the County.

GOAL NR-3

Protect, promote, and preserve the conservation of natural resources to promote outdoor nature-based recreation and to encourage and promote tourism emphasizing natural resources in York County.

York County Forever Strategies

STRATEGY NR-3.1.1: Identify and prioritize key parcels of land and corridors that should be acquired and protected as open space through the York County Forever program.

STRATEGY NR-3.1.2: Continue to partner with appropriate public and private conservation entities and municipalities to develop a contiguous network of trails and open space areas throughout the County.

STRATEGY NR-3.1.3: Continue to educate the public and the development community regarding the benefits of open space and the potential rewards it may offer.

STRATEGY NR-3.1.4: Study the feasibility of the County establishing a wetland mitigation bank program to hold and redistribute monies collected to preserve/enhance wetlands from public development projects and use proceeds to help fund future open space preservation efforts.

STRATEGY NR-3.1.5: Implement the Western York County Scenic Byway Plan that will:

- Promote the County's rich cultural history.
- Promote the County's rich and unique natural characteristics.
- Promote the County's historic communities.
- Create economic development opportunities through tourism.

STRATEGY NR-3.1.6: Study the feasibility of York County Forever facilitating the recordation of conservation easements for platted and dedicated open space within newly created conservation subdivisions.

STRATEGY NR-3.1.7: Examine the feasibility of reorganizing YCF and the Cultural and Heritage Museum of York County:

- Consider the cost, benefits, and efficiencies/inefficiencies.
- Evaluate potential improvement/reduction in funding sources.

Parks, Recreation and Open Space Strategies

STRATEGY NR-3.1.8: Consider establishing a York County Department to administer and coordinate the management and maintenance of county owned and managed land and facilities located in the unincorporated areas of the County.

- Utilize Recreation Tax District as a funding mechanism.
- Create or utilize civic volunteer organizations to assist in trail and park maintenance.
- Improve existing open space facilities to accommodate active and passive recreation opportunities for county residents and visitors.
- Study the feasibility of facilitating the creation of a multijurisdictional park(s) and recreation district(s) or agency/non-profit partnership for the purpose of providing or supplementing funding of land acquisition for parks, open space, and recreation opportunities to unincorporated urbanized areas of the County (e.g. Tega Cay – Fort Mill area and Lake Wylie).
- Identify underserved areas of the County

(Quality of access to recreation/open space) and encourage partnerships/agreements between the School Districts and municipal/non-profit agencies to provide recreation opportunities that will promote physical activity.

- Establish a funding mechanism for open space conservation and programming.
- Build partnerships with other municipalities, agencies, and non-profit organizations to provide funding by utilizing the recreation tax.
- Continue to pursue multi-pronged open space grant funding opportunities.

STRATEGY NR-3.1.9: Promote the planning and construction of a connected trail network of open space properties throughout York County.

- Implement the Carolina Thread Trail Master Plan through coordination with municipal partners and facilitate initiatives that will support Carolina Thread Trail dedication, acquisition, and purchase of trail and greenway easements.
- Continue to support the Nation Ford Greenway effort.
- Explore possible rails-to-trails network connection opportunities.
- Continue to implement and expand the bicycle-pedestrian plan.
- Encourage developers to create and provide public access to open space areas to include parks, greenways, and trails.
- Promote the donation of conservation easements to establish trail connections.





Cultural Resources

GOAL CR-1

Preserve and enhance York County's heritage resources as a source of unique community identity, vitality, and history.

Preservation Strategies

Zoning & Growth Management

► POLICY CR-1.1

Review and update development ordinances to ensure protection of significant historic and archaeological sites.

STRATEGY CR-1.1.1: Consider working with the Cultural and Heritage Commission to adopt a historic preservation ordinance that establishes a historic preservation commission, which designates locally significant properties, protects their integrity through development review, and authorizes design guidelines within historic districts.

STRATEGY CR-1.1.2: Consider extending scenic overlay ordinance to include additional sites, and further amending to expand protection to all zoning districts, and to prevent threats to viewsheds from intrusive uses. Establish and enforce financial penalties for violations that result in the demolition, destruction, removal, or relocation of significant resources.

STRATEGY CR-1.1.3: Amend the Planned Development District to include incentives to preserve historically significant properties or promote redevelopment of historic properties.

► POLICY CR-1.2

Support redevelopment and adaptive reuse efforts over new construction.

STRATEGY CR-1.2.1: Prioritize adaptive reuse in the county facilities plan and encourage county departments and agencies to utilize the redevelopment and reuse of structures of historic or architectural interest.

STRATEGY CR-1.2.2: Identify acceptable variations from the building code requirements (that do not impact public health and safety) for historic properties when modern codes may compromise the historic character of the site.

STRATEGY CR-1.2.3: Recognize the sustainability of historic structures and consider incentives for energy efficient certification, where appropriate.

► POLICY CR-1.3

Maintain a GIS database of historically, architecturally, and archaeologically significant properties to include National Register sites, eligible National Register sites, and locally significant sites.

STRATEGY CR-1.3.1: Review and update the 1992 county-wide survey of historic resources.

STRATEGY CR-1.3.2: Develop and implement a strategy for continuing to identify and document heritage resources and updating the database at least every 5 years.



HISTORIC DOWNTOWN YORK and other areas of the County are home to historic homes that are in need of protection and/or restoration.

Enhancement Strategies

STRATEGY CR-1.4: Support and participate in nomination of eligible properties to National Register of Historic Places.

STRATEGY CR-1.5: Pursue Certified Local Government (CLG) status for York County.

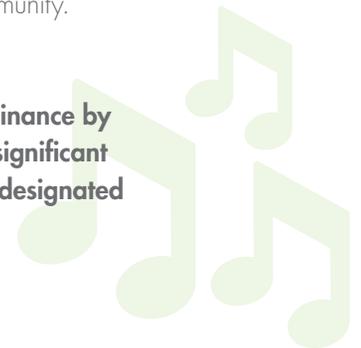
STRATEGY CR-1.6: Implement the goals and strategies of Western York County Scenic Byway Corridor Management Plan (CMP).

- Encourage management and promotion of the byway by local stakeholders.
- Evaluate the CMP on a systematic basis to provide for revisions and updates.

STRATEGY CR-1-7: Increase the awareness, importance, marketability, and accessibility of York County historic resources for all visitors and residents.

- Support and enhance existing county historical facilities.
- Create and publicize a directory or webpage of historic resources in York County.
- Encourage private conservation efforts through local recognition or awards program.
- Promote the South Carolina Historical Marker program.
- Continue to promote programs for school children that would expand their understanding of the history and culture of the community.

STRATEGY CR-1.8: Amend Preservation Tax Incentive Ordinance by extending eligibility to include locally significant properties or properties within locally designated historic districts.





Cultural Resources

STRATEGY CR-1.9: Actively seek grant funding and build partnerships with both public and private agencies to foster preservation and protection of historic resources.

- Maintain a list of all agencies, non-profit organizations, historical societies, history museums, libraries with history collections, and other entities and organizations involved in archaeology and/or historic preservation.
- Support research efforts and archaeological activities to expand the knowledge base of Native American inhabitants of York County by working with Catawba Nation Cultural Center.
- Seek to promote knowledge of and preservation of African-American heritage.
- Provide information on historic resource webpage about state and federal financial preservation tax. incentive programs and support grant and tax credit requests by owners of historically significant properties.

GOAL CR-2
Preserve and protect the rural landscapes and scenic open spaces of York County.

Preservation Strategies

Zoning & Growth Management

- ▶ **POLICY CR-2.1**
Evaluate existing and/or establish new development standards to ensure that rural

landscapes, prime agricultural farmland, and scenic open spaces are protected and that growth is not out of character with their inherent attributes.

STRATEGY CR-2.1.1: Encourage cluster development in rural areas.

STRATEGY CR-2.1.2: Promote growth that does not negatively impact sensitive environmental resources, including unique plant and animal habitats, wetlands, and prime agricultural and forest lands.

STRATEGY CR-2.1.3: Increase road connectivity in developed areas in order to minimize the need for new rural roads and ensure that any new road connections or improvements have minimal impact on active farmland and other natural assets.

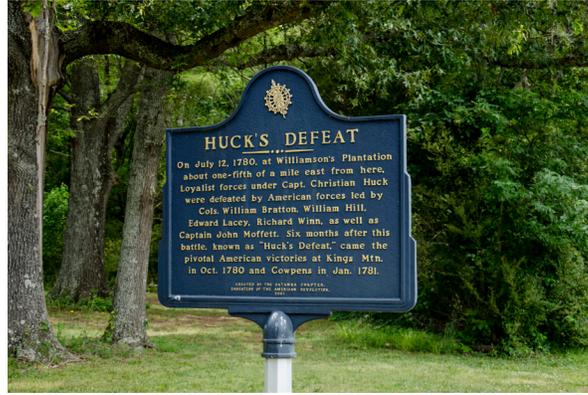
▶ **POLICY CR-2.2**

Support and encourage the mission of York County Forever.

STRATEGY CR-2.2.1: Consider funding mechanisms for York County Forever.

STRATEGY CR-2.2.2: Reevaluate the goals and mission of York County Forever.

STRATEGY CR-2.2.3: Maintain and systemically update a web-based priority list of significant natural, historic, agricultural, outdoor recreational, and scenic open space resource properties.



HISTORIC BRATTONSVILLE was the site of the Battle of Huck’s Defeat, a key battle in the Revolutionary War. A working farm, historic buildings, trails, and regular events make the Bratton Plantation a major tourist destination.

STRATEGY CR-2.2.4: Continue to conserve properties in the Brattonsville-Blackjack Focus Area and City of York Greenbelt, and renew funding for PDRs.

STRATEGY CR-2.2.5: Actively seek to maintain a full roster of qualified Commissioners.

STRATEGY CR-2.2.6: Place conservation easements on preserved sites and ensure that stewardship plans and best management practices are utilized in managing the properties.

STRATEGY CR-2.2.7: Foster partnership opportunities between YCF and other private and public organizations.

STRATEGY CR-2.2.8: Continue promotion and public educational awareness of YCF’s mission, goals, benefits, and success stories.

GOAL CR-3

Support and encourage York County’s wealth of cultural resources to attract new commerce and industry, promote employment, and to build tourism.

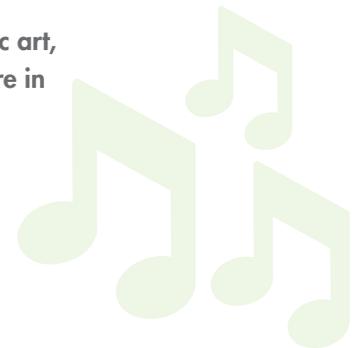
► **POLICY CR-3.1**

Support organizations whose objectives include promoting cultural arts in York County.

STRATEGY CR-3.1.1: Continue to support and enhance existing county art and cultural facilities.

STRATEGY CR-3.1.2: Provide display space in county buildings for local artists and craftsmen, and urge local businesses to showcase local artists in their buildings.

STRATEGY CR-3.1.3: Incorporate public art, excellent urban design, and architecture in public projects.





Cultural Resources

STRATEGY CR-3.1.4: Consider federal, state, and foundation grants to diversify exhibit collections and expand educational opportunities.

► **POLICY CR-3.2**

Provide support for special events and festivals.

STRATEGY CR-3.2.1: Maintain a comprehensive calendar of festivals and events available on the York County website; provide links to relevant festival websites; encourage communication among all festival or event coordinators.

STRATEGY CR-3.2.2: Support event and festival coordinators by searching for federal, state, and foundation grants or encouraging them to pursue funding through the Hospitality Tax Grant Program or Accommodations Tax Program.

STRATEGY CR-3.2.3: Encourage new festivals and events that highlight the diverse cultural backgrounds of York County residents and identify and work with community groups to organize publicly sponsored arts and cultural events and festivals.

STRATEGY CR-3.2.4: Consider opportunities to hold cultural events and festivals at county property or facilities.

► **POLICY CR-3.3**

Encourage opportunities for visitors and residents to experience heritage and cultural tourism throughout the County.

STRATEGY CR-3.3.1: Support implementation of SCRPT's Tourism Product Development Concept Action Plan for the Catawba Region.

STRATEGY CR-3.3.2: Develop and install standardized signage for York County cultural tourism sites.

STRATEGY CR-3.3.3: Cooperate with and promote partnerships with the CVB and other county agencies, Olde English Tourism District, Chambers of Commerce, municipalities, agricultural, cultural, heritage, educational, and other non-profit organizations for a coordinated planning approach to increase public awareness of tourism's economic contributions to York County; strengthen communication among tourism organizations in order to develop a themed marketing strategy; and to create cohesive plans for visitor friendly areas with clusters of attractions and facilities.

STRATEGY CR-3.3.4: Provide information to existing websites that disseminate information and use social media as community outreach tools for listing and promoting all cultural and heritage tourism sites within the County.

STRATEGY CR-3.3.5: Work with the CVB and other similar organizations to create and update printed brochures and phone apps for all heritage and cultural tourism sites within the County.



ATTRACTIONS such as the Museum of Western York County and events such as sports tournaments can bring visitors to York County from all over the state.



Community Facilities

GOAL CF-1

Provide community facilities and services that meet the needs of the population of York County in a coordinated, cost-effective manner, while supporting desired land use patterns and development objectives.

Policies/Strategies:

► POLICY CF-1.1

Community facilities and infrastructure shall be directed to areas to meet existing needs or to support development in areas designated for growth as recommended by the Land Use Element of the Comprehensive Plan.

- These facilities include sites for public safety (sheriff and fire), public utilities, schools, recreation and libraries.

► POLICY CF-1.2

The Community Facilities element shall be closely coordinated with the Priority Investment Element and the development of the annual Capital Improvement Plan.

► POLICY CF-1.3

Land use decisions shall support the adopted County Facility Masterplan and help to identify and prioritize needs and locations for new community facilities and services.

► POLICY CF-1.4

Ensure the Zoning and Subdivision Codes supports land use and transportation goals as they relate to community facilities.

STRATEGY CF-1.4.1: Consider requiring land to be set aside in mixed-use activity centers for community facilities such as libraries, schools, and parks.

STRATEGY CF-1.4.2: Require safe and convenient pedestrian, vehicular, and bicycle connections between community facilities and the neighborhoods they serve.

► POLICY CF-1.5

Explore opportunities for co-location of existing and planned public facilities—such as public schools, libraries, emergency shelters, bike and pedestrian pathways, parks, and community and recreational centers and facilities—where this approach might provide a mutual benefit and represent an efficient use of finances and staff resources.

► POLICY CF-1.6

Discourage expansion of water / sewer and other public facilities that could increase development pressure in areas identified on the land use map that should remain agriculture and in some cases rural residential, except where needed due to conditions which prevent reliance upon well / septic systems.

CASE STUDY

Urban Services Boundary

The Urban Services Boundary (USB) is a growth management tool that has been used by the County since the previous Comprehensive Plan was adopted in 2004. The boundary signifies the area which should be served by water, sewer and other major public facilities. Outside of the boundary facilities such as schools, parks and public safety facilities should be limited to those which only serve the rural population.

The boundary was established as a mechanism to control a sprawling development pattern by focusing higher density development inside the area and lower density outside the area. This type of development pattern makes the most efficient use of County resources while also protecting the rural and agricultural areas from unnecessary development. The USB has been very successful in preventing new higher density residential development from creeping into the rural areas. Evidence of this is the number of acres of farmland has remained steady despite York County's close proximity to the Charlotte area. In 2002 there were 858 farms and 118,997 acres in farmland. In 2012 there were 1,004 farms and 123,929 acres in farmland (Source: USDA Census of Agriculture).

The land area inside the existing USB is 159,993 acres or 35% of the County's total area. Since its inception the USB has been modified twice - once to correct a parcel that was split by the line and once to accommodate the potential for an employment center near Lake Wylie. This Plan recommends that the existing USB will be maintained reflecting the County's continued support to protect the rural areas from urban style development.

See map of existing USB in Appendix A.



COMMUNITY FACILITIES such as Flint Hill Fire Station pictured above serve a variety of communities in York County.

GOAL CF-2

Utilize water and sewer utility extension policies as a growth management tool to prioritize the timing and location of new development.

Policies/Strategies

► **POLICY CF-2.1**

Formally develop a coordinated, countywide policy to encourage water and sewer system expansion within the Urban Services Boundary.

► **POLICY CF-2.2**

Cooperatively work with the municipalities and service providers to formally adopt the Urban Services Boundary.

► **POLICY CF-2.3**

Establish a procedural policy which determines the criteria to be reviewed when amending the Urban Services Boundary either during its normal review process or upon request from



Community Facilities

Council or the public. The items to consider may include the following (but not limited to) criteria:

- Parcels immediately adjacent to the existing USB.
- Parcels adjacent to land already zoned multifamily, industrial, or commercial.
- Parcels not adjacent to vacant or underdeveloped parcels within the USB that could support similar type of development.
- A minimum score based on a point system calculating proximity to various existing community service facilities including but not limited to: schools, fire stations, convenience centers, public utilities and its location within the basin.

► **POLICY CF-2.4**

Prioritize the completion of infrastructure and other capital improvements within existing urban areas and areas targeted for redevelopment and infill.

► **POLICY CF-2.5**

Maximize the efficiency of existing infrastructure by encouraging growth in areas where services and facilities are available.

► **POLICY CF-2.6**

Work with service providers to develop level of service standards for water and sewer service and infrastructure.

► **POLICY CF-2.7**

Working with service providers, continue to research methods and measures to maintain high-quality, cost-effective services to all customers.

► **POLICY CF-2.8**

As needed, work with the County’s municipalities and service providers to refine or modify service areas to ensure they are structured in the most cost efficient manner for each jurisdiction.

GOAL CF-3

Ensure public safety, solid waste, recreation, and library services are available to all citizens.

Policies/Strategies:

► **POLICY CF-3.1**

Work with the Sheriff’s Department to ensure law enforcement services are available in the appropriate location as the County’s population grows.

STRATEGY CF-3.1.1: Provide annual update of population and new building permit data.

► **POLICY CF-3.2**

Work with local emergency service organizations to ensure adequate emergency vehicle access is available to all areas of the County.

► **POLICY CF-3.3**

Support the York County Solid Waste Management Plan to provide adequate collection, processing, and disposal of solid waste and in an environmentally sound and economically feasible manner.

► **POLICY CF-3.4**

Consider modifications of County development regulations to require new development to allocate land for future or expanded convenience centers if located in an area where a need has been identified.

► **POLICY CF-3.5**

Actively support and coordinate library system expansion as it relates to implementing the land use plan.

► **POLICY CF-3.6**

Consider establishing a York County Department to administer and coordinate the management and maintenance of county owned and managed land and facilities located in the unincorporated areas of the County.

GOAL CF-4

Assist the York County School Districts in preparing for and accommodating growth.

Policies/Strategies:

► **POLICY CF-4.1**

Work with the school system to identify strategic areas for new school construction that can be integrated into the future land use plan.

STRATEGY CF-4.1.1: Encourage schools to locate within Urban Services Boundary and consider requiring a Special Exception for new schools located outside the USB.

STRATEGY CF-4.1.2: Encourage schools to locate near existing residential neighborhoods and develop pedestrian connections to reduce traffic on roadways.

STRATEGY CF-4.1.3: Coordinate with school districts on new development including rezonings and subdivisions to aid their long range planning efforts.

► **POLICY CF-4.2**

Integrate schools into local neighborhoods by encouraging joint-use of facilities to create a community of learning and recreation resources.

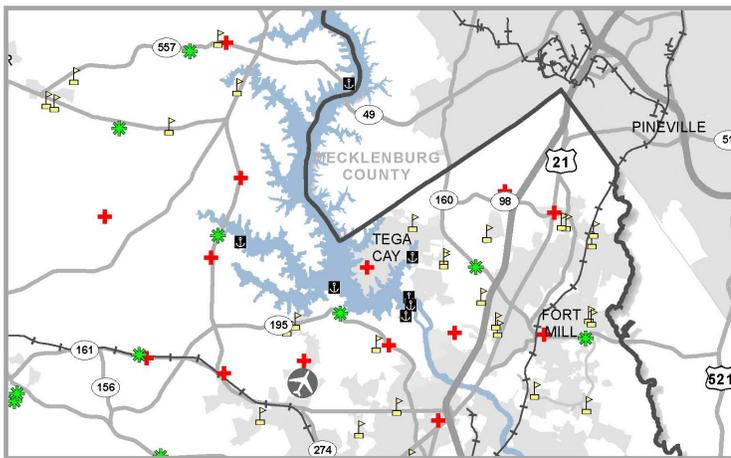


Figure 8: School Location/Facilities Map (for larger map see Appendix A)





Transportation

GOAL T-1

Ensure the County has the policies and ordinances in place to provide a highly connected and efficient transportation system.

Zoning and Growth Management:

► POLICY T-1.1

Review, evaluate, and amend existing ordinances and land use policies to ensure they support the current and future transportation system.

Land Use Policy Strategies

STRATEGY T-1.1.1: Adopt a Complete Streets Resolution to:

- Support implementation of policies requiring development and transportation projects to provide facilities for all user modes that are appropriate for the context of the site.
- Position York County to be awarded grants for planning and construction of facilities.

STRATEGY T-1.1.2: Develop, adopt, and implement a county-wide Thoroughfare Plan to ensure preservation of corridors necessary for future road improvements and map new road alignments that will improve street connectivity and promote economic growth.

STRATEGY T-1.1.3: Evaluate the County's Road Acceptance Policy at a minimum 5-year frequency.

STRATEGY T-1.1.4: Support adoption and completion of capital sales and use tax initiatives (Pennies for Progress Program).

STRATEGY T-1.1.5: Promote land uses that will not conflict with the daily operation and future viability of the Rock Hill-York County (Bryant Field) Municipal Airport and Master Plan.

Ordinance Strategies

STRATEGY T-1.1.6: Study implementation of a Transportation Impact Fee ordinance to apply to all new development within a specified geographic boundary or along Major Roads as a method to offset the costs of maintaining and improving existing roads and constructing new roadways to meet the transportation infrastructure demands of new development.

STRATEGY T-1.1.7: Evaluate and modify subdivision and commercial development ordinances to support an integrated transportation system that incorporates:

- Effective spacing and connectivity of collector roads,
- Adequate connectivity of the local street system (restrict construction of cul-de-sacs to areas restricted by existing development or severe topographic constraints, allowing them only where environmental constraints preclude interconnectivity),
- Flexible roadway design standards to allow context appropriate designs beyond the Planned

Development and Traditional Neighborhood Development districts,

- Integration of pedestrian and bicycle facilities that are safe, convenient, and attractive,
- Modification of parking standards to promote shared use of parking and interconnectivity of parking lots, particularly along commercial corridors and within mixed-use centers,
- Promotion of shorter streets and smaller blocks sizes in urbanizing areas to promote more walkable and connected communities,
- Creation of a new street section detail and a clear definition for a neighborhood collector street,
- Revision of street section details to incorporate alley access, street lighting, landscaping, bike facilities, sidewalks, and on-street parking.

STRATEGY T-1.1.8: Revise the Traffic Impact Analysis (TIA) Ordinance to reference a TIA Guideline Manual that can be updated administratively.

STRATEGY T-1.1.9: Revise as necessary, the Transportation Corridor Preservation Overlay ordinance as new major roadway projects are added and completed.

STRATEGY T-1.1.10: Study the feasibility of creating a Health Impact Assessment ordinance requirement for development of a specified scale: includes traffic impact analysis, review of walk- and bike-ability of area, impacts to air quality, and impacts to quality of life.

STRATEGY T-1.1.11: Revise the York County Ordinance to apply the curb cut spacing

requirements of the Arterial Road Overlay to all Major Roads to improve the flow of mainline traffic.

- Before accepting variance applications for curb cut spacing, require documentation supporting that reasonable alternative access, such as sharing access with neighboring parcels and connecting to adjacent parcels with rear access drives has been evaluated and determined to be infeasible.
- Update access requirements to mandate multiple access points for residential and commercial developments of a certain scale or intensity, and require the access points to be on more than one public road.
- Reduce the maximum number of curb cuts allowed per feet of arterial road frontage.

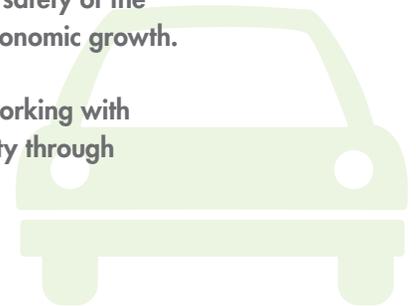
GOAL T-2
Work cooperatively with federal, state, regional, and local governments, the private sector, and residents.

Coordination:

► **POLICY T-2.1**

Partner with committees, regional planning agencies, and municipalities to coordinate transportation planning initiatives across jurisdictional boundaries that promote long-term traffic congestion relief, improve safety of the traveling public, and promote economic growth.

STRATEGY T-2.1.1: Continue working with the SCDHEC Bureau of Air Quality through





Transportation

involvement in the York County Interagency Consultation Committee and the Catawba Regional Air Quality Coalition to proactively implement policy, programmatic, and environmental changes that reduce emission of pollutants.

STRATEGY T-2.1.2: Seek creative funding solutions (grants, fees, tolls, right-of-way dedication, etc.) from public and private entities for construction funding for transportation development projects and associated multi-modal improvements.

STRATEGY T-2.1.3: Coordinate with transportation professionals within the RFATS and CRCOG communities to develop a TIA Guideline Manual that can be used as a standard analysis template.

STRATEGY T-2.1.4: Ensure proposed Pennies for Progress transportation projects facilitate goals of regional Comprehensive Plans and consider compatibility with future land use designations prior to referendums being finalized.

STRATEGY T-2.1.5: Work with SCDOT to include wider paved shoulders with modified rumble strip skip patterns on arterial and collector roads, include striped bike lanes on appropriate roadways when resurfacing projects are designed along adopted bike routes, and seek funding to construct wider paved shoulders for new road construction and resurfacing projects.

STRATEGY T-2.1.6: Continue participation on local and regional committees that support cooperative regional planning efforts.

STRATEGY T-2.1.7: Coordinate with RFATS and the Catawba Regional Council of Governments (CRCOG) on the implementation and future updates of the Long Range Transportation Plan (LRTP).

GOAL T-3

Promote a balanced multimodal transportation system that provides mobility and accessibility for its users.

Enhancement Strategies

STRATEGY T-3.1.1: Increase availability of public transportation to York County citizens for commuting and serving basic needs.

- Support RFATS efforts to offer transit services in NC urbanized areas (Charlotte and Gaston) that encroach into York County.
- Reevaluate the feasibility of extending CATS transit service along Highway 49 from North Carolina into the Lake Wylie area.
- Continue to fund demand response transit service in the non-urbanized area.
- Increase awareness of transit service options to general public through the use of marketing techniques.

STRATEGY T-3.1.2: Coordinate with RFATS to reassess the previously identified Bus Rapid Transit Corridor (BRT) route by updating the study to reflect current development conditions.

- Revise the Sidewalk Ordinance to strengthen and clarify language regarding the installation

of pedestrian facilities and write an ordinance that establishes design requirements for bicycle facilities and where they should be implemented.

- Consider requiring street lighting on collector and arterial roads and near schools.
- Require pedestrian facilities to be constructed in industrial developments and along existing or proposed arterial and collector road frontage for all developments.
- Establish standard details and definitions for pedestrian and bicycle facilities for use by developers.



HWY 21 over the Catawba River
(Source: York County Planning Department)

STRATEGY T-3.1.3: Develop and adopt a County-wide bicycle and pedestrian master plan to improve feasibility of walking and cycling to local destinations and increase opportunities for physical activity.

- Incorporate municipal and RFATS bicycle and pedestrian master plans into County document.
- Survey locations and conditions of existing facilities and identify where maintenance and new facilities are needed, with an emphasis on facilities in the urbanized area.
- Incorporate destinations such as schools, YMCA, parks, food retail, etc. into routes.

STRATEGY T-3.1.4: Strategically enhance existing transportation infrastructure to support the region’s economy through efficient movement of freight.

- Prioritize transportation improvements that address freight congestion and key bottlenecks.
- Promote effective land use to support freight mobility, business development, and job growth.
- Mitigate air quality impacts to reduce barriers to businesses that support movement of freight.

**GOAL T-4
Promote a fiscally sound, efficient and safe transportation system.**

Roadway System Strategies

STRATEGY T-4.1.1: Improve public roadway connectivity and access management policies to decrease travel distances, traffic congestion, and accident risk.

- Increase street connectivity and relieve congestion at major intersections through construction of new alignments connecting arterial and collector roads.
- Support SCDOT installation of technology to improve function of traffic signals.
- Strengthen street connectivity language in ordinance to limit cul-de-sac construction to areas restricted by existing development or severe topographic constraints.
- Periodically evaluate applicable roadway standards to ensure they are compatible with current SCDOT Standards.





Transportation

STRATEGY T-4.1.2: Continue to maintain a high standard of pavement condition for roads in the York County Road Inventory (maintained by York County Public Works Department) and contribute to the maintenance of SCDOT-maintained roadways.

- Continue committing local funds to supplement resurfacing projects on SCDOT-maintained roads.
- Continue to maintain a high pavement quality ranking on County-maintained roads through the General Fund and C-Fund Resurfacing programs.
- Continue paving County-maintained gravel roads using General Funds, C-Funds, and private funding as right-of-way is acquired.
- As an alternative to road widening projects, promote improvements that provide long-term congestion relief such as construction of turn lanes and installation of traffic cameras and fiber optic lines to improve traffic signal function.
- Explore inclusion of state road resurfacing in future one cent sales tax referendums.



COMPLETE STREETS are designed to accommodate all modes of travel safely (Source: Traversetrails.org)

CASE STUDY

Bike Route Signage

The York County Bike Routes were designated in 2014-2015 through a cooperative effort between the Bicycle-Pedestrian Task Force, Eat Smart Move More York County, York County Government, and the SCDOT. Citizen input and solicitation of public participation identified five primary routes that are approximately 40 - 60 miles long. These five routes were adopted into local planning documents, including the Rock Hill-Fort Mill Area Transportation Study (RFATS) Metropolitan Planning Organization (MPO) Long Range Transportation Plan.

Using GIS mapping tools and SCDOT guidelines for sign placement, York County staff labeled proposed sign locations and types on a map and applied for encroachment permits. Continued maintenance of the signs or replacement if damaged is the responsibility of York County Government. Healthy South Carolina Initiative (HSCI) grant funds and York County General Funds paid for the cost and services associated with the fabrication and installation of signs.

The York County Prioritized Bike Routes were marketed to the general public through maps and brochures created by the City of Rock Hill and the York County Convention and Visitors Bureau, the BikeYorkCountySC.com website, billboards at three locations along interstate highways, magazine advertisements, a WRHI radio interview, and a ribbon cutting ceremony and inaugural bike ride as part of National Bike Month.

The partnerships established between government agencies and bicycle and pedestrian advocates continue to promote the inclusion of bicycle and pedestrian facilities into York County's transportation system. The RFATS MPO is currently developing a Bicycle and Pedestrian Plan for the urbanized area of the County, and this document could support and influence the rural portion of York County to draft a complementary plan to ensure that people who walk or bike for transportation and recreation are included safely within the transportation system.

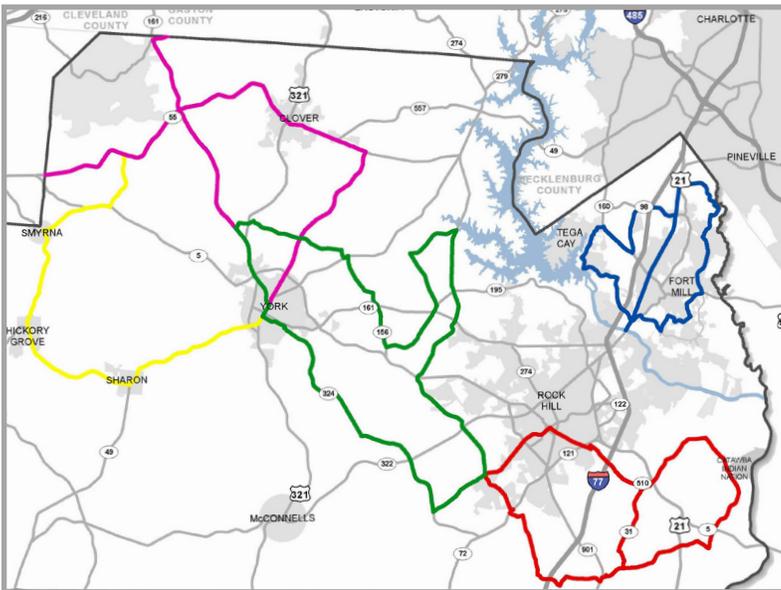


Figure 9: Bike Route Map (for larger map see Appendix A)

5 IMPLEMENTATION AND FUNDING

IMPLEMENTATION ELEMENT

While the York County Comprehensive Plan is fundamentally a “policy document,” the policies and strategies identified herein will only be turned into reality by concerted, consistent attention to implementation. This requires that the County administration, departments and present and future County Councils actively and continuously use the Comprehensive Plan as a key reference for all decisions and actions, consistent with the strategic initiatives and policies contained herein.

Unfortunately, many of the County’s present zoning ordinance and other land development regulations evolved over time without the benefit of a defined set of long-term goals and policies for the County’s growth and development. There is an opportunity to change this course and establish goals, strategies, and priorities to positively impact the quality of growth, major public investments (Infrastructure), and quality of life.

This chapter describes an implementation program for the Comprehensive Plan, comprised of the following elements:

- **Consistency:** How we will implement the policies and strategies of the plan
- **Ordinance/ Plan Compliance:** Making land use decisions consistent with the plan
- **Adoption:** How and when we adopt the plan
- **Amendments:** How we maintain the plan to keep it relevant
- **Monitoring:** Reacts and response to changing conditions
- **Action Plan:** Provides a matrix of the goals/strategies, action types, time frame of implementation, and budget expenditure

COMPREHENSIVE PLAN CONSISTENCY

In the State of South Carolina comprehensive planning, as well as procedures for zoning and development regulation is guided and structured by the Local Government Comprehensive Planning Enabling Act of 1994 (the 1994 Act). This act provides guidance as to minimum plan contents, specifying at minimum nine plan elements. The act also provides guidance regarding steps in the planning process, including (1) inventory of existing conditions; (2) a statement of needs and goals and (3) implementation strategies with time frames. The act does not specifically identify the contents of these implementation strategies, other than to identify the need for zoning and development approvals to be consistent with the comprehensive plan, as indicated by these excerpts:

6-29-540 Review of proposals following adoption of plan; projects in conflict with plan; exemption for utilities.

When the local planning commission has recommended and local governing authority or authorities have adopted the related comprehensive plan element set forth in this chapter, no new street, structure, utility, square, park, or other public way, grounds, or open space or public buildings for any use, whether publicly or privately owned, may be constructed or authorized in the political jurisdiction or the governing authority or authorities establishing the planning commission until the location, character, and extent of it have been submitted to the planning commission for review and comment as to the compatibility of the proposal with the comprehensive plan of the community.

Further, Article 5, in establishing the basis and authority for local government zoning, clearly suggests that zoning actions should be consistent with, and serve to further the purposes set out in, the comprehensive plan, as indicated by the following excerpts.

When the local planning commission has prepared and recommended and the governing body has adopted at least the land use element of

the comprehensive plan as set forth in this chapter, the governing body of a municipality or county may adopt a zoning ordinance to help implement the comprehensive plan 6-29-720 (A).

The (zoning) regulations must be made in accordance with the comprehensive plan for the jurisdiction...6-29-720 (B).

ORDINANCE/PLAN COMPLIANCE

Zoning and development ordinances should be revised to maintain consistency with the Comprehensive Plan.

The various comprehensive plan elements identify both specific revisions to standards and ordinances, as well as broader provisions to raise standards of quality and increase flexibility to adjust land use mixes and intensities. This principle does not suggest that, upon plan adoption, the zoning map, ordinances and its various zoning districts must undergo a wholesale revision. Rather, the schedule of future implementation will be provided on an annual basis through the departments work plan and through the daily, weekly and monthly decision making processes. Development applications made that are inconsistent with the plan should not be approved.

Development applications should be reviewed for consistency with The Comprehensive Plan and should not be approved if found inconsistent with the comprehensive plan.

Because the Future Land Use Map is a policy document that provides some flexibility, its broad interpretation compared to zoning that is static and rigid, many development applications that are consistent with present zoning may also be consistent with the comprehensive plan. In contrast, many land use map designations may be in conflict with current use by right zoning designations. In these cases, particularly those involving rezoning applications, the comprehensive plan review process identifies existing inconsistencies and proposed inconsistencies and provides appropriate recommendations.

In cases where there is a clear conflict created by a rezoning or

development application such approvals should not be granted unless the comprehensive plan is amended. In cases where areas are designated for mixed use, regardless of the underlying zoning district, flexibility should be granted to permit the recommended use, so long as the use meets the intent of the plan. These aspirations can only be realized with additional amendments to the zoning and land development ordinances to permit flexibility described herein this Comprehensive Plan. Additionally, the amendments should require that all future development applications provide verification of compliance with the Comprehensive Plan prior to approval. If an application is found non-compliant, a statement should be provided of noncompliance; and if warranted, the Land Use Plan Map should be amended per the recommended process in this element.

COMPREHENSIVE PLAN ADOPTION PROCEDURE

- Under South Carolina law (S.C. Code Chapter 6-29-520 and 530) a comprehensive plan must be adopted in accordance with the following five steps:
- **Resolution:** By majority vote the planning commission must adopt a resolution recommending the plan, or plan element, to the governing body (County Council) for adoption, with specific reference to any maps and other descriptive material intended as a part of the plan.
- **Minutes:** The resolution must be recorded in the minutes of the planning commission.
- **Transmittal:** A copy of the recommended comprehensive plan must be transmitted to the County Council and to all other legislative and administrative bodies affected by the plan. In York County these will include, at minimum, local municipalities, school districts and utility service providers.
- **Public Hearing:** Before adopting the comprehensive plan County Council must hold a public hearing, advertised at least 30 days in advance.
- **Ordinance:** County Council must adopt the comprehensive plan by ordinance.

COMPREHENSIVE PLAN ADOPTION PROCEDURE

While the Comprehensive Plan provides for considerable flexibility in interpretation, to have relevance over time, it should not be ignored, nor subject to continuous or arbitrary revisions, as may be necessary to accommodate rezoning applications, that are contrary to the Comprehensive Plan. Therefore, staff will evaluate the land use plan minimally on an annual basis to determine if amendments to the plan are necessary due to inconsistent rezoning actions, changing development patterns and conditions, new or planned infrastructure investments, municipal annexations, and the like. This process will occur in the same manner as per plan adoption.

The following shall NOT be considered to require plan amendments:

- Emergency situations requiring immediate actions or development approvals necessary to protect public health, safety or welfare, or to respond to an overriding public purpose;
- Small scale developments, involving minor deviations, interpretations or adjustments to the Future Land Use Map; generally less than 10 acres not contiguous with other similar parcels;
- Corrections of errors, clarifications of intent and updating of data which do not substantially alter plan policies or actions.

York County shall initiate a revision process to update the Comprehensive Plan. The revision process will include the following:

- Updating of key data to include growth trends and other factors experienced since the adoption of the current plan;
- Revision/update of goals, strategies and actions to reflect funding/economic constraints, emerging needs and opportunities, and expressed citizen priorities.

PROCESSING PLAN AMENDMENTS

The following is a recommended protocol for the processing of Comprehensive Plan amendments:

1. Package proposed plan amendments annually for review and recommendation by the Planning Commission, and forward their recommendations to County Council for their consideration following a public hearing.
2. Plan amendments may include modifications to goals and recommendations/strategies; or modifications to the Land Use Map to accommodate re-zonings which are contrary to the adopted Comprehensive Plan.
3. Amendments should be made with an analysis/study of immediate needs and consideration of the long-term effects. In considering amendments to the Comprehensive Plan, the County should be guided by the following:
 - The need for the proposed change;
 - The effect of the proposed change on the need for additional County services and facilities;
 - The compatibility of the use in the immediate community
 - The compatibility of the use with adjacent municipal land uses
 - Fiscal impacts, and
 - The implications, if any, that the amendment may have for other parts of the plan.

COMPREHENSIVE PLAN MONITORING

If a Comprehensive Plan is to have value and usefulness over time, it is important to develop ways of monitoring progress on the many initiatives it calls for, as well evaluating its effectiveness and keeping it current as new information becomes available and as circumstances change. For this reason comprehensive planning should be thought of an ongoing process and not as a one-time event.

South Carolina law (S.C. Code Chapter 6-29-510E) recognizes this need to keep the Comprehensive Plan current and relevant and it mandates generally that the Comprehensive Plan be reviewed as necessary to ensure its ongoing relevance. Specifically, state law requires that the planning commission review the comprehensive plan at least every five years; and that the Comprehensive Plan shall be updated and adopted as a new comprehensive plan, at least every ten years.

Due the complexity of the many initiatives called for in the York County Comprehensive Plan, as well as the accelerating rate of growth and change, provisions for plan monitoring and updating should exceed these minimum state requirements, as follows: As part of its annual work plan, York County Planning and Development Services Department will monitor and report upon plan implementation progress annually.

- On an annual basis, the Planning and Development Department shall submit to the Planning Commission and County Council, an annual report indicating actions taken, and progress made toward plan implementation, along with recommendations for plan amendments due to altered circumstances or in response to citizen requests, proposed re-zonings, or plats, etc.
- Develop a Plan monitoring program, to evaluate the effectiveness of implementation efforts and adherence to the Plan.
- Preparation of an annual Report, implementation efforts including progress reports on active projects, identifying constraints upon implementation, and summarizing trends and challenges which have emerged or changed in the period since plan adoption
- Include policies to provide a process for monitoring implementation progress and adopting plan amendments.
- Provide annual Budget forecasts outlining capital projects required for the implementation of the Action Plan.
- Maintain dialogue with citizens, state, regional and local governmental entities, special districts, development interests, and other stakeholders and affected parties on on-going basis to monitor the effectiveness of the Plan.
- Before major amendments are considered for adoption, citizens should be encouraged to participate in the decision-making process, in addition to the required public hearing.

ACTION PLAN

The following section of the Implementation Element includes an Action Plan Matrix (Matrix) that lists the goals and recommendations of the Comprehensive Plan. The Matrix includes the timeframe for implementation, level of priority, and if the actions will require any budget expenditures for implementation.

Relative to the timeframe designation, short-term actions should be completed within one to three years, mid-term actions should be completed within three to six years, long-term actions should be completed within six to ten years, and on-going actions should remain a constant priority or continued action of the County.

TIMEFRAME	DESCRIPTION
Short Term	0-3 Years
Mid Term	3-6 Years
Long Term	6 to 10 Years
Ongoing	No predetermined time frame or continual projects

ACTION PLAN

ACTION TYPE	DESCRIPTION
Coordination	This action requires coordination with local municipal, regional, state, private and non-profit agencies.
Public Outreach	This action involves public education, marketing and public information.
Study/Plan	This action typically requires a plan, feasibility study or analysis and subsequent report/recommendation prior to proceeding with the planning effort.
Policy	Implementing policies of the Comprehensive Plan during a planning action or recommendation. No specific action or initiative required.
Grants	Requires match, or no match funding.
Development Regulations	Zoning, Subdivision, Land Development and other development related regulations.

ACTION PLAN MATRIX

degree of success in implementing the Plan will be a reflection of the County's ability to consistently act in accordance with the Action Plan.

ACTION PLAN MATRIX

The Matrix is maintained as a spreadsheet document for ease of maintenance, implementation, and work planning. The following table contains the key to all the terms and acronyms used in the Matrix.

The Action Plan is not intended to be a definitive prescription or a rigid formula, nor does it preclude certain actions from being implemented earlier or later than indicated, subject to the availability of resources. Rather, it is suggested as a framework to guide decision-making and allocation of resources – a “to-do list” to ensure steady progress in carrying out the strategies and actions of the Comprehensive Plan. While the Comprehensive Plan incorporates reasonable flexibility, the

TOP PRIORITY ACTION ITEMS		
ELEMENT	ACTION ITEM	STRATEGY
Land Use	Study and consider implementing growth management measures as specified on the Growth Management Toolbox on page 29.	LU.1.1
Land Use	Consider adding new zoning or modifying districts for mixed use, medium - high density residential development, protected lands and conservation subdivisions.	LU.1.4.2; LU.2.4; LU.4.2
Land Use	Consider the adoption of a watershed protection overlay ordinance for the Lake Wylie watershed that limits disturbed area, built upon area and/or impervious surface in new development.	LU.3.3.1;NR.1.1.8
Economic Development	Conduct a targeted industrial site analysis study that identifies suitable tracts of land for target industries, gathers infrastructure needs and provides guidance for land acquisition and marketing.	ED.1.2.2
Housing	Consider implementing a Comprehensive Housing Strategy that examines housing affordability, housing options, housing for special needs or population segments, housing available to support economic growth.	H.1.1.1
Natural Resources	Work with partners to improve access to Lake Wylie, Catawba River and Broad River (i.e. through relicensing, etc.).	NR.1.1.7
Natural Resources	Implement the Carolina Thread Trail Master Plan through coordination with municipal partners and facilitate initiatives that will support Carolina Thread Trail dedication, acquisition, and purchase of trail and greenway easements.	NR.3.1.9
Cultural Resources	Consider working with the Cultural and Heritage Commission to adopt a historic preservation ordinance that establishes a historic preservation commission, which designates locally significant properties, protects their integrity through development review, and authorizes design guidelines within historic districts.	CR.1.1.1
Community Facilities	Study the feasibility of increasing the County's role in open space, parks, trails and greenways to include building on existing programs, project management, partnerships, and various funding options.	CF.3.6
Community Facilities	Implement County Facilities Master Plan.	CF.1.3
Community Facilities	Coordinate with Public Works to implement the CIP and ensure the proposed projects align with the goals and strategies of the Comprehensive Plan.	CF.1.2
Transportation	Develop, adopt, and implement a county-wide Thoroughfare Plan to help preserve of corridors necessary for future road improvements and map new road alignments to improve street connectivity and promote economic growth.	T.1.1.2
Transportation	Study implementation of a Transportation Impact Fee ordinance as a method to offset costs of maintaining and improving existing roads and constructing new roadways to meet the transportation infrastructure demands of new development.	T.1.1.6
Transportation	Develop and adopt a County-wide bicycle and pedestrian master plan to improve feasibility of walking and cycling to local destinations and increase opportunities for physical activity.	T.3.1.3
Transportation	Study the feasibility of creating a Health Impact Assessment ordinance requirement for development of a specified scale: includes traffic impact analysis, review of walk- and bike-ability of area, impacts to air quality, and impacts to quality of life.	T.1.1.10
Transportation	Study revenue required and construction schedule necessary to maintain a high pavement quality ranking on York County maintained roads while also recognizing population growth and increasing material costs.	T.4.2

TOP PRIORITY ACTION ITEMS

IMPLEMENTATION PLAN

NUMBER	ACTION	TIME FRAME	ACTION TYPE	CAPITAL FUNDS NEEDED (Y/N)
Elements of the Comprehensive Plan				
Land Use Element				
Goal LU-1: Actively manage the context, scale and direction of growth in York County to be consistent with available and planned infrastructure and services while also supporting economic development goals.				
LU-1.1	Utilize available growth management strategies to facilitate orderly, planned development that is consistent with the availability and capacity of existing and planned infrastructure and services.	Ongoing	Policy	N
LU-1.2	Encourage municipalities to direct higher intensity development within and adjacent to existing urban areas and to promote consistency with municipal plans where appropriate for county also.	Ongoing	Public Outreach	N
LU-1.3	Support policies that direct the majority of growth to areas within the Urban Services Boundary.	Ongoing	Policy	N
LU-1.3.1	Discourage rezoning of lands outside the adopted Urban Services Boundary to higher intensity residential uses.	Ongoing	Policy	N
LU-1.3.2	Monitor growth trends and produce an annual report to determine the effectiveness of land use policies.	Ongoing	Study/Plan	N
LU-1.3.3	Annually review and report on the Urban Services Boundary, taking into consideration land availability, economic development opportunities, efficiency of utility service provisions, transportation capacity, and agricultural interests.	Ongoing	Study/Plan	N
LU-1.4	Focus commercial and residential growth within and in close proximity to existing and planned Town, Community, Neighborhood, and Rural Centers.	Ongoing	Policy	N
LU-1.4.1	Encourage a mix of housing types in appropriate locations: <ul style="list-style-type: none"> • Near existing or planned centers on the Future Land Use Map • Where utility and transportation infrastructure capacity exists • Compatible with the scale, orientation and character of existing development • Using various housing types (i.e. cottage homes, townhomes, or apartments) enables mitigation of impacts on sensitive natural resources (i.e. mature trees, riparian areas, water quality, etc.)	Ongoing	Policy/ Development Regulations	N
LU-1.4.2	Consider a new zoning category that allows for high density residential where appropriate.	Short Term	Development Regulations	N
LU-1.5	Consider updates to the Future Land Use Plan Map as needed to account for changes that could result from investment in major infrastructure projects, particularly those that have been funded.	Ongoing	Policy	N
LU-1.5.1	Update the Future Land Use Plan Map whenever the Urban Services Boundary is amended and utility service is extended.	Long Term	Study/Plan	N
LU-1.5.2	Update the Future Land Use Plan Map when the Gaston Garden Parkway (or equivalent) is funded in Gaston County to US-321.	Long Term	Study/Plan	N

NUMBER	ACTION	TIME FRAME	ACTION TYPE	CAPITAL FUNDS NEEDED (Y/N)
Elements of the Comprehensive Plan				
Land Use Element				
Goal LU-2: Promote a balanced mix of uses that support a strong and diverse tax base and the creation of jobs throughout the county				
LU-2.1	Encourage non-residential development in Employment Areas to promote job growth throughout the County.	Ongoing	Policy/Plan Implementation	N
LU-2.2	Support commercial and residential uses as a limited component of Employment Areas on the Future Land Use Map provided the following criteria are met. <ul style="list-style-type: none"> • Proposed commercial and/or residential areas are planned in a manner that complements the employment uses in terms of compatibility between uses and compatibility of vehicular and truck access. • The total land area devoted to the proposed commercial and/or residential uses does not occupy land more than 25% of available land area designated for Employment. • Proposed commercial and/or residential areas are located within one mile of an interstate interchange or the intersection of two major thoroughfares. 	Ongoing	Policy/Study/Plan/Development Regulations	N
LU-2.3	Coordinate with the municipalities and other providers to ensure adequate utility service can be provided to key employment areas as identified on the land use map.	Ongoing	Coordination	N
LU-2.3.1	Conduct “hot spot” utility studies in conjunction with utility providers to ensure land highly suitable for industrial or office development can be adequately served.	Mid Term	Study/Plan	N
LU-2.4	Create a compact, mixed-use zoning district option in the zoning ordinance that allows for more flexibility, encourages pedestrian-friendly development and includes a combination of residential, retail and office components.	Mid Term	Development Regulations	N
LU-2.5	Allow for small-scale commercial, retail, service, office uses and/or mixed use development at locations outside of an existing or planned Town, Community, Neighborhood, and Rural Center, provided the following conditions exist: <ul style="list-style-type: none"> • The building footprint of proposed non-residential development is less than 40,000 square feet • Site has access to adequate utilities • Site has access to a minor or major thoroughfare and access to another street that is classified as a collector level or higher • Proposed use is part of a planned development (i.e. via a Planned Development District as defined in the Zoning Ordinance or equivalent) • Site is located at least one mile from existing and planned Town, Community, Neighborhood, and Rural Centers. 	Short Term	Development Regulations	N

NUMBER	ACTION	TIME FRAME	ACTION TYPE	CAPITAL FUNDS NEEDED (Y/N)
Elements of the Comprehensive Plan				
Land Use Element				
Goal LU-3: Promote quality development that is environmentally responsible and compatible with local character.				
LU-3.1	Study policies that would improve the type of open space in new developments in order to provide recreational opportunities and protect the rural character of the County.	Mid Term	Study/Plan	N
LU-3.1.1	Develop and adopt requirements and standards intended to retain usable and connected open space within new developments.	Short Term	Development Regulations	N
LU-3.1.2	Modify regulations and guidelines to increase the requirements for active and passive open space in new developments.	Short Term	Development Regulations	N
LU-3.2	Improve the design of future development and redevelopment.	Short Term	Development Regulations	N
LU-3.2.1	Evaluate the benefits of improved design guidelines and/or subdivision standards to improve the design of residential, commercial and industrial development.	Short Term	Study/Plan	N
LU-3.2.2	Develop design guidelines in support of improved designs.	Short Term	Development Regulations	N
LU-3.3	Encourage environmentally responsible growth and development beyond the existing buffer requirements for the Catawba River, Broad River, Lake Wylie and its primary tributaries.	Ongoing	Coordination/ Public Outreach	N
LU-3.3.1	Consider the adoption of a watershed protection overlay ordinance for the Lake Wylie watershed that limits disturbed area, built upon area and/or impervious surface in new development.	Short Term	Study/ Development Regulations	Y/N
LU-3.3.2	Promote the utilization of Low Impact Development techniques to generate less runoff from developed land while also reducing storm-water maintenance costs and protecting water quality. Common practices can include: <ul style="list-style-type: none"> • Rain and rooftop gardens, • Vegetated swales, buffers and tree preservation, • Permeable pavers, • Minimizing land disturbance, • Slope reduction 	Ongoing	Policy/ study/Plan/ Development Regulation	N
LU-3.4	Encourage development in Municipal Infill areas that is compatible with existing neighborhoods.	Ongoing	Policy	N
LU-3.4.1	Support rezonings that are consistent with adopted municipal plans and the scale and density of existing neighboring land uses.	Ongoing	Policy	N

NUMBER	ACTION	TIME FRAME	ACTION TYPE	CAPITAL FUNDS NEEDED (Y/N)
Elements of the Comprehensive Plan				
Land Use Element				
Goal LU-4: Preserve rural character in areas near and beyond the adopted Urban Services Boundary, while providing opportunities for compatible rural development.				
LU-4.1	Maintain rural and agricultural areas.	Ongoing	Policy	N
LU-4.1.1	Allow a limited amount of commercial development in areas designated for Rural Centers.	Ongoing	Policy	N
LU-4.1.2	Discourage rezonings of rural lands (i.e. lands designated as Rural Residential (RR) and Agricultural (AG) on the Future Land Use Map) to higher intensity residential uses (unless rezoning allows a Conservation Subdivision—see LU-4.2).	Ongoing	Policy	N
LU-4.1.3	Encourage rural population growth to occur in and around existing rural towns and settlements.	Ongoing	Policy	N
LU-4.1.4	Discourage expansion of water / sewer and other public facilities that could increase development pressure in areas identified on the land use map that should remain agricultural and in some cases rural residential, except where needed due to unsafe well / septic conditions.	Ongoing	Policy/ Coordination	N
LU-4.2	Facilitate the development of Conservation Subdivisions in areas with scenic or natural assets and access to utilities.	Ongoing	Policy/ Development Regulations	N
LU-4.2.1	Modify development regulations to include incentives to encourage this type of development. Incentives could include flexibility in lot size and configuration and/or density bonuses for proposed developments that preserve substantial amounts of open space that encompass valuable natural features.	Short Term	Development Regulations	N
LU-4.2.2	Prepare design guidelines for Conservation Subdivisions that demonstrates how development can be sensitively integrated while avoiding or mitigating impacts to the natural features. Consider these general design guidelines such as: <ul style="list-style-type: none"> • Open space requirements that exceed underlying zoning districts (i.e. >40%) • Conservation Subdivision design that will protect water quality, key natural or cultural features • Clustering of development away from key natural features such as riparian buffers, mature upland and floodplain forest, rock outcroppings, vernal pools, view sheds from rural roads, etc. 	Short Term	Policy/ Development Regulations	Y/N

NUMBER	ACTION	TIME FRAME	ACTION TYPE	CAPITAL FUNDS NEEDED (Y/N)
Elements of the Comprehensive Plan				
Economic & Development Element				
Goal ED-1: Encourage jobs and capital investment throughout the county in a balanced manner.				
ED-1.1	Create opportunities for new and expanding business.	Ongoing	Policy	N
ED-1.1.1	Research the amount of land that is needed to meet the long-term demand for office and industrial uses.	Short Term	Study/Plan	N
ED-1.1.2	Be consistent with the land use map, define and identify key target locations for office and industrial uses. <ul style="list-style-type: none"> • Create a prioritization system to identify which properties may be most critical to preserve for future industrial or office use; • Encourage compatible land uses within these areas. • Study and prioritize necessary infrastructure to serve the most suitable sites. 	Ongoing	Coordination	N
ED-1.1.3	Establish policies and programs to protect key targeted industrially zoned properties along the I-77 corridor and other corridors identified on the land use map <ul style="list-style-type: none"> • Discourage rezonings from industrial or office uses to residential uses; • Research the possibility of a fee or property tax system that would discourage rezonings of industrial properties to residential use • Working with collaborative partnerships invest in necessary infrastructure (transportation and utilities to serve the most suitable sites • Working with York County Economic Development, identify and implement tools for office and industrial site development efforts such as a dedicated product development fund, C-funds, reimbursement grants, etc. 	Short Term	Policy/Study/Plan	N
ED-1.1.4	Refine the online database of available properties for industrial and office development that would allow for a more interactive search tool, so potential prospects can narrow site availability to those meeting key location, utility availability, access requirements, as well as other potential metrics that could be utilized to identify searches more quickly.	Short Term	Study/Plan	N
ED-1.1.5	Investigate opportunities to create new financial and non-financial incentive programs that would help encourage new businesses to locate in York County and existing businesses to expand.	Short Term	Study/Plan	N
ED-1.2	Pursue identified target Industries for York County.	Ongoing	Policy	N
ED-1.2.1	Support the growth of targeted industries as identified in the 2015 York County Economic Development Strategic Plan Update.	Ongoing	Policy	N
ED-1.2.2	Build on work completed by various economic development groups throughout the county and conduct a targeted industrial site analysis study that accomplishes the following: <ul style="list-style-type: none"> • Refines suitability analysis to identify suitable tracts of land for target industries ("product" for each target industry) • Develops an inventory of suitable tracts ranked by target industry • Develops infrastructure needs for top sites that can be turned into CIP projects such as water, sewer, transportation • Provides guidance regarding land acquisition and marketing 	Short Term	Coordination	N

NUMBER	ACTION	TIME FRAME	ACTION TYPE	CAPITAL FUNDS NEEDED (Y/N)
ED-1.2.3	Work with workforce development allies to ensure their course offerings and educational opportunities align with the workforce needs of identified key target industries and other growing markets and industries.	Ongoing	Coordination	N
ED-1.3	Support economic endeavors being pursued by all municipalities within York County and the Catawba Indian Nation.	Ongoing	Coordination	N
ED-1.3.1	Work with Rock Hill and others in the county to identify means by which the Knowledge Park Innovation Initiative can be furthered.	Ongoing	Coordination	N
ED-1.3.2	Advocate opportunities for new companies, including smaller creative-class businesses, to locate into downtown spaces throughout the county as well as the expansion of existing downtown businesses.	Ongoing	Coordination	N
Goal ED-2: Maximize York County's regional competitive market position.				
ED-2.1	Increase York County's competitiveness relative to commercial taxation policies.	Mid Term	Coordination	N
ED-2.1.1	Examine the county's property taxation system and tax burdens for commercial and industrial property relative to other adjacent and competitive counties in the region; <ul style="list-style-type: none"> As merited, conduct parallel analyses for residential development and identify adjustments to local tax rates that may be merited. 	Short Term	Study/Plan	N
ED-2.2	Maintain and expand infrastructure to encourage employment growth and expand the tax base.	Ongoing	Policy	Y
ED-2.2.1	Work with regional transportation officials to achieve and maintain acceptable levels of service along major regional corridors.	Ongoing	Coordination	Y
ED-2.2.2	Continue the Pennies for Progress program to enhance local road network and address key congestion and safety issues that may not be handled at the state level.	Ongoing	Coordination	Y
ED-2.2.3	Work with county and municipal service providers to ensure the maintenance and proactive expansion of utilities in areas experiencing or targeted for employment growth.	Ongoing	Coordination	N
ED-2.3	Promote regional economic development.	Ongoing	Policy	N
ED-2.3.1	Work with state and regional partners to promote economic development endeavors that can further benefit office and industrial recruitment throughout the county.	Ongoing	Coordination	N
ED-2.3.2	Work with state and regional partners to identify means by which recruitment of office firms can be strengthened.	Ongoing	Coordination	N
ED-2.3.3	Continually identify means by which relationships with the Charlotte Regional partnership and the I-77 Alliance can be strengthened to further York's position regionally.	Ongoing	Coordination	N
ED-2.3.4	Work with Catawba Regional Council of Governments and other key allies to establish continual communications and to establish meetings of economic development groups across the county to discuss issues and opportunities.	Ongoing	Coordination	N

NUMBER	ACTION	TIME FRAME	ACTION TYPE	CAPITAL FUNDS NEEDED (Y/N)
Elements of the Comprehensive Plan				
Economic & Development Element				
Goal ED-3: Retain and enhance existing businesses.				
ED-3.1	Continue efforts to boost existing businesses in York County.	Ongoing	Policy	N
ED-3.1.1	Create and conduct regular surveys of existing businesses in York County to understand their health, current challenges, needs, and means by which York County Economic Development can maximize assistance.	Ongoing	Study/Plan	Y
ED-3.1.2	Work with Winthrop Small Business Development Group and Chambers of Commerce to address the needs of small businesses.	Ongoing	Coordination	N
Goal ED-4: Create a focus on quality of life.				
ED-4.1	Support local and regional tourism.	Ongoing	Public Outreach	Y
ED 4.1.1	Encourage cultural and parks and recreation based events and projects that have a regional draw as a tool to recruit office development. <ul style="list-style-type: none"> • Encourage amateur sports events at existing and new venues to increase hospitality tax revenues • Encourage the completion of the Carolina Thread Trail throughout York County • Encourage development and marketing of Catawba River and Broad River as Blueways • Promote other county tourist destinations like Kings Mountain State and Military Park and Brattonsville. • Promote the scenic byway and implement the Western York County Scenic Byway Plan. 	Ongoing	Coordination/ Public Outreach	N
ED-4.2	Amenitize existing and planned employment cores.	Ongoing	Policy/Plan	N
ED-4.2.1	Identify means to provide or encourage the provision of amenities existing and planned industrial and/or business parks via the addition of walking/running trails, small park areas, and other fitness-related amenities.	Mid Term	Development Regulations/ Policy	N
ED-4.2.2	Encourage opportunities to locate major offices and even light industrial uses close to walkable mixed use centers. These connections can be immediate or, in the case of industrial uses, perhaps through a trail system connecting business parks to mixed-use centers. <ul style="list-style-type: none"> • Creation of walkable and mixed-use environments will be critical to maintaining a strong position relative to not only today's corporate decision-makers, but to future decision-makers as well, many of whom increasingly value walkable, mixed-use locations. 	Ongoing	Policy	N

NUMBER	ACTION	TIME FRAME	ACTION TYPE	CAPITAL FUNDS NEEDED (Y/N)
Elements of the Comprehensive Plan				
<i>Economic & Development Element</i>				
<i>Goal ED-5: Preserve and Strengthen Agriculture Sector Jobs and Production.</i>				
ED-5.1	Support Clemson University Extension, SC Agriculture Commission and USDA Service programs to educate landowners and provide innovations in agricultural production and agri-business.	Ongoing	Coordination	N
ED-5.2	Promote the development and expansion of local farmers markets, mobile vendors, and other related agri-business markets that benefit local producers.	Ongoing	Coordination/ Policy/Ordinance	N
ED-5.3	Support local food-producing farms through the development of food processing and distribution centers (food hubs).	Ongoing	Policy	N
ED-5.4	Support small local farms through promoting Community Supported Agriculture (CSA) programs, food coops, local markets, produce stands; and farm to table and farm to institution programs.	Ongoing	Policy	N
ED-5.5	Work with County Extension Agents to promote crop and livestock diversity for year round supply of local grown food to local markets.	Ongoing	Policy	N
ED-5.6	Minimize conflicts between new residential, commercial, and industrial development and longstanding farming interests.	Ongoing	Policy	N

NUMBER	ACTION	TIME FRAME	ACTION TYPE	CAPITAL FUNDS NEEDED (Y/N)
Elements of the Comprehensive Plan				
Housing Element				
Goal H-1: Ensure a diverse housing mix is available to meet the needs of York County’s existing and future population.				
H-1.1	Ensure the Zoning and Subdivision Ordinances supports a diversity of housing types and residential lot sizes and densities.	Ongoing	Policy	N
H-1.1.1	Consider implementing a Comprehensive Housing Strategy that examines the following: <ul style="list-style-type: none"> • Affordability of local housing • Range of housing options • Housing that addresses special needs and senior populations • Housing that is substandard, blighted or vacant • Housing is available to support economic growth and business recruitment 	Mid Term	Study/Plan	Y/N
H-1.1.2	Amend development ordinance to address any barriers revealed in Housing Strategy analysis.	Mid Term	Development Regulations	N
H-1.1.3	Consider changes to existing height limitations if new demand for higher density multifamily residential emerges.	Short Term	Study/Plan Development Regulations	N
H-1.1.4	Establish residential design guidelines and incentives to promote variety and quality of housing.	Short Term	Development Regulations	N
H-1.1.5	Ensure high quality public amenities are available to serve neighborhoods needs and enhance livability.	Ongoing	Development Regulations	N
H-1.2	Ensure housing choices are available that support multi-modal transportation by permitting higher density residential development along transportation corridors and at nodes where transit service is likely.	Ongoing	Study/Plan	N
H-1.3	Ensure housing is available for the aging population that is affordable, accessible and suitable to allow older adults to age in place and remain in our community. <ul style="list-style-type: none"> • Housing that provides a safe and secure pedestrian environment in higher density urbanized areas and • Is near to destinations such as libraries, stores, and places of worship allows older adults to remain actively engaged in the community and should be supported. 	Ongoing	Study/Plan	N
H-1.4	Encourage infill development housing sites and ensure that new development or redevelopment is compatible with existing residential neighborhoods while not adding to the stress of currently overburdened infrastructure.	Ongoing	Study/Plan	N
H-1.4.1	Amend development codes to review parking standards and design standards for walkability to make redevelopment and infill housing more desirable and financially viable.	Short Term	Development Regulations	N

NUMBER	ACTION	TIME FRAME	ACTION TYPE	CAPITAL FUNDS NEEDED (Y/N)
Elements of the Comprehensive Plan				
Housing Element				
Goal H-2: Ensure housing is located in areas that maximize the efficient use of existing or planned resources while also limiting intrusion into environmentally sensitive areas.				
H-2.1	Identify areas where higher density single-family and multifamily housing is best suited to maximize the utilization of existing or planned utility infrastructure and require development to contribute to improvements to transportation and utility infrastructure to ensure efficient operation. Locate higher density housing on transportation corridors identified for transit service.	Short Term	Study/Plan	N
H-2.1.1	Review annually and amend if necessary the Urban Services Boundary to continue focusing development within areas that are or can be served by existing utilities.	Ongoing	Study/Plan	N
H-2.1.2	Encourage Conservation Subdivisions as outlined in LU-4 located near public utilities to protect wetlands, sensitive habitats, trees, open space and other natural features while also maximizing efficiency of infrastructure. <ul style="list-style-type: none"> • Review existing Conservation Subdivision section of Zoning Ordinance and consider adding new policies to incentivize this type of development. • Explore the possibility of extending incentive to developers to include higher density bonuses, flexible lot sizes, expedited permitting and approval and conservation easements. • Partner with local land trust, homeowner’s association network or other community group to determine how to fund management of open spaces within the conservation development. 	Ongoing	Development Regulations	N
H-2.1.3	Limit housing that may directly and negatively impact sensitive environments such as floodplains, conservation areas, and water bodies. <ul style="list-style-type: none"> • Identify key open spaces that should be preserved. • Consider doing a “susceptibility to change” analysis to assess the likelihood of new development near or within sensitive areas. • Educate the community about the environmental, social and economic benefits of conservation developments. 	Ongoing	Development Regulations	N
H-2.1.4	Coordinate with municipal partners to support their housing goals in urban enclaves, especially where utility infrastructure is already available.	Ongoing	Coordination	N

NUMBER	ACTION	TIME FRAME	ACTION TYPE	CAPITAL FUNDS NEEDED (Y/N)
Elements of the Comprehensive Plan				
Housing Element				
Goal H-3: Ensure policies are available to preserve and protect existing residential neighborhoods and protect our rural areas and culture.				
H-3.1	During the rezoning process, support policy, zoning, and regulatory decisions, that will provide protection against incompatible non-residential encroachments into existing, residential neighborhoods.	Ongoing	Policy	N
H-3.1.1	Ensure that infill development is compatible with the character of surrounding existing communities.	Ongoing	Policy	N
H-3.1.2	Ensure zoning and subdivision codes for residential development accommodate sustainable, quality growth which complements and retains York County's unique rural and urban character that also helps protect York County's natural resources such as: • granite outcroppings, waterways, farm land, timberland and scenic views.	Ongoing	Development Regulations	N
H-3.1.3	Identify communities on the fringe of urbanizing areas for possible neighborhood or small area plans to address issues from development pressures.	Mid Term	Study/Plan	N
H-3.1.4	Study the feasibility of establishing a program to evaluate and repair residential buildings that appear to be structurally deficient or uninhabitable. • Consider partnering with the Catawba Regional Council of Governments or non-profit community agencies to establish programs to address the findings. • Consider seeking grant funding to provide financial incentives to help homeowners repair dilapidated, unsafe structures.	Long Term	Study/Plan	N
H-3.1.5	Study the feasibility of extending the current Code Enforcement Program to go beyond responding only to customer complaints to also actively observing, reporting and monitoring code violations.	Long Term	Study/Plan	Y
Goal H-4: Encourage quality housing that is affordable for people of all ages, incomes, and physical abilities.				
H-4.1	Continue to encourage provision of housing that is affordable to all economic levels of residents and meets the needs of the diversifying population. • Affordable is defined as housing that costs no more than 30% of a household's monthly income.	Ongoing	Policy	N
H-4.1.1	Study the impacts on requiring a portion of new development contain affordable housing.	Long Term	Study/Plan	N
H-4.1.2	Promote diverse housing options that are affordable to all residents and are located within walking distances to services, retail, and employment opportunities particularly in the urbanized area.	Ongoing	Policy	N
H-4.1.3	Encourage the distribution of affordable housing throughout the county.	Ongoing	Policy	N
H-4.1.4	Continually evaluate flexible and innovative strategies that encourage private development of affordable housing.	Ongoing	Study/Plan	N

NUMBER	ACTION	TIME FRAME	ACTION TYPE	CAPITAL FUNDS NEEDED (Y/N)
Elements of the Comprehensive Plan				
Natural Resources Element				
Goal NR-1: Protect and preserve natural wildlife habitat, agricultural and timberland areas through the use of growth management techniques.				
Zoning and Growth Management				
NR-1.1	Review, evaluate, and amend existing ordinances and land use policies to ensure they protect and preserve our natural resources.	Ongoing	Study/Plan/Policy	N
Land Use Policy Strategies				
NR-1.1.1	Review annually and amend if necessary the Urban Services Boundary to continue focusing development within areas that are or can be served by existing utilities thus protecting rural and ecologically sensitive areas.	Ongoing	Study/Plan/Policy	N
NR-1.1.2	Ensure protected open space, agricultural, scenic, historic and cultural areas are given a distinct open space/agricultural land use designation.	Ongoing	Study/Plan/Policy	N
NR-1.1.3	Create a countywide, multi-jurisdictional trail and greenway plan.	Short Term	Study/Plan	Y
NR-1.1.4	Support goals and implementation strategies of the Broad River Management Plan and Catawba River Corridor Management Plan.	Ongoing	Coordination	N
NR-1.1.5	Periodically reassess the methodology of distributing county recreation fund tax revenues to ensure that recreation funds are distributed in a manner that supports/promotes implementation of comprehensive plan objectives.	Short Term	Study/Plan	N
NR-1.1.6	Explore re-use or shared use of rail line rights-of-way for trails (Bike, Pedestrian, Equestrian).	Long Term	Study/Plan/Coordination	Y/N
NR-1.1.7	Establish County-recognized blueways along the Broad and Catawba rivers and seek state recognition—ties to open space.	Mid Term	Study/Plan/Coordination	Y
NR-1.1.8	Study the feasibility of creating a sensitive watershed overlay zone for all York County waters draining into Lake Wylie.	Short Term	Study/Plan	Y/N
Ordinance Strategies				
NR-1.1.9	Annually evaluate and revise, if necessary, existing ordinances that seek to protect and preserve the natural environment; such as: <ul style="list-style-type: none"> • Conservation subdivisions, • Tree ordinances, • Landscaping and buffer requirements, • Amenities that include trails that connect internally and externally to greenway/trail networks, and • Open space requirements 	Ongoing	Development Regulations/Study	N
NR-1.1.10	Annually evaluate and revise, if necessary, land development codes to establish requirements, incentives and trade-offs to developers in exchange for open space, trails, habitat and watershed protection and greenway easements.	Ongoing	Development Regulations/Study/Plan	N
NR-1.1.11	Evaluate the need for the use of an open space zoning district designation for areas designated for parklands, conservation and open space.	Mid Term	Development Regulations/Study/Plan	N
NR-1.1.12	Adopt context sensitive residential density and design standards that promote physical activity, protection of sensitive habitats, steep slopes, and watersheds.	Mid Term	Development Regulations	N

IMPLEMENTATION AND FUNDING

NUMBER	ACTION	TIME FRAME	ACTION TYPE	CAPITAL FUNDS NEEDED (Y/N)
NR-1.1.13	Assess the effectiveness of current stream buffer requirements and consider requiring buffers to all perennial and/or intermittent streams in York County.	Mid Term	Development Regulations/ Study	N
NR-1.1.14	Review current standards for the development of landfills and mining or mineral extraction activities to ensure adequate protective measures for the adjacent communities are provided.	Short Term	Development Regulations/ Study	N
NR-1.1.15	Adopt a Broad River Buffer overlay to protect its water quality and scenic value.	Mid Term	Study/ Development Regulations	N
NR-1.1.16	Adopt design incentive provisions and the necessary mechanisms to allow developers to donate a fee in-lieu instead of the required open space dedication for residential developments not located along proposed greenways and dedicated open space. <ul style="list-style-type: none"> • Infill developments • Smaller commercial residential developments 	Mid Term	Development Regulations	N
NR-1.1.17	Study the feasibility of adopting a Transfer of Development Rights program <ul style="list-style-type: none"> • to promote densities in more urbanized areas • to protect natural, scenic, rural, areas from urban growth pressures 	Short Term	Study/Plan/ Development Regulations	Y
NR-1.1.18	Create context sensitive trail section details and definitions for development of neighborhood and regional scale connected trail systems.	Short Term	Development Regulations	N
Goal NR-2: Protect the natural environment from potential damaging stormwater through the County's Stormwater Management Plan.				
NR-2.1.1	Continue to implement and revise the Stormwater Management Plan Best Management (SWMP) Practices to meet current standards.	Ongoing	Coordination/ Study/Plan	N
	Public Education	Ongoing	Coordination/ Study/Plan	N
	Public Involvement and Participation.	Ongoing	Coordination/ Study/Plan	N
	Illicit Discharge Detection and Elimination (IDDE).	Ongoing	Coordination/ Study/Plan	N
	Construction Site Stormwater Runoff Control.	Ongoing	Coordination/ Study/Plan	N
	Promote the use of Low-Impact Development (LID) and Best Management Practice Implementation (BMPs).	Ongoing	Coordination/ Study/Plan	Y
	Post-Construction Stormwater Management for New Development and Redevelopment.	Ongoing	Coordination/ Study/Plan	N
	Pollution Prevention/Good Housekeeping for Municipal Operations.	Ongoing	Coordination/ Study/Plan	N
NR-2.1.2	Continue to implement the monitoring and assessment plan for each of the identified TMDLs (Total Maximum Daily Load) and submit it to SCDHEC Bureau of Water as required under the current MS4 permit.	Ongoing	Coordination/ Study/Plan	N
NR-2.1.3	Identify any new TMDLs and incorporate them into the permit requirements, and a monitoring and assessment plan developed within 12 months of the effective date of the TMDL.	Ongoing	Coordination/ Study/Plan	N

NUMBER	ACTION	TIME FRAME	ACTION TYPE	CAPITAL FUNDS NEEDED (Y/N)
Elements of the Comprehensive Plan				
Natural Resources Element				
Goal NR-3: Protect, promote, and preserve the conservation of natural resources to promote outdoor nature-based recreation and to encourage and promote tourism emphasizing natural resources in York County.				
York County Forever Strategies				
NR-3.1.1	Identify and prioritize key parcels of land and corridors that should be acquired and protected as open space through the York County Forever program.	Ongoing	Coordination/ Study/Plan/ Policy	N
NR-3.1.2	Continue to partner with appropriate public and private conservation entities and municipalities to develop a contiguous network of trails and open space areas throughout the county.	Ongoing	Coordination	N
NR-3.1.3	Continue to educate the public and the development community regarding the benefits of open space and the potential rewards it may offer.	Ongoing	Public Outreach	N
NR-3.1.4	Study the feasibility of the county establishing a wetland mitigation bank program to hold and redistribute monies collected to preserve/enhance wetlands from public development projects and use proceeds to help fund future open space preservation efforts.	Long Term	Study/Plan	Y
NR-3.1.5	Implement the Western York County Scenic Byway Plan that will: <ul style="list-style-type: none"> • Promote the County's rich cultural history • Promote the County's rich and unique natural characteristics • Promote the County's historic communities • Create economic development opportunities through tourism 	Ongoing	Study/Plan	Y
NR-3.1.6	Study the feasibility of York County Forever facilitating the recordation of conservation easements for platted and dedicated open space within newly created conservation subdivisions.	Mid Term	Study/Plan	Y
NR-3.1.7	Examine the feasibility of reorganizing YCF and the Cultural and Heritage Museum of York County: <ul style="list-style-type: none"> • Consider the cost, benefits, and efficiencies/inefficiencies • Evaluate potential improvement/reduction in funding sources 	Long Term	Study/Plan	N

IMPLEMENTATION AND FUNDING

NUMBER	ACTION	TIME FRAME	ACTION TYPE	CAPITAL FUNDS NEEDED (Y/N)
NR-3.1.8	Consider establishing a York County Department to administer and coordinate the management and maintenance of county owned and managed land and facilities located in the unincorporated areas of the County.	Various	Policy	Y
	Utilize Recreation Tax District as a funding mechanism.	Mid Term	Policy	Y
	Create or utilize civic volunteer organizations to assist in trail and park maintenance.	Short Term/ Ongoing	Coordination/ Policy	N
	Improve existing public open space facilities to accommodate active and passive recreation opportunities for county residents and visitors.	Mid Term	Policy	Y
	Study the feasibility of facilitating the creation of a multijurisdictional park(s) and recreation district(s) or agency/non-profit partnership for the purpose of providing or supplementing funding of land acquisition for parks, open space, and recreation opportunities to unincorporated urbanized areas of the county	Short Term	Study/Plan	Y
	Identify underserved areas of the county (Quality of access to recreation/open space) and encourage partnerships/agreements between the School Districts and municipal/non-profit agencies to provide recreation opportunities that will promote physical activity. <ul style="list-style-type: none"> • Establish a funding mechanism for open space conservation and programming. • Build partnerships with other municipalities, agencies, and non-profit organizations to provide funding by utilizing the recreation tax. • Continue to pursue multi-pronged open space grant funding opportunities. 	Short Term	Coordination/ Study/Plan/ Grant	Y
NR-3.1.9	Promote the planning and construction of a connected trail network of open space properties throughout York County.	Ongoing	Study/Plan/ Public Outreach	Y
	Implement the Carolina Thread Trail Master Plan through coordination with municipal partners and facilitate initiatives that will support Carolina Thread Trail dedication, acquisition, and purchase of trail and greenway easements.	Ongoing	Coordination/ Grant	Y
	Continue to support the Nation Ford Greenway effort.	Ongoing	Coordination	N
	Explore possible rails to trails network connection opportunities.	Ongoing	Coordination	Y
	Continue to implement and expand the bicycle-pedestrian plan.	Ongoing	Study/Plan	Y
	Encourage developers to create and provide public access to open space areas to include parks, greenways, and trails.	Ongoing	Coordination/ Development Regulations	N
	Promote the donation of conservation easements to establish trail connections.	Ongoing	Coordination	N

NUMBER	ACTION	TIME FRAME	ACTION TYPE	CAPITAL FUNDS NEEDED (Y/N)
Elements of the Comprehensive Plan				
<i>Cultural Resources Element</i>				
<i>Goal CR-1: Preserve and enhance York County’s heritage resources as a source of unique community identity, vitality, and history.</i>				
Preservation Strategies				
CR-1.1	Review and update development ordinances to ensure protection of significant historic and archaeological sites.	Short Term	Study/Plan/ Development Regulations	N
CR-1.1.1	Consider working with the Cultural and Heritage Commission to adopt a historic preservation ordinance that establishes a historic preservation commission, which designates locally significant properties, protects their integrity through development review, and authorizes design guidelines within historic districts.	Mid Term	Study/Plan	N
CR-1.1.2	Consider extending scenic overlay ordinance to include additional sites, and further amending to expand protection to all zoning districts, and to prevent threats to view sheds from intrusive uses. Establish and enforce financial penalties for violations that result in the demolition, destruction, removal, or relocation of significant resources.	Mid Term	Study/Plan/ Development Regulations	N
CR-1.1.3	Amend the Planned Development District to include incentives to preserve historically significant properties or promote redevelopment of historic properties	Short Term	Development Regulations	N
CR-1.2	Support redevelopment and adaptive reuse efforts over new construction	Ongoing	Coordination/ Development Regulations	N
CR-1.2.1	Prioritize adaptive reuse in the county facilities plan and encourage county departments and agencies to utilize the redevelopment and reuse of structures of historic or architectural interest.	Ongoing	Study/Plan/ Coordination	N
CR-1.2.2	Identify acceptable variations from the building code requirements (that do not impact public health and safety) for historic properties when modern codes may compromise the historic character of the site.	Mid Term	Study/Plan/ Development Regulations	N
CR-1.2.3	Recognize the sustainability of historic structures and consider incentives for energy efficient certification, where appropriate.	Long Term	Study/Plan/ Policy/ Coordination	N
CR-1.3	Maintain a GIS database of historically, architecturally, and archaeologically significant properties to include National Register sites, eligible National Register sites, and locally significant sites.	Ongoing	Study/Plan	Y/N
CR-1.3.1	Review and update the 1992 county-wide survey of historic resources.	Ongoing	Study/Plan	N
CR-1.3.2	Develop and implement a strategy for continuing to identify and document heritage resources and updating the database at least every 5 years.	Mid Term	Study/Plan	N

IMPLEMENTATION AND FUNDING

NUMBER	ACTION	TIME FRAME	ACTION TYPE	CAPITAL FUNDS NEEDED (Y/N)
Enhancement Strategies				
CR-1.4	Support and participate in nomination of eligible properties to National Register of Historic Places.	Ongoing	Study/Plan/Coordination	N
CR-1.5	Pursue Certified Local Government (CLG) status for York County.	Mid Term	Study/Plan	N
CR-1.6	Implement the goals and strategies of Western York County Scenic Byway Corridor Management Plan (CMP).	Ongoing	Study/Plan	Y/N
	Encourage management and promotion of the byway by local stakeholders.	Ongoing	Coordination	N
	Evaluate the CMP on a systematic basis to provide for revisions and updates.	Mid Term	Study/Plan	N
CR-1.7	Increase the awareness, importance, marketability, and accessibility of York County historic resources for all visitors and residents.	Ongoing	Public Outreach	Y/N
	Support and enhance existing county historical facilities.	Ongoing	Public Outreach	N
	Create and publicize a directory or webpage of historic resources in York County.	Ongoing	Public Outreach	N
	Encourage private conservation efforts through local recognition or awards program.	Ongoing	Public Outreach	N
	Promote the South Carolina Historical Marker program.	Ongoing	Public Outreach	Y
	Continue to promote programs for school children that would expand their understanding of the history and culture of the community.	Ongoing	Public Outreach	N
CR-1.8	Amend Preservation Tax Incentive Ordinance by extending eligibility to include locally significant properties or properties within locally designated historic districts.	Short Term	Development Regulations	N
CR-1.9	Actively seek grant funding and build partnerships with both public and private agencies to foster preservation and protection of historic resources.	Ongoing	Grants/Coordination	Y
	Maintain a list of all agencies, non-profit organizations, historical societies, history museums, libraries with history collections, and other entities and organizations involved in archaeology and/or historic preservation.	Ongoing	Study/Plan	N
	Support research efforts and archaeological activities to expand the knowledge base of Native American inhabitants of York County by working with Catawba Nation Cultural Center.	Ongoing	Coordination/Public Outreach	Y/N
	Seek to promote knowledge of and preservation of African-American heritage.	Ongoing	Coordination/Public Outreach	N
	Provide information on historic resource webpage about state and federal financial preservation tax incentive programs and support grant and tax credit requests by owners of historically significant properties.	Ongoing	Public Outreach	Y

NUMBER	ACTION	TIME FRAME	ACTION TYPE	CAPITAL FUNDS NEEDED (Y/N)
Elements of the Comprehensive Plan				
Cultural Resources Element				
Goal CR-2: Preserve and protect the rural landscapes and scenic open spaces of York County.				
Preservation Strategies				
CR-2.1	Evaluate existing and/or establish new development standards to ensure that rural landscapes, prime agricultural farmland, and scenic open spaces are protected and that growth is not out of character with their inherent attributes	Ongoing	Study/Plan/ Development Regulations	N
CR-2.1.1	Encourage cluster development in rural areas.	Ongoing	Study/Plan/ Policy	N
CR-2.1.2	Promote growth that does not negatively impact sensitive environmental resources, including unique plant and animal habitats, wetlands, and prime agricultural and forest lands.	Ongoing	Policy	N
CR-2.1.3	Increase road connectivity in developed areas in order to minimize the need for new rural roads and ensure that any new road connections or improvements have minimal impact on active farmland and other natural assets.	Ongoing	Policy/ Development Regulations	Y
CR-2.2	Support and encourage the mission of York County Forever.	Ongoing	Policy	N
CR-2.2.1	Consider funding mechanisms for York County Forever.	Ongoing	Policy	N
CR-2.2.2	Reevaluate the goals and mission of York County Forever.	Ongoing	Study/Plan	N
CR-2.2.3	Maintain and systemically update a web-based priority list of significant natural, historic, agricultural, outdoor recreational, and scenic open space resource properties.	Ongoing	Study/Plan	N
CR-2.2.4	Continue to conserve properties in the Brattonsville-Blackjack Focus Area and City of York Greenbelt, and renew funding for PDRs.	Ongoing	Study/Plan/ Policy	Y/N
CR-2.2.5	Actively seek to maintain a full roster of qualified Commissioners.	Ongoing	Policy	N
CR-2.2.6	Place conservation easements on preserved sites and ensure that stewardship plans and best management practices are utilized in managing the properties.	Ongoing	Policy	N
CR-2.2.7	Foster partnership opportunities between YCF and other private and public organizations.	Ongoing	Coordination	N
CR-2.2.8	Continue promotion and public educational awareness of YCF's mission, goals, benefits, and success stories.	Ongoing	Public Outreach	Y/N

NUMBER	ACTION	TIME FRAME	ACTION TYPE	CAPITAL FUNDS NEEDED (Y/N)
Elements of the Comprehensive Plan				
Cultural Resources Element				
Goal CR-3: Support and encourage York County's wealth of cultural resources to attract new commerce and industry, promote employment, and to build tourism.				
CR-3.1	Support organizations whose objectives include promoting cultural arts in York County.	Ongoing	Coordination/ Public Outreach	N
CR-3.1.1	Continue to support and enhance existing county art and cultural facilities.	Ongoing	Coordination	N
CR-3.1.2	Provide display space in county buildings for local artists and craftsmen, and urge local businesses to showcase local artists in their buildings.	Ongoing	Coordination	Y
CR-3.1.3	Incorporate public art, excellent urban design, and architecture in public projects.	Long Term	Coordination	N
CR-3.1.4	Consider federal, state, and foundation grants to diversify exhibit collections and expand educational opportunities.	Ongoing	Plan/Study/ Grants	Y
CR-3.2	Provide support for special events and festivals.	Ongoing	Coordination	N
CR-3.2.1	Maintain a comprehensive calendar of festivals and events available on the York County website; provide links to relevant festival websites; encourage communication among all festival or event coordinators.	Ongoing	Coordination	N
CR-3.2.2	Support event and festival coordinators by searching for federal, state, and foundation grants or encouraging them to pursue funding through the Hospitality Tax Grant Program or Accommodations Tax Program.	Ongoing	Grants	N
CR-3.2.3	Encourage new festivals and events that highlight the diverse cultural backgrounds of York County residents and identify and work with community groups to organize publicly sponsored arts and cultural events and festivals.	Ongoing	Public Outreach/ Coordination	N
CR-3.2.4	Consider opportunities to hold cultural events and festivals at county property or facilities.	Mid Term	Coordination/ Study/Plan	N
CR-3.3	Encourage opportunities for visitors and residents to experience heritage and cultural tourism throughout the county.	Ongoing	Coordination/ Public Outreach	N
CR-3.3.1	Support implementation of SCRPT's Tourism Product Development Concept Action Plan for the Catawba Region.	Ongoing	Policy/ Coordination	N
CR-3.3.2	Develop and install standardized signage for York County cultural tourism sites.	Long Term	Study/Plan Coordination	Y
CR-3.3.3	Cooperate with and promote partnerships with the CVB and other county agencies, Olde English Tourism District, Chambers of Commerce, municipalities, agricultural, cultural, heritage, educational, and other non-profit organizations for a coordinated planning approach to increase public awareness of tourism's economic contributions to York County; strengthen communication among tourism organizations in order to develop a themed marketing strategy; and to create cohesive plans for visitor friendly areas with clusters of attractions and facilities.	Ongoing	Coordination	N
CR-3.3.4	Provide information to existing websites that disseminate information and use social media as community outreach tools for listing and promoting all cultural and heritage tourism sites within the county.	Ongoing	Public Outreach	N
CR-3.3.5	Work with the CVB and other similar organizations to create and update printed brochures and phone apps for all heritage and cultural tourism sites within the county.	Ongoing	Coordination	Y

NUMBER	ACTION	TIME FRAME	ACTION TYPE	CAPITAL FUNDS NEEDED (Y/N)
Elements of the Comprehensive Plan				
Community Facilities Element				
Goal CF-1 Provide community facilities and services that meet the needs of the population of York County in a coordinated, cost-effective manner, while supporting desired land use patterns and development objectives.				
CF-1.1	Community facilities and infrastructure shall be directed to areas to meet existing needs or to support development in areas designated for growth as recommended by the Land Use Element of the Comprehensive Plan. <ul style="list-style-type: none"> • These facilities include sites for public safety (sheriff and fire), public utilities, schools, recreation and libraries. 	Ongoing	Study/Plan	N
CF-1.2	The Community Facilities element shall be closely coordinated with the Priority Investment Element and the development of the annual Capital Improvement Plan.	Ongoing	Study/Plan	N
CF-1.3	Land use decisions shall support the adopted County Facility Master Plan and help to identify and prioritize needs and locations for new community facilities and services.	Ongoing	Study/Plan	N
CF-1.4	Ensure the Zoning and Subdivision Codes supports land use and transportation goals as they relate to community facilities.	Ongoing	Development Regulations	N
CF-1.4.1	Consider requiring land to be set aside in mixed-use activity centers for community facilities such as libraries, schools, and parks.	Short Term	Development Regulations	N
CF-1.4.2	Require safe and convenient pedestrian, vehicular, and bicycle connections between community facilities and the neighborhoods they serve.	Ongoing	Development Regulations	N
CF-1.5	Explore opportunities for co-location of existing and planned public facilities—such as: public schools, libraries, emergency shelters, bike and pedestrian pathways, parks, and community and recreational centers and facilities—where this approach might provide a mutual benefit and represent an efficient use of finances and staff resources.	Mid Term	Coordination	N
CF-1.6	Discourage expansion of water / sewer and other public facilities that could increase development pressure in areas identified on the land use map that should remain agriculture and in some cases rural residential, except where needed due to conditions which prevent reliance upon well / septic systems.	Ongoing	Policy/ Coordination	N
Goal CF-2 Utilize water and sewer utility extension policies as a growth management tool to prioritize the timing and location of new development.				
CF-2.1	Formally develop a coordinated, countywide policy to discourage water and sewer system expansion outside of the Urban Services Boundary.	Short Term	Coordination/ Policy	N
CF-2.2	Cooperatively work with the municipalities and service providers to formally adopt the Urban Services Boundary.	Mid Term	Coordination	N
CF-2.3	Establish a procedural policy which determines the criteria to be reviewed when amending the Urban Services Boundary either during its normal review process or upon request from Council or the public. The items to consider may include the following (but not limited to) criteria: <ul style="list-style-type: none"> • Parcels immediately adjacent to the existing USB • Parcels adjacent to land already zoned multifamily, industrial, or commercial • Parcels not adjacent to vacant or underdeveloped parcels within the USB that could support similar type of development • A minimum score based on a point system calculating proximity to various existing community service facilities including but not limited to: schools, fire stations, convenience centers, public utilities and its location within the basin. 	Short Term	Study/Plan/ Policy	N

IMPLEMENTATION AND FUNDING

NUMBER	ACTION	TIME FRAME	ACTION TYPE	CAPITAL FUNDS NEEDED (Y/N)
CF-2.4	Prioritize the completion of infrastructure and other capital improvements within existing urban areas and areas targeted for redevelopment and infill.	Ongoing	Study/Plan	N
CF-2.5	Maximize the efficiency of existing infrastructure by encouraging growth in areas where services and facilities are available.	Ongoing	Policy	N
CF-2.6	Work with service providers to develop level of service standards for water and sewer service and infrastructure.	Short Term	Coordination	N
CF-2.7	Working with service providers, continue to research methods and measures to maintain high-quality, cost-effective services to all customers.	Ongoing	Coordination	N
CF-2.8	As needed, work with the County's municipalities and service providers to refine or modify service areas to ensure they are structured in the most cost efficient manner for each jurisdiction.	Ongoing	Coordination	N
Goal CF-3 Ensure public safety, solid waste, recreation and library services are available to all citizens.				
CF-3.1	Work with the Sheriff's Department to ensure law enforcement services are available in the appropriate location as the County's population grows.	Ongoing	Coordination	N
CF-3.1.1	Provide annual update of population and new building permit data.	Short Term	Coordination	N
CF-3.2	Work with local emergency service organizations to ensure adequate emergency vehicle access is available to all areas of the County.	Ongoing	Development Regulations/Coordination	N
CF-3.3	Support the York County Solid Waste Management Plan to provide adequate collection, processing, and disposal of solid waste and in an environmentally sound and economically feasible manner.	Ongoing	Coordination	N
CF-3.4	Consider modifications of County development regulations to require new development to allocate land for future or expanded convenience centers if located in an area where a need has been identified.	Mid Term	Development Regulations/Coordination	N
CF-3.5	Actively support and coordinate library system expansion as it relates to implementing the land use plan.	Ongoing	Coordination	N
CF-3.6	Consider establishing or assign a York County Department to administer and coordinate the management and maintenance of county owned and managed land and facilities located in the unincorporated areas of the county.	Long Term	Policy	Y
Goal CF-4 Assist the York County School Districts in preparing for and accommodating growth.				
CF-4.1	Work with the school system to identify strategic areas for new school construction that can be integrated into the future land use plan.	Ongoing	Coordination	N
CF-4.1.1	Encourage schools to locate within Urban Services Boundary and consider requiring a Special Exception for new schools located outside the USB.	Ongoing	Coordination/Development Regulations	N
CF-4.1.2	Encourage schools to locate near existing residential neighborhoods and develop pedestrian connections to reduce traffic on roadways.	Ongoing	Coordination	N
CF-4.1.3	Coordinate with school districts on new development including rezonings and subdivisions to aid their long range planning efforts.	Ongoing	Coordination	N
CF.4.2	Integrate schools into local neighborhoods by encouraging joint-use of facilities to create a community of learning and recreation resources.	Ongoing	Coordination	

NUMBER	ACTION	TIME FRAME	ACTION TYPE	CAPITAL FUNDS NEEDED (Y/N)
Elements of the Comprehensive Plan				
Transportation Element				
Goal T-1: Ensure the County has the policies and ordinances in place to provide a highly connected and efficient transportation system.				
Land Use Policy				
T-1.1.1	Adopt a Complete Streets Resolution: <ul style="list-style-type: none"> • Support implementation of policies requiring development and transportation projects to provide facilities for all user modes that are appropriate for the context of the site, • Position York County to be awarded grants for planning and construction of facilities, 	Short Term	Policy	N
T-1.1.2	Develop, adopt, and implement a county-wide Thoroughfare Plan to ensure preservation of corridors necessary for future road improvements and map new road alignments that will improve street connectivity and promote economic growth.	Short Term	Study/Plan	N
T-1.1.3	Evaluate the county's Road Acceptance Policy at a minimum 5-year frequency.	Ongoing	Policy/Study/Plan	N
T-1.1.4	Support adoption and completion of capital sales and use tax initiatives (Pennies for Progress Program).	Ongoing	Policy	N
T-1.1.5	Promote land uses that will not conflict with the daily operation and future viability of the Rock Hill-York County (Bryant Field) Municipal Airport and Master Plan.	Ongoing	Coordination/Development Regulations/Policy	N
Ordinance Strategies				
T-1.1.6	Study implementation of a Transportation Impact Fee ordinance to apply to all new development within a specified geographic boundary or along Major Roads as a method to offset the costs of maintaining and improving existing roads and constructing new roadways to meet the transportation infrastructure demands of new development.	Short Term	Study/Plan/Development Regulations	Y/N
T-1.1.7	Evaluate and modify subdivision and commercial development ordinances to support an integrated transportation system that incorporates <ul style="list-style-type: none"> • Effective spacing and connectivity of collector roads, • Adequate connectivity of the local street system (restrict construction of cul-de-sacs to areas restricted by existing development or severe topographic constraints, allowing them only where environmental constraints preclude interconnectivity), • Flexible roadway design standards to allow context appropriate designs beyond the Planned Development and Traditional Neighborhood Development districts, • Integration of pedestrian and bicycle facilities that are safe, convenient, and attractive, • Modification of parking standards to promote shared use of parking and interconnectivity of parking lots, particularly along commercial corridors and within mixed-use centers, • Promotion of shorter streets and smaller blocks sizes in urbanizing areas to promote more walkable and connected communities, • Creation of a new street section detail and a clear definition for a neighborhood collector street, • Revision of street section details to incorporate alley access, street lighting, landscaping, bike facilities, sidewalks, and on-street parking. 	Short Term	Development Regulations	N

IMPLEMENTATION AND FUNDING

NUMBER	ACTION	TIME FRAME	ACTION TYPE	CAPITAL FUNDS NEEDED (Y/N)
T-1.1.8	Revise the Traffic Impact Analysis (TIA) Ordinance to reference a TIA Guideline Manual that can be updated administratively	Short Term	Development Regulations	N
T-1.1.9	Revise as necessary, the Transportation Corridor Preservation Overlay ordinance as new major roadway projects are added and completed.	Ongoing	Development Regulations	N
T-1.1.10	Study the feasibility of creating a Health Impact Assessment ordinance requirement for development of a specified scale: includes traffic impact analysis, review of walk- and bike-ability of area, impacts to air quality, and impacts to quality of life.	Short Term	Study/Plan/Development Regulations	Y/N
T-1.1.11	Revise the York County Ordinance to apply the curb cut spacing requirements of the Arterial Road Overlay to all Major Roads to improve the flow of mainline traffic. <ul style="list-style-type: none"> • Before accepting variance applications for curb cut spacing, require documentation supporting that reasonable alternative access, such as sharing access with neighboring parcels and connecting to adjacent parcels with rear access drives has been evaluated and determined to be infeasible. • Update access requirements to mandate multiple access points for residential and commercial developments of a certain scale or intensity, and require the access points to be on more than one public road. • Reduce the maximum number of curb cuts allowed per feet of arterial road frontage. 	Short Term	Development Regulations	N
Goal T-2: Work cooperatively with federal, state, regional, and local governments, the private sector, and residents.				
T-2.1	Partner with committees, regional planning agencies, and municipalities to coordinate transportation planning initiatives across jurisdictional boundaries that promote long-term traffic congestion relief, improve safety of the traveling public, and promote economic growth.	Ongoing	Coordination	N
T-2.1.1	Continue working with the SCDHEC Bureau of Air Quality through involvement in the York County Interagency Consultation Committee and the Catawba Regional Air Quality Coalition to proactively implement policy, programmatic, and environmental changes that reduce emission of pollutants.	Ongoing	Coordination	N
T-2.1.2	Seek creative funding solutions (grants, fees, tolls, right-of-way dedication, etc.) from public and private entities for construction funding for transportation development projects and associated multi-modal improvements.	Ongoing	Grants/Coordination	Y
T-2.1.3	Coordinate with transportation professionals within the RFATS and CRCOG communities to develop a TIA Guideline Manual that can be used as a standard analysis template.	Short Term	Coordination	Y/N
T-2.1.4	Ensure proposed Pennies for Progress transportation projects facilitate goals of regional Comprehensive Plans and consider compatibility with future land use designations prior to referendums being finalized.	Ongoing	Coordination	N
T-2.1.5	Work with SCDOT to include wider paved shoulders with modified rumble strip skip patterns on arterial and collector roads, include striped bike lanes on appropriate roadways when resurfacing projects are designed along adopted bike routes, and seek funding to construct wider paved shoulders for new road construction and resurfacing projects.	Mid Term	Coordination/Grants/Plan	Y
T-2.1.6	Continue participation on local and regional committees that support cooperative regional planning efforts.	Ongoing	Coordination	Y/N
T-2.1.7	Coordinate with RFATS and the Catawba Regional Council of Governments (CRCOG) on the implementation and future updates of the Long Range Transportation Plan (LRTP).	Ongoing	Coordination/Study/Plan	Y

NUMBER	ACTION	TIME FRAME	ACTION TYPE	CAPITAL FUNDS NEEDED (Y/N)
Elements of the Comprehensive Plan				
Transportation Element				
Goal T-3: Promote a balanced multimodal transportation system that provides mobility and accessibility for its users.				
T-3.1.1	Increase availability of public transportation to York County citizens for commuting and serving basic needs.	Mid Term	Coordination	Y
	Support RFATS efforts to offer transit services in NC urbanized areas (Charlotte and Gaston) that encroach into York County.	Ongoing	Coordination	N
	Reevaluate the feasibility of extending CATS transit service along Highway 49 from North Carolina into the Lake Wylie area.	Short Term	Study/Plan/Coordination	N
	Continue to fund demand response transit service in the non-urbanized area.	Ongoing	Grants/Coordination	Y
	Increase awareness of transit service options to general public through the use of marketing techniques.	Long Term	Coordination	Y
T-3.1.2	Coordinate with RFATS to reassess the previously identified Bus Rapid Transit Corridor (BRT) route by updating the study to reflect current development conditions.	Mid Term	Development Regulations	Y
	Revise the Sidewalk Ordinance to strengthen and clarify language regarding the installation of pedestrian facilities and write an ordinance that establishes design requirements for bicycle facilities and where they should be implemented.	Short Term	Development Regulations	N
	Consider requiring street lighting on collector and arterial roads and near schools.	Mid Term/Long Term	Study/Plan/Development Regulations/Coordination	Y
	Require pedestrian facilities to be constructed in industrial developments and along existing or proposed arterial and collector road frontage for all developments	Short Term	Development Regulations	N
	Establish design standard details and definitions for pedestrian and bicycle facilities for use by developers.	Short Term	Development Regulations	N
T-3.1.3	Develop and adopt a County-wide bicycle and pedestrian master plan to improve feasibility of walking and cycling to local destinations and increase opportunities for physical activity.	Short Term	Study/Plan	Y/N
	Incorporate municipal and RFATS bicycle and pedestrian master plans into County Bike Ped Plan.	Mid Term	Study/Plan	N
	Survey locations and conditions of existing facilities and identify where maintenance and new facilities are needed, with an emphasis on facilities in the urbanized area. (Bike Ped)	Mid Term	Study/Plan	Y
	Incorporate destinations such as schools, YMCA, parks, food, retail, etc. into routes.	Mid Term	Study/Plan	N
T-3.1.4	Strategically enhance existing transportation infrastructure to support the region's economy through efficient movement of freight.	Ongoing	Study/Plan/Coordination	N
	Prioritize transportation improvements that address freight congestion and key bottlenecks.	Ongoing	Coordination/Study	N

NUMBER	ACTION	TIME FRAME	ACTION TYPE	CAPITAL FUNDS NEEDED (Y/N)
Goal T-4: Promote a fiscally sound, efficient and safe transportation system.				
T-4.1.1	Improve public roadway connectivity and access management policies to decrease travel distances, traffic congestion, and accident risk.	Short Term	Development Regulations/Policy	N
	Increase street connectivity and relieve congestion at major intersections through construction of new alignments connecting arterial and collector roads.	Short Term	Study/Plan/Coordination	Y
	Support SCDOT installation of technology to improve function of traffic signals.	Ongoing	Coordination	N
	Strengthen street connectivity language in ordinance to limit cul-de-sac construction to areas restricted by existing development or severe topographic constraints.	Short Term	Development Regulations	N
	Periodically evaluate applicable roadway standards to ensure they are compatible with current SCDOT Standards.	Ongoing	Study/Plan/Development Regulations	N
T-4.1.2	Continue to maintain a high standard of pavement condition for roads in the York County Road Inventory and contribute to the maintenance of SCDOT-maintained roadways.	Ongoing	Study/Plan	Y
	Continue committing local funds to supplement resurfacing projects on SCDOT-maintained roads.	Ongoing	Policy	Y
	Continue to maintain a high pavement quality ranking on County-maintained roads through the General Fund and C-Fund Resurfacing programs.	Ongoing	Policy	Y
	Continue paving County-maintained gravel roads using General Funds, C-Funds, and private funding as right-of-way is acquired.	Ongoing	Policy	Y
	As an alternative to road widening projects, promote improvements that provide long-term congestion relief such as construction of turn lanes and installation of traffic cameras and fiber optic lines to improve traffic signal function.	Ongoing	Policy/Coordination	Y/N
	Explore inclusion of state road resurfacing in future one cent sales tax referendums (Pennies for Progress).	Short Term	Study/Plan	Y

ACTION MATRIX

The Action Plan Matrix is maintained as a spreadsheet document for the purpose of tracking, work program planning and maintenance of the Comprehensive Plan. This section is incorporated into the implementation plan.

6

**PRIORITY
INVESTMENT**

As communities grow, the demands placed on supporting infrastructure continue to rise and eventually necessitate additional capacity improvements to maintain adequate levels of services. Traditionally, elected officials rely on rising property taxes in addition to state or federal funding to pay for future year capital improvements. However, recent decreases in outside governmental funding, increases in construction costs for replacing and expanding public infrastructure and facilities, and rising resistance to increased property taxes have led many local governments to reconsider how they fund and program future capital improvements and facilities.

The Priority Investment Element (PIE) inventories and evaluates available funding sources and anticipated revenues to finance public infrastructure and facilities recommended in previous elements of the Comprehensive Plan. It is focused on a ten year planning horizon (FY 2015/16 to 2025/26), and identifies revenues and expenditures important to manage the location, magnitude, timing and sequence of development depicted on the County's Future Land Use Map. The Priority Investment Element is an organizing document, and should be referenced by the County when identifying priority investment areas and/or updating the Capital Improvements Plan. Forward thinking in the PIE should help reduce future budget shortfalls, increase cooperation between service providers, and provide opportunities for more cost-efficient, well-time improvements to keep pace with future growth.

PLANNING JURISDICTION

Plans, programs, policies and projects recommended in the Priority Investment Element address needs identified for Unincorporated York County, as well as facilities or services provided county-wide by York County departments (serving both city and county residents).

EXISTING REVENUE SOURCES & FUNDING MECHANISMS

Generally, a local government's capital and operating responsibilities are financed by taxes and other fixed or restricted revenue sources. The local revenue structure is a function of the area's applicable state

law, size, geography, government structure, land use and number of services provided. Typical sources of revenue include: local taxes, fees and miscellaneous receipts; revenue transfers from federal and state government sources; and grants or in-kind donations from non-profit or private parties. Revenues may increase or decrease from year-to-year because of economic conditions, increasing property values, changing tax rates, or severity of delinquent tax bills.

Several revenue sources and funding mechanisms are available in York County to finance the planning, purchase, construction or maintenance requirements of public infrastructure and facilities needed to serve future development. The paragraphs that follow summarize revenue sources and funding mechanisms used today to implement recommended projects in the planning jurisdiction. These monies may be in existence at the time the project is implemented, used to pay down debt on borrowed monies, or sought through appropriate processes regulated by the South Carolina Code of Laws of 1976, as amended.

GENERAL FUND

A government's general fund accounts for all revenues not otherwise assigned to specific individual accounts. It finances many facilities and services provided in Unincorporated York County, and its uncommitted status means funding categories and funding levels may change from year-to-year during the annual budget adoption process. In York County, the general fund is financed primarily by property taxes. Other revenue sources include: state funding, fees for County services, fines, miscellaneous sales and interest income.

The York County Council designates a portion of the general fund for public infrastructure and facilities each year as part of the budget adoption process. In FY 2015/16, the amount dedicated to public infrastructure and facilities (\$7,444,805) represented 6.5% of the total general fund amount (\$114,504,172). Specific funds included \$2.5 million from normal year-to-year capital financing (an assumption confirmed through historical budget document information available for York County) plus \$4,944,805 from previous year budget surpluses assigned to projects in FY 2015/16.

The Priority Investment Element assumes funding levels for future public infrastructure and facility projects from the general fund will continue at similar year-to-year levels in the future (approximately \$2.5 million per year).

SPECIAL DISTRICT TAX REVENUE (FIRE)

A portion of York County's property tax revenue is dedicated to the Rural Fire Control Board and seven fire service districts operating in unincorporated areas of the county. The millage rate for each district varies from a low of 2.2 mills in Bethel to a high of 5.5 mills in Riverview. Revenues are used to fund large capital purchases and day-to-day equipment, routine maintenance, and operating needs associated with the fire service.

York County budgeted \$9.8 million in FY 2015/16 for the Rural Fire Control Board and seven fire service districts. 50% of the budget (\$4.9 million) was identified for capital purchases, including: land, buildings and fixed equipment, new vehicles, life-saving equipment, two-way communication equipment, small equipment and furniture, specialized department supplies, machines and equipment, and loan repayments (principal plus interest). FY 2015/16 was abnormally high for capital purchases compared to previous years based on historical budget document information available for York County.

The Priority Investment Element assumes funding levels from the fire service funds for capital projects will continue at modest levels in the future (i.e., \$1.1 million per year for the Rural Fire Control Board and \$500,000 per year combined for the seven fire service districts).

GRANTS

Grants represent discretionary, lump-sum funding that does not need to be repaid by the recipient. Conditional grants require a specific behavior or match on the part of the recipient. Unconditional grants have no requirements and the recipient is free to use the funds however they choose. There are no assurances previous grant categories or funding levels will be available again in future years, and most grant programs are awarded on a competitive- or merit-based basis. York County budgeted for \$500,000 in miscellaneous grants to finance

public infrastructure and facilities in FY 2015/16.

The Priority Investment Element assumes grant funding for future public infrastructure and facility projects will continue at similar levels (\$500,000 per year) in the future.

SCDOT "C" PROGRAM FUNDS

The "C" Program is a long-established partnership between the South Carolina Department of Transportation and forty-six counties of South Carolina to fund improvements for state roads, county roads, city streets and other local transportation projects. "C" funds are derived from 2.66 cents per gallon of the State's gasoline tax. These funds are distributed to each of the 46 counties based on a three part formula: one third based on the ratio of the land area of the County to the land area of the state, one third based on the ratio of the County population to the state population, and one third based on the rural road mileage in the County to the rural road mileage in the state (Source: SCDOT website, www.scdot.org/doing/cprogram.aspx).

State law stipulates the counties spend at least twenty-five percent of their "C" funds on the state highway system (construction, improvements and maintenance). York County sets aside an additional fifteen percent for local economic development initiatives. The majority of these funds are used for street paving and repaving projects, but funds can also be used for sidewalk construction and intersection improvements. York County solicits requests each year from local governments, and project requests are evaluated and prioritized based on existing conditions, project location and cost estimates. Recommendations are presented to the York County Council, acting as the County Transportation Committee, for final approval.

York County received \$3.5 million in "C" funds for FY 2015/16 (based on the State's funding formula). Approximately \$2.8 million was allocated for road improvements in Unincorporated York County. Additional money was allocated for improvements to state roads in the jurisdiction. The Priority Investment Element assumes "C" funds for future road improvements in Unincorporated York County will continue at similar levels in the future.

GENERAL OBLIGATION BONDS

General obligation bonds are secured by the “full faith, credit and taxing powers” of the issuing government. They legally obligate the local government to levy taxes on all assessable property within the jurisdiction at a rate necessary to meet the debt service payments of the bonds. General obligation bonds are used to finance capital improvements that benefit large areas of the county or a significant county population. The South Carolina Constitution limits local government borrowing power to eight percent of the jurisdiction’s total assessed value without approval by voter referendum.

York County’s outstanding debt limit is \$95 million based on total assessed value (unless an increase is approved by voter referendum). Total debt issued in general obligation bonds at June 30, 2015 was \$39.7 million (approximately 42% of the outstanding debt limit). York County voters recently approved a referendum to issue up to \$90.0 million in future general obligation bonds, which will be used to renovate, upgrade and expand the Moss Justice Center; renovate the York County Heckle Boulevard Office Complex; build a new recycling center, administration facility and family court facility; and renovate magistrate offices throughout the county.

The Priority Investment Element assumes all public infrastructure and facilities financed through general obligation bonds will be completed in accordance with cash flow and debt repayment tables prepared by the York County Tax Collection/Finance and County Manager Departments or their hired representatives.

LOCAL ACCOMMODATIONS TAX

Local governments in South Carolina are authorized to levy a local accommodations tax (beyond the two percent state accommodations tax) of up to three percent of the gross proceeds derived by business owners renting rooms, campground spaces, lodging or sleep accommodations. A county government cannot impose an accommodations tax exceeding 1.5 percent in a municipality without consent by resolution of the municipal council.

York County enforces a local accommodations tax ordinance, which

requires all hotels in Unincorporated York County collect a three percent local accommodations tax on behalf of the County. Local accommodations tax proceeds must be used for tourism-related projects and programs as defined in the South Carolina Code of Laws, Section 6-1-530. An Accommodations Tax Advisory Committee for York County meets annually to review applications for local accommodations tax funding, and provides a recommendation to the York County Council for the allocation and distribution of funds.

York County budgeted \$260,000 in local accommodation tax funds for FY 2015/16. The Priority Investment Element assumes 50% of the funds will be used for year-to-year capital purchases.

LOCAL HOSPITALITY TAX

A local hospitality tax is levied on consumers purchasing prepared foods and beverages from vendors located within the jurisdiction enacting the tax. Counties in South Carolina are authorized to levy a hospitality tax of up to two percent if approved by a majority of the governing body. A county government cannot impose a hospitality tax exceeding one percent in a municipality without consent by resolution of the municipal council.

York County enforces a hospitality tax ordinance, which requires all restaurants in Unincorporated York County collect a two percent local hospitality tax on behalf of the County. Local hospitality taxes must be spent on projects and services that expand tourism events in York County, either by increasing overnight travel for local hotels or day visits to local restaurants in unincorporated areas of the county (consistent with tourism-related projects and programs defined in the South Carolina Code of Laws, Section 6-1-530). A Hospitality Tax Advisory Committee for York County meets annually to review applications for local hospitality tax funding, and provides a recommendation to the York County Council for allocation and distribution of funds.

York County budgeted \$2.0 million in local hospitality tax funds for FY 2015/16. A fund balance of \$4.0 million provides additional funding for the program. The Priority Investment Element assumes 50% of the

regularly budgeted funds (\$1,000,000) will be used for year-to-year capital purchases.

PENNIES FOR PROGRESS ONE CENT SALES TAX

Pennies for Progress is the name used for York County’s Capital Projects Sales and Use Tax Programs. Capital transportation projects are chosen and prioritized by a local One-Cent Sales Tax Commission that is formed to represent the governmental entities and citizens of York County. Project selection and prioritization established by the Commission are then presented in the form of a referendum for voter approval. With referendum approval, projects are completed in the order they appeared in the referendum. Citizens of York County approved Pennies for Progress programs in 1997, 2003 and 2011. Funding as a result of the three programs exceeds \$645 million. In total, 147 miles of highway improvements, 97 miles of County gravel roads, 31 bridge projects, and 122 major intersections have been improved through iterations of the program (Source: RFATS 2035 Long Range Transportation Plan, Chapter 12, Financial Element and Pennie for Progress Website, www.penniesforprogress.net).

About \$118.5 million in Pennies for Progress funds have been allocated for unfinished projects in Unincorporated York County, including:

- SC Highway 557 Road Improvements (\$4,324,400)
- SC Highway 321/Barrett Road/West Gate Drive Road Improvements (\$561,000)
- Griggs Road/Bate Harvey Road/SC Highway 557 Intersection Improvements (\$846,778)
- US 21 North Phase 1 & SC Highway 51 Improvements (\$22,425,371)
- Gold Hill Road at Interstate 77 Interchange Improvements (\$11,649,811)
- Cel-River Road/River Road Improvements (\$5,829,426)
- Mount Gallant Road Improvements (\$18,723,279)
- McConnells Highway Road Improvements (\$13,490,289)
- SC Highway 274/279 Road Improvements (\$25,775,000)
- Paraham Road Widening (\$6,522,663)
- SC Highway 49/Campbell Road Intersection Improvements

(\$500,000)

- SC Highway 49/211/97 and Nimitz Road Loop Project (\$7,861,032)

The next Pennies for Progress (Pennies 4) referendum is planned for November 2017. Funding amounts in excess of \$150 million are expected based on past program cycles. York County officials will submit a list of priority projects for consideration in the upcoming referendum sometime in early 2017 compiled from several sources, including: transportation staff from various York County Departments, cities and towns in York County, and transportation staff and officials from RFATS and the Catawba Regional Council of Governments.

DEVELOPMENT IMPACT FEES

Development impact fees represent financial payments from a developer to a local government for funding the proportionate share of off-site capital improvements identified to accommodate future growth. Fees may be collected for many different public facilities and services, including: transportation, water, sewer, solid waste, storm water, public safety and parks. They generally provide a means for orderly development by mitigating the negative impacts of new growth, while passing costs onto new development rather than existing taxpayers.

The State of South Carolina grants powers for cities and counties to collect impact fees on new development pursuant to the rules and regulations set forth in the South Carolina Development Impact Fee Act (Code of Laws of South Carolina, Section 6-1-910 et seq.). Two factors control the legality of collecting impact fees. First, local governments must have authority to impose the fees as a condition of development approval. Second, the design and implementation of impact fee requirements must not be unfair, arbitrary, unreasonable, or without rational basis.

York County School District 4 collects a development impact fee (\$2,500) for all new residential dwelling units built in the school district boundary. (Note: school districts in South Carolina are no longer empowered to collect development impact fees; however, the fee charged in York County School District 4 is grandfathered and the

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District is still allowed to collect the fee).

School revenues (and expenditures) are not included in the Priority Investment Element for the York County Comprehensive Plan because school districts function independent of county government. Each school district is funded by ad valorem tax (comprising a base school millage, levy for bond retirement, and county-wide millage for schools), sales tax, grants and general obligation bonds. School districts are responsible for identifying, programming and funding all capital projects needed to support school operations.

RFATS GUIDESHARE FACTS

Federal funds distributed to the South Carolina Department of Transportation (SCDOT) are applied toward system upgrades in the state's eleven metropolitan planning organizations (MPO's). Funding levels for each MPO are determined by applying the proportion of the MPO's population to the state's urban population (as determined by the US Census). That percentage is weighed against the statewide funds available for system upgrades and results in the MPO's Guideshare allocation. RFATS uses these funds to implement projects identified in the area's Long Range Transportation Plan (Source: RFATS 2035 Long Range Transportation Plan, Chapter 12, Financial Element).

RFATS currently receives an annual Guideshare allocation of \$6 million. Six hundred thousand dollars in RFATS Guideshare funds have been allocated to intersection improvements at Carowinds Boulevard and Pleasant Road in Unincorporated York County over the next five years (based on the 2014-2019 RFATS Transportation Improvement Program).

RURAL GUIDESHARE FUNDS

Federal funds distributed to the South Carolina Department of Transportation are applied toward system upgrades in the state's rural areas via ten council of governments (COG's). Funding levels for each COG are determined by applying the proportion of the COG's population to the state's rural population (as determined by the US Census). That percentage is weighed against the statewide funds

available for system upgrades and results in the COG's Guideshare allocation. The Catawba Regional Council of Governments uses these funds to implement projects identified in the area's Long Range Transportation Plan and Local Transportation Improvement Program (Source: Catawba Regional Council of Governments 2040 Rural Long Range Transportation Plan, Financial Plan Element).

The Catawba Regional Council of Governments currently receives an annual Guideshare allocation of \$4.9 million. About \$1.28 million in rural Guideshare funds have been allocated to projects in Unincorporated York County over the next five years (Green Pond Road Reconstruction, between SC 55 and SC 27). The Priority Investment Element assumes one additional project, Kings Mountain Street Improvements (\$1,300,000), will be funded with rural Guideshare funds in future years (FY 2020/21 through FY 2025/26).

TRANSPORTATION ALTERNATIVES PROGRAM

The Transportation Alternatives Program (TAP) provides federal funds to expand transportation choices and improve the overall transportation experience, including: on- and off-road pedestrian and bicycle facilities; infrastructure projects for improving non-driver access to public transportation and enhanced mobility; community improvement activities, and environmental mitigation; recreational trail projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former divided highways. The federal government will pay up to 80% of eligible project costs for a TAP project. A local match of 20% or more is required for the remaining project costs. RFATS receives about \$110,000 annually under the program. The RFATS Alternatives Subcommittee meets annually to review, prioritize and recommend projects in the area to the South Carolina Department of Transportation for allocation and distribution of funds (Source: FHWA website, www.fhwa.dot.gov/environment/transportation_alternatives.aspx and RFATS website, www.rfatsmpo.org/images/RFATS_TAP_Application_Process_FY16-17.pdf).

York County was allocated \$108,666 in TAP funds over the next five years (based on the RFATS 2014-2019 Transportation Improvement Program). The Priority Investment Element assumes York County will receive a similar grant every three years because of the competitive application process.

TRANSPORTATION ENHANCEMENT PROGRAM

The Transportation Enhancement Program (TEP) ended and was replaced by the Transportation Alternatives Program. This program is no longer awarding new funds for project activity.

CONGESTION MITIGATION & AIR QUALITY (CMAQ) IMPROVEMENT FUNDS

CMAQ funds are available to reduce traffic congestion and improve air quality in areas that do not meet one or more of the National Ambient Air Quality Standards (nonattainment areas). Although York County was recently re-classified from a non-attainment area to a maintenance area given the improved air quality in the region, RFATS will continue to receive approximately \$2.5 million in funds annually to undertake appropriate project initiatives. Typical projects that qualify for program funding include: improved or expanded public transit options, traffic flow improvements and high-occupancy vehicle lanes, shared-ride services, bicycle and pedestrian facilities, and flexible work schedules. The RFATS CMAQ Subcommittee meets annually to review, prioritize and recommend projects in the area to the RFATS Policy Committee for allocation and distribution of funds. (Source: RFATS 2035 Long Range Transportation Plan, Chapter 12, Financial Element and RFATS CMAQ Application Process for 2015/16 Funding Cycle).

Four projects in Unincorporated York County have been selected for CMAQ funding over the next five years based on the 2014-2019 RFATS Transportation Improvement Program: Gold Hill Road/Interstate 77 Interchange Improvements (\$1,031,000), Springhill Farm Road Intersection Improvements (\$1,450,000), Carowinds Boulevard/Pleasant Road Intersection Improvements (\$800,000), and SC Highway 160/Gold Hill Road/Zoar Intersection Improvements (\$5,295,000). CMAQ projects require a 20 percent local match, which the County could pay for out of its general fund.

SPECIAL REVENUE BONDS

Special revenue bonds are secured by the revenues generated from the income-producing project(s) being financed. They incur slightly higher interest costs compared to general obligation bonds, but they do not impact the county's legislated debt limit or bonding capacity. York County's total debt issued in special revenue bonds was \$15.73 million at June 30, 2015. These monies are paying for utility maintenance and expansion in various locations of the unincorporated county.

York County plans to issue special revenue bonds in 2018 to finance water and sewer capital projects identified in the County's Capital Improvements Plan for FY 2018/19 through FY 2025/26 (assumed to be about \$48.7 million for this plan element).

STATE TRANSPORTATION IMPROVEMENT PROGRAM

The South Carolina Statewide Transportation Improvement Program (STIP) is a six-year list of all projects or program areas receiving federal funding (including bridge replacements, safety, road resurfacing, interstate maintenance and upgrades, primary and secondary road system upgrades, transportation alternatives, congestion mitigation and air quality, and public transportation) through the funding period. The document is updated every three years and is revised on a continual basis to reflect new information. The South Carolina Department of Transportation, Federal Highway Administration and Federal Transportation Administration approve the Statewide Transportation Improvement Program (Source: SCDOT website, www.dot.state.sc.us/inside/stip.aspx).

Revenues in the STIP identified for transportation projects in Unincorporated York County are described in earlier sections of this plan element: SCDOT "C" Program Funds, RFATS Guideshare Funds, Rural Guideshare Funds and CMAQ funds.

CAPITAL LEASE-PURCHASE AGREEMENTS

A capital lease-purchase agreement lets a local government acquire capital assets (and eventually own them) while making periodic lease payments, including principal and interest, spread over a defined payback period. It's an alternative to cash purchases, traditional

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leases without ownership, or issuing bonds for major purchase. Items traditionally purchased with capital lease-purchase agreements include: buses, fire-fighting vehicles and equipment, heavy equipment and machinery, office equipment, road maintenance vehicles, solid waste disposal equipment or telecommunication systems.

York County entered into a capital lease-purchase agreement with Bank of America in 2005 to implement a new mobile/data radio system. Debt incurred with this lease agreement is not subject to the County's eight percent debt limit because the proceeds were not used to purchase "real" property. Total debt associated with the lease-purchase agreement at June 2015 was \$3,110,846.

WATER & SEWER OPERATING FUND RETAINED EARNINGS

York County's Water & Sewer Operating Fund Retained Earnings is an account that sets aside accumulated earnings from the Enterprise Fund from the previous fiscal year (including capacity fees, user fees and other sources) to finance new water and sewer capital projects identified in the County's Capital Improvements Plan. York County is budgeting for retained earnings of \$30.0 million over the next three fiscal years (FY 2015/16 to FY 2017/18) to finance specific water and sewer capital projects.

The Priority Investment Element assumes annual retained earnings will match the amount and timing of planned water and sewer infrastructure expenditures presented in the York County Capital Improvements Plan for FY 2015/16 through FY 2017/18. York County plans to issue special revenue bonds in 2018 to finance water and sewer capital projects identified in the CIP for FY 2018/19 through FY 2025/26.

ANTICIPATED REVENUE SUMMARY TABLE, FY 2015/16 TO FY 2025/26

Table 1 summarizes available revenue to finance public infrastructure and facilities recommended in previous elements of the Comprehensive Plan for the ten-year planning horizon (FY 2015/16 to FY 2025/26). It assumes only revenue sources currently used by York County at levels stated in the previous section of this plan element. Anticipated

revenues in the plan element should be updated in future years to reflect changing conditions in the county.

PRIORITY INVESTMENT ZONES

The South Carolina Priority Investment Act authorizes local governments with the power to adopt market-based incentives or relax or eliminate non-essential housing regulatory requirements to encourage private development in identified priority investment zones. Land between municipal limits and the expanded urban service boundary in unincorporated areas of the County (see Future Land Use Map on pg. 19) is identified as a priority investment zone for targeting future public infrastructure and facilities. These areas are deemed the most efficient and effective for concentrating services near new or expanding development areas, working with municipal partners to provided facilities and services, and controlling the cost of government.

PUBLIC INFRASTRUCTURE & FACILITY NEEDS

Generally, the level and mix of local government expenditures is a function of the area's size, geography, land use, economy, demographics and services provided. Local preferences for service levels, service mix and access to facilities give decision-makers choices when programming public infrastructure and facilities to address existing deficiencies or serve new areas. Spending on capital projects may increase or decrease from year-to-year because of economic conditions or immediate needs in the jurisdiction. Opportunistic spending is sometimes used by the jurisdiction to take advantage of public-private partnerships or gain access to outside funding sources.

Public infrastructure and facilities recommended in previous elements of the Comprehensive Plan are summarized in the Ten-Year Schedule of Capital Improvements, FY 2015/16 to 2025/26 (see Table 2). These projects, when combined with improvements planned by other service providers for unincorporated areas of the County, will be important for managing the location, magnitude, timing and sequence of development depicted on the County's Future Land Use Map.

Capital projects included in the Ten-Year Schedule of Capital Improvements have a project cost of \$100,000 or more and a useful life of five years or more. Total project costs are reported in 2016 dollars. In some cases, the recommended capital project implementation extends beyond the ten year planning horizon. Monies are placed in 'future years' to account for the full cost of these projects.

MAINTENANCE & OPERATING EXPENSES

Several capital projects recommended in the York County Comprehensive Plan will require on-going maintenance or operation expenditures to remain reliable through their useful life. Expenditures could vary from year-to-year for capital projects based on their purpose, location, frequency of use, etc. The last column in the Ten-Year Schedule of Capital Improvements establishes an annual maintenance and operating expenses allowance for each of the recommended capital projects. County departments should complete a detailed evaluation of the annual maintenance and operating expense estimates for all capital projects being evaluated for the York County Capital Improvements Plan prior to its adoption (see pg. XX for more information).

TEN-YEAR FUNDING GAP ANALYSIS

A funding gap exists when anticipated expenditures exceed anticipated revenues for the ten year planning period. The total funding gap for public infrastructure and facilities recommended in the York County Comprehensive Plan could be up to \$39.38 million over the ten-year period; assuming annual revenue sources and funding levels remain unchanged through FY 2025/26. The funding gap could be greater if all capital projects identified by county departments (beyond those recommended in the Comprehensive Plan) were included.

Most local governments face a dilemma when capital project needs exceed revenues available. In York County, the Council reviews, prioritizes and schedules capital projects each year so essential projects are funded first, followed by strategic projects, and then luxury

projects. Input from county departments and county residents influence project priorities and funding scenarios. The County must find ways to increase funding for capital projects if a funding gap still exists for each year's capital project list. This may include raising tax rates, instituting or increasing fees, issuing general obligation or special revenue bonds (including an expanded Pennies for Progress Program), or assuming loans. Other revenue sources and funding mechanisms available for implementing capital projects (not yet used) are discussed in the next section of the document.

The Priority Investment Element, and more importantly the York County Capital Improvements Plan, distributes costly projects over time, protecting the community from abrupt tax increases and alerting elected officials of capital needs before they become unplanned emergencies. Information presented in the two documents helps decision-makers coordinate capital improvements for greater efficiency and assess short-term finance decisions in the context of long-term fiscal needs and constraints.

OTHER REVENUE SOURCES OR FUNDING MECHANISMS AVAILABLE IN THE FUTURE

Additional revenue sources or funding mechanisms are available to York County to finance public infrastructure and facility projects; potentially addressing some of the funding gap identified in the previous section of this plan element. Some of these will require special action by the York County Council in accordance with the Code of Laws of South Carolina and/or special authorization from the South Carolina Legislature.

LOCAL IMPROVEMENT DISTRICTS

Counties in South Carolina are authorized to create local improvement districts for the purpose of financing capital improvements. Provisions for assessing and levying property taxes in different areas and at different rates are set forth in the Code of Laws of South Carolina, Section 4-9-30(5)(a). Each district captures specific costs and benefits associated with new or upgraded capital facilities. Property owners in the local improvement district must agree to any new assessment to

fund capital projects. The projects may be financed with bonds and paid back over time to expedite construction.

DEVELOPMENT IMPACT FEES

Development impact fees represent financial payments from a developer to a local government for funding the proportionate share of off-site capital improvements identified to accommodate future growth. Fees may be collected for many different public facilities and services, including: transportation, water, sewer, solid waste, storm water, public safety and parks. They generally provide a means for orderly development by mitigating the negative impacts of new growth, while passing costs onto new development rather than existing taxpayers.

The State of South Carolina grants powers for cities and counties to collect impact fees on new development pursuant to the rules and regulations set forth in the South Carolina Development Impact Fee Act (Code of Laws of South Carolina, Section 6-1-910 et seq.). Two factors control the legality of collecting impact fees. First, local governments must have authority to impose the fees as a condition of development approval. Second, the design and implementation of impact fee requirements must not be unfair, arbitrary, unreasonable, or without rational basis.

York County School District 4 collects a development impact fee (\$2,500) for all new residential dwelling units built in the school district boundary. (Note: school districts in South Carolina are no longer empowered to collect development impact fees; however, the fee charged in York County School District 4 is grandfathered and the District is still allowed to collect the fee).

School revenues (and expenditures) are not included in the Priority Investment Element for the York County Comprehensive Plan because school districts function independent of county government. Each school district is funded by ad valorem tax (comprising a base school millage, levy for bond retirement, and county-wide millage for schools), sales tax, grants and general obligation bonds. School districts are responsible for identifying, programming and funding all capital

projects needed to support school operations.

REAL ESTATE TRANSFER FEES

A real estate transfer fee is assessed on the transfer, sale or conveyance of real property. It is applied against the purchase price of a property, and can be restricted to certain types of capital project expenditures. The South Carolina Legislature has strictly forbidden enacting real estate transfer fees without expressed authorization under the Code of Laws of South Carolina, Section 6-1-70.

STATE INFRASTRUCTURE BANK

The South Carolina State Infrastructure Bank (SIB) assists local governments with financing major transportation projects. It provides loans and other financial assistance for constructing or improving facilities. York County has received SIB funding for the widening of Interstate 77, various projects in the Pennies for Progress Program (1997), improvements to the US 21 and SC 161 interchange, and extension of SC 5 west to Cherokee County. Funds are awarded on a competitive basis and fund availability changes from year to year.

LOCAL OPTION SALES TAX

The State of South Carolina authorizes local governments with the power to collect different types of sales tax. One option is a voter-approved capital projects sales tax, which must be used to fund specific capital projects listed in Section 4-10-310 of the Code of Laws of South Carolina. The one percent sales tax can be collected for up to seven consecutive years. York County residents approved sales tax referendums in 1997 (collection period ended in 2004) and 2003 (collection period ended in 2011) to fund specific capital projects presented in the two referendums. A second option is a one percent sales tax on the gross proceeds of sales in the County consistent with Section 4-10-20 of the Code of Laws of South Carolina. Enacting the sales tax requires a property tax credit of one percent to help offset the amount of revenue received from county residents, business owners or land owners. This sales tax option has no collection period limitations.

DEVELOPER IN-KIND CONTRIBUTIONS

In some instances, the owner(s) of a property may elect to donate land, right-of-way or oversized infrastructure to serve the public good (often during a development entitlement process). The type and magnitude of contributions vary greatly from location to location and owner to owner. The Priority Investment Element does not anticipate developer in-kind contributions will fund future public infrastructure and facilities (a conservative assumption).

LINKAGE TO YORK COUNTY CAPITAL IMPROVEMENTS PLAN & ANNUAL BUDGET

The Priority Investment Element is an organizing document that identifies a wish list of recommended capital projects important to managing the location, magnitude, timing and sequence of development depicted on the County's Future Land Use Map. Planning budget estimates and targets for implementation provided in the Ten-Year Schedule of Capital Improvements offer general information for subsequent plans and studies. The Priority Investment Element should be a precursor to the more detailed capital project planning process required to update the York County Capital Improvements Plan.

The York County Capital Improvements Plan (CIP) is a nine-year planning tool used to identify capital projects and coordinate project financing and implementation schedules. Generally, an eligible project for the Capital Improvements Plan costs \$100,000 or more and has a useful life of five years or more. The first year of the CIP is traditionally incorporated into the County's annual capital projects budget for construction. Capital projects identified beyond the current capital projects budget year are approved for planning purposes only, and may change because of available funds, policy changes, or other factors identified during the annual CIP update process.

RECOMMENDED PLANS, PROGRAMS & STUDIES

The Priority Investment Element is focused on funding public infrastructure and facilities recommended in previous elements of the Comprehensive Plan for the ten-year planning horizon (FY 2015/16 to 2025/26). Other planning initiatives recommended in the document — area plans, infrastructure studies, policy statements, ordinance updates — are also important because they can reaffirm, or refine the capital projects included in the Ten-Year Schedule of Capital Improvements. A list of plans, programs and studies that should be funded to address strategies in the York County Comprehensive Plan includes (strategy reference from previous plan elements provided in parentheses):

- Growth Management Toolbox (LU 1.1)
- Zoning Ordinance Amendments (LU.1.4.2; LU.2.4 & LU.4.2)
- Watershed Protection Ordinance (LU 3.3.1 & NR.1.1.8)
- County-Wide Thoroughfare Plan (T.1.1.2)
- Transportation Impact Fee Ordinance (T.1.1.6)
- Health Impact Ordinance (T.1.1.10)
- County-Wide Bicycle & Pedestrian Master Plan (T.3.1.3)
- Pavement Condition & Resurfacing Program (T.4.1.2)
- Historic Preservation (CR.1.1.2 & CR.1.8)
- York County Forever Program Support (CR.2.2)
- Parks & Recreation Programs / Facilities (CF.1.1) (\$500,000)
- Improved Access Plan for Lake Wylie, Catawba River & Broad River (NR.1.1.7)
- Carolina Thread Trail Master Plan Implementation Activities (NR.3.1.9)
- Comprehensive Housing Strategy (H.1.1.1)
- Industrial Site Selection Analysis (ED.1.2.2)

The County's Planning and Development Services Department should coordinate with other county departments and their partners in York County to ensure these studies are funded and completed in a timely manner.

INTERGOVERNMENTAL COORDINATION

The York County Comprehensive Plan tries to effectively and efficiently manage growth and development in unincorporated areas of the County. It is important to recognize many stakeholders influence growth and development in these areas beyond what county leaders or departments might control, and conversely nearby areas outside the County's planning jurisdiction are impacted by the plans, policies, projects and recommendations presented herein. Furthermore, many of the topics addressed in the Comprehensive Plan — environmental concerns, housing choices and affordability, transportation mobility, etc. — bind the County (and really the larger region) together and blur political boundaries.

South Carolina's Priority Investment Act requires coordination with 'adjacent and relevant jurisdictions and agencies' impacted by information presented in the Priority Investment Element of the Comprehensive Plan. Copies of the Priority Investment Element were mailed to nearby jurisdictions, departments and agencies noted below.

CITIES & TOWNS IN YORK COUNTY

- Town of Smyrna
- Town of Fort Mill
- City of Rock Hill
- City of Tega Cay
- Town of McConnells
- Town of Sharon
- Town of Hickory Grove
- Town of Clover
- City of York
- Catawba Indian Nation

YORK COUNTY SCHOOL DISTRICTS

- York School District 1
- Clover School District 2
- Rock Hill School District 3

- Fort Mill School District 4

ADJACENT COUNTIES

- Chester County (SC)
- Lancaster County (SC)
- Union County (SC)
- Cherokee County (SC)

REGIONAL AGENCIES

- Catawba Regional Council of Governments
- Rock Hill – Fort Mill Area Transportation Study (RFATS)

REGIONAL SERVICE PROVIDERS

- York Electric Cooperative
- Comporium
- City of Rock Hill Utilities Department
- Duke Energy
- York County Natural Gas and Utilities, Inc.

STATE DEPARTMENTS & AGENCIES

- South Carolina Department of Health and Environmental Control
- South Carolina Department of Transportation

Table 1
York County Comprehensive Plan Priority Investment Element
 Anticipated Revenue Summary Table for Capital Projects, FY 2015/16 to FY 2025/26

Fund Category	Advanced Funds	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26
General Fund		\$7,444,805	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000
Special Tax District Fund (Rural Fire Districts)		\$2,119,114	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000
Special Tax District Fund (Rural Fire Control Board, Capital Outlay)		\$2,823,420	\$1,100,000	\$1,100,000	\$1,100,000	\$1,100,000	\$1,100,000	\$1,100,000	\$1,100,000	\$1,100,000	\$1,100,000	\$1,100,000
Grant Programs		\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000
SCDDT "C" Program Funds		\$2,800,000	\$2,800,000	\$2,800,000	\$2,800,000	\$2,800,000	\$2,800,000	\$2,800,000	\$2,800,000	\$2,800,000	\$2,800,000	\$2,800,000
General Obligation Bond (Series 2015A)			\$3,130,617	\$35,020,205	\$38,322,394	\$8,483,190						
General Obligation Bond (Series 2015B)			\$731,257	\$6,752,234	\$14,546,659	\$1,517,564						
General Obligation Bonds (Series 2006)	\$5,310,000											
General Obligation Bonds (Series 2008)	\$21,300,000	\$13,000,000										
Local Accommodations Tax		\$130,000	\$130,000	\$130,000	\$130,000	\$130,000	\$130,000	\$130,000	\$130,000	\$130,000	\$130,000	\$130,000
Local Hospitality Tax		\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Pennies for Progress (One Cent Sales Tax)	\$20,954,959	\$4,034,807	\$25,772,062	\$28,863,527	\$22,415,733	\$13,827,904	\$5,640,474					
RFATS Guideshare Funds			\$250,000		\$350,000							
Rural Guideshare Funds		\$1,248,000						\$650,000				
Transportation Alternatives Program		\$108,666			\$110,000			\$110,000				\$110,000
CMAQ Improvement Funds		\$6,745,000	\$1,031,000	\$800,000								
Special Revenue Bonds (Series 1999)	\$4,745,000											
Special Revenue Bonds (Series 2012)	\$10,985,000											
Special Revenue Bonds (Series 2018)				\$13,942,405	\$6,864,590	\$7,287,164	\$6,448,600	\$10,479,626	\$3,684,265			
Lease-Purchase Agreement	\$3,110,846											
Water & Sewer Operating Fund Retained Earnings		\$5,281,901	\$18,122,586	\$6,595,513								
	\$58,540,846	\$47,235,713	\$57,567,522	\$100,503,884	\$91,139,376	\$39,645,822	\$20,619,074	\$19,769,626	\$12,864,265	\$8,530,000	\$8,640,000	\$8,530,000

Table 2
York County Comprehensive Plan Priority Investment Element
Ten-Year Schedule of Capital Improvements, FY 2015/16 to FY 2025/26

Capital Project	Revenue Source ¹	Plan Element Reference ²	Horizon Period	Project Cost	Prior Years	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	Future Years	Annual O&M Allowance
New Public Infrastructure & Facilities																		
New Family Court Facility	A	CFE	2015 - 2020	\$19,598,322	—			\$383,988	\$8,209,058	\$11,005,276								\$100,000
Renovation Heckle Boulevard Office Complex	A	CFE	2015 - 2020	\$5,260,068	—			\$111,332	\$190,855	\$2,456,964	\$2,500,917							\$100,000
Moss Justice Center Renovations	A	CFE	2015 - 2020	\$36,432,364	—			\$591,026	\$8,611,417	\$21,247,648	\$5,982,273							\$200,000
New Recycling Center	A	CFE	2015 - 2020	\$21,041,036	—			\$1,054,210	\$16,374,320	\$3,612,506								\$50,000
Magistrate Office Improvements	A	CFE	2015 - 2020	\$2,624,616	—			\$990,061	\$1,634,555									\$100,000
New County Administration Facility	B	CFE	2015 - 2020	\$23,547,714	—			\$731,257	\$6,752,234	\$14,546,659	\$1,517,564							\$100,000
Capital Facility Planning & Design	C	CFE	2015 - 2020	\$563,333	—	\$563,333												—
York County Courthouse Renovations	C	CFE	2015 - 2020	\$8,950,538	—	\$8,950,538												\$25,000
Fire Training Renovations	C	CFE	2015 - 2020	\$2,480,934	—	\$2,480,934												\$10,000
Veterans Affairs Office Construction (Heckle Crossing)	C	CFE	2015 - 2020	\$275,000	—	\$275,000												\$100,000
Moss Justice Center Roof Replacement	C	CFE	2015 - 2020	\$2,975,000	—	\$2,975,000												\$10,000
Worth Mountain Barn Roof Replacement	C	CFE	2015 - 2020	\$90,000	—	\$90,000												\$10,000
Miscellaneous Facility Projects	C	CFE	2015 - 2020	\$5,110,000	—	\$5,110,000												\$10,000
Capital Outlays for Rural Fire Districts	C	CFE	2015 - 2020	\$2,119,114	—	\$2,119,114	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000		\$25,000
Capital Outlays for Rural Fire Control Board	C	CFE	2015 - 2020	\$2,823,420	—	\$2,823,420	\$1,100,000	\$1,100,000	\$1,100,000	\$1,100,000	\$1,100,000	\$1,100,000	\$1,100,000	\$1,100,000	\$1,100,000	\$1,100,000		\$25,000
SC Highway 557 Road Improvements (YCE No. 11-003)	D	TE	2015 - 2020	\$4,324,400	\$521,916	\$254,782	\$818,514	\$682,297	\$1,364,594	\$682,297								\$100,000
SC Highway 321/Barrett Road/West Gate Connector (YCE No. 11-003)	D	TE	2015 - 2020	\$2,485,752	\$787,029	\$209,256	\$679,332	\$810,135										\$25,000
Griggs Road/Bate Harvey Road/SC Highway 557 Intersection (YCE No. 11-008f)	D	TE	2015 - 2020	\$1,000,000	\$234,074	\$14,987	\$750,939											\$25,000
US 21 North Phase 1 & SC Highway 51 Improvements (YCE No. 11-004)	D	TE	2015 - 2020	\$22,425,371	\$2,156,346	\$655,716	\$1,483,739	\$1,897,750	\$6,434,007	\$6,434,007	\$3,363,806							\$100,000
Gold Hill Road at Interstate 77 Interchange Improvements (YCE No. 11-007)	D, E	TE	2015 - 2020	\$12,680,811	\$1,148,885	\$955,721	\$2,188,341	\$4,193,932	\$4,193,932									\$100,000
Cel-River/River Road Improvements (YCE No. 11-006)	D	TE	2015 - 2020	\$5,829,426	\$2,446,953	\$440,487	\$1,537,759	\$1,404,227										\$50,000
Mount Gallant Road Improvements (YCE No. 11-013)	D	TE	2015 - 2020	\$10,026,668	—	\$250,000	\$750,000	\$750,000	\$3,000,000	\$3,000,000	\$2,276,668							\$100,000
McConnell's Highway Improvements (YCE No. 03-011)	D	TE	2015 - 2020	\$14,822,008	\$2,487,623	\$395,217	\$6,175,780	\$5,763,388										\$100,000
SC Highway 274 & 279 Improvements (YCE No. 11-002)	D	TE	2015 - 2020	\$25,775,000	\$2,503,935	\$674,042	\$3,321,091	\$8,141,132	\$7,423,200	\$3,711,600								\$100,000
Paraham Road Widening (YCE No. 11-008i)	D	TE	2015 - 2020	\$6,522,662	\$885,465	\$178,538	\$3,892,021	\$1,566,638										\$50,000
SC Highway 49/Campbell Road Intersection Improvements (YCE No. 11-008d)	D	TE	2015 - 2020	\$500,000	\$116,939	\$500,000	\$377,000											\$10,000
SC Highway 49/211/97 and Nimitz Road Loop Project	D	TE	2015 - 2020	\$15,117,368	\$7,665,794		\$3,797,546	\$3,654,028										\$10,000
Springhill Farm Road Intersection Improvements	E	TE	2015 - 2020	\$1,450,000	\$1,450,000													\$25,000
SC Highway 160/Gold Hill Road/Zoar Intersection Improvements	E	TE	2015 - 2020	\$5,295,000	\$5,295,000													\$10,000
Sutton Place Sidewalk Project	F	TE	2015 - 2020	\$108,666	—	\$108,666												\$5,000
Carowinds Boulevard/Pleasant Road Intersection Improvements	G, E	TE	2015 - 2020	\$1,400,000	—		\$250,000	\$800,000	\$350,000									\$25,000
Green Pond Road, S-422 Reconstruction	H	TE	2015 - 2020	\$1,248,000	—	\$1,248,000												\$10,000
Kings Mountain Street Improvements	H	TE	2021 - 2025	\$1,300,000	—							\$650,000	\$650,000					\$10,000
New Heritage Sewer Pump Station Relocation (YCE No. 07014)	I	CFE	2015 - 2020	\$14,400,000	—		\$6,600,000	\$7,800,000										\$15,000
Steele Creek Pump Station (YCE No. 07021)	I	CFE	2015 - 2020	\$7,058,000	—		\$7,058,000											\$15,000
Odor Control Study & Equipment (YCE No. 08073)	I	CFE	2015 - 2020	\$394,000	—	\$394,000												\$10,000
US 21 North Elevated Storage Tank (YCE No. 09108)	I	CFE	2015 - 2020	\$4,178,900	—	\$1,392,966	\$1,392,966	\$1,392,968										\$25,000
Hubert Graham Force Main (YCE No. 09111)	I	CFE	2015 - 2020	\$300,000	—	\$150,000	\$150,000											\$15,000
Stockbridge Regional Pump Station & Force Main (YCE No. 13196)	I	CFE	2015 - 2020	\$7,662,755	—	\$2,253,135	\$2,646,620	\$2,763,000										\$15,000
SC Highway 161 Booster Station (YCE No. 09107)	I	CFE	2015 - 2020	\$1,091,800	—	\$1,091,800												\$10,000
Buster Boyd Bridge Water Line	I	CFE	2015 - 2020	\$275,000	—		\$275,000											\$5,000
Eastern System Waterline Loop Connections	I	CFE	2015 - 2020	\$1,769,000	—			\$1,769,000										\$5,000
SC 51 Pump Station Abandonment/Sewer Replacement, Ph 2 (YCE No. 08072)	I	CFE	2021 - 2025	\$2,755,200	—					\$459,200	\$2,296,000							\$10,000
SC 51 Pump Station Abandonment/Sewer Replacement, Ph 3 (YCE No. 08072)	I	CFE	2021 - 2025	\$3,653,671	—							\$608,946	\$3,044,725					\$10,000
US 21 Booster Pump Station	I	CFE	2015 - 2020	\$773,800	—			\$137,800	\$636,000									\$10,000
Concord Road Booster Pump Station	I	CFE	2015 - 2020	\$1,250,000	—			\$450,000	\$800,000									\$10,000
Blankmaship Branch Outfall	I	CFE	2015 - 2020	\$1,550,150	—			\$1,550,150										\$5,000
Eastern Elevated Water Storage Tank at Pleasant Road (YCE No. 09109)	I	CFE	2015 - 2020	\$4,047,500	—				\$500,000	\$322,500	\$3,225,000							\$25,000
Upgrades to Crowders Creek Pump Station	I	CFE	2015 - 2020	\$5,500,000	—			\$3,000,000	\$2,500,000									\$10,000
Crowders Creek to Little Allison Creek Force Main (YCE No. 07036)	I	CFE	2015 - 2020	\$4,508,000	—				\$758,000	\$3,750,000								\$15,000
SC Highway 49 Waterline to Allison Creek	I	CFE	2021 - 2025	\$1,351,900	—						\$144,900	\$1,207,000						\$10,000
Campbells Road Water Line Extension	I	CFE	2015 - 2020	\$1,274,290	—			\$229,790	\$1,044,500									\$10,000
New Heritage Sewer Rehabilitation Study	I	CFE	2015 - 2020	\$1,155,000	—			\$1,155,000										—
New Heritage Public Works Maintenance Building (YCE No. 07014)	I	CFE	2015 - 2020	\$1,000,000	—			\$1,000,000										\$15,000
Steele Creek Gravity Sewer Rehabilitation	I	CFE	2015 - 2020	\$270,000	—			\$270,000										\$5,000
River Hills Pump Station & Force Main	I	CFE	2015 - 2020	\$250,000	—			\$250,000										\$15,000
SC Highway 55 Water Line to Town of Clover	I	CFE	2021 - 2025	\$354,540	—								\$354,540					\$5,000
Little Allison Creek Gravity Outfall	I	CFE	2015 - 2020	\$1,434,664	—					\$270,164	\$1,164,500							\$5,000
Crowders Creek Gravity Outfall to SC Highway 557	I	CFE	2015 - 2020	\$2,340,800	—			\$440,800	\$1,900,000									\$5,000
Big Allison Creek Pump Station & Force Main (YCE No. 06024)	I	CFE	2015 - 2020	\$7,362,000	—					\$1,455,000	\$5,907,000							\$15,000
Tirzah Road Water Line Extension	I	CFE	2021 - 2025	\$267,680	—							\$267,680						\$5,000
SC Highway 557 Water Line Extension to Town of Clover	I	CFE	2021 - 2025	\$478,000	—							\$193,000	\$285,000					\$5,000

Table 2
York County Comprehensive Plan Priority Investment Element
Ten-Year Schedule of Capital Improvements, FY 2015/16 to FY 2025/26

Capital Project	Revenue Source ¹	Plan Element Reference ²	Horizon Period	Project Cost	Prior Years	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	Future Years	Annual O&M Allowance
Various Multi-Modal Transportation Enhancements	F, G, H, J, K, L	TE	2015 - 2025	\$7,010,000	—		\$300,000	\$300,000	\$310,000	\$300,000	\$800,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000		\$50,000
Include Bicycle Lanes in Future Resurfacing & Reconstruction Projects	D, E, G, H, K, L	TE	2015 - 2025	\$8,000,000	—							\$1,000,000	\$1,000,000	\$2,000,000	\$2,000,000	\$2,000,000		\$50,000
Increase Access to Public Transportation Countywide	E, G, H, J, K	TE	2015 - 2025	\$3,750,000	—		\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000		\$100,000
Expand Demand-Response Transit Service In Rural Areas of the County	J, K	TE	2015 - 2025	\$2,500,000	—		\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000		\$100,000
Improve Safety/Reduce Congestion at Various Major Intersections	D, E, G, H, K, L	TE	2015 - 2025	\$7,500,000	—		\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000		\$20,000
Resurface Streets in Poor Condition Countywide	H, K, L	TE	2015 - 2025	\$10,000,000	—		\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000		\$25,000
Pave Gravel Roads Countywide	K, L	TE	2015 - 2025	\$7,500,000	—		\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000		\$25,000
Fund Programs/Projects to Protect Historic Resources	J	CRE	2015 - 2025	\$1,000,000	—		\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000		\$20,000
Purchase Conservation Easements on Sites with Historical Significance	J, M	CRE	2015 - 2025	\$2,800,000	—			\$200,000	\$250,000	\$250,000	\$500,000	\$500,000	\$500,000	\$600,000				—
Diversify Exhibit Collections & Space in County Buildings	J	CRE	2015 - 2025	\$300,000	—		\$100,000	\$100,000						\$100,000				\$25,000
Design & Install Standardized Cultural Tourism Signage	J, K, M, N	CRE	2015 - 2025	\$650,000	—		\$130,000	\$130,000	\$130,000	\$130,000	\$130,000							\$15,000
Administer & Coordinate Management/Maintenance of County Land	K, M	CFE	2015 - 2025	\$28,500,000	—		\$1,000,000	\$1,000,000	\$1,500,000	\$3,000,000	\$3,000,000	\$3,000,000	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000		\$250,000
Institute a Rails-to-Trails Program/Projects in the County	J, K	NRE	2015 - 2025	\$2,900,000	—		\$300,000			\$500,000	\$500,000							\$600,000
Design & Install Signage for "Blueways" Along Catawba & Broad Rivers	J, K, N	NRE	2015 - 2025	\$650,000	—							\$130,000	\$130,000	\$130,000	\$130,000	\$130,000		\$15,000
Add Active & Passive Recreation Amenities to Existing Open Space Areas	J, K, M	NRE	2015 - 2025	\$4,250,000	—		\$500,000	\$500,000	\$250,000	\$250,000	\$250,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000		\$50,000
Enter Inter-Local Agreements with School Districts to Use Athletic Facilities	J, K	NRE	2015 - 2025	\$5,000,000	—		\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000		\$5,000
Construct a Countywide Trail Network	J, K	NRE	2015 - 2020	\$11,750,000	—		\$750,000	\$500,000	\$500,000	\$500,000	\$1,500,000	\$2,000,000	\$2,000,000	\$2,000,000	\$1,000,000	\$1,000,000		\$25,000
Create Program to Repair Dilapidated & Unsafe Structures	J, K	NRE	2015 - 2025	\$4,950,000	—		\$250,000	\$600,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$600,000	\$500,000	\$500,000		\$10,000
Debt Service Requirements																		
General Obligation Bond Debt Repayment Principal (Series 2006)	C	PIE	N/A	\$5,310,000	—	\$670,000	\$700,000	\$725,000	\$755,000	\$785,000	\$820,000	\$855,000						—
General Obligation Bond Debt Repayment Principal (Series 2008)	C	PIE	N/A	\$34,390,000	—	\$3,375,000	\$3,490,000	\$3,590,000	\$3,650,000	\$3,760,000	\$3,910,000	\$4,070,000	\$4,210,000	\$4,335,000				—
Mobile/Data Radio System Lease-Purchase Agreement	C	PIE	N/A	\$3,110,846	—	\$2,054,876	\$1,055,970											—
Interest Payments for GO Bonds (Series 2006 & 2008) / Lease-Purchase Agreement	C	PIE	N/A	\$9,425,692	—	\$1,719,257	\$1,455,678	\$1,271,750	\$2,322,841	\$917,500	\$693,650	\$460,650	\$497,666	\$86,700				—
General Obligation Bond Debt Repayment Principal (Series 2015A & 2015B)	O	PIE	N/A	\$108,970,000	—		\$5,335,000	\$5,855,000	\$5,970,000	\$6,150,000	\$6,335,000	\$6,525,000	\$6,720,000	\$7,060,000	\$7,410,000	\$7,780,000	\$43,830,000	—
Interest Payments for General Obligation Bonds (Series 2015A & 2015B)	O	PIE	N/A	\$38,887,348	—		\$5,245,617	\$4,501,992	\$4,209,242	\$3,910,742	\$3,603,242	\$3,286,492	\$2,960,242	\$2,624,242	\$2,271,242	\$1,900,742	\$4,373,553	—
Special Revenue Bond Debt Repayment Principal (Series 1999)	C	PIE	N/A	\$4,745,000	—	\$685,000	\$725,000	\$765,000	\$810,000	\$855,000	\$905,000							—
Special Revenue Bond Debt Repayment Principal (Series 2012)	C	PIE	N/A	\$10,985,000	—									\$690,000	\$725,000	\$755,000	\$8,815,000	—
Interest Payments for Special Revenue Bonds (Series 1999 & 2012)	C	PIE	N/A	\$4,206,790	—	\$609,081	\$557,868	\$501,481	\$442,175	\$379,831	\$314,231	\$267,938	\$242,138	\$211,688	\$176,313	\$146,863	\$357,183	—
Special Revenue Bond Debt Repayment Principal (Series 2018)	P	PIE	N/A	\$48,706,650	—				\$358,159	\$743,404	\$781,038	\$820,578	\$862,120	\$905,765	\$951,620	\$999,795	\$42,284,171	—
Interest Payments for Special Revenue Bonds (Series 2018)	P	PIE	N/A	\$45,467,771	—				\$1,217,666	\$2,408,246	\$2,370,611	\$2,331,071	\$2,289,529	\$2,245,884	\$2,200,030	\$2,151,854	\$28,252,880	—

Notes:

¹ = Bond Referendum - Series 2015A 8% Cash Flow Worksheet minus Escalation Amounts (A), Bond Referendum - Series 2015B 8% Cash Flow Worksheet minus Escalation Amounts(B), Annual Budget, Capital Facility Appropriations, FY 2015-16 (C), Pennies for Progress Program (D), CMAQ Improvement Funds (E), Transportation Alternatives Program (F), RFATS Guideshare Funds (G), Rural Guideshare Funds (H), York County Capital Improvements Plan, FY 2016/17 to 2022/23 (I), Future Grant Programs (J), General Fund (K), SCDOT "C" Program Funds (L), Local Hospitality Tax Revenue (M), Local Accommodations Tax Revenue (N), Schedule of Principal & Interest Payments for General Obligation Bonds of 2016 of York County, SC (O), & Hypothetical Loan Calculator Repayment Schedule for Future Special Revenue Bonds from the York County Tax Collection/Finance Department (P)

² = Community Facilities Element (CFE), Transportation Element (TE), Cultural Resources Element (CRE), Natural Resources Element (NRE) and Priority Investment Element (PIE)

Table 3
York County Comprehensive Plan Priority Investment Element
 Ten-Year Funding Gap Analysis

Fund Category	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26
Advanced Funds											
General Fund	\$7,444,805	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000
Expenditures	\$7,444,805	\$2,500,000	\$2,500,000	\$2,500,000	\$4,600,000	\$6,350,000	\$7,940,000	\$9,050,000	\$10,950,000	\$8,940,000	\$9,050,000
Revenues	\$2,119,114	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000
Expenditures	\$2,119,114	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000
Special Tax District Fund (Rural Fire Districts)	\$2,823,420	\$1,100,000	\$1,100,000	\$1,100,000	\$1,100,000	\$1,100,000	\$1,100,000	\$1,100,000	\$1,100,000	\$1,100,000	\$1,100,000
Expenditures	\$2,823,420	\$1,100,000	\$1,100,000	\$1,100,000	\$1,100,000	\$1,100,000	\$1,100,000	\$1,100,000	\$1,100,000	\$1,100,000	\$1,100,000
Revenues	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000
Expenditures	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000
Grant Programs	\$2,800,000	\$2,800,000	\$2,800,000	\$2,800,000	\$2,800,000	\$2,800,000	\$2,800,000	\$2,800,000	\$2,800,000	\$2,800,000	\$2,800,000
Expenditures	\$2,800,000	\$2,800,000	\$2,800,000	\$2,800,000	\$2,800,000	\$2,800,000	\$2,800,000	\$2,800,000	\$2,800,000	\$2,800,000	\$2,800,000
Revenues	\$0	\$3,130,617	\$35,020,205	\$38,322,394	\$8,483,190	\$0	\$0	\$0	\$0	\$0	\$0
Expenditures	\$0	\$3,130,617	\$35,020,205	\$38,322,394	\$8,483,190	\$0	\$0	\$0	\$0	\$0	\$0
General Obligation Bond (Series 2015A)	\$0	\$731,257	\$6,752,234	\$14,546,659	\$1,517,564	\$0	\$0	\$0	\$0	\$0	\$0
Revenues	\$0	\$731,257	\$6,752,234	\$14,546,659	\$1,517,564	\$0	\$0	\$0	\$0	\$0	\$0
Expenditures	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
General Obligation Bonds (Series 2006)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Revenues	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Expenditures	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
General Obligation Bonds (Series 2008)	\$13,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Revenues	\$13,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Expenditures	\$13,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Local Accommodations Tax	\$130,000	\$130,000	\$130,000	\$130,000	\$130,000	\$130,000	\$130,000	\$130,000	\$130,000	\$130,000	\$130,000
Revenues	\$130,000	\$130,000	\$130,000	\$130,000	\$130,000	\$130,000	\$130,000	\$130,000	\$130,000	\$130,000	\$130,000
Expenditures	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Local Hospitality Tax	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Revenues	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Expenditures	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Pennies for Progress (One Cent Sales Tax)	\$4,034,807	\$25,772,062	\$28,863,527	\$22,415,733	\$13,827,904	\$5,640,474	\$0	\$0	\$0	\$0	\$0
Revenues	\$4,034,807	\$25,772,062	\$28,863,527	\$22,415,733	\$13,827,904	\$5,640,474	\$0	\$0	\$0	\$0	\$0
Expenditures	\$0	\$250,000	\$0	\$350,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RFATS Guideshare Funds	\$0	\$250,000	\$0	\$350,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Revenues	\$1,248,000	\$0	\$0	\$0	\$0	\$0	\$650,000	\$650,000	\$0	\$0	\$0
Expenditures	\$1,248,000	\$0	\$0	\$0	\$0	\$0	\$650,000	\$650,000	\$0	\$0	\$0
Rural Guideshare Funds	\$1,248,000	\$0	\$0	\$0	\$0	\$0	\$650,000	\$650,000	\$0	\$0	\$0
Revenues	\$1,248,000	\$0	\$0	\$0	\$0	\$0	\$650,000	\$650,000	\$0	\$0	\$0
Expenditures	\$1,248,000	\$0	\$0	\$0	\$0	\$0	\$650,000	\$650,000	\$0	\$0	\$0
Transportation Alternatives Program	\$108,666	\$0	\$0	\$110,000	\$0	\$0	\$110,000	\$0	\$0	\$110,000	\$0
Revenues	\$108,666	\$0	\$0	\$110,000	\$0	\$0	\$110,000	\$0	\$0	\$110,000	\$0
Expenditures	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CMAQ Improvement Funds	\$6,745,000	\$1,031,000	\$800,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Revenues	\$6,745,000	\$1,031,000	\$800,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Expenditures	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Special Revenue Bonds (Series 1999)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Revenues	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Expenditures	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Special Revenue Bonds (Series 2012)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Revenues	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Expenditures	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Special Revenue Bonds (Series 2018)	\$0	\$0	\$13,942,405	\$6,864,590	\$7,287,164	\$6,448,600	\$10,479,626	\$3,684,265	\$0	\$0	\$0
Revenues	\$0	\$0	\$13,942,405	\$6,864,590	\$7,287,164	\$6,448,600	\$10,479,626	\$3,684,265	\$0	\$0	\$0
Expenditures	\$0	\$0	\$13,942,405	\$6,864,590	\$7,287,164	\$6,448,600	\$10,479,626	\$3,684,265	\$0	\$0	\$0
Lease-Purchase Agreement	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Revenues	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Expenditures	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Water & Sewer Operating Fund Retained Earnings	\$5,281,901	\$18,122,586	\$6,595,513	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Revenues	\$5,281,901	\$18,122,586	\$6,595,513	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Expenditures	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Funding Gap Analysis by Fiscal Year	\$47,235,713	\$57,567,522	\$100,503,884	\$91,139,376	\$39,645,822	\$20,619,074	\$19,769,626	\$12,864,265	\$8,530,000	\$8,640,000	\$8,530,000
Revenues	\$47,235,713	\$57,567,522	\$100,503,884	\$91,139,376	\$39,645,822	\$20,619,074	\$19,769,626	\$12,864,265	\$8,530,000	\$8,640,000	\$8,530,000
Expenditures	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Funding Gap	\$0	\$0	\$0	\$0	-\$2,100,000	-\$3,850,000	-\$5,440,000	-\$6,550,000	-\$8,450,000	-\$6,440,000	-\$6,550,000

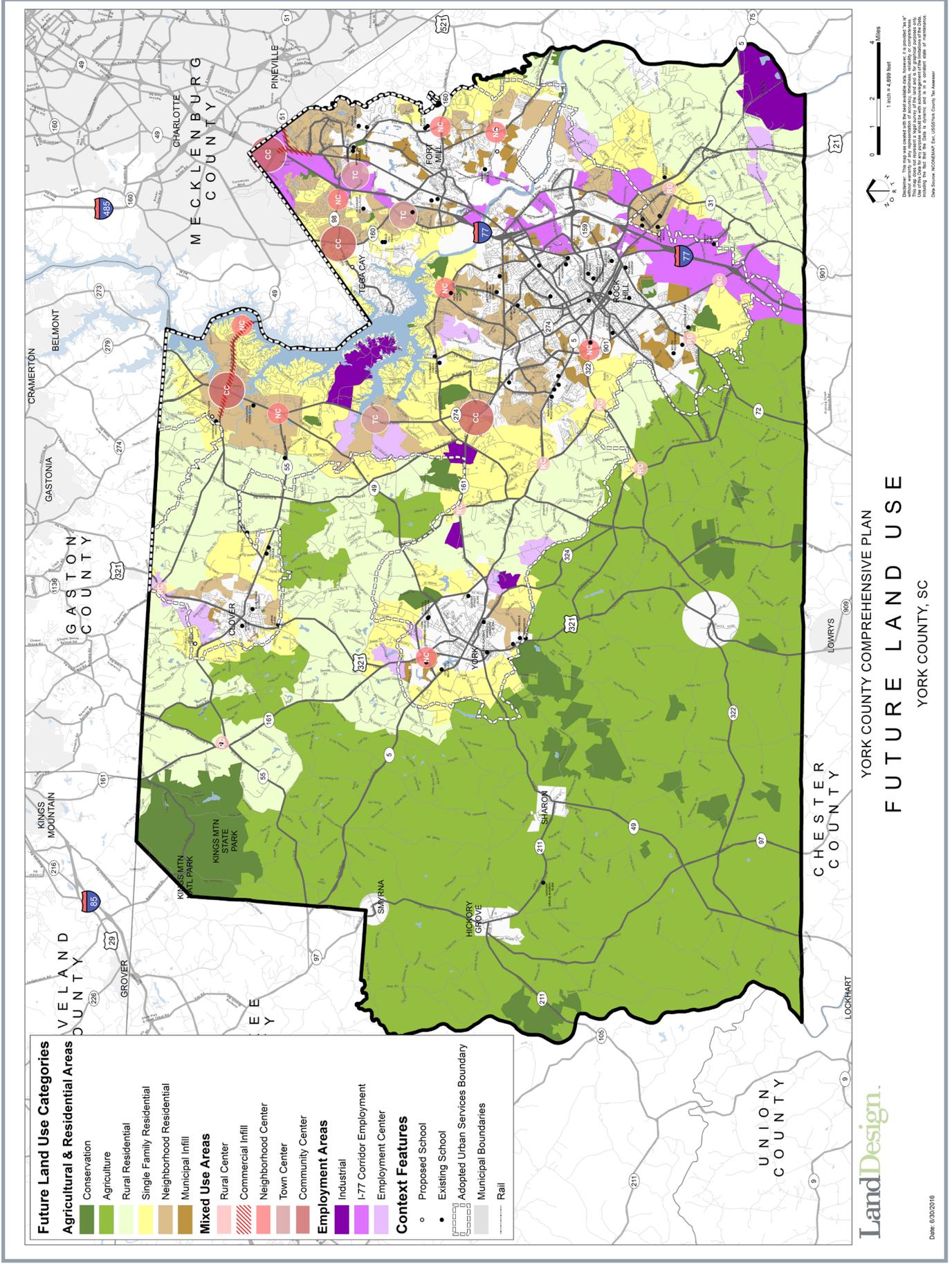
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APPENDIX

A

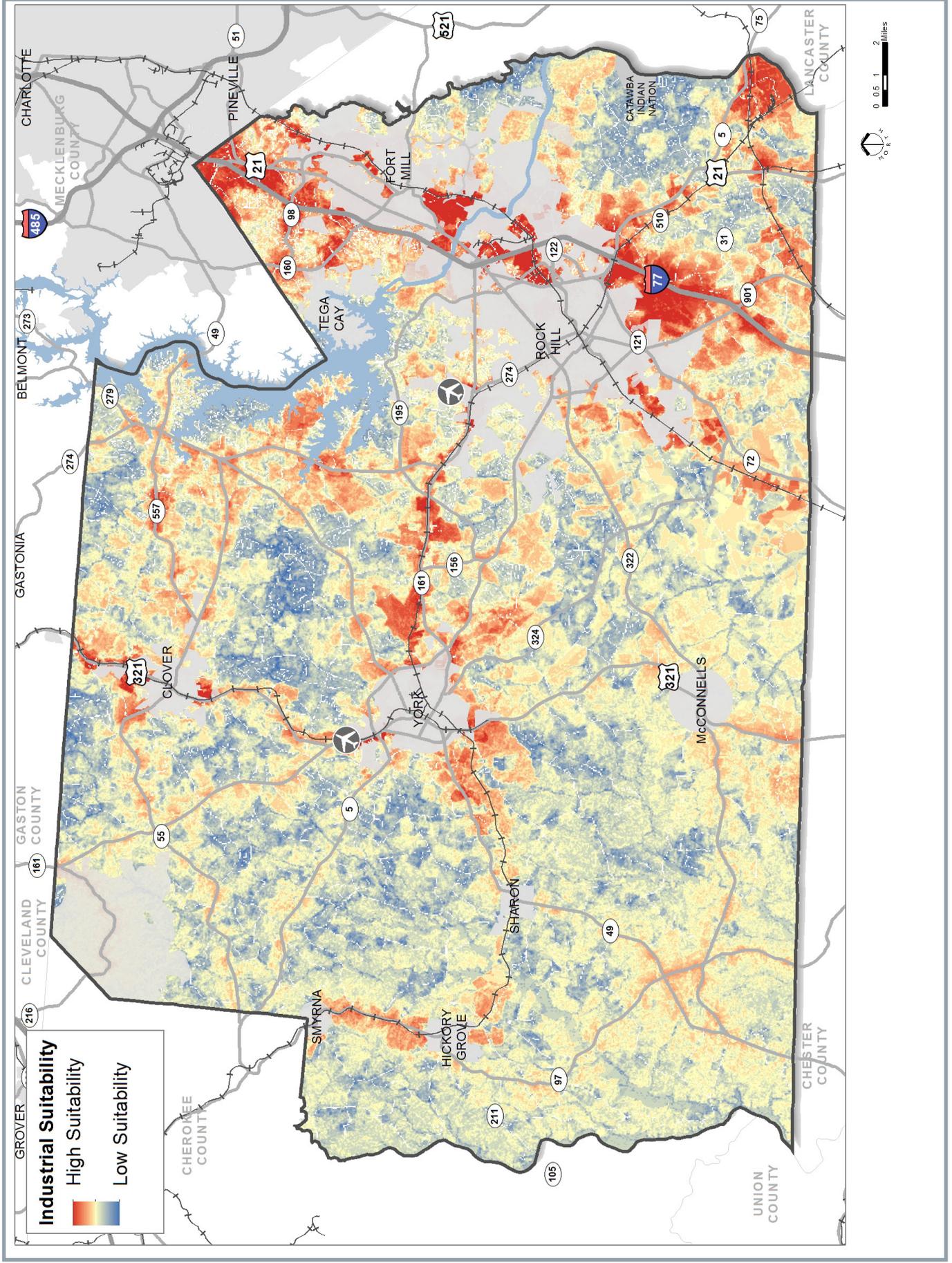
MAPS

Map 1 : Future Land Use Map

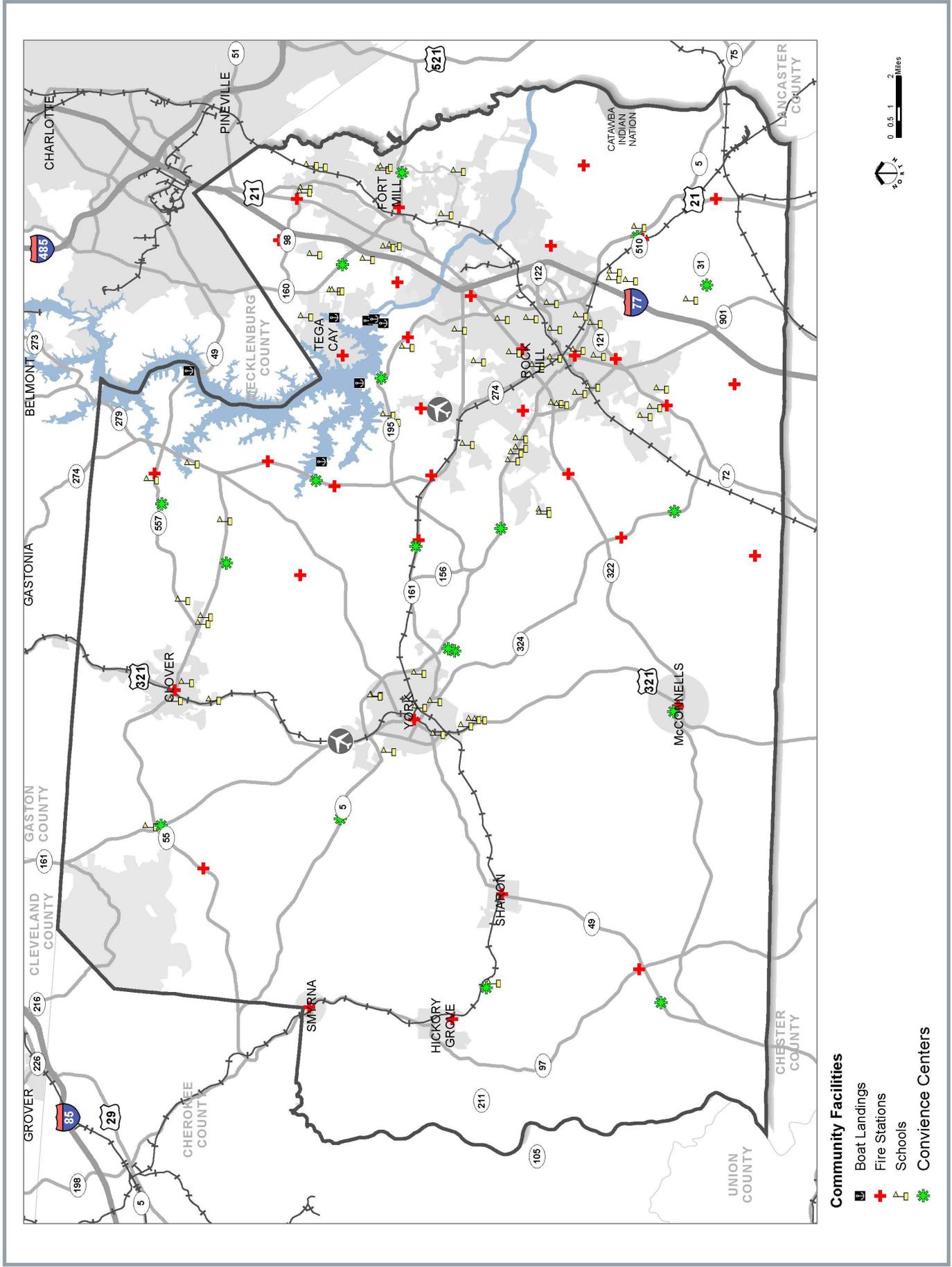


YORK COUNTY COMPREHENSIVE PLAN
FUTURE LAND USE
YORK COUNTY, SC

Map 3 : Industrial Suitability Map



Map 4 : Community Facilities Map

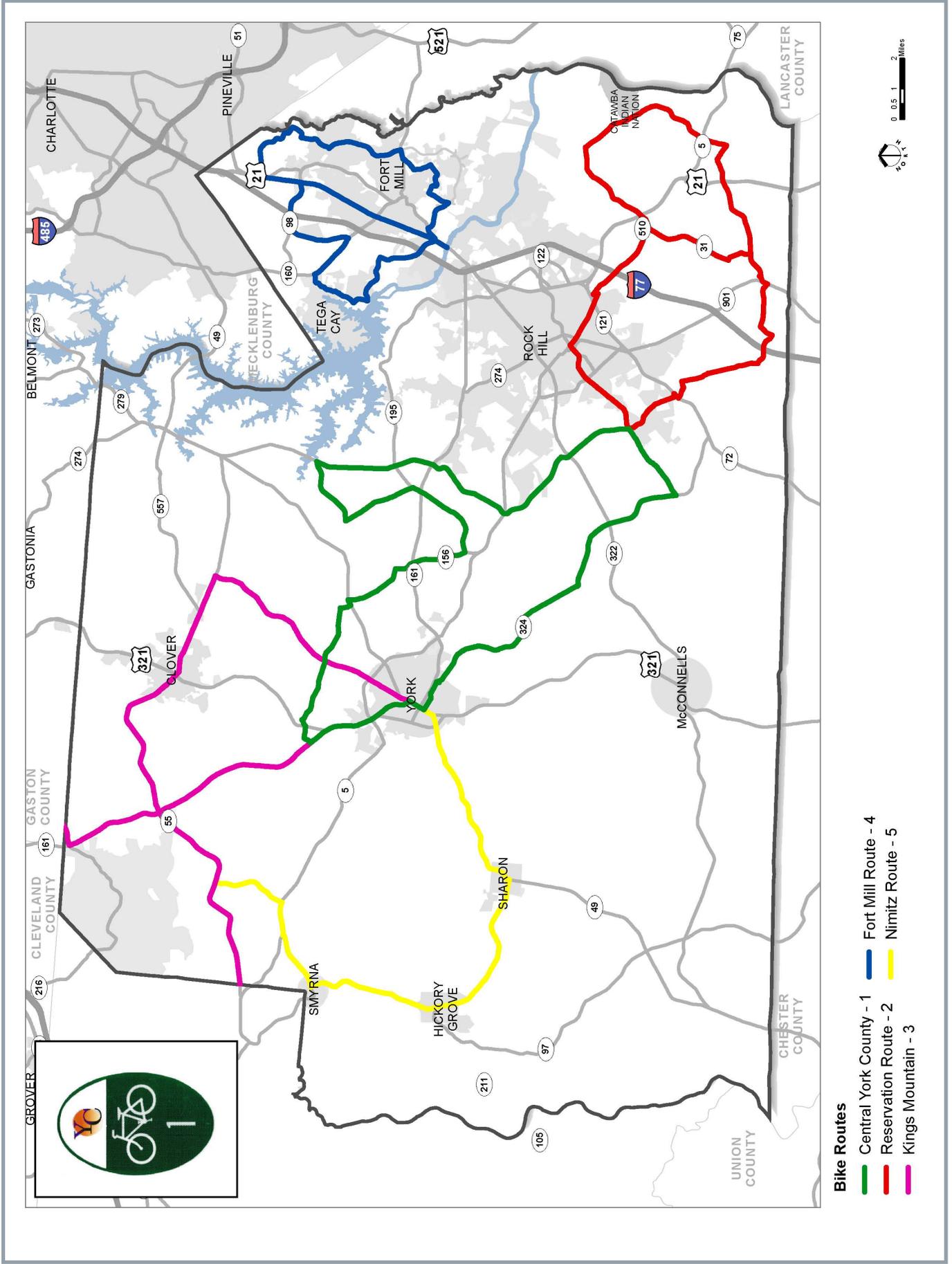


Community Facilities

-  Boat Landings
-  Fire Stations
-  Schools
-  Convenience Centers



Map 5 : Bike Route Map



APPENDIX

B

PHOTO SOURCES

IMAGE SOURCE

(clockwise from left)

Cover	City of Rock Hill Krista Marie Photography LandDesign York County York County Fort Mill Times	Pg. 39	www.learnlearn.net
Pg. 4	LandDesign	Pg. 41	Ragin Craig
Pg. 5	www.usnews.com City of Rock Hill	Pg. 42	www.aerialphoto-us.com
Pg. 6	York County	Pg. 43	www.chicagoagentmagazine.com Original source unknown
Pg. 11	www.thinkadvisor.com	Pg. 44	Complete Streets www.stateplanning.delaware.gov
Pg. 13	www.placesofvalue.com LandDesign LandDesign	Pg. 45	www.sunriseseniorliving.com www.confrontingsuburbanpoverty.org
Pg. 14	www.charlotteobserver.com	Pg. 46	www.uncfsu.edu LandDesign www.sfla.biz
Pg. 15	www.learnlearn.net drewsineath.com	Pg. 49	York County
Pg. 21	Siteselection.com LandDesign loop.net LandDesign	Pg. 50	York County York County
Pg. 22	LandDesign	Pg. 53	York County
Pg. 23	www.briarchapelnc.com www.ashtonwoods.com www.luxuryhotelexperts.com	Pg. 55	York County York County
Pg. 24	www.saddlehornliving.com	Pg. 57	York County
Pg. 25	LandDesign LandDesign York County	Pg. 59	York County
		Pg. 65	York County
		Pg. 66	traversetrails.org

APPENDIX

C

**PUBLIC INVOLVEMENT
SUMMARY**



York County Comprehensive Land Use Plan Update Public Involvement Summary

Table of Contents

1. Input from March 2015 Meetings	
a. March 10, 2015 Public Meeting	3
b. March 19, 2015 Public Meeting	7
c. March 25, 2015 Public Meeting	17
d. March 26, 2015 Public Meeting	22
2. Input from June 11, 2015 Workshop.....	26
3. Input from February 25, 2016 Public Meeting	29
4. Online Feedback	
a. Mindmixer Report.....	32
b. MySidewalk Comments	81

PUBLIC INVOLVEMENT SUMMARY

Click the link below to access Appendix C which includes a detailed compilation of input from public comments received during the development of the comprehensive plan.

<http://www.yorkcountygov.com/departments/PlanningAndDevelopment/planning/ComprehensivePlan>

APPENDIX **D**

SCENARIO PLANNING

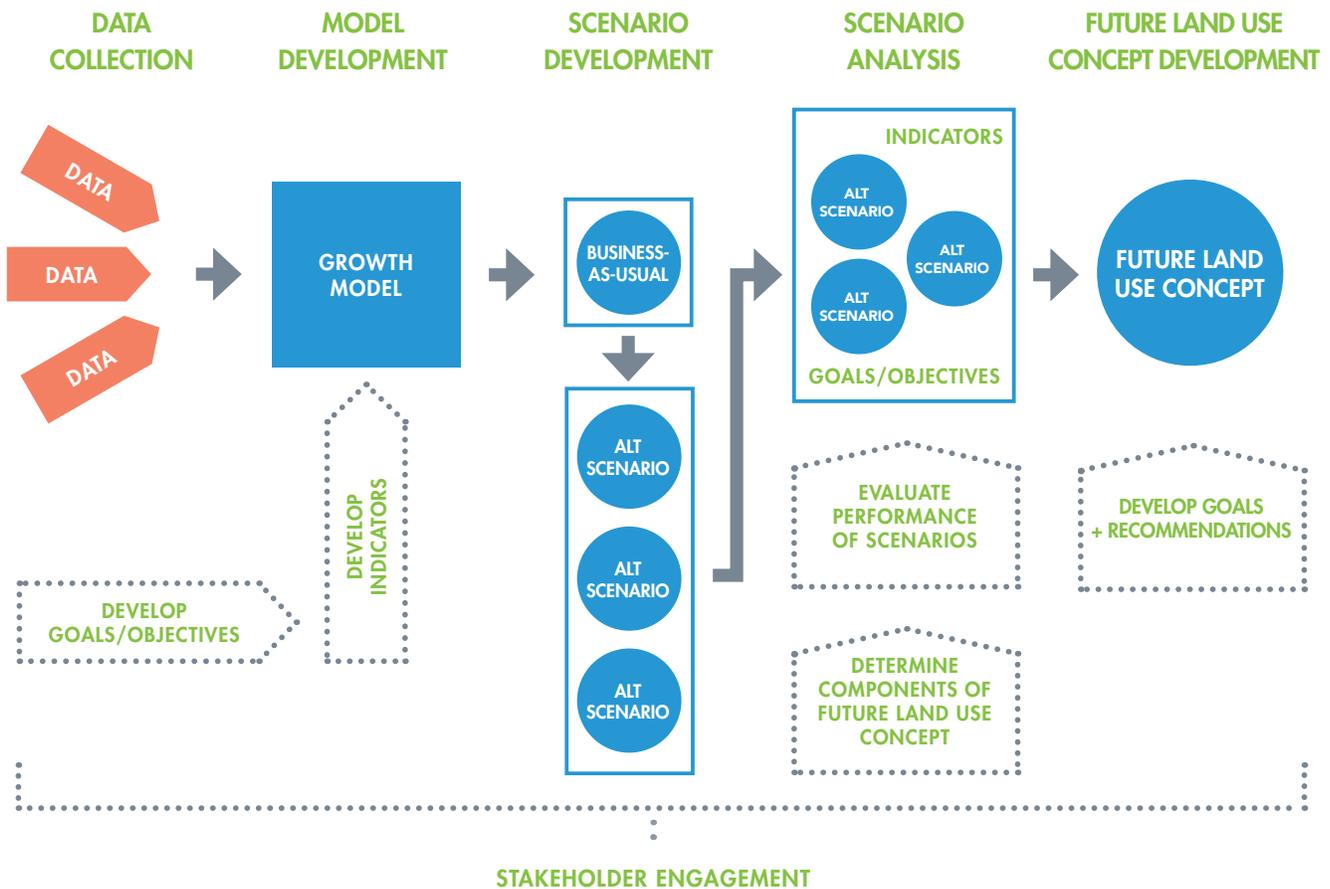
Scenario Planning Overview

Scenario planning is a method to learn about the future of a county. In this process, a GIS-based land use model was constructed using CommunityViz, a software extension to ArcGIS Desktop created by Placeways LLC. The land use model was developed to examine the probable distributions of households and employment locations in 2040 based on the availability and suitability of land and existing land use policies.

The number of projected homes and jobs in 2040 were held constant between all scenarios. A trend or Business-As-Usual scenario was developed to represent what the County would look like in 2040, given current trends and policy. Alternative scenarios, based on York County's goals and input from the Advisory Committee, were developed as alternative paths to the current course of growth and development.

Potential impacts of growth (positive and negative) were measured for all of the scenarios using a set of indicators — measures developed based on priorities and goals developed by the Advisory Committee. From this analysis, and with input from the Advisory Committee, a Future Land Use Concept was developed that maximizes the performance of priority indicators.

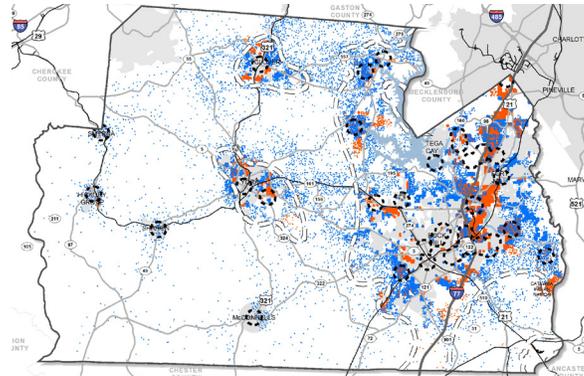
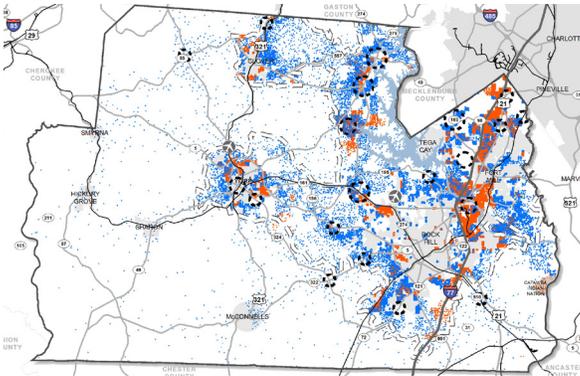
SCENARIO PLANNING PROCESS



EVALUATION OF ALTERNATIVES

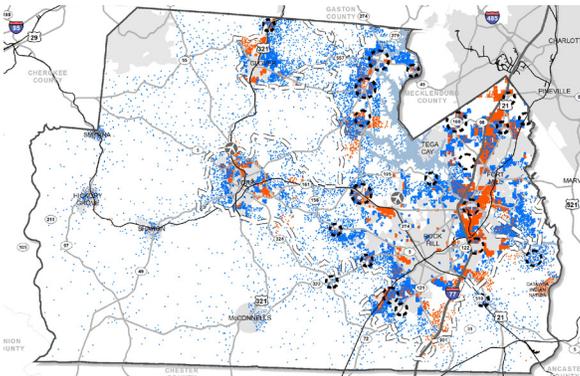
The Future Land Use Concept graphically represents a county-wide vision of the future. The process to develop this Concept began with an evaluation of the Business-as-Usual trendline. Based on feedback received from the public and the Advisory Committee, two additional alternative scenarios were created to analyze the impacts of growth (both positive

and negative) on the County. Each scenario focuses on a particular theme based on goals developed earlier in the process. The following sections describe the scenarios and the land use and development policies associated with each.



COMMUNITY PLANS SCENARIO (CP)

CONNECT REGIONAL PREFERENCE SCENARIO (RP)



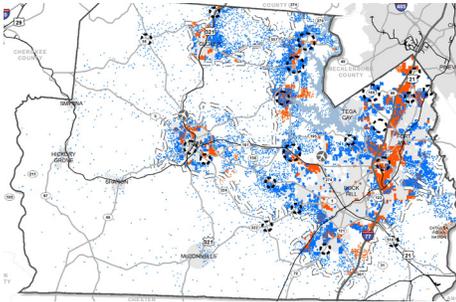
BALANCED GROWTH SCENARIO (BG)

DISTRIBUTION OF GROWTH

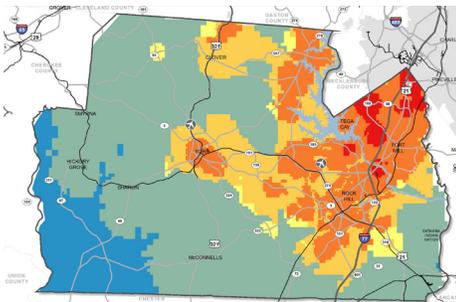
Each scenario illustrates how growth responds to different land use, transportation, economic development and infrastructure policies.

COMMUNITY PLANS (CP) SCENARIO

This scenario shows how the County might develop if current land use policies are followed.



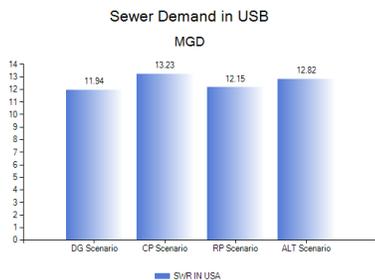
Forecast Map: Blue dots represent forecasted homes, red dots represent forecasted jobs



Suitability Map: Reds and oranges represent areas where growth is encouraged through land use policy

HIGHEST SEWER DEMAND INSIDE UTILITY SERVICE BOUNDARY (USB) FOR ALL SCENARIOS.

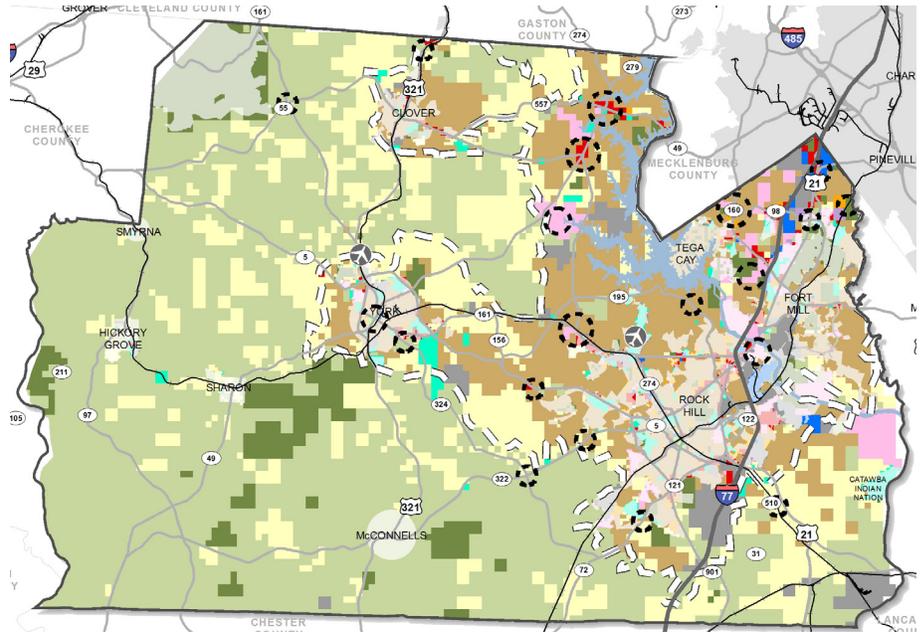
- ▶ 1 MGD more in sewer demand equates to about \$600,000 extra in annual revenue.



COMMUNITY PLANS (CP) IMPACTS

These numbers measure the potential impacts of growth, if growth occurs according to current policies.

COMMUNITY PLANS ALTERNATIVE



Community Plans Scenario Land Use Categories



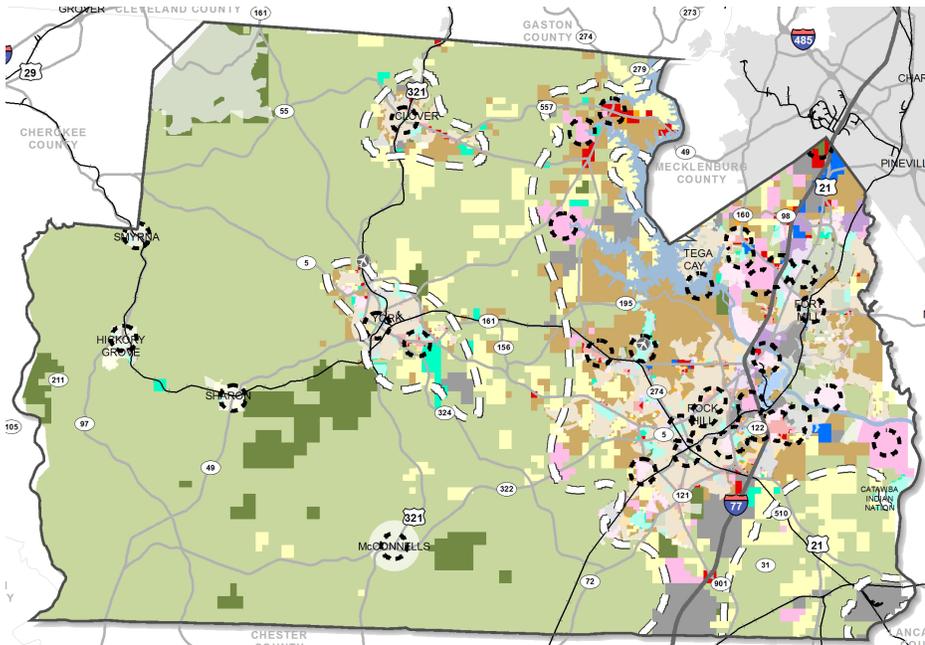
COMMUNITY PLANS ALTERNATIVE POLICY IDEAS

- ▶ Promote more intensive development in cities/towns and in nodes.
- ▶ Direct employment uses to municipalities and key areas, such as the I-77 corridor.
- ▶ Support the integration of transit in I-77 corridor.
- ▶ Support growth in Utility Service Area and in activity nodes.
- ▶ Allow medium density residential along the 274 corridor and near Lake Wylie.
- ▶ Maintain rural areas.

CONNECT REGIONAL PREFERENCE (RP) SCENARIO

This scenario shows how the County might develop if policies are consistent with the preferences expressed during the regional planning process, CONNECT.

REGIONAL PREFERENCE ALTERNATIVE

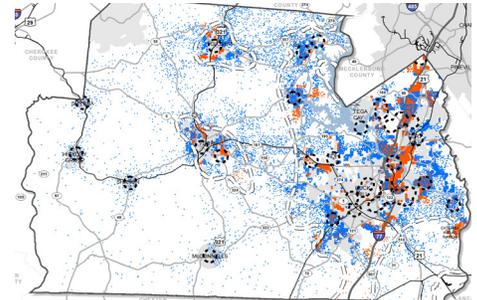


CONNECT Regional Preference Land Use Categories

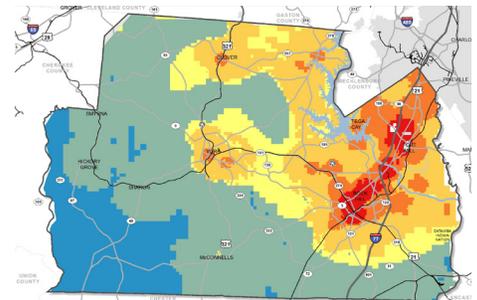


REGIONAL PREFERENCE ALTERNATIVE POLICY IDEAS

- ▶ Promote development in cities/towns and in nodes.
- ▶ Expand range and size of employment areas and direct future employment accordingly.
- ▶ Support the integration of premium transit in I-77 corridor and development that can be served by transit ridership.
- ▶ Support growth in [reduced] Utility Service Areas.
- ▶ Support growth in activity nodes.
- ▶ Maintain rural areas.
- ▶ Increase preserved open space.

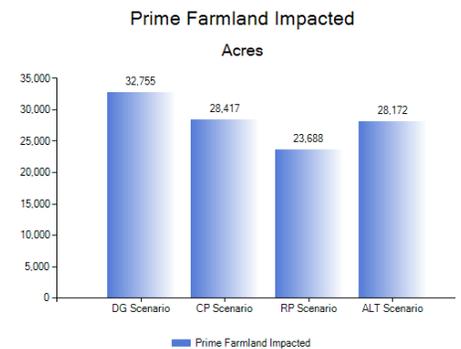


Forecast Map: Blue dots represent forecasted homes, red dots represent forecasted jobs



Suitability Map: Reds and oranges represent areas where growth is encouraged through land use policy

SMALLEST URBAN FOOTPRINT OF ALL SCENARIOS.

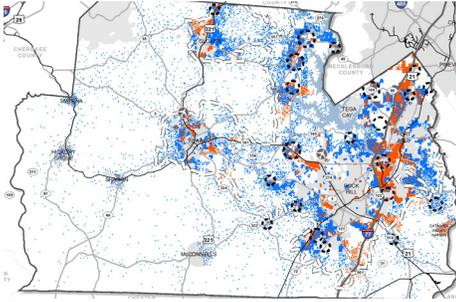


REGIONAL PREFERENCE (RP) IMPACTS

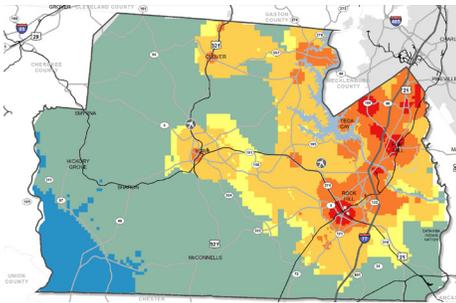
These numbers measure the potential impacts of growth if growth occurs according to the CONNECT regional planning assumptions.

BALANCED GROWTH (BG)

This scenario shows how the County might develop with more proactive environmental, infrastructure and economic development policies in place.

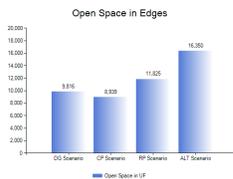


Forecast Map: Blue dots represent forecasted homes, red dots represent forecasted jobs

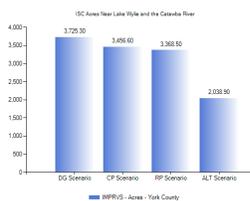


Suitability Map: Reds and oranges represent areas where growth is encouraged through land use policy

HIGHEST PARKS AND OPEN SPACE STATISTICS



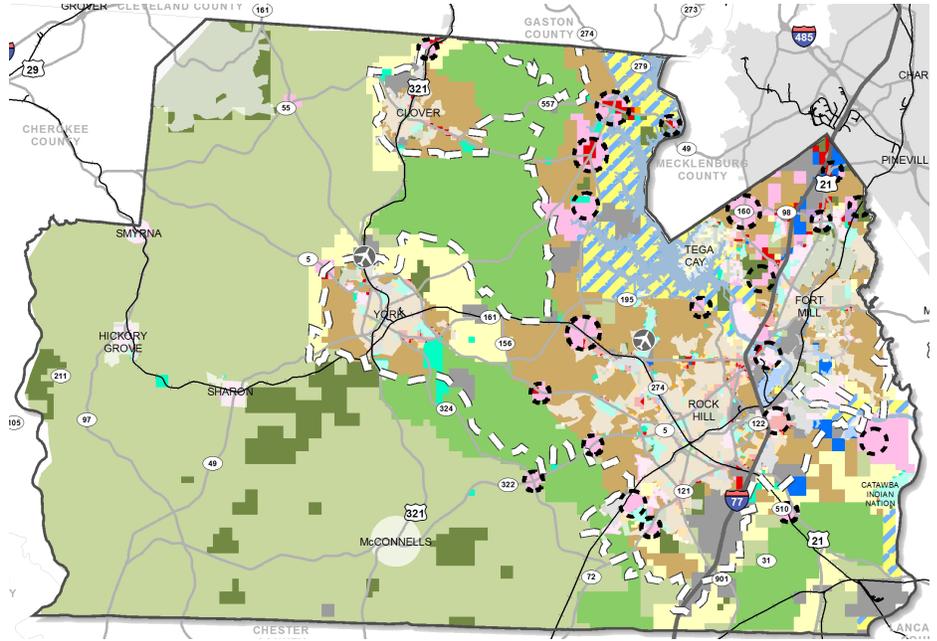
LOWEST IMPERVIOUS SURFACE NEAR LAKE WYLIE



BALANCED GROWTH (BG) IMPACTS

These numbers measure the potential impacts of growth according to an alternative growth scenario.

BALANCED GROWTH ALTERNATIVE



Balanced Growth Land Use Categories



BALANCED GROWTH ALTERNATIVE POLICY IDEA

- ▶ Promote mixed-use development in cities/towns and in nodes.
- ▶ Direct future employment to areas identified as suitable for future employment centers.
- ▶ Concentrate development (mixed use and higher density mixed residential) in areas that can be served by multimodal transportation network.
- ▶ Support the integration of premium transit in I-77 corridor and express bus along SC 160 and to Lake Wylie.
- ▶ Support growth in [reduced] Utility Service Areas as well as development that utilizes available utility capacity.
- ▶ Support alternatives to conventional residential subdivisions to reduced impacts to environment and existing development.
- ▶ Maintain rural areas and viable agriculture.
- ▶ Proactively promote conservation of open space and natural and cultural resources.
- ▶ Encourage a development pattern that can facilitate a connected system of parks and recreation.



REPORT CARD

	CP	RP	BG		
INFRASTRUCTURE, JOBS, AND COST OF SERVICES					
Acres of Office and Industrial Areas	18,000	19,360		23,260	
New Households Near Fire Stations	18,585	16,518		18,452	
Sewer Demand inside Utility Service Area (MGD)	13.23	12.15		12.82	
SUPPORT OUR COMMUNITIES					
New Development Footprint	62,390	54,650		62,870	
PARKS AND OPEN SPACE					
Households Close to Parks	31,514	32,139		37,928	
New Public Open Space by 2040	-	-		10,000	
Open Space in Edges	8,939	11,825		16,350	
New Private Upland Open Space at Build-Out	-	-		6,457	
PROTECT NATURAL RESOURCES					
Acres of Forest Cover Impacted	37,899	33,481		37,663	
Impervious Surface (Acres) Near Lake Wylie and the Catawba River	3,456	3,368		2,038	
Impact on Prime Farmland (Acres)	35,911	29,378		37,354	
HOUSING AND TRANSPORTATION CHOICES					
More Housing Choices: New Homes in Walkable Neighborhoods	25,065	35,543		30,359	
Improved Air Quality (NOX (Tons/Day))	3,384	3,119		3,129	
More Transportation Choices	Medium	High		Medium-High	

RESULTS KEY

- = Worse Than CP Scenario
- = Less than 5% change from CP Scenario
- = Significant Improvement Compared to CP Scenario
- = Best Improvement Compared to CP Scenario

SCENARIO KEY

- CP** Community Plans
- RP** Regional Preference
- BG** Balanced Growth

DEVELOPMENT OF THE FUTURE LAND USE CONCEPT

The results of the scenario planning process were presented at the June 11th, 2015 public workshop. Attendees were asked to choose which scenario represented their vision of the future of York County. Results of the voting process were:

- Balanced Growth- 55% of votes
- Regional Preference- 33% of votes
- Community Plans- 12% of votes

Other key components of the scenarios that were preferred included:

- Identify and preserve lands highly suitable for industrial and office uses along I-77
- Allow only low density residential development near Lake Wylie and the Catawba River unless located at a planned mixed use activity center
- Encourage a mix of commercial and walkable residential development near defined activity centers
- Plan for and fund/require connected system of high quality public and private open space throughout the county
- Reduce impervious surface in new development to protect water quality in Lake Wylie
- Promote conservation subdivisions (with \geq 40% open space) in rural and agricultural areas

The Advisory Committee and the project team created the Future Land Use concept and associated policy recommendations based on the Balanced Growth scenario and the goal of trying to maximize the preferred outcomes that recieved the most votes at the public workshop.

For more information on the Future Land Use concept see section 3 of this report.

APPENDIX

E

**STATE OF THE
COUNTY REPORT**



STATE OF THE COUNTY

STATE OF THE COUNTY REPORT

Click the link below to access the county website which contains the State of the County Report. The report includes information regarding existing conditions in the county.

<http://www.yorkcountygov.com/departments/PlanningAndDevelopment/planning/ComprehensivePlan>

Prepared by:
LandDesign.
June, 2015

APPENDIX

F

LINKS TO PLANS

LINK TO PLANS

Dave Lyle Small Area Plan http://www.yorkcountygov.com/_fileUploads/forms/FinalAdoptedDLBESmallAreaPlan.pdf

Exit 90 / Carowinds Blvd Master Plan http://www.yorkcountygov.com/_fileUploads/forms/CarowindsMasterPlan.pdf

Western York County Scenic Byway Corridor Management Plan http://www.yorkcountygov.com/_fileUploads/forms/2014-11-24%20York%20Scenic%20Byways%20Final%20CMP.pdf

APPENDIX

G

STAKEHOLDER LIST

YORK COUNTY STAKEHOLDERS		
PLANNERS	Joe Cronin	Town of Fort Mill
	Susan Britt	City of Tega Cay
	Bill Myer	City of Rock Hill
	Erin Musiol	City of Rock Hill
	Allison Harvey	Town of Clover
	David Breakfield	City of York
	Elizabeth Harris	Catawba Indian Nation
	Robby Moody	Catawba COG
ECONOMIC DEVELOPMENT	Manning Kimmel	Economic Development Board, Chair
	Rob Youngblood	YC Regional Chamber of Commerce
	Allison Harvey	Clover Town Manager (for Paul Boger)
	Wink Rea	Fort Mill Economic Council
	Jackie Canty	Catawba Indian Nation
TRANSPORTATION	Phil Leazer	Pennies for Progress
	Ryan Blancke	York Engineering, Transportation Manager
	David Hooper	RFATS
	Susan Collier	SCDEHC
UTILITIES	Jim Heckle	York County Natural Gas
	Marc Howie	York Electric Co-Op
	Rick Jiran	Duke Energy
	Rebecca Bowyer	Rock Hill Water and Sewer
	Paul Mitchell	Fort Mill Town Engineer
	Mike Jolly	Rock Hill Electric
DEVELOPERS	James Traynor	Springs Development
	Dave Williams	Riverwalk
	Tom Smith	Lake Wylie Developer
SCHOOL DISTRICTS	Chuck Epps	Fort Mill School District
	Tommy Schmolze	Fort Mill School District
	Marc Sosne	Clover School District
	Vernon Prosser	York School District
	Bill Mumford	Newland Communities
LARGE LAND HOLDERS	John Hiott	Hiott Forestry
	James Martin	Crescent Resources
	John Garver	Fort Mill Planning Commission
OTHER PLANNING COMMISSION	Chris Wolfe	Fort Mill Planning Commission
	Kathy Masters	Tega Cay Planning Commission
	Tom Weir	Tega Cay Planning Commission
	Tom Roper	Rock Hill Planning Commission
	Wendy Duda	York Planning Commission
	Ellen Goff	Cove Keepers
NATURAL ENVIRONMENT	Murray White	Nations Ford Land Trust
	Travis Morehead	Carolina Thread Trail
	Michael Scoggins	Culture & Heritage Commission
HISTORICAL/CULTURAL	Debra Heintz	Rock Hill Arts Council
	Alysen Woodruff	Keep York County Beautiful
	Greg Fitzgerald, Chairman	York County Forever, Chairman
	Cathy Bratton	York County Forever, Vice Chairman
	Brown Simpson	Fort Mill Park and Recreation
RECREATION/TOURISM	Lisa Meadows	Convention & Visitors Bureau
	John Taylor	Rock Hill Park and Recreation
	Moe Bell	YMCA