



LAND USE RECOMMENDATIONS AND STRATEGIES TECHNICAL DOCUMENT



DAVE LYLE BOULEVARD EXTENSION CORRIDOR/SMALL AREA PLAN

Planning and Development Services

Adopted: January 17, 2012

The intent of this document is to increase the certainty of future development patterns, mitigate adverse impacts, ensure high quality and efficient development, and promote natural resource and rural character preservation, as informed from public input, in the event that sufficient funding for the extension of Dave Lyle Boulevard is secured.

FUTURE LAND USE PLAN RECOMMENDATIONS TECHNICAL DOCUMENT
Dave Lyle Boulevard Corridor/Small Area Plan

Table of Contents

1. Project Scope, Purpose, and Dynamics 1-1

 1.1 The Intent of This Corridor/Small Area Plan..... 1-1

 1.2 Regional Transportation Network..... 1-1

 1.3 Population and Study Area Characteristics..... 1-1

 1.4 Costs and Benefits..... 1-3

 1.5 The Planning and Policy Context..... 1-3

 1.6 Public Input 1-4

2. Implementation Strategies 2-1

 2.1 2025 Future Land Use Plan and USB Policy 2-1

 2.2 Regulatory Strategies 2-3

 2.3 Binding Agreements..... 2-10

 2.4 Infrastructure and Utilities 2-10

 2.5 Conceptual Future Land Use Plan..... 2-13

Listing of Tables

Table 2-1: Summary of Land Use Planning Objectives and Implementation Strategies 2-13

Table 2-2: Conceptual Future Land Use Plan Recommendations Summary 2-15

Listing of Maps

Map 1-1: Regional Transportation Context 1-2

Map 2-1: 2025 Future Land Use Plan Recommendations 2-2

Map 2-2: Conceptual Future Land Use Plan..... 2-14

DEFINITIONS

Demonstrated assurance of the availability of sewer and water: “Demonstrated assurance of the availability of sewer and water” shall refer to letters of service provision from utilities companies, water and/or sewer service agreements, development agreements and/or Planned Developments (PDs), etc.

Secured Funding: “Secured funding” shall mean specifically identified funds that are readily accessible by York County and have been committed in writing to the Dave Lyle Boulevard Extension.

Sufficient Funding: “Sufficient funding” shall mean enough funds to cover the total estimated costs of environmental impact studies, designing, acquiring the necessary right-of-way, permitting, constructing, testing and inspecting the extension of Dave Lyle Boulevard as the project is finally approved by the York County Council and as is generally consistent with the conceptual plan for this road submitted by York County to the South Carolina Transportation Improvement Bank. However, if the Council approved plan calls for this project to be constructed in phases or if approvals are made by the Council one phase at a time, funding shall not be considered sufficient unless it is in an amount adequate to cover the estimated costs to complete the environmental impact study and to acquire all necessary rights-of-way for the proposed road from Interstate Highway 77 in York County to Highway 521 in Lancaster County plus all the estimated costs of designing, permitting, constructing, testing and inspecting a two-lane section of roadway from the existing terminus of Dave Lyle Boulevard to the Catawba River. Such funding must also be adequate to produce a design that includes consideration for the road to be widened to a four lane section and extended via a bridge or bridges across the Catawba River to Highway 521 within the right-of-way that has been funded. If any phase or portion of the extension of Dave Lyle Boulevard has already been completed at the time a determination of funding sufficiency is being made, the actual costs of all completed work must be used in lieu of any cost estimate. Further, only “secured” funds may be considered in determining whether an individual or multiple funding sources are sufficient.

1. PROJECT SCOPE, PURPOSE, AND DYNAMICS

1.1 The Intent of This Corridor/Small Area Plan

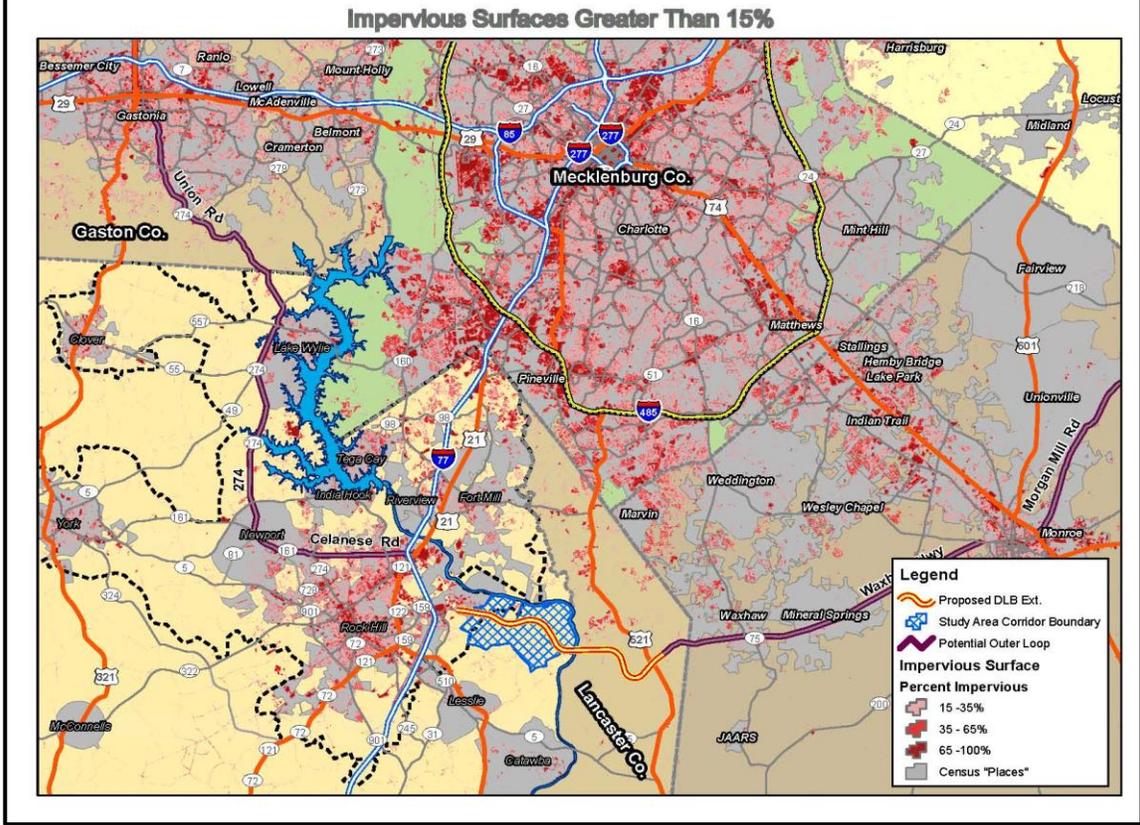
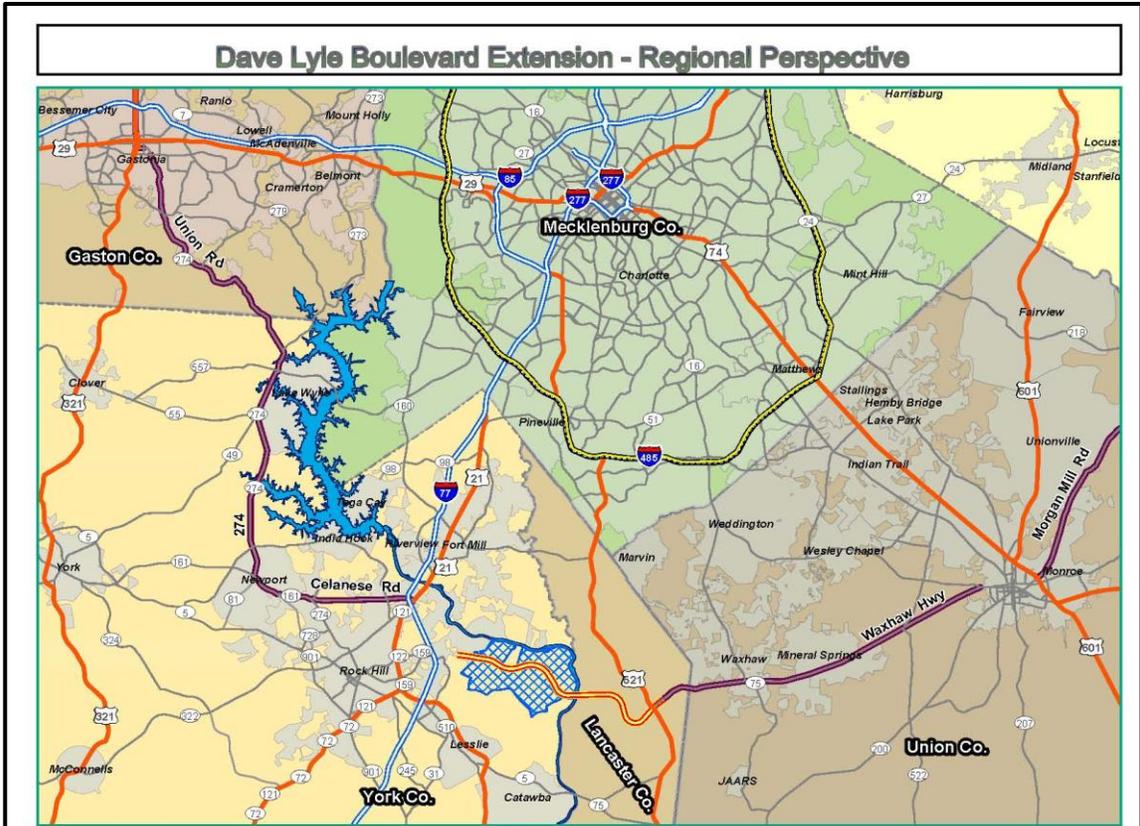
The extension of Dave Lyle Boulevard, a principal arterial, has emerged in policy discussions for over a decade. As this extension may facilitate significant growth pressure in the vicinity of its corridor, the County has undertaken a proactive approach to planning for this area in order to maintain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

1.2 Regional Transportation Network

The extension of Dave Lyle Boulevard will improve connectivity between existing east-west arterials, completing an outer-loop around Charlotte. As this extension will improve regional connectivity, it may present regional economic development opportunities associated with industry recruitment, job growth, and enhanced access to services, jobs, and educational facilities. **Map 4-2** displays the extension of Dave Lyle Boulevard in a regional context. As the map displays, the extension will improve access to activity and employment centers as indicated by high and medium percentages of impervious surfaces.

1.3 Population and Study Area Characteristics

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



Map 1-1: Regional Transportation Context

1.4 *Costs and Benefits*

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

1.5 *The Planning and Policy Context*

As a mechanism to deter sprawl, current policies and plans restrict the development of urban/suburban intensities and densities within this area of the County. Rural Residential and Rural Agriculture are predominant 2025 Future Land Use Plan recommendations for the study area, supporting low density and agricultural uses. Additionally, USB Extension Policy currently restricts the extension of water and sewer infrastructure throughout the study area. However, once sufficient funding for the roadway is secured, these recommendations will no longer be appropriate in the changing context of the study area. Therefore, this corridor/small area plan is a CONTINGENCY PLAN, and it will be incorporated as an addendum to the *2025 York County Comprehensive Plan*, serving as an “amendment contingent upon conditions of the demonstration of secured and sufficient funding for roadway extension”. To elaborate, this corridor/small area plan will not be implemented until sufficient funding for the roadway is secured; the *2025 Future Land Use* recommendations and zoning districts currently employed within the study area will remain in effect. Once funding is secured for the extension, the Dave Lyle Boulevard Extension corridor/small area plan will be incorporated into the map of the *2025 Future Land Use Plan*, without undergoing any further amendment/adoption process, and subsequently implemented via zoning and other regulatory tools. In addition, an amendment of the Urban Services Boundary (USB) as an amendment to the Land Use Element of the *2025 York County Comprehensive Plan* shall be contingent upon demonstrated assurance of the availability of adequate public water and sewer utilities. Modification of the Urban Services Boundary (USB) upon demonstrated assurance of the aforesaid public utilities will not require further amendment processes. Upon the demonstration of secured and sufficient funding for the extension, the land use recommendations employed within this corridor/small area plan will be revisited to ensure their appropriateness in the context of the study area. If sufficient funding for the extension is not secured within ten (10) years of the incorporation of this corridor/small area plan as an addendum to the *Comprehensive Plan*, it will be subject to an exhaustive and systematic update.

1.6 Public Input

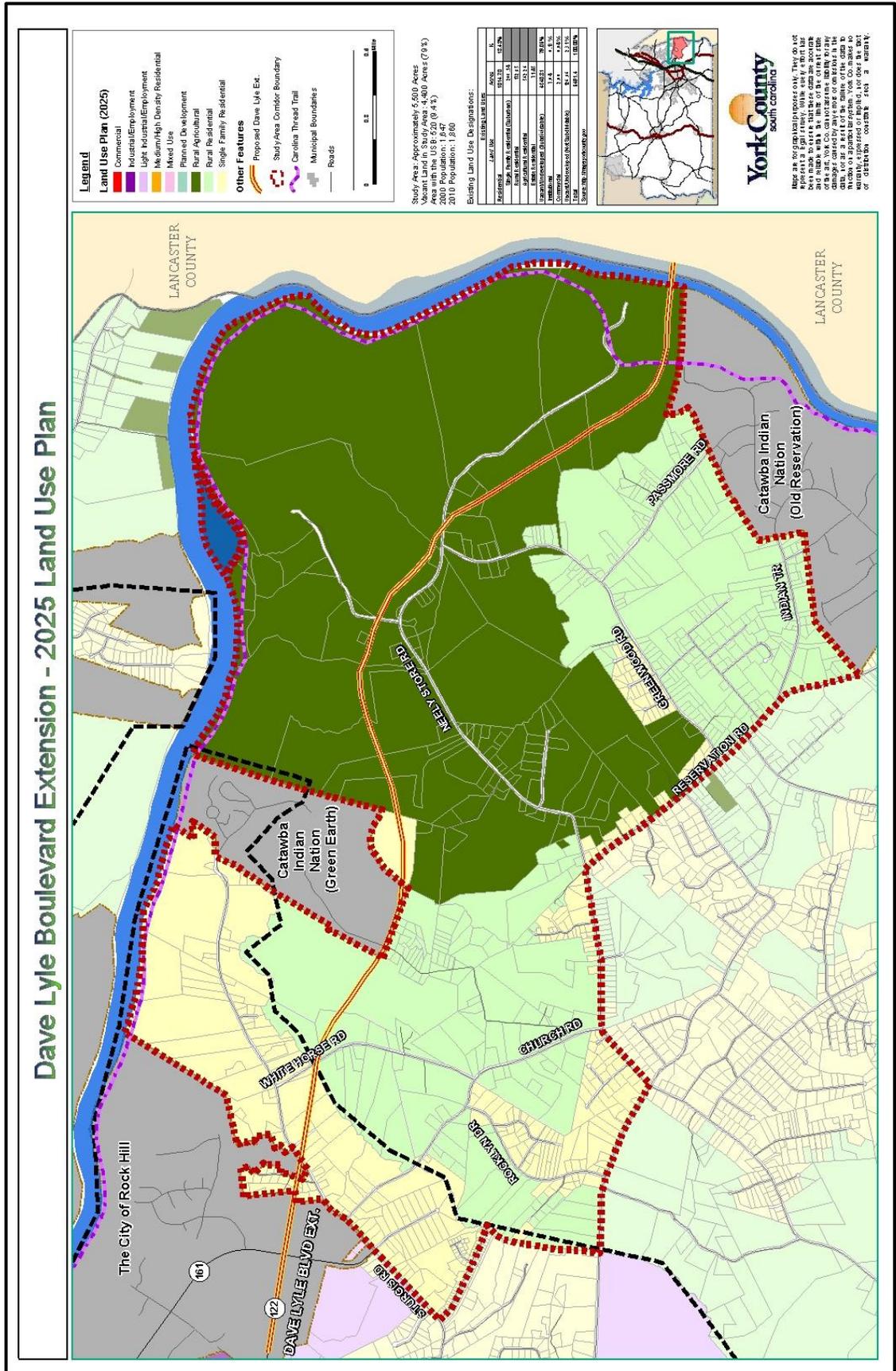
The land use recommendations employed within this corridor/small area plan were informed from public and stakeholder input, which was obtained through a series of public workshops and stakeholder meetings as well as an internet-based survey. Major overarching themes that emerged in these meetings and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

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

2. IMPLEMENTATION STRATEGIES

2.1 2025 Future Land Use Plan and USB Policy

The Future Land Use Plan within the *2025 York County Comprehensive Plan* (adopted 2004) recommends the study area for the following three types of land use classifications: Rural Agricultural, Rural Residential, and Single Family Residential. Residential densities transition along a density gradient from the Urban Services Boundary (USB) to the rural fringe as a mechanism to promote smart growth and preserve prime agricultural farmlands and rural character. (See **Map 2.1**)



Map 2-1: 2025 Future Land Use Plan Recommendations

This corridor/small area plan will serve as an addendum to the *2025 Future Land Use Plan*, acting as an amendment “contingent upon conditions of the demonstration of secured and sufficient funding for the roadway extension”. Once sufficient funding is secured for the extension, the Dave Lyle Boulevard Extension Corridor/Small Area Plan will be incorporated into the map of the *2025 Future Land Use Plan* without undergoing any further amendment/adoption process. In addition, an amendment of the Urban Services Boundary (USB) as an amendment to the Land Use Element of the *2025 York County Comprehensive Plan* shall be contingent upon demonstrated assurance of the availability of adequate public water and sewer utilities. Modification of the Urban Services Boundary (USB) upon demonstrated assurance of the aforesaid public utilities will not require further amendment processes.

2.2 Regulatory Strategies

Until sufficient funding for the roadway extension is secured, land use recommendations for the study area will adhere to those found in the *2025 Future Land Use Plan*, and the existing zoning will remain in effect. The land use recommendations found in the Dave Lyle Boulevard Extension Corridor/Small Area Plan are contingent upon the extension of Dave Lyle Boulevard. Once sufficient funding is secured for the extension, this corridor/small area plan will be incorporated into the map of the *2025 Future Land Use Plan*, without undergoing any further amendment/adoption process, and subsequently implemented via zoning and other regulatory tools.

Similarly, the Urban Services Boundary (USB) will remain in its current location, and future extension will be contingent upon demonstrated assurance of adequate public water and sewer utilities without undergoing any further amendment processes. “Demonstrated assurance” may include letters of service provision from utilities companies, water and/or sewer service agreements, etc. As mentioned previously, developments of suburban/urban densities require the provision of adequate public services for approval and feasibility. Thus, the extension of this boundary will be systematic, reflecting the changing landscape and proposed utilities expansion. The intent of this recommendation, which was informed by the **Urban Services Boundary Amendment Policy**, is to avoid perpetuating fragmented and inefficient development as well as ensure the placement of infrastructure in a manner that is concurrent with development. Furthermore, the extension of this boundary will be coordinated with the phasing scheme of Planned Developments (PD), upon the demonstration of adequate public utilities, as well as plans for sewer/water infrastructure expansion per Rock Hill Utilities.

2.2.1 Dave Lyle Boulevard Extension Corridor/Small Area Plan

As stated previously, the *Dave Lyle Boulevard Extension Corridor/Small Area Plan* is a **CONTINGENCY PLAN**; its implementation is **ENTIRELY DEPENDENT** on the demonstration of secured and sufficient funding for the extension of Dave Lyle Boulevard. Additionally, this plan is *strictly illustrative* and *conceptual*, serving merely as a guide. Specific land use recommendations applied at the parcel-level may be subject to change once the exact

alignment and type of the roadway extension is determined by the South Carolina Department of Transportation (SC DOT).

2.2.2 Preferred Roadway Design

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



Image 2-1: Existing Dave Lyle Boulevard
 Source: <http://rockhillhomesforsale.info>



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

2.2.3 Land Use Implementation Strategies

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

- **Development along a density and intensity gradient:**
 - There are two density/intensity gradients applied within the study area as a mechanism to perpetuate the community’s growth objectives and interests.
 - As informed by public input and the economic dynamics of study area, higher density and intensity development, including multifamily residential, [light]

industrial, office, and larger-scale commercial, are concentrated near the western portion of the study area, in between the municipal boundaries of the City of Rock Hill and the Catawba Indian Nation – Green Earth. The clustering of these uses in what is considered an “employment center” promotes a live-work environment and allows higher-intensity commercial and [light] industrial development to capitalize on the access permitted via proximity to I-77 as well as the benefits of cluster economies, contributing to long-term economic vitality.

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



Image 2-3: The urban transect serves as a model for planning along a density/intensity gradient
 Source: <http://www.transect.org/transect.html>

● ***Nodal/Mixed Use Centers***

- In implementation of the aforementioned density/intensity gradients, major intersections and/or interchanges of the Dave Lyle Boulevard extension will be designated as suburban mixed use centers in order to promote nodal, mixed use development. The designation of these centers is informed by the density/intensity gradient applied within the study area.

- Nodal/mixed use centers will be implemented via Planned Developments (PDs), Regional and Suburban Mixed-Use Center (MXD) zoning designations per the York County Unified Development Ordinance (to be adopted), and the clustering of commercial, industrial, various housing types, and office/institutional zoning districts.
 - The Unified Development Ordinance (to be adopted) defines the intent of Regional and Suburban Mixed Use Districts as the following:
 - *Suburban Mixed-Use Center District:* The intent of this district is to promote the clustering of residential and neighborhood commercial services.
 - *Regional Mixed-Use Center District:* The intent of this district is to promote the clustering of a variety of uses, employment options, and housing types in a walkable urban fabric.
 - *All Mixed-Use Center Districts encourage quality landscaping and architectural design as well as the creation of civic spaces, open space, and pedestrian amenities. Similarly, a **Multi-Modal Access Plan**, illustrating all vehicular and pedestrian connections, must be submitted with the rezoning application to any Mixed-Use District. Pedestrian safety and feasibility must be emphasized in this plan.*



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



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

- ***Interconnected System Bicycle/Pedestrian Routes***
 - The inclusion of pedestrian/bicycle lanes or multiuse trails/greenways is recommended along the Dave Lyle Boulevard extension corridor as well as throughout the study area. While a landscaped boulevard will promote the feasibility and safety of pedestrians/bicyclists, the inclusion of these facilities, with appropriate safety modifications, are recommended regardless of roadway type. Furthermore, the placement of these facilities should be coordinated with and complement existing and proposed sidewalks/bikeways, trails, greenways, and open space in order to promote interconnectivity, alternative transportation options, public and ecological health, public access to services, jobs, educational facilities, the Catawba River, and other natural and cultural amenities, recreation, and tourism.
 - Per the *York County Unified Development Ordinance* (to be adopted), Multi-Modal Access Plans must be submitted alongside a rezoning request to any Mixed-Use District, thus promoting pedestrian/bicycle interconnectivity. Planned Developments (PDs) are required to set aside land permanently dedicated to open space. Open space setasides should contribute to and complement existing/proposed pedestrian/bicycle connections.
 - *Coordination with the Carolina Thread Trail*
 - As recognized in the *York County Comprehensive Plan* (2004), *Carolina Thread Trail Master Plan* (2009), and the *Carolina Thread Trail Lower Catawba Corridor Analysis* (2011), a proposed Carolina Thread Trail connection extends for nearly 5.0 miles within the riparian habitat/flood plain of the Catawba River, stretching from the City of Rock Hill to the Catawba Indian Reservation – Old Reservation. Newland Communities Corporation is prepared to work cooperatively with the Carolina Thread Trail in the implementation of these trailways along the River. While a segment of this trail connection currently exists within the Catawba Indian Nation – Old Reservation, remaining trail sections, within both the Old Reservation and Green Earth, require the approval of Tribal Council. No further agreements for the acquisition of public access easements have been established between the Carolina Thread Trail and remaining study area property owners. Possible sources for funding for this segment of the Carolina Thread Trail include: *Carolina Thread Trail Grants*, the *South Carolina Department of Parks, Recreation, and Tourism*, and *private investments*.
 - *Open Space Preservation Along the Catawba River*
 - The riparian habitat along the Catawba River has been designated for open space preservation in the Dave Lyle Boulevard Extension Corridor/Small Area Plan for three reasons: 1) ecological protection and viability (see

Map 5-3 in the *Dave Lyle Boulevard Corridor/Small Area Plan*); 2) preservation of land for the implementation of the aforementioned segment of the Carolina Thread Trail; and 3) promote an interconnected system of pedestrian/bicycle facilities.

- ***Urban Services Boundary (USB) Extension Policy***
 - As mentioned previously, the extension of the Urban Services Boundary will be systematic, contingent upon demonstrated assurance of adequate public water and sewer utilities, to avoid fragmented, leap-frog development and inefficient water/sewer infrastructure expansion. This is to avoid fragmented, leap-frog development and inefficient water/sewer infrastructure expansion. Modification of the Urban Services Boundary (USB) upon demonstrated assurance of the aforesaid public utilities will not require further amendment processes. See ***USB Extension Policy*** in the *Dave Lyle Boulevard Corridor/Small Area Plan*.
 - Public water and sewer availability is necessary for the development of employment centers (nodes of industrial and higher intensity commercial uses); therefore, employment centers are recommended for areas with feasibility of water and sewer infrastructure expansion.
 - In order to protect the ecological integrity of the Catawba River and ensure public health, safety, and wellbeing, septic drainfields are discouraged along the river. Although, for purposes of feasibility, residential densities served by public water and sewer are typically higher than those served by private well and/or septic, the cumulative effects of private well and septic would contribute ecological and human health impacts of greater magnitude than the densities permitted via public well and sewer. Furthermore, any ecological impacts associated with development at densities that support water and sewer infrastructure will be offset by open space preservation, sustained public river access, and interconnecting greenways.

- ***Planned Developments (PDs) and Development Agreements***
 - As mentioned previously, nearly 4,340 acres of land within the study area are currently vacant/underutilized; growth pressures resulting from the extension will facilitate the development of this land. Newland Communities Corporation, the largest landholder within the study area, additional key property owners (those who own parcels in at least 40 acres), and any other properties deemed appropriate by staff will be encouraged to establish a Planned Development (PD) and, subsequently, a Development Agreement with the County as a mechanism to incorporate flexibility, ensure quality, and protect public interest. Through discourse with Newland Communities Corporation and the community, the Newland landholding has been designated as a Planned Development (PD) in the

conceptual future land use plan. In addition, properties of at least 40 acres and additional critical properties that are located in the immediate vicinity of the Newland landholding were designated as PD for purposes of spatial congruity and land use cohesion. Per the standards found in the York County Zoning Ordinance, PDs are required to contain a mix of commercial and residential uses, pedestrian facilities, landscaping, as well as permanently dedicated open space. Furthermore, pursuant to §155.209(C) of the Zoning Ordinance, Newland Communities Corporation will be subject to a development agreement. This will provide an opportunity for the County coordinate the provision of public facilities in a manner that is efficient and phased according to development plans, negotiate and attach conditions to the PD in order to maintain the interests and needs of the community, and guarantee development certainty for all parties at stake. The PD/Development Agreement process is perceived as the most effective strategy to address community concerns, implement land uses desired within the study area, and perpetuate county-wide growth objectives. Through the public planning process, the community will be involved in the formation and adoption of any PDs proposed within the study area.

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

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

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

2.3 Binding Agreements

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

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

2.4 Infrastructure and Utilities

2.4.1 Water and Sewer Infrastructure

As mentioned previously, the extension of the USB will be systematic, contingent upon demonstrated assurance of adequate public water and sewer utilities, to avoid facilitating fragmented, inefficient utilities expansion as well as premature development. Furthermore, the extension of the USB will be coordinated with plans for water and sewer infrastructure expansion per Rock Hill Utilities as well as the phasing scheme of Planned Developments (PD), upon demonstration of the adequate provision of public services.

As mentioned throughout this document, in order for the development of employment centers and nodal/concentrated development to occur within the study area, it is necessary that water and sewer infrastructure are in place. Therefore, sewer and water infrastructure expansion will be recommended within areas that are designated for development of higher intensities and

densities per the corridor/small area plan. Additionally, to protect the ecological health of the Catawba River and ensure public health, safety, and wellbeing, water and sewer infrastructure extension is recommended for land abutting the Catawba River. To elaborate, the intent of this policy recommendation is to avoid the permeation of private septic and well facilities as facilitated by growth pressure from the extension of Dave Lyle Boulevard. Furthermore, development that promotes environmental conservation and the efficient use of land and infrastructure expansion, such as conservation or clustered development, will be encouraged.

2.4.2 Roadway Infrastructure

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

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

2.4.3 Regional Transportation Planning

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

2.4.4 Benchmarks/Development Timing

The *Dave Lyle Boulevard Extension Corridor/Small Area Plan* is a long range land use plan that is contingent upon the demonstration of secured and sufficient funding for the extension of Dave Lyle Boulevard. After nearly three months of public and stakeholder scoping, through an internet-based survey and a series of public workshops and stakeholder meetings, and document drafting and review by staff, this corridor/small area plan appeared before Planning Commission in mid-November and, subsequently, underwent three (3) readings by Council. The plan will be adopted as an addendum to the *York County Comprehensive Plan* upon third and final reading

approval, acting as an “amendment contingent upon conditions of the demonstration of secured and sufficient funding for the roadway extension”. Once funding for the extension is secured, the plan will be incorporated into the map of the *2025 Land Use Plan*, without undergoing any further amendment process, and subsequently implemented via zoning and other regulatory tools.

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

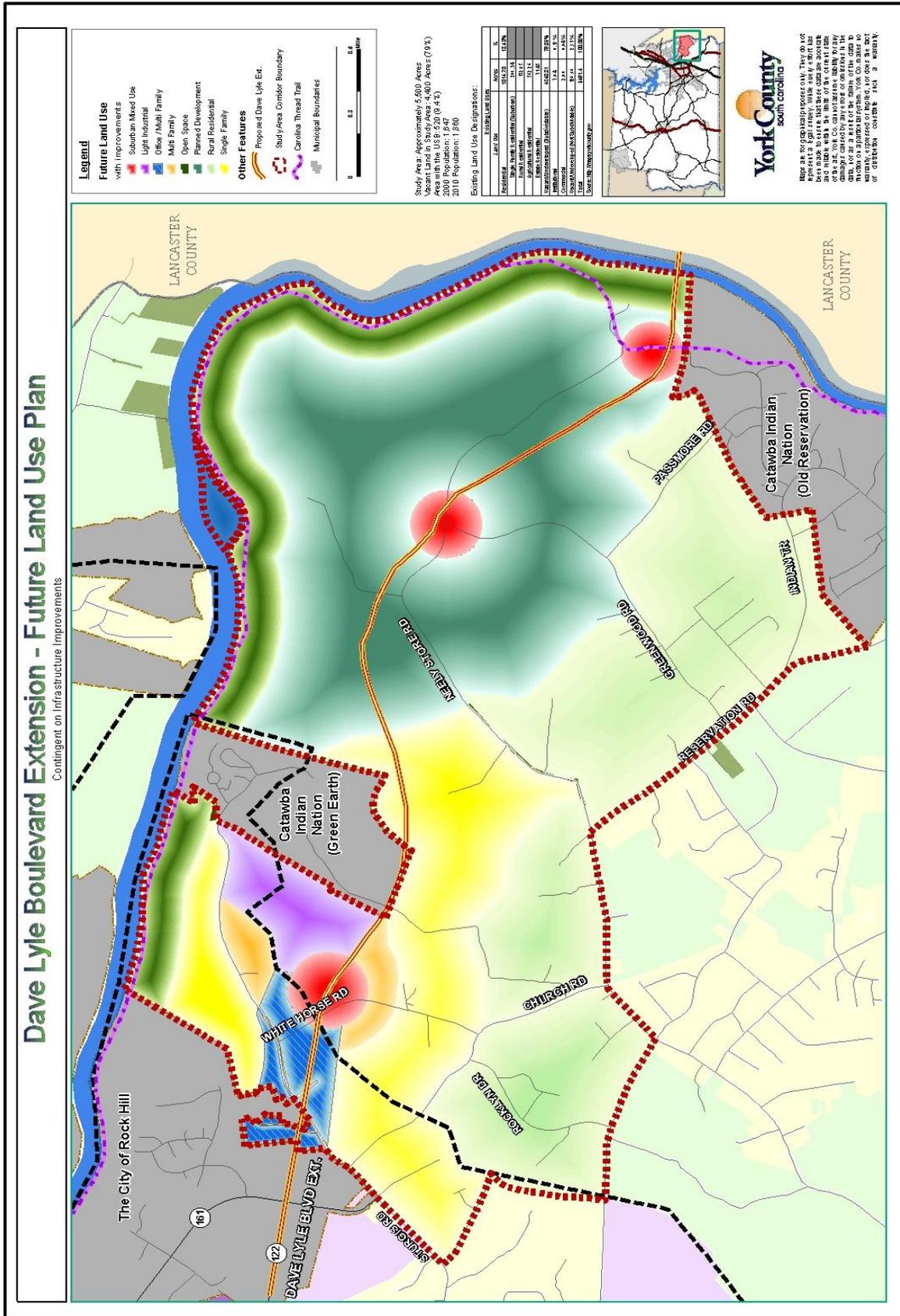
2.4.5 Land Use Recommendations Summary

Table 2-1 provides a summary of long range land use objectives for the study area, informed from public and stakeholder input, and their associated implementation strategies and tools.

Table 2-1: Summary of Land Use Planning Objectives and Implementation Strategies		
<i>Land Use Objective</i>	<i>Implementation Strategy</i>	<i>Implementation Tools</i>
Development that is sustainable and cohesive	Dual application of a density/intensity gradient; ensure efficient use of land and infrastructure expansion; promote a variety of housing types and live-work environment; cluster commercial/industrial uses at intersections/interchanges	Zoning; PD/Development Agreement process; designation of mixed use and employment centers; designation of multifamily near employment opportunities; designation of industrial and larger scale commercial uses within an easily accessible distance of I-77; systematic extension of USB
Rural Character Preservation	Dual application of a density/intensity gradient; encourage clustering of commercial uses near intersections/interchanges	Zoning; designation of mixed use and employment centers; PDs/Development Agreements; systematic extension of USB
Environmental Protection/Conservation	Dual application of a density/intensity gradient; clustering of commercial uses at interchanges/intersections; open space preservation; ecosystem viability through species exchange/migration	All of the above; environmentally injurious uses prohibited along Catawba River; designation of open space preservation within the riparian habitat of the Catawba River; interconnected system of greenways/open space act as ecological corridors
Public Access to Environmental Amenities	Inclusion of bicycle/pedestrian facilities; Implementation of proposed Carolina Thread Trail connectors	Designation of open space preservation within the riparian habitat of the Catawba River; PD/Development Agreement process; Multi-Modal Access Plan required when rezoning to any Mixed-Use District; local and state funding strategies for public access easement acquisition; public outreach and education of trail initiative to raise support
Pedestrian/Bicycle Interconnectivity	Inclusion of pedestrian/bicycle facilities along the Dave Lyle Boulevard extension corridor; coordinated/master-planned pedestrian/bicycle network	All of the above; discourse with SC DOT policy makers
Extension Corridor Preservation	Maintain right of way/minimize costs associated with ROW acquisition	Incorporation of Minimum Preservation Corridor Overlay into Zoning Ordinance when the precise alignment and roadway type are determined

2.5 Conceptual Future Land Use Plan

Using the aforementioned land use implementation strategies and tools, **Map 2-2** serves as a conceptual future land use plan for the Dave Lyle Boulevard Extension Corridor study area.



Map 2-2: Conceptual Future Land Use Plan

2.5.1 *Conceptual Future Land Use Plan Recommendations Summary*

Table 2-2: Conceptual Future Land Use Plan Recommendations Summary	
<i>Map Designation</i>	<i>Purpose/Intent</i>
Open Space Preservation along Catawba River	To protect the ecological integrity and viewsheds of as well as access to the River. To promote the implementation of the Carolina Thread Trail.
Office and Multifamily clustered near the eastern fringe of Rock Hill	To encourage a variety of housing options, a live-work environment, and office uses where contextually-appropriate. To complement the existing uses of suburban intensities and densities within the City of Rock Hill. To promote economic viability via proximity to I-77. To restrict dense/intense development within the eastern portion of the study area.
Multifamily clustered near Light Industrial and Suburban Mixed Use	To promote equity through a variety of housing options and equitable access to services. To encourage a live-work environment through proximity to employment opportunities. To complement the existing character of the eastern edge of Rock Hill and restrict dense development within the eastern portion of the study area.
Light Industrial clustered near Suburban Mixed Use Center and Office/Multifamily uses	To encourage the placement of industrial uses near the eastern edge of Rock Hill, where it is contextually-appropriate, and in close proximity to I-77. To complement the industrial development plans of the Catawba Indian Nation. To promote the development of an employment center through clustering of commercial, office, and industrial uses, as well as a live-work environment. To encourage cluster economies and long-term economic viability.
Suburban Mixed Use Centers at Intersections/Interchanges	To promote the location of mixed uses, including commercial and residential uses and public facilities, where easily accessible and economically viable and appropriate. To encourage multimodal transportation feasibility and options, ensuring equitable access to services, jobs, and public facilities. To prevent the permeation of fragmented commercial development along the Dave Lyle Boulevard Extension corridor. To promote natural resource and rural character preservation.
Single Family Residential clustered along the fringes of Office, Multifamily, Light Industrial, and Suburban Mixed Use Center	To transition between areas of higher densities and intensities to areas of rural residential character. To encourage a variety of housing options, where contextually-appropriate, and a live-work environment. To encourage a vibrant suburban fabric.
Rural Residential within Southern portion of Study Area	To encourage natural resource and rural character preservation.
Planned Development Designation	To promote flexibility, ensure quality, and protect public interest. To encourage spatial congruity and cohesion. To establish a framework for negotiation. To permanently set aside land dedicated to open space. To guarantee development certainty for all parties at stake. To encourage community involvement through a public planning process.