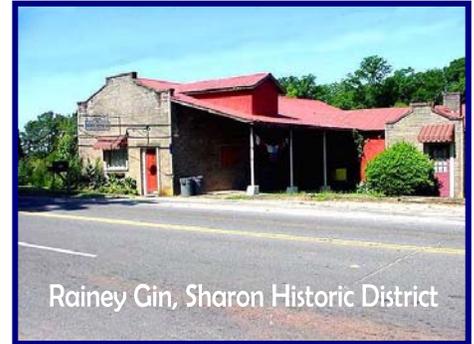


# Western York County Scenic Byway Preliminary Corridor Management Plan

October, 2009

## Historic



## Cultural



## Scenic



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# Chapter 1: Introduction

## Purpose of Plan

This Preliminary Corridor Management Plan (CMP) is intended to serve as a description of the *Western York County Scenic Byway*; to review the scenic byway designation process to date; to assess the byway's surrounding land uses, regulations, road infrastructure, and intrinsic qualities; and to outline an action plan for developing a more comprehensive and long-range CMP.

## History of York County

York County has a long history rich in cultural diversity. The area was originally the domain of the Catawba Indians, a Siouan band which numbered around 6,000, at the time of their first contact with Europeans. While the Catawbans are most often linked to eastern York County, they also hunted, fished, and camped in the western part of the county. Spaniard Hernando De Soto, in his search for gold that led him to the Mississippi River, was the first European to arrive in present-day York County in the 1540s. After South Carolina was formed as an English colony in 1670, it was divided into three counties. As a part of the "backcountry" area of the colony, the future York County was located in Craven County. Largely settled by Scots-Irish, who primarily came down the "Great Wagon Road," from the colonies of Pennsylvania, Maryland, Virginia, and North Carolina, they began taking up residence in the region in the 1740s. With an actively growing population, by the time of the Revolutionary War, York County was primed to play a pivotal role. A number of skirmishes between Loyalist and Patriot forces took place in the county. However, it was the Patriots' victory over the British at the Battle of Kings Mountain in 1780 that served as a rallying point for the American forces as they drove the British to ultimate defeat at Yorktown in 1781.

York County was established by an Act of the South Carolina General Assembly in 1785 as one of the original counties in the newly created state. With the introduction of the cotton gin in the 1790s, the county's future was established. The county's economy was primarily based on small and medium-sized farm operations prior to the Civil War. Following the Civil War, the expansion of the railroad network which had arrived in the county in 1852, led to the expansion of the commercial and industrial base. Technological advances led to the completion of the Catawba Dam and Power Plant in 1904 which resulted in the eventual establishment of the Duke Power Company and the industrialization of the area with textile mills. York County's proximity to the urban center of Charlotte, North Carolina, has led to some encroaching development, but much of the western county remains rural in character and many of its historic and cultural resources endure today.

Source: J. Edward Lee and Jerry L. West, *York and Western York County: The Story of a Southern Eden*, Arcadia Publishing, 2001; and Samuel N. Thomas, Jr., *Historical Properties of York County, South Carolina*, York County Historical Commission, 1995.

## Scenic Byway Program

The National Scenic Byway Program is a nationwide effort to identify, promote, and manage the country's system of highways and roads through community efforts. The program was created as a part of the federal Intermodal Surface Transportation Act of 1991 (ISTEA), which enabled communities to seek funding to enhance the area adjacent to roads. In order to be eligible for nomination under the National Scenic Byway Program, a route must first receive official designation under its state scenic byways program.

## Benefits of Scenic Byway Designation

Scenic byways should be conceived, shaped, and managed to serve the community where they are located, with designation utilized as a tool to achieve a variety of goals. A byway program can be used to recognize and promote significant qualities and create a preservation management strategy to protect community character. The byway can also function as a tourism product that attracts travelers and provides economic benefits. Some of the tangible benefits of scenic byway designation are summarized below.

- *Community pride*
- *Increased business, tax revenue, and jobs from tourist dollars*
- *Federal and state funding for planning and following through on a corridor management plan*
- *Protection for resources that may become threatened*
- *Access to resources and expert assistance in managing the corridor*
- *Identification on state, federal, and auto club highway maps can lead to more tourism opportunities for the area*
- *Money and other assistance from state and national offices for economic development*

Source: *Byway Beginnings*, Federal Highway Administration/National Scenic Byways Program & National Park Service/Rivers, Trails, and Conservation Assistance Program, Whiteman & Taintor, 1999.

## Steps for South Carolina State Scenic Byway Designation

As mandated by the *South Carolina Code of Laws*, § 57-23-50, there are several required steps in order for a road corridor to receive official state scenic highway designation. An application is submitted to the South Carolina Department of Transportation (SCDOT) and must include the following items.

- *SCDOT title sheet form*
- *Detailed description of highway to be designated, including intrinsic qualities*
- *A minimum of one of six possible intrinsic qualities (tangible and intangible resources found within a scenic corridor): scenic, historic, cultural, recreational, natural, archaeological*
- *Map indicating proposed highway designation*
- *Photographic slides of significant areas of intrinsic value*
- *Letters of support from citizens, businesses, civic groups*

Led by the South Carolina State Scenic Byway Coordinator, SCDOT staff reviews the application. If the application is approved, it is forwarded to the South Carolina Scenic Highways Committee (SHC), a governor appointed citizens commission, for consideration. The Committee then evaluates the application and upon majority approval, a minimum of three members tour the proposed route to rate each mile based on the following criteria.

- *Positive features (scenic, historic, cultural, recreational, natural, archaeological)*
- *Negative features (junkyards/litter, unattractive housing, excessive advertising, heavy traffic uses, mining/lumbering scars, heavy industry, parallel utilities along roadway, landfills/other visible pollutants)*
- *Other amenities and support (hospitality features, length of route, general support for designation, financial commitment, role in regional/statewide strategy, protective easements or zoning overlays)*

Following the tour, the Committee may hold a public hearing in proximity of the route to allow for public input. Based on all information gathered (application, tour ranking forms, public meeting), the committee determines if the route is worthy of designation as a "South Carolina Scenic

Byway.” If recommended for official designation, the application is submitted to the South Carolina General Assembly for final approval.

## Chapter 2: WYCSB Application & Designation Process

### Byway Beginnings

As part of the process of updating its Comprehensive Plan, York County held several public meetings in 2002 to allow citizens an opportunity to offer input on their views of the county's current strengths and weaknesses and its future threats and opportunities. At a meeting held in the western portion of the county, residents felt that protecting the "countryside" should be a top priority of the Comprehensive Plan. The natural beauty, peace and quiet of the rural areas, and engrossing history were considered the region's best assets. Population growth, increasing mobilization, the loss of open space, and infringing development led residents to fear that marring of the picturesque scenery and change in their way of life were the greatest threats. Faced with the need for a plan to manage growth responsibly, protect exceptional resources, and preserve unique character, county and community leaders recognized that the scenic byway program would be an effective tool in achieving this vision.

Source: *Herald*, "Residents: Countryside Should be Top Priority as York County Grows," August 20, 2002. (Please refer to Appendix III for a copy of the complete article.)

### Selecting the Corridor

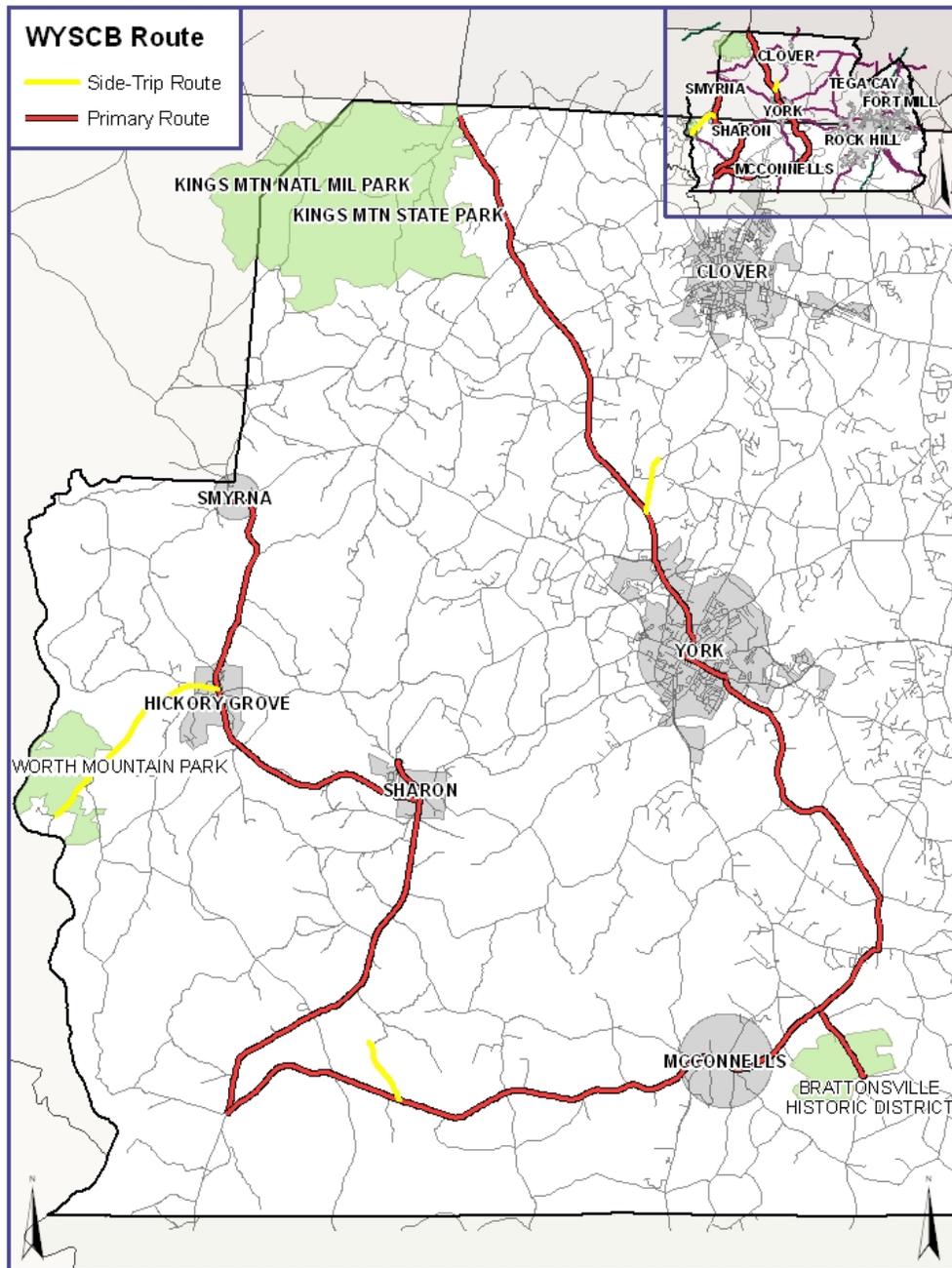
As a result of the visioning process for the *2025 Comprehensive Plan*, York County began preparation of a scenic byway application for rural York County in 2003. Planning Department staff held meetings with county management, local community and political leaders, historians, Catawba Regional Council of Governments planners, and representatives from the Greater York Chamber of Commerce, Olde English Tourism District, and the York County Visitors and Convention Bureau, to assist in identifying resources and selecting a route. This evolving group would eventually be referred to as the Scenic Highway Supporters (SHS).

Group consensus was that the route should focus on the county's rural heritage and historic resources and be limited to the county's jurisdictional boundaries. After reviewing maps and driving several proposed corridors, Planning Department staff and the SHS recommended the route selected because of the notable historic sites found at the Kings Mountain Parks, City of York, and Historic Brattonsville, and for the abundant rural culture still charmingly visible in the small towns of McConnells, Sharon, Hickory Grove, and Smyrna. The entire corridor also offered scenic vistas and proximity to additional venues for visitor enjoyment.

### Corridor Description

The byway route's endpoints are SC 161 at Kings Mountain National Military Park and SC 97 (North Main Street) in Smyrna. In addition to SC 161 and SC 97, the route traverses SC 49 and SC 5 (Kings Mountain Street, Liberty Street, and Congress Streets) in the City of York, and Woodlawn Street in the Town of Sharon; SC 324, SC 322, Gordon Road (S-46-347), and Brattonsville Road (S-46-165). Approximately sixty-three miles in length, it passes through the municipalities of York, McConnells, Sharon, Hickory Grove, and Smyrna, and includes Historic Brattonsville. Although not part of the official route, there are also three suggested side trips, the Filbert area accessed from SC 161, Blue Branch Church accessed from SC 322, and Worth Mountain accessed from SC 211, which add to the rural culture experience. *Map 2.1* shows the WYCSB route and all side trips.

Map 2.1: WYCSB Route & Side Trips

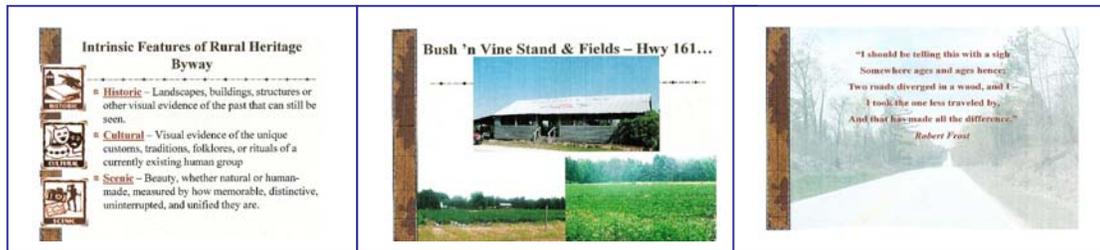


(Please refer to Appendix II for detailed maps showing the route divided into thirteen sections by road segment.)

### Application Process

Once the route had been selected and maps prepared, county staff and SHS members began in-depth research of corridor features. Several field trips were taken to review and photograph the sites. Packets of information describing the scenic byway program and detailing York County's proposed application were mailed to all the municipalities involved, local historic groups, and community organizations. A slide presentation that outlined the application process

and featured photographs of the most significant sites along the route was prepared for the SHS and for public meetings and workshops. Images of a few of the slides are shown below.



## Public Participation



An article from the local *Herald* newspaper was published in October, 2003, which discussed an early version of the route and provided the public with facts about the scenic byway program. Updated information about the corridor and details regarding the application process were published in the *Herald* in 2004, and in early 2005 an editorial opinion voiced support for the project. These articles prompted several phone calls from the general public who expressed interest in and support for the application.



A presentation about the byway program and status of York County's application was made in September, 2004, to York County Council at a public workshop in Rock Hill. Several members of the public attended and voiced questions about particular sites, concerns about private property restrictions, and inquired about program benefits. As the application neared completion, a public advertised meeting was held in November, 2004, at the Museum of Western York County, located in the Town of Sharon. Meeting flyers were posted at prominent locations along the corridor and mailed to a variety of local community, civic, and historic groups, and all municipalities. Approximately twenty individuals attended the meeting and viewed the presentation. Questions focused on the application process and timeline, possible grant opportunities and benefits to

threatened resources, and route marketing and publicity for business owners. Most present expressed support for the application, and one individual stated that he had researched the scenic byway program on the Internet and had found “no negatives.”

(Please refer to Appendix III for a complete copy of the October 12, 2003 *Herald* article, additional articles, and full scale version of public meeting flyer.)

### Political and Community Support

At their meeting on December 13, 2004, York County Council reviewed the completed project and authorized staff to submit the application as prepared for the *Western York County Rural Heritage Byway*. Copies of the application were provided for the SHS, all municipalities, and other community and historic organizations, with requests for their written recommendations of approval. As a result, resolutions and/or letters of support were received from all municipalities on the corridor, as well as the following organizations.

- Greater York Chamber of Commerce
- York Downtown Business Association
- Rock Hill/York County Convention & Visitors Bureau
- Clemson University Extension Service
- Yorkville Historical Society, Inc.
- Broad river Basin Historical Society

The completed application and all supporting documents were submitted to SCDOT for review and consideration on April 28, 2005.

### Review Process

The review process was delayed due to staff vacancies at SCDOT and term expirations on the South Carolina SHC. During this interim period, however, York County staff remained in contact with SCDOT representatives and provided updates to SHS, county officials, and other interested groups about the status of the application.

In June, 2008, the planning process for a tour of the corridor by the SHC began. Due to the length of the route, a two-day tour was required. York County Planning staff, SHS, and the SCDOT State Scenic Byway Coordinator worked to organize schedules and accommodations and prepare tour guidebooks and maps. County staff drove the route twice to review current conditions and note changes. After consultation with the State Scenic Byway Coordinator, a decision was made to amend the application and end the route in the Town of Smyrna. Because of road widening construction and deterioration of some intrinsic qualities, the additional fourteen miles of the originally proposed route, which would loop visitors back to SC 161 via SC 5, Nimitz Road, Ramah Church Road, and SC 55, were removed from consideration.

### Scenic Highways Committee Tour

The South Carolina SHC and SCDOT representatives, along with county staff and members of the SHS, toured the route and all side trips on September 24-25, 2008, grading each mile for both positive and negative qualities. At the conclusion of the tour, a luncheon was held for the Committee, SHS, and representatives from all municipalities at the county office building in the City of York. Following the luncheon, a publically advertised meeting was held in County

Council Chambers in York. The meeting was led by the SHC and provided an opportunity for Committee members to comment on the route, the application process, and answer questions from attendees.

### Designation Process

At their regular meeting on November 13, 2008, the SHC publicly presented their review of the corridor. While acknowledging such negative aspects as visible utility lines and structures, trash collection centers, and specific unappealing properties, the Committee commended the many historic buildings, panoramic views, and agricultural areas located along the route. They subsequently unanimously recommended approval of the application, contingent upon York County submitting a letter to the Committee committing to completion of a corridor management plan for the route. This letter was transmitted to the State Scenic Byway Coordinator on November 24, 2008.

Following discussion with SCDOT staff and SHS, the decision was made in January, 2009, to rename the corridor, *Western York County Scenic Byway (WYCSB)*. A bill was introduced into the South Carolina Senate by Senator Robert “Wes” Hayes (District 15, York County) on February 26, 2009, for official designation of the route by the General Assembly, as required by *South Carolina Code of Laws, § 57-23-08*. Following third reading by the Senate on April 22, 2009, and introduction into the House of Representatives on the same date, the bill was subsequently amended to remove a provision to ban outdoor advertising, and received third reading by the House on May 1, 2009. The amended bill was approved by the Senate on May 13, 2009, and the *Western York County Scenic Byway* was officially designated on June 3, 2009.

# Chapter 3: Intrinsic Qualities

## Defining Intrinsic Qualities

To qualify for scenic byway designation, a corridor must have at least one of six intrinsic qualities: archaeological, cultural, historic, natural, recreational, or scenic. These qualities arise from a combination of resources considered to be “representative, unique, irreplaceable, or distinctly characteristic of an area.” Whether a view, site, or building, natural or man-made, these resources should be enjoyable or interesting to both residents and visitors. A byway route will likely include transient sites (a scenic view, for example), as well as destination locations, that invite travelers to stop and explore. It is also important to recognize that a balance may be needed between those byway resources which require a promotional effort to encourage positive change and others that may need a protection strategy to avoid negative change.

Source: *Byway Beginnings, National Scenic Byways Program*, National Park Service, 1999.

## Western York County Scenic Byway Qualities

This sixty-three mile route has witnessed a variety of travelers through the years, some who left their mark and moved on quickly, and others who lingered to create a legacy still visible today. The corridor includes a trading path used by the Catawba and Cherokee Indians; the homes and structures of early settlers who migrated from the north down the Great Wagon Road; the muster grounds and battlefields where soldiers trained and fought; the community schoolhouses and churches to which residents walked or rode to learn, worship, and socialize; the vast fields and small farms where planters and sharecroppers alike grew, harvested, and hauled their crops to the nearest gin or mill; and the railroad lines where train stops grew into markets points that stimulated the establishment of mercantiles and hotels that developed into towns. Historic, cultural, and scenic resources join together on this byway to allow today’s visitor to experience York County’s rich rural heritage.

(Please refer to Appendix III for the *Herald* articles, “*Vanishing Eden*” and “*The Western Frontier*” for a more descriptive insight into the history, culture, and scenery of western York County.)

## Historic Resources

Historic qualities encompass legacies of the past that are distinctly associated with physical elements of the landscape, whether natural or man-made, that are of such historic significance that they educate the viewer and stir an appreciation of the past. These resources may tie closely to the history of the nation or region in general or to a specific event or set of events. Byways can also serve to coordinate an evolving history that brings together diverse time periods or developments. The historic story should then provide a link among resources along the byway.

Source: *Byway Beginnings, National Scenic Byways Program*, National Park Service, 1999.

Important sites and structures dating from the colonial period through the twentieth century are visible throughout the WYCSB route, all of them offering insight into the settlement patterns, development, and history of western York County. There are three districts on the National Register of Historic Places (National Register) and nine individual sites or complexes. Downtown York has one of the largest historic districts in the state with over 180 structures, constructed in a wide variety of architectural styles. Historic Brattonsville, site of the oldest settlement in upstate South Carolina, is a 775 acre complex and one of the most important and

often visited cultural attractions in the state. The Sharon Downtown Historic District includes the oldest continuously operating bank in York County. Other National Register sites range from Kings Mountain National Military Park, location of a decisive Revolutionary War victory; to the York County Courthouse; to Bethesda Presbyterian Church near McConnells, the oldest extant church building in York County, dating from 1820; to the W. L. Hill Store in Sharon, built in 1913, and once the largest mercantile between Richmond, Virginia, and Atlanta, Georgia, carrying a variety of goods, ranging from automobiles to caskets.



One of over 180 structures in the City of York Historic District



Bethesda Church, McConnells



W. L. Hill Store, Sharon

## Cultural Resources

Cultural qualities are defined as evidence and expressions of the customs or traditions of a distinct group of people. Cultural features include the geography, economy, community and domestic life, and artistic genres. Aspects to be considered are occupations, material culture, housing styles, religious and civic buildings, folklore, and customs.

This corridor is rich in a culture where the economy was based on agriculture and small business, where social events were within a few miles of home and revolved around family, church, and school, and residents felt connected to the community by a sense of place passed down to each generation. Many homes, churches, cemeteries, schools, and stores of local significance, due to their architectural style, connection to a prominent person or family, or historical association, are located adjacent to the byway. Some examples of the outstanding cultural resources along the corridor are highlighted below.

- **McGill's Store:** Located on SC 161, the store was built circa 1890 and has been in continuous operation by McGill family members since its construction. A visitor to the store today steps back into a time of pot-bellied stoves, plank flooring, and a selection of merchandise ranging from overalls to live bait.



- **Bush 'n Vine:** An open-air market, in the Filbert area, which features locally-grown fruits and vegetables and homemade baked and canned goods. Visitors can pick their own produce and participate in seasonal activities and family events focusing on rural farm life.

- **Harshaw Gin:** One of the oldest structures in McConnells, the building was originally constructed in the 1880s as part of the Ashe Brick Company. In the 1940s the building was used as part of a grist and cotton mill operation.





➤ **Bullock's Creek Cemetery:** Positioned near the intersection of SC 322 and SC 49, the church was organized in 1769, and the burial ground dates from that era. The earliest known marked grave in York County is located in this cemetery, Mary Feemster, who died in July, 1776. Within its gates are buried soldiers from almost every war, including the Revolutionary and Civil Wars.

➤ **Museum of Western York County:** Located on the edge of Sharon, the Museum offers visitors an overview and insight into local culture and history. The Museum houses the Documents Room (a collection of copies of documents significant in national history, and original papers important to western York County) and the Hudson Gallery (exhibiting photos, farm tools, household items, and Indian artifacts). Other galleries include the War Room, featuring a covered military wagon built about 1900 for the United States Army and discovered at a farm near Hickory Grove; a replica of a 19<sup>th</sup> century area schoolroom; and a tea room available for local social occasions.



Further research may establish eligibility for listing on the National Register for several of these sites and structures.

Source: *Byway Beginnings, National Scenic Byways Program*, National Park Service, 1999, and J. Edward Lee and Jerry L. West, *York and Western York County: The Story of a Southern Eden*

## Scenic Resources

Scenic qualities are the heightened visual experience derived from the view of natural and man-made elements of the visual environment of the scenic byway corridor. The characteristics of the landscape are distinct and offer a pleasing and memorable tour. Scenic resources primarily consist of expansive views and vistas, as well as the absence of features that detract from the overall image of the byway. Scenic byways should have ample views that provide the traveler with a sense of continuity along the drive, features that relate to each other or create a coherent image of the route, and enough variety and changing perspectives to enhance the traveler's experience.



View from SC 211

From the sweeping vistas of fertile farmland, to the rolling pastures of grazing livestock, to the silent majesty of canopy trees lining a country road, to the simple charm of "Mayberryesque" main streets, this corridor meanders through the rustic beauty of western York County. Although



View from SC 324

the techniques may have changed, visitors can observe land that has been farmed by the same family for generations, still being cultivated for crops or livestock today. A number of residents live in the same house built by their forefathers or shop in the same stores. Despite the imprint of modernization, many landscapes remain remarkably untouched and allow guests a nostalgic step back to an earlier era.

There are several sites on the WYCSB that invite travelers to stop and enjoy their surroundings more thoroughly. Set along the eastern foothills of the southern Appalachian mountains and adjacent to Kings Mountain National Military Park on SC 161, Kings Mountain State Park provides visitors with an opportunity to observe close-up the scenic beauty of western York County. There are sixteen miles of nature and hiking trails between the two parks



SC 161, Kings Mountain Parks



View of Wildlife from Walt Schrader Trails

that wind through a hardwood forest and provide a variety of views of flora and fauna of upstate South Carolina. The state park offers a campground, picnic areas, ponds for fishing, boating, and swimming, and a living history farm. The eight-miles of Walt Schrader Trails at Historic Brattonsville are open to hikers, bikers, and horseback riders. They showcase the geographical diversity of the Piedmont and include forest, wetland, and prairie, each with its own distinctive plants and wildlife, as well as historic landmarks dating back to the 1770s.

Source: *Byway Beginnings, National Scenic Byways Program*, National Park Service, 1999.

## Side Trips

Although not part of the official WYCSB route, there are three side trips (totaling 14.61 miles, including return trips) suggested for the visitor who has time for further exploration of the area.

- **Filbert:** Located just off of SC 161 is Filbert, a small agricultural community that received its name from the filbert nut trees that grew in the area. Filbert attained prominence as a political stop for all state politicians in the late 19th and early 20th centuries with its annual Filbert picnic. Today, Filbert is famous for its peaches, and has many small farm/home businesses where various crops are cultivated and sold at roadside stands and open-air markets. Sanders Farm Stand features fresh vegetables and the acclaimed Filbert peaches. There visitors may have a chance to chat with local author Dori Sanders, whose cookbooks and novels impart reminiscences from seventy years of life on her family's farm. The Sanders' farm stand was featured by Charles Kuralt in his CBS news "On the Road" essays. The nearby Peach Tree is an open-air market that specializes in peaches and other local vegetables and canned goods, as well as a seasonal ice cream parlor famous for its peach ice cream. Located near The Peach Tree is Stacy's Garden Center Green House and Nursery. Considered the premier nursery of the southeast, wholesaling to large department stores and homes, the center also caters to retail businesses and has a large gift shop and restaurant. (The length of this side route is approximately 2.44 miles, including the return trip.)



Blue Branch Church

- **Blue Branch Presbyterian Church:** Once home to one of the oldest African-American congregations in western York County, the church and cemetery are located on Blanton Road, off of SC 322, east of Bullock's Creek Church. The church was founded shortly after the Civil War and gave birth to several other local Presbyterian, Baptist, and Methodist churches. The first pastor was Rev. Baker Russell, a former slave of Rev. Robert Russell, who taught him to read, write, and interpret the Scriptures prior to Emancipation. Although the building is not in regular use today, a "homecoming" service is held in September of each year. (The length of this side route is approximately 2.91 miles, including the return trip.)

➤ **Worth Mountain Wildlife Management Area:**

Located off SC 211 on the Broad River, a designated South Carolina Scenic River, the site consists of approximately 1,684 acres. Managed by the South Carolina Department of Natural Resources (SCDNR) for York County, the scenic property offers a pristine hunting, fishing, and hiking environment. Worth Mountain is a natural feature located on the site and supports a high quality forest on this monadnock. (The length of this side route is approximately 9.26 miles, including the return trip.)



## Municipalities

There are five municipalities located along the *WYCSB* stretching from the City of York, the county seat and oldest town in the county, to Smyrna, the smallest incorporated town in South Carolina. The establishment of railroad lines at community crossroads and farm market points led to the formation or development of these municipalities. Today all have charming downtown areas which evoke a more leisurely pace of life reminiscent of an earlier time, when impacts from the outside world were often limited to the weekly train schedule. Smyrna was featured in Garrison Keillor and Dennis Kitchen's 1995 book, Our Smallest Towns. Keillor considered towns like these "a monument to the great American spirit of stubbornness," with citizens determined to continue a way of life connected to a place where, unlike larger impersonal cities, they can make a difference on a daily basis. With characteristic Keillor wit, he points out that in a small town every time the grass is mowed it's an example of urban renewal.

Source: Dennis Kitchen & Garrison Keillor, Our Smallest Towns: Big Falls, Blue Eye, Bonanza, & beyond, Chronicle Books, 1995.

## **York**



Located at a major crossroads in the central part of the county, York was originally known as Fergus Crossroads, becoming Yorkville in 1841 when it was incorporated, and shortened to York in 1916. By the 1850s, a rail line connected York to Charlotte and Chester, allowing the town to become the mercantile, educational, and social center of the region. During the 1850s, York was referred to as the "Charleston of the Upcountry," because of its cultural development. Many historic homes, churches, schools, retail establishments, public

buildings, and textile mills continue to stand, and almost every antebellum and post Civil War type and style of architecture, from Colonial to Craftsman, can still be found in York. The City of York boasts several antique shops, restaurants, and small retail and gift shops, most of which are located in the beautiful old buildings of the historic district.

## **McConnells**

McConnells was named for a local family, and grew up around a railroad line which passed through the area. Established as a market point in the area, the town was incorporated in 1906 as "McConnellsville," and changed to "McConnells" in 1951. The Revolutionary War site of Lacey's Fort is located west of McConnells on SC 322. This former fortification was built by Colonel Edward Lacey and his Patriots in 1780. Situated on the road from Camden and Charleston, the site was used as a



camp and base of operations where British movements from the south and across the Broad River were observed. In October, 1780, Lacey and his men retired here from the Kings Mountain battleground. Following their abandonment, Lord Cornwallis and his troops used the site until they received news of the British defeat at the Battle of Cowpens, whereupon they soon departed South Carolina permanently. A historical marker identifies the site.

### **Sharon**



A settlement existed in the Sharon area as early as 1796, with the organization of the Sharon Associate Reformed Presbyterian Church. A town did not officially form until the arrival of the railroad in 1888. Today, Sharon retains much of the charm and atmosphere of its rural agricultural roots. Still standing are the W. L. Hill Gin and Warehouse, the Sharon Potato House, and Rainey's Gin and Office. The Sharon Downtown Historic District has eight contributing commercial structures, including the Bank of Sharon, the oldest

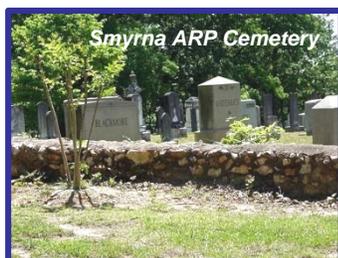
continuously operating bank in York County. Other historical and architectural gems in the Town of Sharon include the Joseph Saye house, which was built by the first physician to reside in Sharon, and the Joe H. Rainey property, which has been in the family since 1769. Constructed in 1907, the Rainey house is currently being considered for preservation and rehabilitation as a social, community, and educational facility for both residents and visitors.

### **Hickory Grove**

Although a post office was established in Hickory Grove as early as 1831, the town was not incorporated until 1888, after the arrival of the railroad. By the early 1900's the town enjoyed a booming economy and was known as the "Fifth Avenue of Western York County," boasting several hotels and stores, a bank, and two doctor's offices. Hickory Grove was home to entrepreneur W. S. Wilkerson, who became known as the "Sorghum King of Western York County" after he invented a new processor for sorghum milling. His entire mill operation has been donated to the Museum of Western York County, located in Sharon. Visitors today can still shop for a variety of goods or savor a sandwich at Wilkerson Supply Co., established in 1905, and the oldest business in town. Other historic buildings include the W. F. McGill House, once home to a dental office on the second floor; the Mitchell House, a former boarding house and hotel; and the Hickory Grove School Complex, originally consisting of several separate buildings built between 1916 and 1939, and featuring a schoolhouse, teachery, agricultural building, and lunchroom. Only two of the original buildings remain standing today.



### **Smyrna**



An early railroad stop, Smyrna was chartered in 1892 and named for the Smyrna Associate Reformed Presbyterian Church. With a population of 59 at the time of the 2000 census, Smyrna has the distinction of being the smallest town in South Carolina, as well as home to what was once the smallest barbershop. Gold was discovered near Smyrna in the early 1800's, and there were more than thirty mines in operation in the area at various times. In 1851, a twenty-one pound nugget was taken from the Martin mine near

Whitesides General Store. Whitesides continued in operation until 2007 as a general merchandise country store.



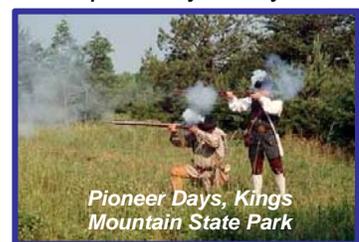
*Population of Smyrna in 1995 photograph taken by Dennis Kitchen.*

*“Small town people have escaped from the struggle for supremacy and found the secret for satisfaction.”  
Garrison Keillor*

Source: Keillor & Kitchen, Our Smallest Towns, p. 90.

## Events

In addition to the daily attractions along the WYCSB route, there are a variety of annual events in which visitors can participate and enjoy. *Pioneer Days*, a celebration of upcountry lifestyles, is held each September at Kings Mountain State Park and features a muzzleloaders conclave of black powder sharpshooters. Kings Mountain National Military Park offers an annual encampment and muster, and the Overmountain Victory Trail Association sponsors



*Pioneer Days, Kings Mountain State Park*



*Summerfest in York*

an annual reenactment of the march route used by the American Patriot army to defeat the British and Loyalist army at Kings Mountain in 1780. The City of York has an annual August street festival, *Summerfest*, featuring tours of the historic district, exhibits, crafts, and other entertainment. The Yorkville Historical Society also conducts an annual

Christmas tour of historic homes and churches in December. The McCelvey Center, located in York, features an archives, museum, and performing arts theater, which hosts concerts and dramatic and dance performances throughout the year. McCelvey Center is also home to the Southern Revolutionary War Institute, which provides primary and secondary research material about the “Southern



*Living History Day, Historic Brattonsville*

Campaign” of the Revolutionary War. Many events are held at Historic Brattonsville during the year, *Living History Saturdays*, the *Red Hills Heritage Festival*, Craft Day, a Christmas Candlelight Tour, and an annual reenactment of the Revolutionary War Battle of Huck's Defeat. In December, 2008, the Town of Sharon opened the Rainey House for a candlelight tour, anticipated to be an annual event.

## Chapter 4: Tourism & Marketing

### Tourism Overview

Tourism is the largest industry in South Carolina. Data from 2006 indicate that tourism contributes 10.9 billion a year to the Gross State Product and employs approximately 216,000, people. Although the coastal area is the state's present magnet for tourists, the interior with its abundant natural and cultural resources has substantial potential to draw visitors. Tourism is not reserved to out-of-state or long-distance travelers. Local residents with limited time or resources may be seeking a convenient location for recreation or entertainment. The *South Carolina Outdoor Recreation Plan* (SCORP) surveyed and ranked statewide recreation trends which resulted in 43 possible activities. *Table 4.1* relates those activities that are also supported along the WYCSB and their ranking in participation.

Source: Tourism Development International, New Carolina Council on Competiveness, *South Carolina Tourism Action Plan, Volume 1*.

*Table 4.1: Statewide Recreation Participation Trends*

Activity	Rank in Participation
Walking for pleasure or exercise	No. 1
Driving for Pleasure	No. 4
Picnicking	No. 6
Visiting Historical sites	No. 8
Bicycling	No. 9
Visiting a Museum	No. 10
Freshwater Fishing	No. 11
Watching Wildlife	No. 17
Lake/River Swimming	No. 18
Camping	No. 22
Bird Watching	No. 24

Source: 2008 *South Carolina Outdoor Recreation Plan*, pp. 68-69.

### Tourist Attractions and Activities

The WYCSB offers activities and attractions for visitors with a wide range of interests. Outdoor enthusiasts can enjoy camping, fishing, boating, swimming, picnicking, horseback riding, and hiking at the Kings Mountain parks. The Walt Schrader trails at Historic Brattonsville are ideal for nature walking, bird watching, or wildlife viewing. Pleasure walkers will discover the City of York's various parks, as well as segments of the planned Carolina Thread Trail that will parallel sections of the byway at Kings Mountain, Sharon, and from York to McConnells. History experts and Revolutionary War buffs will appreciate the sites and exhibits at Kings Mountain, Historic Brattonsville, the City of York, and the Museum of Western York County. Genealogists and researchers will find much to examine in the archives at the McCelvey Historical Center and on the aged grave markers in the numerous church cemeteries on the corridor. There are many open-air markets, farm stands, and working fields along the route that will appeal to agritourists. Architecture admirers will delight in the variety of juxtaposed styles in the City of York, and amateur photographers will appreciate the rural beauty of SC 322, 211, and 97. The shops in York and the McGill and W. L. Hill Stores (intersection of SC 55 and 161 and York Street in Sharon, respectively) in particular offer shoppers and antiquers many unique choices. In

addition to these permanent features, there are special exhibits, shows, festivals, and historical reenactments held along the byway route throughout the year.

Visitor attendance and revenue at WYCSB destinations have fluctuated over the previous five years. Although the lack of uniformity in attendance measures at each of the facilities makes comparisons difficult and further research necessary, *Tables 4.2 and 4.3* illustrate that most byway sites have experienced a slight downturn in visitors and revenue, particularly over the past year. Case studies indicate scenic byway designation significantly increases tourist traffic and spending at other local attractions. By creating an organized management plan and marketing the entire byway corridor, tourists will be encouraged to include additional byway sites on their travel itinerary, extend their visits, and further contribute to the local economy.

Source: [www.urbanblight.org](http://www.urbanblight.org)

Table 4.2: WYCSB Destination Site Visits

Destination Site	2008 Attendance	2007 Attendance	2006 Attendance	2005 Attendance	2004 Attendance
Kings Mountain NMP	502,088	525,845	510,395	516,704	530,220
Kings Mountain State Park	169,972	178,062	218,639	253,740	164,944
Historic Brattonsville	28,301	36,024	29,017	26,794	24,985
Museum of WYC	800*	700*	600*	500*	400*

\*Estimate by WYC Director that attendance has increased by approximately 100 visitors per year with approximately 800 in 2008.

Table 4.3: WYCSB Destination Site Revenue

Destination Site	2008 Revenue	2007 Revenue	2006 Revenue	2005 Revenue	2004 Revenue
Kings Mountain NMP*	\$125,917.00	\$133,787.00	\$125,439.00	\$133,787.00	\$107,955.00
Kings Mountain State Park	\$318,416.52	\$319,456.34	\$289,227.61	\$277,294.90	\$291,612.19
Historic Brattonsville	\$241,395.00	\$259,976.00	\$231,586.00	\$277,056.00	\$209,737.00
Museum of WYC**	NA	NA	NA	NA	NA

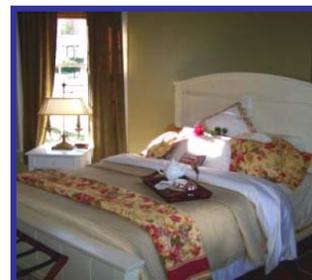
\*Kings Mountain NMP revenue is for bookstore sales only. The park charges no admission or other fees.

\*\*Revenue data is not available for the Museum of Western York County, although a \$2 admission fee is charged.

## Visitor Support Services

Assessing the availability of visitor services such as lodging, restaurants, shopping, and infrastructure is a starting point for tourism planning. The following information should serve as a basic overview of the support services on the WYCSB. More in-depth research will be conducted for each site and municipality during preparation of the long-range CMP.

There is a limited variety of overnight accommodations on the WYCSB. Kings Mountain National Military Park has one campsite which holds ten to twelve people. Kings Mountain State Park offers campsites for both recreational vehicles and tents and a primitive camp area for groups. The Rosecrest Cottage Bed & Breakfast on Kings Mountain Street in York has the only indoor lodging located directly on the route. A part of the city's historic district, the building dates from the 1880s. A Days Inn and Royal Inn Hotel Motel are located less than two miles off the byway,



A guest room in Rosecrest Cottage

near the City of York. A greater variety of accommodations can be found in the City of Rock Hill, about ten miles away, or off of Interstate 85 in the Gaffney area, about eighteen miles from the western section of the byway.

Most of the dining establishments on the corridor are located near the municipalities. Several fast food eateries are located within the City of York. York also features fine dining restaurants located in the historic downtown buildings, such as the Jasmine Café, Brandon House, Coal Yard, and Garden Café. Family style sandwiches and meals are available at the Sharon Grill and Mary's Place in Sharon. Snacks, sandwiches, and drinks are available at McGills Store on SC 161 and at convenience stores situated in York, McConnells, Sharon, Hickory Grove, and at the intersection of Gordon Road and SC 322. Wilkerson Supply Company on Wylie Avenue in Hickory Grove also offers hot sandwiches. Picnic areas are located in parks or adjacent to recreational ball fields in all the municipalities and at the Kings Mountain Parks and Historic Brattonsville.



*The Brandon House restaurant is located in this 150-year-old building in York's Historic District.*

Gas stations and public restroom facilities are available at all of the major destination sites, Kings Mountain Parks, Historic Brattonsville, and Museum of Western York County and all municipalities, with the exception of Smyrna. Visitor parking is available at all of the destination sites and along most streets within the municipalities. There are no visitor amenities on the approximately fifteen mile section of the route between McConnells and Sharon.

## Tourism Plans

With the exception of a few venues, the WYCSB lacks large-scale, marquee tourist attractions. Instead, it is dotted with small, dispersed sites that offer tangible visitor appeal but varying degrees of information, activities, and services. Heritage or cultural tourism is one method of packaging these scattered resources into viable destinations that have real economic and civic impacts. The core idea in cultural heritage tourism is to save the community's heritage and culture, share it with visitors, and reap the economic benefits of tourism. The WYCSB's focus on its rural history and culture makes the corridor an ideal potential heritage tourism program.

The South Carolina Department of Parks, Recreation & Tourism (SCPRT) Tourism Action Plan (TAP) supports the concept of developing a heritage tourism program in York County. Completed in 2006, the TAP assesses the current state of the tourism industry in South Carolina and presents an action plan to develop the industry to its full potential. The plan divides the state geographically into eight tourism destination areas (TDA) in order to produce themed tourism clusters and circuits. York County is located in TDA 8: The North, with the theme, "Center for all times – Taste the past, feel the present." According to the TAP's assessment, tourism strengths for York County include its rural areas and towns, heritage, and Southern hospitality; weaknesses are considered to be lack of funding, inadequate marketing, and resource fragmentation. The WYCSB provides a mechanism around which to build and promote a cohesive rural experience theme by connecting a variety of sites and destinations. The partnerships formed in supporting the byway also offer a diversity of sources for funding opportunities for WYCSB projects.

In addition to evaluating the current status of tourism throughout the state, the TAP proposes an action plan for each TDA with several area projects proposed which would support the WYCSB. South Carolina had more Revolutionary War battles or skirmishes than any other colony. Most

of these were fought entirely between Americans, as either Loyalists or Patriots. A focus on the region's Revolutionary War history is advised, with a major interpretive center suggested for the Rock Hill area. Additional improvement projects are recommended at Kings Mountain State Park, City of York, and Historic Brattonsville, and a scenic route is proposed from York to Brattonsville. Although not part of the official TAP, there are several sites on the western section of the WYCSB that would complement the Revolutionary War theme. Lacey's Fort near McConnells is the site of a British encampment following the Battle of Kings Mountain in 1781. SC 97 in Hickory Grove at Wylie Avenue was formerly known as King's Road. Originally leading to Winnsboro and Charleston, it was engineered by the British to move their equipment during the Revolutionary War.



Source: [www.culturalheritagetourism.org](http://www.culturalheritagetourism.org); SCRPT, *Tourism Action Plan: Volume 1*.

## Marketing

An important component of the long-range CMP will be determining how to incorporate both prominent attractions and less familiar sites into a cohesive theme that can be used to raise public awareness about the byway. Marketing strategies that bring together all stakeholders will be essential in building support for the project and supplying the diverse resources needed to attract tourists. Understanding and balancing the desire of visitors for a unique experience with the circumstances, capabilities, and priorities of local residents will ensure widespread enthusiasm for the byway. Creative marketing should utilize the authenticity and charm of byway's assets to engage and involve visitors. Providing a memorable experience will encourage repeat visitors, increase tourism benefits, and motivate citizens and residents to protect and preserve the corridor's intrinsic qualities. There is an assortment of organizations that currently advertise and promote specific sites in the area which can readily be used to publicize the entire WYCSB corridor.

### ***Local Marketing Agencies and Associations***

The Rock Hill/York County Convention & Visitors Bureau (Rock Hill/YCCVB) provides information about shopping, dining, lodging, historic and cultural sites, arts and entertainment events, promotional products, and maps and directions, available to all county visitors. The York County Culture & Heritage Commission seeks to further the development of the county's cultural resources; preserve the artistic, cultural, historical and natural history heritage of York County; and create a more unified and accessible collection of historical documents related to the county's shared cultural heritage. The Commission operates McCelvey Center in York and Historic Brattonsville. Local historical organizations, such as Yorkville Historical Society and Broad River Basin Historical Society, seek to promote historical preservation and restoration in the City of York and its environs. They sponsor lectures, tours, and other activities to both inform and entertain guests about the area's history and culture.

Source: [www.chmusuems.org](http://www.chmusuems.org)

York County Economic Development endeavors to attract new business and industry by advocating cultural and historic attractions that contribute to the county's quality of life. The Greater York Chamber of Commerce serves the communities of York, McConnells, Sharon, Hickory Grove, and Smyrna, by supporting local business and assisting with a variety of local

cultural and community events, such as *Summerfest*. The York Downtown Business Association (YDBA) is a non-profit organization that focuses on preserving and beautifying the history of the City of York, with a vision of creating new opportunities for the future. A recent project involved the placement of benches along Congress Street in York to encourage shoppers and visitors to pause and enjoy their surroundings

Source: [www.greateryorkchamber.com](http://www.greateryorkchamber.com) , [www.yorkdba.com](http://www.yorkdba.com) , [www.yorkvillehs.org](http://www.yorkvillehs.org)

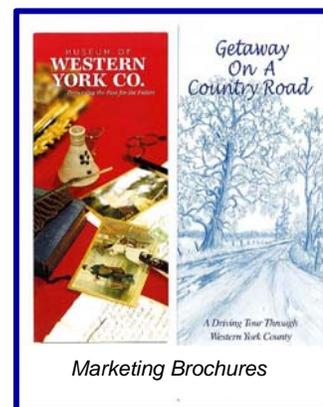
### **Regional and State Marketing Organizations**

The WYCSB is a part of the *Olde English Tourism District*, one of eleven tourism districts in South Carolina, dedicated to providing visitors with complete information about regional sites, accommodations, attractions, farm markets, shopping, and recreation within their boundaries. SCPRT is a state cabinet agency assigned to operate and manage South Carolina's 47 state parks (which includes Kings Mountain State Park), to market the state as a preferred vacation destination, and to provide assistance to communities for parks, recreation, and tourism development and promotion.

Source: [www.sctravel.net](http://www.sctravel.net) and [www.scprrt.com](http://www.scprrt.com)

### Marketing Tools

A variety of marketing tools is currently used to promote WYCSB attractions. The City of York advertises its unique shops, historic environment, and cultural events on local radio and cable television stations. Print advertising can be found in regional and national leisure and trade publications, as well as the local *YC Magazine* and regional newspapers, *The Herald* (Rock Hill), *Yorkville Enquirer-Herald* (Western York County), *Charlotte Observer* (Charlotte, North Carolina), *Lancaster News* (Lancaster, South Carolina), and *Chester News & Reporter* (Chester, South Carolina). Historic Brattonsville places advertisements in *Southern Living* magazine and promotes major events in state-wide newspapers. The Rock Hill/YCCVB and the Olde English Tourism District each produce comprehensive visitors' guides, available at no charge. Specific site flyers are available for Kings Mountain Parks, City of York, Historic Brattonsville, Walt Schrader Trails, and the Museum of Western York County. Both Kings Mountain National Military Park and Historic Brattonsville are promoted in themed Revolutionary War brochures, and both also have gift shops or bookstores which encourage further study of their sites. *Getaway on a Country Road: A Driving Tour of Western York County* is a pamphlet that highlights many of the attractions along the WYCSB, and includes a map and description of each site of interest. The Yorkville Historical Society publishes *Welcome to Historic York South Carolina: Historic District Walking Tour*, a booklet which provides a history of the City of York, as well as extensive historical and architectural information about almost one hundred locations within the city. Directional signage along Interstates 77 and 85 encourages travelers to visit Kings Mountain Parks and Historic Brattonsville, and on SC 5 promotes the City of York Historic District. The Internet has increasingly become a very valuable promotional resource. Following are some of the websites that inform and inspire visitors to drive the WYCSB.



[www.yorkcountygov.com](http://www.yorkcountygov.com)  
[www.yorkcitysc.com](http://www.yorkcitysc.com)

York County Government  
City of York

[www.sharontown.com](http://www.sharontown.com)  
[www.visitryorkcounty.com](http://www.visitryorkcounty.com)  
[www.sctravel.net](http://www.sctravel.net)  
[www.scprrt.com](http://www.scprrt.com)  
[www.beautifulplacesalliance.com](http://www.beautifulplacesalliance.com)  
[www.discoversouthcarolina.com](http://www.discoversouthcarolina.com)  
[www.sciway.net](http://www.sciway.net)  
[www.preserveamerica.gov](http://www.preserveamerica.gov)  
[www.chmuseums.com](http://www.chmuseums.com)  
[www.catawbacog.org](http://www.catawbacog.org)  
[www.nps.gov/kimo](http://www.nps.gov/kimo)  
[www.southcarolinaparks.com](http://www.southcarolinaparks.com)  
[www.discoverourtown.com/SC/York](http://www.discoverourtown.com/SC/York)  
[www.greateryorkchamber.com](http://www.greateryorkchamber.com)  
[www.yorkdba.com](http://www.yorkdba.com)  
[www.museumofwesternyorkcounty.org](http://www.museumofwesternyorkcounty.org)  
[www.yorkvillehs.org](http://www.yorkvillehs.org)  
[www.rosecrestcottage.com](http://www.rosecrestcottage.com)

Town of Sharon  
 Rock Hill/York County Convention & Visitors Bureau  
 Olde English Tourism District  
 South Carolina Parks Recreation & Tourism  
 South Carolina Parks  
 South Carolina's Official Tourism Site  
 Information about South Carolina's people, culture, and places  
 Preserve America communities  
 York County Culture & Heritage Museums/Historic Brattonsville  
 Carolina Regional Council of Governments  
 Kings Mountain National Military Park  
 Kings Mountain State Park  
 Comprehensive information about the City of York  
 Greater York Chamber of Commerce  
 York Downtown Business Association  
 Museum of Western York County  
 Yorkville Historical Society  
 Rosecrest Bed & Breakfast, York

## Funding for Tourism Marketing

There are numerous specific funding mechanisms available that assist in promoting tourism on the WYCSB. Federal funds are available from several cabinet



agencies for various heritage tourism, historic preservation, and community development projects that encourage and support visitor amenities. York County was recently designated as a *Preserve America* community, a federal initiative administered by several agencies, which offers planning funding for a variety of heritage tourism activities. The Department of Agriculture promotes

agritourism through programs that provide technical assistance to farmers for exploring alternate economic enterprises, including heritage tourism. At the state level, SCPRT's Tourism Partnership Fund is a reimbursable matching funds grant program whose primary goal is to attract additional visitors through tourism promotion. The Destination Specific Tourism Marketing Grant Program, also administered by SCPRT, is a matching grant that funds large-scale marketing public-relations campaigns. Locally, a hospitality tax was approved by voters for the unincorporated areas of the county in 2006. Administered by the Rock Hill/YCCVB, the proceeds from this tax fund the Hospitality Tax Grant Program which provides capital for tourism-related buildings, cultural, recreational, or historic facilities; advertisements and promotions related to tourism development; or infrastructure to serve tourism needs. An Accommodations Tax is also collected by both the State of South Carolina and York County that funds tourism-related projects similar to the Hospitality Tax program.

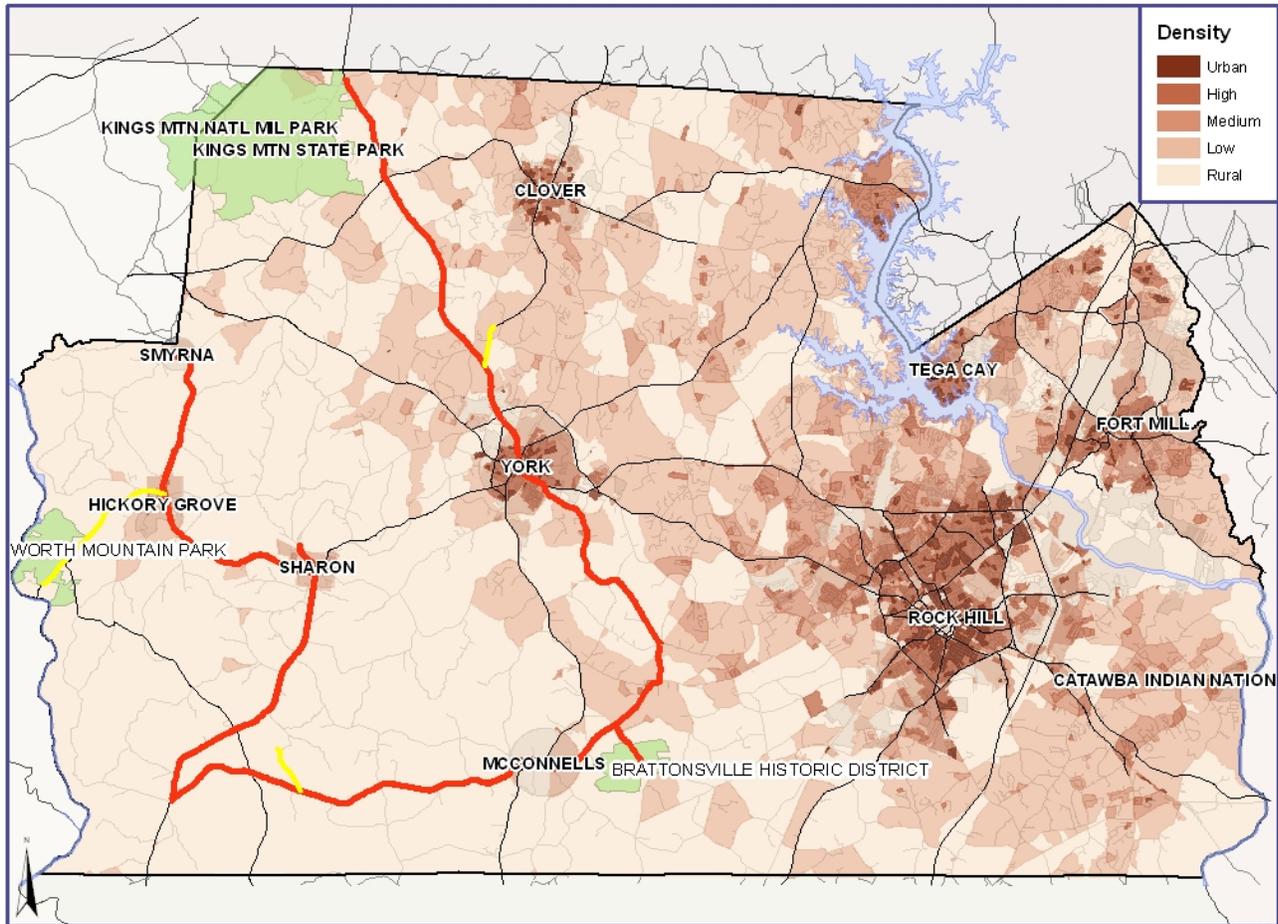


Source: [www.yorkcountygov.com](http://www.yorkcountygov.com) and [www.scstatehouse.gov](http://www.scstatehouse.gov)

(Revenue for the hospitality tax is generated by collection of a 2% tax on gross proceeds from sales of food and beverage by all restaurants and bars located in the unincorporated county, and by a 1% collection on the gross proceeds from sales of food and beverage by all restaurants and bars located within the municipalities of Hickory Grove, McConnells, Sharon and Smyrna. The City of York also collects a 2% hospitality tax. The accommodations tax is funded by a collection of 3% on the gross proceeds from hotels in the unincorporated county. The City of York also collects a 3% accommodations tax. In addition, the State of South Carolina imposes a 2% accommodations tax on all hotels within the state.)

# Chapter 5: Land Use & Development

Map 5.1: York County Density



## Land Use History in the WYCSB Corridor

As Map 5.1 illustrates, the WYCSB is located in the least densely populated or most rural portion of York County. The current land use pattern was influenced by the area’s agricultural heritage and the historic crossroads towns that developed along travel routes as centers of trade. Map 5.2 delineates existing land classifications along the corridor. The bulk of the land remains undeveloped as agricultural land or developed at very low densities as large residential use lots. These areas are vulnerable to development pressures that threaten the loss of open space, farmland, and the rural way of life. The municipalities adjacent to the WYCSB are largely considered to be developed and will likely incur limited development pressure in the near future, although the population of each town continues to trend upward as indicated in Table 5.1.

Map 5.2: Existing Land Use Classifications Adjacent to WYCSB

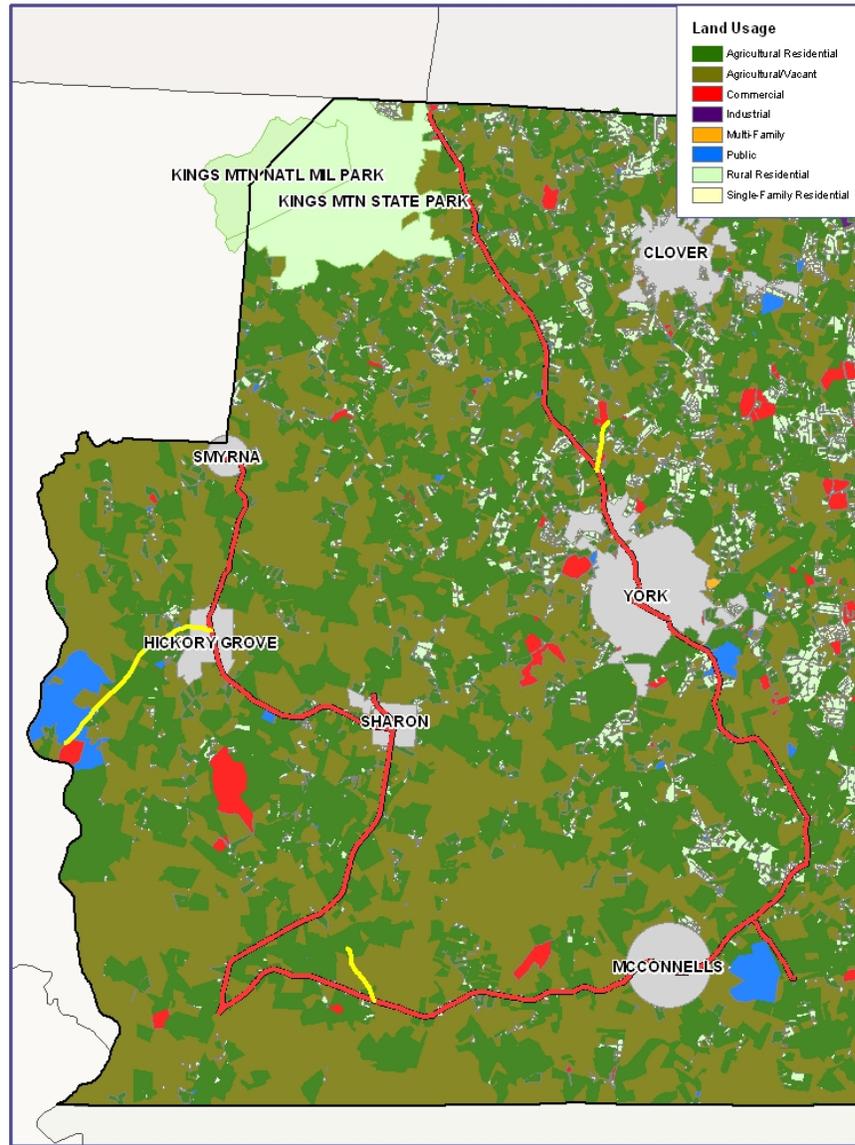


Table 5.1: Population Trends

Governmental Unit	1990 Population	2000 Population	2008 Est. Population
Hickory Grove	287	337	422
McConnells	157	287	367
Sharon	270	421	504
Smyrna	57	59	80
York	6,705	6,985	7,967
York County	131,497	164,614	217,448

Source: U.S. Census

There are sections along SC 161 and SC 324 around the City of York that are partially developed or still developing, which face substantial growth pressures and possible future significant change. Finally, the corridor includes protected lands at Kings Mountain, Historic Brattonsville, and Worth Mountain (side trip). While the resources of these public lands are preserved from development, they are exposed to impacts from nearby development which could compromise their scenic or historic value.

The population of York County in 2008 has grown approximately 32% since the 2000 Census. While most of the growth has been concentrated in areas with proximity to Charlotte, North Carolina, the entire county has been affected. Agricultural landowners face a variety of challenges from development. A fragmented pattern of rural subdivisions takes land out of production, increases conflict and friction with new rural residents who may not understand the noise, dust, or smells associated with farming, and transforms views of scenic pastures into repetitive landscaped lawns. Viable measures that can reduce growth pressures and expand economic options for farmers who may feel compelled to sell their land for development are urgently needed.

Source: U.S. Census

## Future Land Use

The *Vision Statement* in York County's *2025 Comprehensive Plan* recognizes the desire of residents to manage growth in these undeveloped areas by appealing for "reduced development pressure on farming and farm properties . . . and low density development that retains rural character and is compatible with farming." One focal point of the *2025 Land Use Plan* is to resolve the clear need and desire to protect the county's agricultural heritage and rural lifestyle.

Source: *York County 2025 Comprehensive Plan Vision Statement*

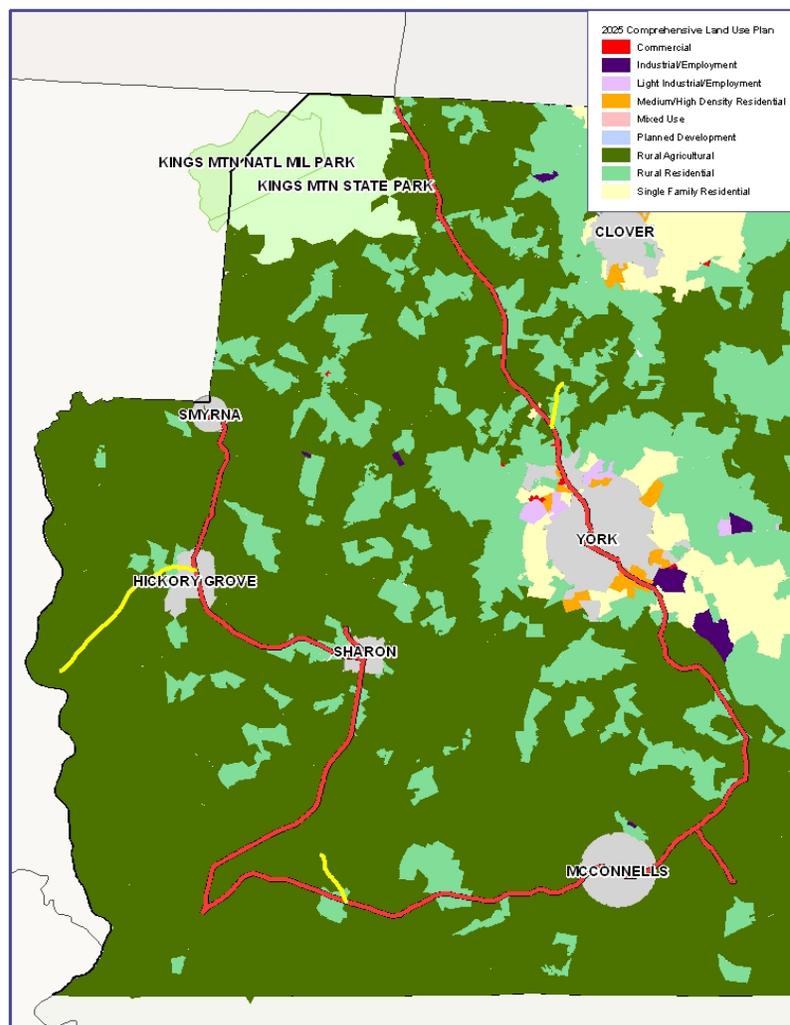
## **2025 Land Use Plan**

The desired future land use pattern for the *WYCSB* is shown in *Map 5.3*. While the map depicts development in some fringe byway areas that are currently rural in character, the goals and strategies of the plan strive to protect as much of the rural landscape as possible from inappropriate suburban sprawl, while moderating rural population growth, reducing pressures to subdivide and develop farmland, and expanding choices for owners of large properties. The key categories of future land use in the unincorporated areas are rural agricultural, with agriculture as the principal land use, and rural residential, with low-density housing as the principal land use. Both categories aim to prevent suburban sprawl, retain open space, and preserve the rural character. Other designated or anticipated uses include: commercial, industrial, mixed use centers, utility service areas, and protected lands. Each land use is briefly described below.

- **Rural Agricultural:** *Intent is to retain viability of agriculture while accommodating very low levels of population growth consistent with farming operations.*
- **Rural Residential (Single Family Residential):** *Intent is to accommodate modest population growth, with minimal demand for public services and facilities, while retaining rural character and significant open space.*
- **Commercial:** *These uses are anticipated to occur in the rural area, and should be limited to those retail and service functions that meet the needs of the rural residential population, as well as the operational needs of agriculture.*

- **Industrial/Employment:** Some sites are designated for future low impact industrial development, without compromising the surrounding rural character through buffering or similar measures.
- **Mixed Use Centers (Planned Development):** Two types of mixed use centers are appropriate: close-in growth to accommodate non-farming households and supporting retail and service uses in the historic crossroads settlements of Sharon, Smyrna, Hickory Grove, and McConnells; and planned concentrated related-use neighborhood centers which may include commercial and services uses, schools, churches, employment, and higher density residential uses.
- **Urban/Utility Services Area (Light Industrial Employment):** Conceptual depiction of the maximum area which should be served by water, sewer, and other major public facilities and services, that could act as catalysts for increased growth pressure. Outside of this line, facilities such as schools, parks, public safety should be limited to those which serve the rural population. York County will seek consensus among municipalities and utility service providers to limit extension of public facilities and services beyond this line, except where needed for public health, safety, and welfare.

Map 5.3: 2025 Land Use Plan Classifications Adjacent to WYCSB Corridor



- **Protected Lands:** Existing large scale parks and protected open spaces of county-wide significance which are expected to remain so in perpetuity.

Source: York County 2025 Comprehensive Plan: Land Use Element

The *Land Use Element* provides several goals and strategies to achieve this vision. These include the implementation of a Transfer Development of Rights program, encouragement of Conservation Developments, and establishment of an Urban Service Area.

(Please refer to Appendix I for definitions of terms.)

### **Other 2025 Comprehensive Plan Elements**

The county's Comprehensive Plan includes nine additional elements, addressing a range of topics from housing to transportation to community facilities. (The *Transportation Element* will be discussed further in Chapter 6.) The *Vision Statement* of the plan recommends maintaining York County's quality of life, unique identity, and heritage, through such measures as creative re-use of historic buildings, increasing heritage tourism by promoting landmark historic sites and structures, and enhancing the visual character of the community through greater attention to roadway and scenic rural corridors and controls on signage and littering.

Two sections of the *2025 Plan* that most directly affect the *WYCSB* are the *Cultural Resources Element (CRE)* and the *Open Space Plan (OSP)*. Based on a 1992 survey of all historic sites in unincorporated York County, conducted by the South Carolina Department of Archives and History, (including all municipalities along the *WYCSB* route, with the exception of York), the *CRE* provides an inventory of the byway's historic and architectural features. The survey also recommends specific properties that are worthy of further review and possible National Register consideration, the majority of which are located along the byway route. Goals and strategies outlined in the *CRE* urge protection of York County's cultural resources and participation in federal and state programs, (e.g., the *National Scenic Byways Program*), which encourage protection and preservation of these resources.

The *OSP* inventories all open space within the county and its municipalities. In addition to the existing regulatory measures that promote open space and the responsible use of rural land, the *OSP* proposes continuing efforts to preserve and add to current assets. These proposals include improving parks, open grass areas, picnic facilities, information kiosks, and interpretative installations, all of which serve as excellent amenities for residents and visitors. Acknowledging that additional funding will be required for these improvements, the plan considers several options, including a formalized parks department, which would generally provide increased recreational and natural educational opportunities.

Source: York County 2025 Comprehensive Plan: Vision Statement, Cultural Resources Element, and Open Space Element

### **WYCSB Development Management Tools**

York County and the City of York have several planning tools and regulatory policies in place to examine current trends and existing conditions, manage the impacts of growth and development, and determine how resources can best be used and conserved.

## **York County Development Regulatory Policies**

York County's zoning and subdivision codes implement the comprehensive plan by regulating the use and development of land along the WYCSB in the unincorporated county. With the exception of the area around the City of York, most of the property on the WYCSB is zoned AGC (Agricultural Conservation), Agricultural Conservation – I (AGC-I), or RUD (Rural Residential).

- **AGC zoning** is designed to protect and preserve areas under cultivation and prime agricultural soils for continued agricultural use. All general farming uses, including seasonal roadside produce stands and animal keeping are permitted, as well as campgrounds and outdoor recreational facilities, with site plan approval. No more than two dwelling units per platted lot are permitted. The minimum residential development lot size is one acre, with a minimum average density of not less than three acres.

Source: York County Zoning & Development Standards Ordinance, §155.021 & §155.022

- **AGC-I zoning** protects and preserves the agricultural character of an area by allowing growth with five-acre lots. With some limitations and site plan approval, the same uses as AGC zoning are allowed. No more than one dwelling unit per platted residential lot is permitted.

Source: York County Zoning & Development Standards Ordinance, §155.036 & §155.037

- **RUD zoning** is intended to protect and preserve areas of the county which are presently rural in character and use. This district is to serve to discourage rapid growth while allowing growth through orderly use and timely transition of rural areas. With some limitations and site plan approval, the same uses as AGC zoning are allowed. One residential dwelling unit per platted lot is permitted. The minimum residential lot size is one acre, with a minimum average density of not less than two acres.

Source: York County Zoning & Development Standards Ordinance, §155.046 & §155.047

## **York County Conservation Regulatory Policies**

- **Historic and Scenic Overlay** - In addition to the regulations outlined above, the Zoning Ordinance also contains an architectural and historic site overlay for the AGC and RUD districts, for the purpose of protecting and perpetuating historically or architecturally significant sites, as identified in the previously mentioned 1992 historic property survey. Development that is adjacent to these sites must follow certain buffering requirements as outlined in the Zoning Ordinance. In addition, removal or renovation of these sites is prohibited without first obtaining a zoning compliance.

Source: York County Zoning Code & Development Standards Ordinance, § 155.370 - § 155.373

- **Preservation Tax Incentive** - A preservation tax incentive is also included in the Zoning Ordinance, which provides for a special tax assessment for eligible owner-occupied or income-producing rehabilitated historic properties.

Source: York County Zoning & Development Standards Ordinance, § 155.375 - § 155.379

- **Right to Farm Provision** - The recently adopted Interim Development Ordinance (IDO) includes a Right to Farm provision for the AGC and AGC-I zoning districts. This provision not only protects the continuation of all existing agricultural operations, using generally accepted agricultural management practices, without interference from adjacent property owners, but the establishment of new farming operations, without interference from adjacent property owners, as

well. In addition, any subdivision created within this district must grant a right to farm easement to allow operations using generally acceptable agricultural management practices on adjacent parcels to generate noise, odors, dust, light and other impacts from said practices.

Source: York County Zoning & Development Standards Ordinance, § 155.023 and § 155.038

**Conservation Subdivisions** – The IDO encourages Conservation Subdivisions in the AGC, AGC-I, RUD, & RUD-I zoning districts for the purpose of (among others): preserving the rural character through the permanent preservation of meaningful open space and sensitive natural resources; preserving scenic views by minimizing views of new development from existing roads; preserving prime agricultural land by concentrating housing on land that has low agricultural potential; to preserve significant archaeological sites, historic buildings, and their settings. Conservation Subdivisions provide a voluntary option for property owners to achieve greater densities than can be achieved through conventional development, while retaining significant open areas that may be used for agriculture, forestry, or environmental purposes.

Source: York County Zoning & Development Standards Ordinance, § 155.023 and § 155.038

## York County Conservation Organizations



There are several public and private agencies or organizations in York County that promote conservation and preservation. The York County Forever Commission (YCF) was established to serve as the county's principal open space preservation entity. YCF was created by York County Council to promote the conservation of scenic open space, prime farmland, and historic and cultural resources, through acquisition, purchase of development rights, or conservation easements. To date, YCF has assisted in the conservation of over 8,000 acres in the county, the majority of which is located along the WYCSB route or one of its side trips. The Culture & Heritage Commission (CHC) is a county organization established to preserve the artistic, cultural, historical, and natural history of York County. In this role, CHC administers the Cultural & Heritage Museums, which include Historic Brattonsville and the McCelvey Center. Located in York, the Historical Center is part of the McCelvey Center, and serves as the county's archival repository, which includes maintaining the official historic site database. The Catawba Regional Council of Governments (COG) provides a range of planning services in the area of historic preservation, including historic site surveys, assistance with National Register nominations, and grant application preparation and administration. There are also several regional land trusts dedicated to enhancing quality of life by preserving open space, natural beauty, and scenic heritage. These non-profit organizations include Nation Ford Land Trust (NFLT) in Fort Mill, South Carolina; Trust for Public Land (TPL) in Charlotte, North Carolina; and Katawba Valley Land Trust in Lancaster, South Carolina.



## York County Signage

The South Carolina General Assembly has established specific requirements to protect the significant qualities and area of a state scenic byway. These requirements include the regulation of signage along the corridor in order to conserve and enhance the intrinsic qualities.

### **Scenic Byway Requirements**

The *South Carolina Code of Regulations* for Scenic Byways states:

**No outdoor advertising sign will be allowed to be erected along any route designated as a "Scenic Byway" or "Local Byway". Communities must show in their corridor management plan how this prohibition will be enforced prior to designation.**

The *South Carolina Code* defines outdoor advertising signs as:

**Any sign structure or combination of sign structures and message in the form of an outdoor sign, display, device, figure, painting, drawing, message, plaque, poster, billboard, advertising structure, advertisement, logo, symbol or other form which is designed, intended or used to advertise or inform, any part of the message or informative contents of which is visible from the main-traveled way. The term does not include on-premise signs or official traffic control signs, official markers, nor specific information panels erected, caused to be erected or approved by the Department [of Transportation].**

Source: *SC Code of Regulations*, §63-901 & 935.

### **Signage Development Standards**

The *York County Zoning Code* includes a section regulating signs on any property to be developed in the unincorporated county for the purpose of:

**. . . minimizing the distractions and the obstructing-of-view that contribute to traffic hazards and endanger public safety; and to encourage a high standard for signs in order that they should be appropriate to and enhance the aesthetic appearance and attractiveness of the community and further create an aesthetic environment that contributes to the ability of the community to attract sources of economic development and growth; . . .**

Source: *York County Zoning & Development Standards Ordinance*, § 155.470.

The Code requires issuance of a zoning compliance based on regulated standards for the placement, enlargement, or relocation of most signs within York County. Among the expressly prohibited signs are "outdoor advertising displays," defined as:

**A structure which advertises, attracts attention to, or directs persons to a business activity located on other than the premises where the structure is erected. Nationally advertised products or services will not be deemed to be located on or carried on at the premises of local retail outlet or branch office.**

Source: *York County Zoning & Development Standards Ordinance*, § 155.471, 474.

This section of the *York County Zoning Code* also addresses maintenance for outdoor advertising displays erected prior to the Ordinance date of May, 1991, stating that they cannot be enlarged, structurally altered, or relocated. Any signs that are damaged or destroyed by natural causes to an extent greater than 50% of their appraised value cannot be replaced. Any outdoor advertising display damaged or destroyed by natural causes to an extent equal to or less than 50% of its appraised value can be restored within 90 days. If not repaired within that timeframe, the sign will lose "grandfather" status and must be removed.

Source: *York County Zoning & Development Standards Ordinance*, § 155.480.

The development standards outlined above for signage in York County meet SCDOT regulations prohibiting outdoor signs along a scenic byway. The South Carolina SHC noted there were no existing outdoor advertising displays along the WYCSB at the time of their tour in 2008, and no signs are eligible for grandfathered status.

(Please refer to Appendix IV A for a complete copy of York County's regulations for outdoor advertising signs.)

## City of York

Similar to York County, the City of York has regulatory policies and development standards in place to “maintain its intimate character of a small friendly city with a strong historic core and a traditional lifestyle offering a desirable alternative to life in the larger metro areas.” In addition to a Comprehensive Plan, Zoning and Subdivision Ordinances, York has also attained Certified Local Government status which better prepares the city to manage growth and development, while protecting significant historic and cultural resources.

Source: City of York, *Introduction to Comprehensive Plan 2005*

### ***Certified Local Government***

The Certified Local Government (CLG) program is a preservation partnership between local, state, and national governments focused on promoting and protecting historic resources. Administered in South Carolina by the South Carolina Department of Archives & History's State Historic Preservation Office (SHPO), the program promotes community preservation planning, heritage education, and coordinates grant funding, technical assistance, and training. In order to achieve CLG status, York was required to:

- *Pass a historic preservation ordinance*
- *Establish an adequate and qualified historic preservation review commission*
- *Maintain a system for the survey and inventory of historic properties*
- *Provide for adequate public participation in the local historic preservation program, including the process of recommending properties for nomination to the National Register;*

Source: [www.shpo.sc.gov/localgovt/certified](http://www.shpo.sc.gov/localgovt/certified)

### ***Historical District Overlay***

The *City of York Zoning Code* includes a *Historical District Overlay* section that designates the geographic boundaries of the “Local Historic District,” in order to preserve and maintain the heritage of the city through the planning and review process. (The local historic district includes all of the National Resister Historic District within the City of York as well as other locally significant properties.) The *Overlay* is intended to “protect, enhance, and perpetuate historic properties, safeguard the city's cultural heritage, and protect and enhance the city's attraction to tourists and visitors.” A Historical Commission is created for the purpose of preserving the history of the City of York found within its buildings, residents, and physical structures of the Historic District. The ordinance also requires that a “Certificate of Appropriateness” be issued by the Commission before any building or structure within the Historic District can be constructed, modified, moved, removed, placed, improved, or demolished. As part of the plan review process for the Certificate, the Commission will evaluate applications according to the architectural and preservation standards detailed in the city's *Construction Design Standards* manual.

Source: *City of York Zoning Ordinance, Section 9*

**Signage Regulations**

While all signage within the York Local Historic District is reviewed by the Historical Commission according to the standards of the *Construction Design* manual, the *City of York Zoning Code* has a chapter regulating all signs within its jurisdiction. Outdoor advertising displays are defined precisely as in the *York County Zoning Code* and are prohibited within the City of York. The application process and criteria for the placement of most other signs within the city are specified in this code section as well.

Source: *City of York Zoning Ordinance, Section 12*

(Please refer to Appendix IV B for a complete copy of the City of York’s regulations for outdoor advertising signs.)

**Policies of Other Municipalities along the WYCSB**

No other municipalities adjacent to the *WYCSB* currently have land use or development regulations. York County’s Building and Codes Department performs plan reviews, issues building permits, and carries out site inspections for the Towns of Sharon, Hickory Grove, and Smyrna. This process ensures that all new construction, renovations, and additions meet internationally recognized construction standards. *Table 5.2* is a synopsis of land use plans, policies, and regulations which are currently in effect along the byway corridor. The future comprehensive CMP will consider recommendations for additional policies in all jurisdictions that will enhance and protect the qualities of the *WYCSB*.

*Table 5.2: Current Land Use & Development Policies by Jurisdiction*

Name of Jurisdiction	Jurisdiction Policies
<b>Town of Hickory Grove</b>	➤ Building Permits Issued & Inspections Performed by York County
<b>Town of McConnells</b>	➤ Currently no Regulatory Policies
<b>Town of Sharon</b>	➤ Building Permits Issued & Inspections Performed by York County
<b>Town of Smyrna</b>	➤ Building Permits Issued & Inspections Performed by York County
<b>City of York</b>	<ul style="list-style-type: none"> <li>➤ Comprehensive Land Use Plan               <ul style="list-style-type: none"> <li>▪ Cultural Resources Element</li> <li>▪ Transportation Element</li> </ul> </li> <li>➤ Zoning &amp; Subdivision Ordinances               <ul style="list-style-type: none"> <li>▪ Historical District Overlay</li> <li>▪ Historic Commission</li> <li>▪ Construction Design Standards for Historic District</li> <li>▪ Signage Regulations                   <ul style="list-style-type: none"> <li>• Ban on Outdoor Advertising Displays</li> </ul> </li> </ul> </li> <li>➤ City-wide Building Code</li> </ul>
<b>York County</b>	<ul style="list-style-type: none"> <li>➤ Comprehensive Land Use Plan               <ul style="list-style-type: none"> <li>▪ Open Space Plan</li> <li>▪ Cultural Resources Element</li> <li>▪ Transportation Element</li> </ul> </li> <li>➤ Zoning &amp; Subdivision Ordinances               <ul style="list-style-type: none"> <li>▪ Historic &amp; Scenic District Overlay</li> <li>▪ Preservation Tax Incentive</li> <li>▪ Signage Regulations                   <ul style="list-style-type: none"> <li>• Ban on Outdoor Advertising displays</li> </ul> </li> </ul> </li> <li>➤ County Wide Building Code</li> </ul>

# Chapter 6: Road Infrastructure

## Overview

This chapter seeks to assess existing transportation facilities and identify areas of concern. An inventory of current conditions must include data regarding characteristics, standards, safety, and aesthetics of roadways in the WYCSB corridor, as well as the policies currently in place to manage and guide transportation development. The future CMP will include a more comprehensive examination of each section of the route and a focus on recommendations for improvements.

## Descriptions and Characteristics of Roads

The length of the WYCSB is approximately sixty-three miles, not including suggested side trips, which add an additional 14.61 miles. The endpoints at SC 161 (Kings Mountain Parks) and SC 97 (Town of Smyrna) were chosen to provide visitors the most convenient access to the major thoroughfares of Interstate 85 and SC 5. *Table 6.1* shows the approximate length of each section of road. *Table 6.2* details some characteristics and the Federal Highway Administration (FHWA) functional classification of each road included in the route.

*Table 6.1: WYCSB Road Sections, Names, & Lengths*

Section Number	Road Names	Length of Section (in miles)
1	SC 161 to Kings Mountain Street (City of York)	11.40
2	Kings Mountain Street (City of York) to North Congress Street (City of York)	1.25
3	North Congress Street (City of York) to East Liberty Street (City of York)	.38
4	East Liberty Street (City of York) to SC 324 (McFarland Road)	1.00
5	SC 324 to Gordon Road	6.36
6	Gordon Road to SC 322	1.11
7	SC 322 to Brattonville Road	2.34
8	Brattonville Road to SC 322	3.58*
9	SC 322 to SC 49	14.25
10	SC 49 to Woodlawn Street (Town of Sharon)	8.89*
11	Woodlawn Street (Town of Sharon) to SC 211	2.06*
12	SC 211 to Wylie Avenue (Town of Hickory Grove)	5.82
13	Wylie Avenue (Town of Hickory Grove) to SC 97 (Main Street, Smyrna)	4.48

\* Includes return trip on a portion of same travelway necessary in order to proceed to next section of route.

Source: York County GIS

Table 6.2 WYCSB Road Characteristics

Road Name	Number of Lanes	Speed Limit (mph)	Capacity*	Volume**	Road Classification
SC 161	2-4	45-55	10,800	3400-4000	Principal Arterial
SC 49	2	35-55	10,800	2400	Principal Arterial
SC 324	2	35-55	8600	1100	Minor Arterial
SC 322	2	35-55	8600	1400	Minor Arterial
SC 211	2	35-55	8600	NA	Minor Arterial
SC 97	2	35-55	8600	850	Minor Arterial
Brattonsville Road (S-46-165)	2	45	NA	NA	Major Collector
Gordon Road (S-46-347)	2	45	8600	1000	Local Road
Kings Mountain Street (York)	2-3	25-35	NA	NA	Municipal Street
Congress Street (York)	2	25-35	NA	NA	Municipal Street
Liberty Street (York)	2	25-35	NA	NA	Municipal Street
Woodlawn Street (Sharon)	2	35	NA	NA	Municipal Street

\*Capacity = Average Daily Trips that roads are designed to handle

\*\*Volume = Average Annual daily traffic

Source: SCDOT

Since approximately fifty-three miles of the route consist of arterial roads, the majority of travel time on the WYCSB corridor occurs on highways designed to carry moderate or high volumes of traffic, as indicated in the following definitions for each classification.

- **Principal Arterial:** A roadway designed to serve statewide and interstate travel, connecting urbanized areas, cities and towns. It is designed to accommodate moderate to high volumes of traffic at moderate to high speeds.
- **Minor Arterial:** Link cities and towns and forms an integrated network providing interstate, intrastate and intra-county service. Spaced at proper intervals so that all developed areas are within a reasonable distance of an arterial highway. It is designed to accommodate moderate volumes of traffic at moderate to high speeds.
- **Major Collector:** Serves urban areas and other traffic generators of intra-county importance that are not served by higher systems and link these places with nearby towns, cities or routes of higher classification. It is designed to carry moderate volumes of traffic at moderate speeds.

Source: York County Zoning & Development Standards Ordinance, § 155.009.

Transportation Management Tools

Although all of the byway roads are maintained by SCDOT, York County has supplementary planning policies in place that affect sections within the unincorporated county. The county’s Transportation Manager, a part of the Engineering Department, and Transportation Planner, a part of the Planning Department, review project development plans and designs and inspect transportation facilities to ensure compliance with both state and county standards.

**Arterial Road Development Standard**

The York County Zoning Code includes development regulations for land with frontage on all principal and minor arterial roads within the county. In addition to applicable SCDOT and other county zoning provisions, this ordinance overlay regulates access (including right-of- way

setbacks, curb-cut spacing, deceleration lanes, and median cuts), landscaping, parking, utilities, and signage along all unincorporated roads within the byway corridor, with the exceptions of the municipal streets and Gordon Road and Brattonsville Roads, which are considered collector rather than arterial roads.

Source: *York County Zoning & Development Standards Ordinance*, §155.286-292

### **Transportation Planning**

The *Transportation Element* of the *York County 2025 Comprehensive Plan* addresses several issues impacting travelers on WYCSB roadways. Noting the congestion and poor road conditions in some rural areas, as well as lack of facilities for pedestrians and bicyclists, the *Plan* lays out several goals and strategies to mitigate current problems and to develop opportunities for improvement.

- **Establishing a roadway network that efficiently accommodates vehicular traffic at acceptable levels of service while supporting sound growth and development.** *Strategies for achieving this goal include developing a long-range collector street plan to move traffic from neighborhoods to arterial roads; maximizing the efficiency of existing roadways to manage and reduce congestion; modifying the level-of-service standards to accept higher levels of congestion to maintain community character, rural areas, historic districts, and designated transit corridors; maintaining and expanding traffic management programs to maximize the efficiency and safety of existing infrastructure; and strengthening existing development standards and regulations to improve transportation network efficiency.*
- **Cultivating a diversified transportation system that provides convenient transit, pedestrian, and bicycle alternatives.** *Approaches for achieving this goal involve completing a pedestrian and bicycle facility network by prioritizing county funding for improvements to existing resources and construction and maintenance of new sidewalks, bike facilities, and trails; coordinating bicycle and pedestrian improvements with roadway transit plans and projects.*
- **Developing and applying funding mechanisms and growth management tools that will prevent over-congested roads, reduce air pollution, and ease burdens on taxpayers to pay for road improvements.** *Strategies for accomplishing this goal encompass improving techniques to address traffic impacts and preventing roadway congestion due to new development; requiring developers to contribute for cost of road capacity improvements resulting from new development; utilizing new funding programs for projects, such as bike lanes, that will reduce air pollution; encouraging policy coordination and inter-jurisdictional cooperation for joint projects with SCDOT, municipalities, and other regional transportation organizations.*

Source: *York County 2025 Comprehensive Plan: Transportation Element (2009 Update)*.

### Transportation Improvement Funding

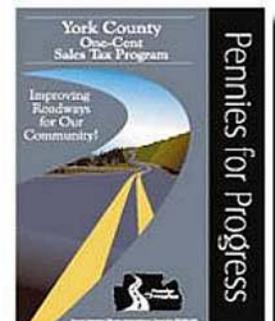


Transportation improvements within western York County and the municipalities along the WYCSB are primarily funded by SCDOT (through FHWA programs) or by York County Government. SCDOT distributes funding through such programs as the Safe, Accountable, Flexible Efficient Transportation Equity Act: A Legacy for users (SAFETEA-LU), the successor to the 1991 Intermodal Surface Transportation Efficiency Act (ISTEA) and the 1998 Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21), which provides for the improvement and maintenance of transit systems; the C Funds Transportation Committee (“C” Funds) program which funds road improvement through allotting each county a portion of the tax on gasoline and diesel fuel; Transportation Enhancement Grants Program (TEP), including the Scenic Byway program, that offer funding to expand transportation choices or enhance the

transportation experience and may include scenic beautification, historic preservation, safety programs, and environmental mitigation. Other funding programs include the Congestion Mitigation and Air Quality (CMAQ) Improvement Program (administered through SAFETEA-LU) which funds projects that reduce air pollution resulting from transportation sources; South Carolina State Infrastructure Bank (SIB) which offers funding for large transportation projects for such purposes as economic development through loans or grants; the American Recovery and Reinvestment Act (2009 Economic Stimulus) that invests in transportation infrastructure to provide long-term economic benefits. For rural York County and its western municipalities, SCDOT administers most of these programs through the Catawba COG, which functions for this area similarly to a Metropolitan Planning Organization (MPO) in facilitating the rural transportation planning process.

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

York County also has several funding options for transportation improvements. In addition to any revenue available in the general fund from property taxes and through the issuance of general obligation bonds, a portion of the proceeds from the hospitality tax and accommodations tax may be used for tourism related expenditures, including “construction, maintenance, and operation of facilities for civic and cultural activities including construction and maintenance of access and other nearby roads and utilities for the facilities.” However, the primary local source for funding road improvements is the York County Capital Projects Sales and Use Tax Program, a local option sales tax, referred to as *Pennies for Progress*. Initially approved for seven years by a voter referendum in 1997, the program was extended for a second seven-year period in a 2003 referendum, and will likely appear on the ballot again in 2010 for another seven-year extension. Introduced in order to provide a safer and more efficient transportation system, projects to be funded are selected and prioritized by a citizen Sales Tax Commission. *Pennies for Progress* funds can often serve as matching funds for the discretionary grant programs previously discussed. The program is managed by a division of the county’s Engineering Department.



Source: [www.yorkcountygov.com](http://www.yorkcountygov.com); [www.statehouse.gov](http://www.statehouse.gov); and York County Engineering Department

### WYCSB Road Improvements

With assistance from a SCDOT enhancement grant, the City of York has recently completed a significant enhancement project to revitalize its downtown area, including brick pavers, lighting, and landscaping. As a result of the *Pennies for Progress* program, two improvement projects are planned for the WYCSB. Both were approved as part of the 2003 referendum and are currently in the planning and design phases.

#### **SC 324/Gordon Road/Cameron Road Intersection**

The WYCSB approaches this intersection from SC 324 (also known as McFarland Road) and proceeds onto Gordon Road (S-46-347). Numerous accidents have occurred at the site because the approaches are skewed and the lack of alignment limits the flow of traffic through the intersection. (Please refer to aerial map and photograph below.) The planned improvements include flattening the curve of SC 324 to form a cross intersection with SC 324 and Gordon Road, with SC 324 being the through movement. Cameron Road will be realigned to connect

with Gordon Road and form a T-intersection. Improvements are expected to be completed by 2011.

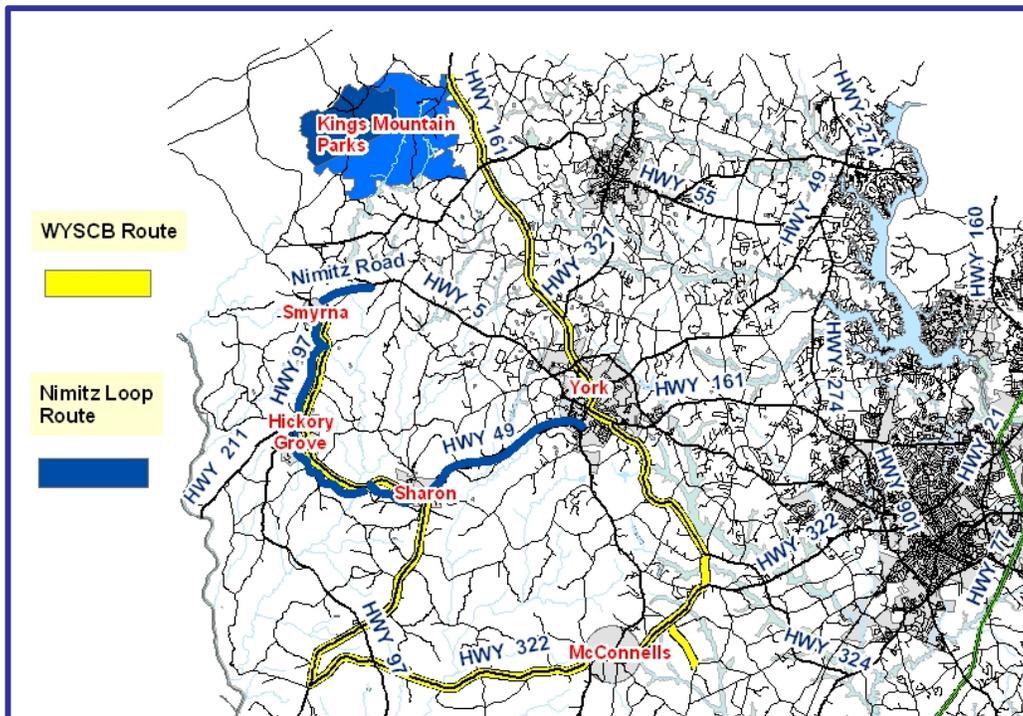


This SC 324, Gordon Road, Cameron Road intersection is scheduled for safety improvements.



**Nimitz Loop (SC 49/211/97 & Nimitz Road)**

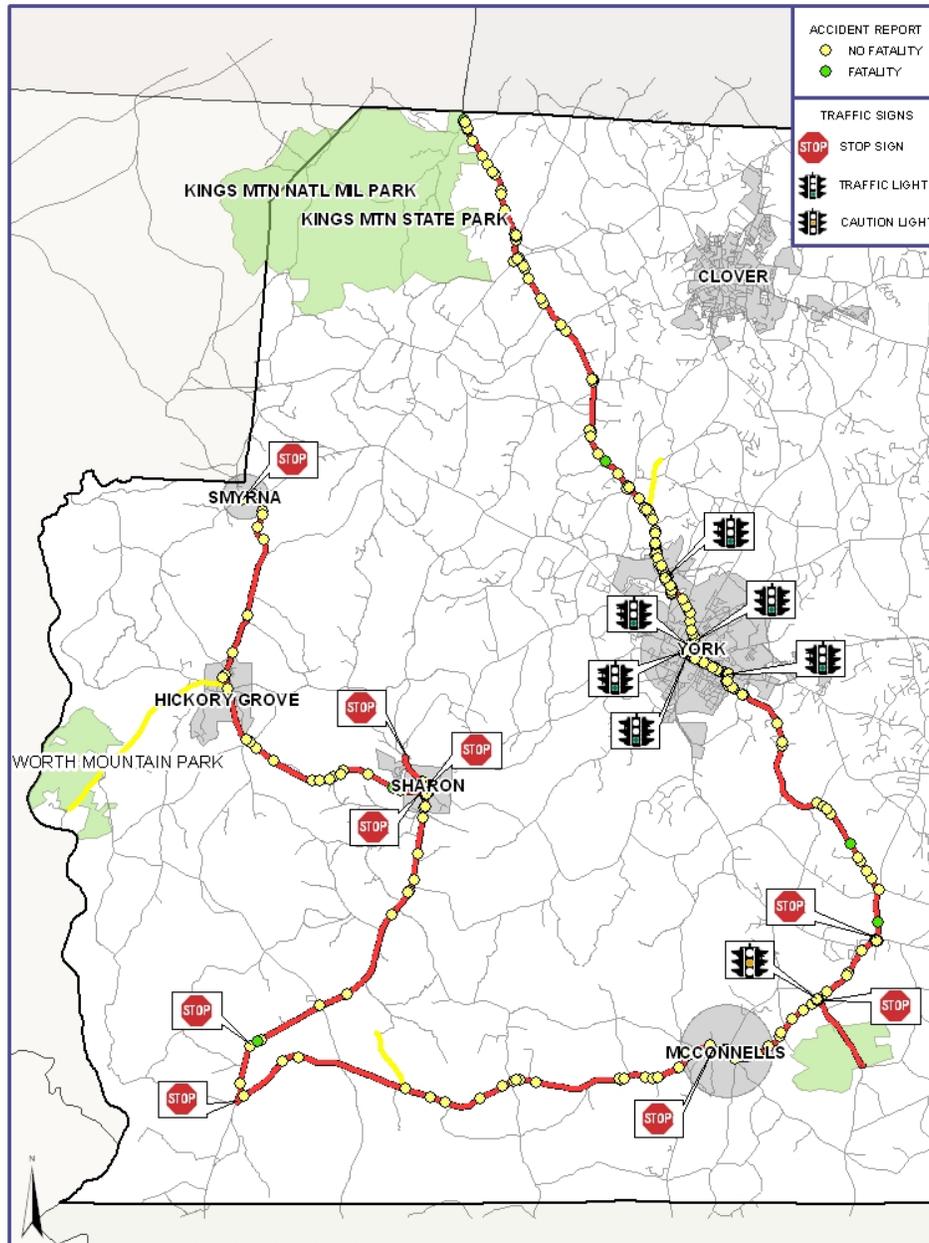
This approximately twenty mile project will begin south of the City of York at SC 321 and end at the intersection of Nimitz Road and SC 5. This narrow road network has several dangerous curves and intersections with limited sight distances that have led to numerous accidents. Planned improvements include upgrading the road to a 24 foot travelway with paved shoulders that will allow bicycle traffic. The portion of the project that affects the WYCSB has endpoints at SC 49 (York Street) in the Town of Sharon and SC 97 (North Main Street) in the Town of Smyrna. Included also in the loop is SC 211 between the Towns of Sharon and Hickory Grove. Project construction is expected to be completed by 2012.



## Safety

As of 2006, South Carolina had the sixth highest highway fatality rate in the nation. The great majority (almost 85%) of all crashes occur on primary and secondary roads, which are often narrow and in poor condition, rather than interstates. York County has a comparatively good safety record when measured against other South Carolina counties.

Map 6.1: Traffic Signs, Signals, & Safety Along WYCSB



Map 6.1 details the location of traffic accidents from 2005 through 2007 along the WYCSB. The majority of these collisions occurred near the municipalities or destination attractions. Six of these accidents resulted in fatalities. In 2006 and 2007, York County ranked twelfth among South Carolina's forty-five counties in both total collisions and fatal collisions by county, while ranking eighth in population and sixth in resident population by square mile. As Map 6.1 also indicates, there are currently seven traffic signals located on the byway's roads. With the exception of a caution light at the Hwy 322 and Brattonsville Road intersection, leading to Historic Brattonsville, all of the signals are located within the City of York. There are nine stop signs along the route, the majority of which are located on the westernmost portion. The WYCSB advisory committee will need to review this data carefully and consider proposals to improve byway safety.

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

### Transportation Concerns

Although the future WYCSB advisory committee will be responsible for determining comprehensive transportation concerns along the corridor and making improvement recommendations, there are some issues that are immediately evident from driving the route. Several sections of the byway, particularly in the SC 161 and SC 324 area, require improvements to address poor pavement conditions. The majority of the unincorporated route has "soft" or non-existent road shoulders and lacks bicycle or pedestrian facilities. Additional safety improvements may be needed along the extended stretches of SC 322 where sight distances are restricted by vegetation, curving roads, and existing structures.



*Although Brattonsville Road is a scenic drive leading to the major tourist destination Historic Brattonsville, the road lacks space for bikers or walkers.*

Traffic signs are not always consistent with the scenic and rural quality of the byway and a comprehensive signage program to provide a consistent aesthetic quality along the corridor may be necessary. Additional directional, informational, and amenity signage is also imperative throughout the byway to elevate the visitor experience. An evaluation of the impact of any proposed changes on the byway's intrinsic qualities is essential before any road improvements are made.

# Chapter 7: Action Plan

## Purpose

With input and assistance from the SHS, this preliminary CMP provides an overview of current conditions along the byway. Upon approval of this document by SCDOT, York County staff intends to complete a National Scenic Byways grant application for discretionary funding to contract with a consultant to assist with the preparation of a more comprehensive CMP. Due to limited financial resources and byway planning experience, grant funding for a professional consultant can offer the expertise and guidance needed in developing an effective CMP. This definitive CMP will be produced with public outreach, community involvement, and stakeholder participation. Specific actions, procedures, practices, goals, and strategies to maintain and enhance the intrinsic qualities that support scenic byway designation, as well as plans for building a permanent support organization and managing and marketing the byway will be included. The action plan outlined here will serve as a foundation for creating the long-range CMP.

## Building Public Support

The initial step in completing a CMP will require building public support for the byway project. In order for the CMP to be an effective management tool, it must be a grassroots effort that involves many individuals, agencies, and organizations. This process can begin with an initial public event to announce byway designation and inform citizens about the benefits and rewards of designation. This meeting may also facilitate the formation of a *WYCSB* advisory group.

The advisory group will include all residents and property owners who live or work along the byway and have an interest in what happens along the route, as well as representatives from other organizations that desire to contribute to the protection and promotion of the *WYCSB*. This likely very large group can be established from outreach through mailings, surveys, site visits, social networking, community meetings, website updates, and press releases. They will be kept informed of all byway developments and invited to offer direction, comments, and suggestions on all byway topics and issues.

A subset of the advisory group will be the *WYCSB* advisory committee. This smaller group will be expected to meet on a regular basis and serve as the primary organization to collaborate with those preparing the CMP and ultimately to manage the byway. Their responsibilities will include: assisting with creation of a byway vision statement and logo; coordinating with the advisory group to ensure that all citizen concerns and affected interests are represented; recommending CMP goals, implementation strategies, and timetables; establishing partnerships with other agencies to promote and protect the byway.

Following is a suggested list of organizations that should have membership on the advisory committee. This list is not definitive as it is important to have representation from any group who will be affected by the decisions that are made.

- *York County Government/Staff*
- *City of York Government/Staff*
- *Town of McConnells Government/Staff*
- *Town of Sharon Government/Staff*
- *Town of Hickory Grove Government/Staff*
- *Town of Smyrna Government/Staff*
- *Kings Mountain Parks*
- *Historic Brattonsville*
- *Museum of Western York County*
- *Yorkville Historical Society*
- *Broad River Historical Society*

- Greater York Chamber of Commerce
- York Downtown Business Association
- Rock Hill/York County Convention and Visitors Bureau
- Olde English Tourism District
- Catawba Regional Council of Governments
- Media Representative
- York School District
- York County Culture & Heritage Commission
- York County Forever Commission
- Accommodations/Hospitality Tax Advisory Committee
- Clemson Extension Service
- SCDOT
- Arts Council of York County
- Scenic Byway Merchants
- Scenic Byway Residents

## Preparing a Comprehensive CMP

Once public interest and support have been established and a team assembled to produce the CMP, development of the plan can begin. There are fourteen points from the FHWA that are required in a CMP, as specified below. Although some of these requirements have been addressed in this preliminary plan, the completed CMP will examine all components in more exhaustive detail and with the public participation and input previously outlined in this chapter.

1. *A map identifying the corridor boundaries, location, intrinsic qualities, and land uses in the corridor.*
2. *An assessment of the intrinsic qualities and their “context” (the areas surrounding them).*
3. *A strategy for maintaining and enhancing each of those intrinsic qualities.*
4. *The agencies, groups, and individuals who are part of the team that will carry out the plan, including a list of their specific, individual responsibilities. Also, a schedule of when and how you’ll review the degree to which those responsibilities are being met.*
5. *A strategy of how existing development might be enhanced and new development accommodated to preserve the intrinsic qualities of your byway.*
6. *A plan for on-going public participation.*
7. *A general review of the road’s safety record to locate hazards and poor design, and identify possible corrections.*
8. *A plan to accommodate commercial traffic while ensuring the safety of sightseers in smaller vehicles, as well as bicyclists, joggers, and pedestrians.*
9. *A listing and discussion of efforts to minimize anomalous intrusions on the visitor’s experience of the byway.*
10. *Documentation of compliance with all existing local, state, and federal laws about the control of outdoor advertising.*
11. *A plan to make sure that the number and placement of highway signs will not get in the way of the scenery, but still be sufficient to help tourists find their way. This includes, where appropriate, signs for international tourists who may not speak English fluently.*
12. *Plans of how the byway will be marketed and publicized.*
13. *Any proposals for modifying the roadway, including an evaluation about design standards and how proposed changes may affect the byway’s intrinsic qualities.*
14. *A description of what you plan to do to explain and interpret your byway’s significant resources to visitors.*

Source: [http://www.bywaysonline.org/nominations/application/guide/guide\\_cmp](http://www.bywaysonline.org/nominations/application/guide/guide_cmp)

## Other Issues

Based on comments made on rating sheets by the South Carolina SHC following their tour of the route, there are several issues specific to the WYCSB that should be addressed in the CMP. Strategies to minimize existing intrusions, such as the landfill, convenience centers,



York County Landfill

and utility sites will need to be developed. There are several occurrences of visual blight along the corridor which likely could be improved with property owner education and promotion of community pride. The westernmost section of the byway has limited visitor amenities, and a plan to encourage additional conveniences, such as scenic pull-outs, rest stops, dining establishments, and the availability of tour maps and site information, will be necessary. County and municipal governments may consider additional directional signage and road improvements to provide better visitor access, as well as further restrictions or uniformity regarding the prohibition of outdoor advertising signs. Policies to encourage protection and enhancement of the byway's positive features will also need to be established, since many are currently threatened by neglect or development. National Register nominations for eligible properties could increase public awareness and support for conservation, and grant funding or preservation tax credit programs could stimulate rehabilitation or adaptive use of deteriorating historic structures.

## Funding the CMP

An additional element that should be included in the CMP is an inventory of available revenue sources. The sustainability of a byway is dependent upon viable funding needed in order to implement the goals and recommendations of the initial CMP, provide for long-term byway management, and updates of the CMP on a regular basis. There are a variety of federal, state, local, and private grant programs and other funding opportunities that should be investigated. Below are some of the available options.

### **Federal**

- *Department of Agriculture (National Resources Conservation Service; Rural Development Grant Program)*
- *Department of Transportation (FHWA)*
- *Department of Interior (National Park Service)*
- *Department of Housing and Urban Development (Community Development Block Grants)*
- *National Endowment for the Arts (Challenge America Fast-Track Review Grants)*
- *National Endowment for the Humanities (America's Historic Places Grants)*
- *Small Business Administration (Training Programs)*

### **State**

- *South Carolina Department of Transportation (SCDOT)*
- *South Carolina Department of Parks & Recreation (SCPRT)*
- *South Carolina Conservation Bank*
- *South Carolina Department of Archives & History*

### **County/Local**

- *Carolina Thread Trail*
- *Pennies for Progress*
- *York County Accommodations Tax*
- *York County Hospitality Tax Program*
- *York County Forever*
- *Bond Issues*
- *Special Tax District*

### **Other**

- *Volunteers*
- *Donations*
- *User Fees*
- *Corporations and Foundations*
- *Partnerships with other agencies or organizations*

## Adopting the CMP

After the CMP is completed and evaluated by the *WYCSB* advisory committee, it will be recommended to York County Council for review and approval. All local governments along the route will also be asked to consider and ratify the document. Any new regulatory ordinances resulting from the CMP will require official adoption by the county or municipal governing bodies, as applicable. Upon approval by the governing authorities, the CMP will be presented to SCDOT for official endorsement. Based on the process determined in the CMP, the plan should then be reviewed and updated on a regular basis.

## Appendix I: Definitions

**Agritourism** -- the act of visiting a working farm or any agricultural, horticultural or agri-business operation for the purpose of enjoyment, education or active involvement in the activities of the farm or operation.

**Arterial Roads** -- roads with high traffic volumes that provide linkage between major cities and towns and developed areas, capable of attracting travel over long distances. Basically, arterials provide service to interstate and intercounty travel demand. The arterial system typically provides for high travel speeds and the longest trip movements.

**C Funds** -- a statewide program for improving roads. The fund for the program comes from a tax on each gallon of gas and diesel fuel. Currently the tax amounts to 2.66 cents per gallon. This tax is set by the General Assembly and applied throughout South Carolina.

**Carolina Thread Trail (CTT)** -- a regional network of greenways and trails connecting fifteen counties in both North and South Carolina.

**Certified Local Government** -- a preservation partnership between local, state and national governments focused on promoting historic preservation at the grass roots level.

**Collector Roads** -- roads that tend to serve higher traffic volumes than other local roads. Major collector roads typically link arterials. Traffic volumes and speeds are typically lower than those of principal arterials.

**Comprehensive Plan** -- a process that determines community goals and aspirations in terms of community development. The outcome of comprehensive planning is the Comprehensive Plan which dictates public policy in terms of transportation, utilities, land use, recreation, and housing. Comprehensive plans typically encompass large geographical areas, a broad range of topics, and cover a long-term time horizon.

**Congestion Mitigation and Air Quality (CMAQ) Improvement Program** -- federal funding program created under the ISTEA Act and reauthorized under SAFETEA-LU for transportation projects that improve air quality and reduce traffic congestion in counties classified as air quality non-attainment and maintenance areas for the federal criteria pollutant ozone.

**Conservation Subdivision** -- a residential development where half or more of the buildable land area is designated as undivided, permanent open space.

**Corridor Management Plan (CMP)** -- plan to provide for the conservation and enhancement of the route's intrinsic qualities as well as the promotion of tourism and economic development.

**Council of Governments (COG)** -- regional bodies that typically serve an area of several counties and address such issues as regional and municipal planning, economic, and community development, cartography, GIS, emergency planning, pollution control, water use, and transportation planning.

**Cultural Resources Element (CRE)** -- section of a comprehensive plan that compiles objectives, policies, goals, maps, and programs for the conservation, and promotion of the effective management of resources include buildings, sites, districts, structures, or objects having historical, architectural, archaeological, cultural, or scientific importance.

**Great Wagon Road** -- a colonial American thoroughfare from Pennsylvania to North Carolina and from there on to Georgia. It was the heavily traveled main route for settlement of the southern United States, particularly the "back country" area that received many German and Scots-Irish immigrants in the 18<sup>th</sup> century.

**Gross State Product** -- measurement of the economic output of a state or the sum of all value added by industries within the state.

**Federal Highway Administration (FHWA)** -- division of the United States Department of Transportation that coordinates highway transportation programs in cooperation with states and other partners. It provides federal financial assistance to the States to construct and improve the National Highway System, urban and rural roads, and bridges.

**Grandfathered** -- an exception that allows an old rule to continue to apply to some existing situations, when a new rule will apply to all future situations.

**Heritage Tourism** -- traveling to experience the places and activities that authentically represent the stories and people of the past and present. It includes historic, cultural and natural resources.

**Intermodal Surface Transportation Efficiency Act (ISTEA)** -- a United States federal law passed in 1991 that posed a major change to transportation planning and policy, as the first U.S. federal legislation on the subject in the post-Interstate Highway System era. It presented an overall intermodal approach to highway and transit funding with collaborative planning requirements, giving significant additional powers to metropolitan planning organizations. The program expired in 1997.

**Metropolitan Planning Organization (MPO)** -- a transportation policy-making organization made up of representatives from local government and transportation authorities.

**Mixed-Use Center** -- the practice of allowing more than one type of use in a building or set of buildings. In planning-zoning terms, this can mean some combination of residential, commercial, industrial, office, institutional, or other land uses.

**National Register of Historic Places (National Register)** -- the official list of the nation's historic places worthy of protection. Maintained by the National Park Service, under the direction of the Department of Interior, the program seeks to coordinate and support public and private efforts to identify, evaluate, and protect America's historic and archeological resources.

**Open Space Plan (OSP)** -- a section of the Comprehensive Plan that serves as a model for conservation and development and attempts to provide for and promote economic growth in a community while protecting the valuable natural and cultural resources of the area.

**Pennies for Progress** -- York County's Capital Projects Sales and Use Tax Programs, initiated by York County to provide the citizens with a safer and more efficient roadway system. Approved by voter referendum in 1997 as a seven-year local options sales tax and extended again in 2003 by voter referendum for another seven-year period.

**Preserve America Program** -- a federal initiative that encourages and supports community efforts to preserve and enjoy our priceless cultural and natural heritage. The goals of the program include a greater shared knowledge about the nation's past, strengthened regional identities and local pride, increased local participation in preserving the country's cultural and natural heritage assets, and support for the economic vitality of our communities.

**Safe, Accountable, Flexible Efficient Transportation Equity Act: A Legacy for users (SAFETEA-LU)** -- approved by Congress in 2005 as a successor to ISTEA and TEA-21 legislation, the program governs United States federal surface transportation spending through 2009 and contains a host of provisions and earmarks intended to improve and maintain the surface transportation infrastructure in the United States, including the interstate highway system, transit systems around the country, bicycling and pedestrian facilities, and freight rail operations.

**Scenic Highway Supporters (SHS)** -- initial group of byway enthusiasts formed to assist with the *Western York County Scenic Byway* application.

**South Carolina Department of Parks, Recreation and Tourism (SCPRT)** -- a South Carolina government cabinet agency assigned to operate and manage South Carolina's 47 state parks, to market the state as a preferred vacation destination, and to provide assistance to communities for parks, recreation and tourism development and promotion.

**South Carolina Outdoor Recreational Plan (SCORP)** -- the official outdoor recreation plan for the State of South Carolina that serves as a guide to various federal, state and local governmental agencies and the private sector entities involved in recreation and natural resources planning and development.

**South Carolina Scenic Highways Committee (SHC)** -- representatives from tourism and other related industries, public agencies, and citizens appointed by the governor of South Carolina to review applications for scenic highway designation and make recommendations for approval to the South Carolina General Assembly working in coordination with SCDOT.

**State Historic Preservation Officer (SHPO)** -- the appointed official in each US state and territory charged with administering the national historic preservation program mandated by the National Historic Preservation Act 1966.

**Tourism Action Plan (TAP)** -- an assessment of the tourism industry in South Carolina with an action plan to develop the plan to its full potential.

**Tourism Destination Areas (TDA)** -- the TAP divides South Carolina into eight regions or TDAs for the development of themed clusters and circuits.

**Transfer of Development Rights (TDR)** -- type of Zoning Ordinance that allows owners of property zoned for low-density development or conservation use to sell development rights to other property owners.

**Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21)** -- passed in 1998 by Congress as a successor to ISTEA, the legislation governed federal transportation programs through 2004 with programs to improve safety; protect public health and the environment; increase accessibility and mobility options available to people and for freight; and enhance the integration of connectivity of the transportation systems across and between modes.

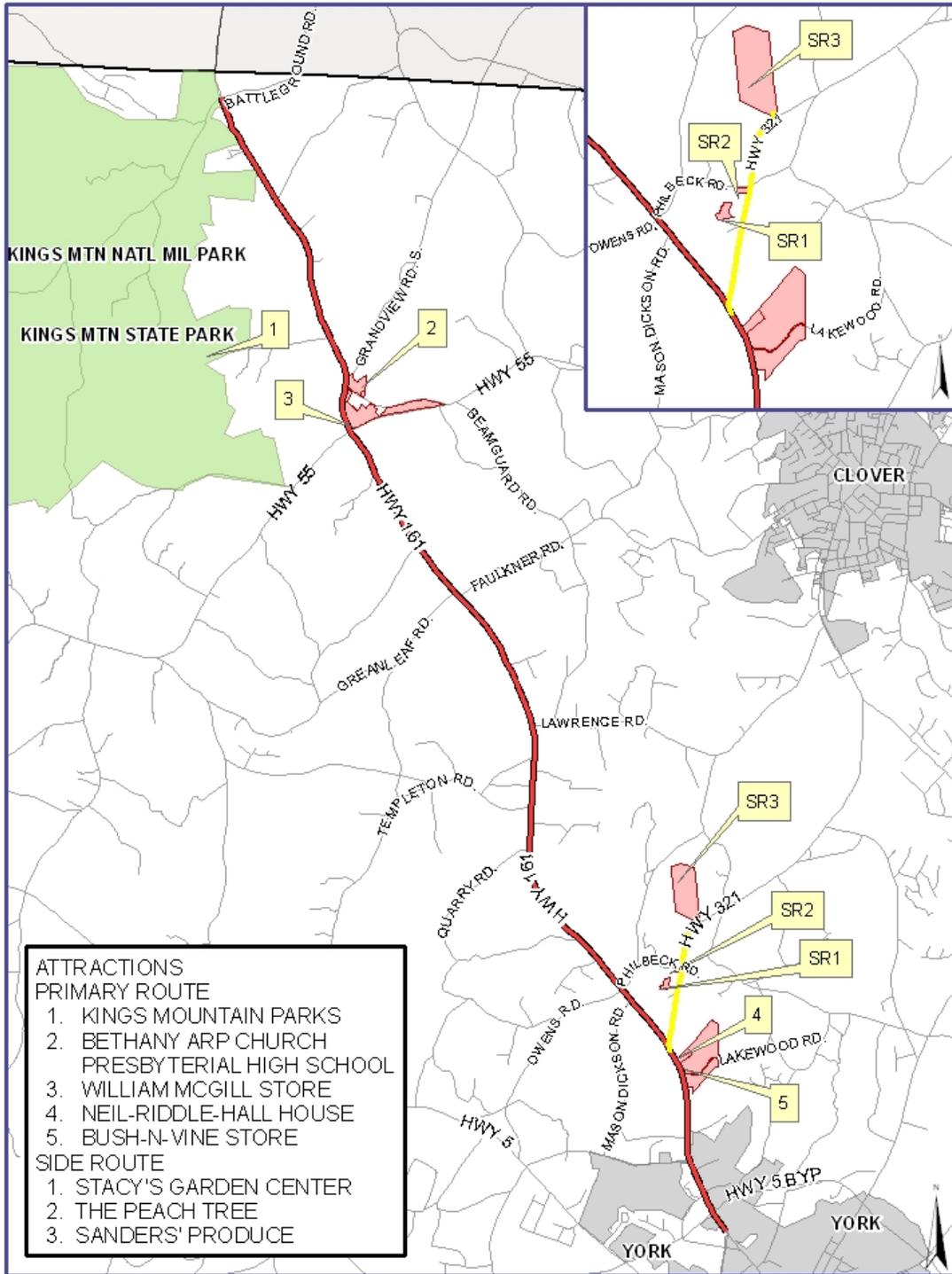
**Urban Services Boundary (USB)** -- a regional geographic boundary established in order to control urban sprawl, wherein higher density development and large infrastructure investments are focused inside the boundary, with minimal density and infrastructure permitted outside the boundary.

**Western York County Scenic Byway (WYCSB)** -- official byway name.

**York County Forever Commission (YCF)** -- citizens' commission created by York County Council to promote the conservation of natural resources; to identify and promote the development and preservation of historical resources; to promote outdoor nature-based recreation; to encourage and promote tourism emphasizing natural, cultural and historical resources in York County.

# Appendix II: Maps & Descriptions of Intrinsic Qualities

## Section 1: SC 161 to Kings Mountain Street (City of York)



**1. Kings Mountain Parks --** Located on SC 161 at the North Carolina/South Carolina state line, the National Military Park preserves the battlefield where Patriot forces defeated British forces on October 7, 1780, in what many historians consider to be the turning point of the Revolutionary War. The Park contains an information center, battlefield, hiking trails, and a museum of period artifacts. The park is listed on the National Register of Historic Places. Kings Mountain State Park is located adjacent to Kings Mountain National Military Park, and has miles of trails, equestrian facilities, campgrounds, fishing lakes, and a Living History Farm. The farm is a realistic replica of a mid-19<sup>th</sup> century Piedmont farm homestead, and includes a house, barn, gin, garden, and animals. Most of the old log and timber structures have been moved in from other areas in the region. Each September, this farm is the site of the Pioneer Days Festival, which features crafts, music, and muzzleloaders competition.



**2. Bethany ARP Church --** The church was organized in 1797 when it split from Beersheba Presbyterian Church over a controversy concerning the singing of hymns. Located on SC 161, the current building was erected in 1914 and is the fourth sanctuary structure. The bricks for the construction were made only a few yards from the church by "Mr. Falls" from Kings Mountain, N.C. The church features a dominant Gothic tower with battlements as well as an arched entrance and stained glass windows.



**2. Presbyterial High School --** Built by William Bonner McGill in 1902, this structure, adjacent to Bethany ARP Church, was donated to the Bethany Presbyterial High School to be used as a girl's dormitory. When the school discontinued as a boarding school around 1912, the building and property reverted back to W. B. McGill. Isaac Grayson bought the property from McGill in 1913. The house is a cross-gable Folk Victorian structure with a rear ell addition. It features a two-tiered, one-story entrance bay over a less than full-façade porch. The porch detailing includes turned posts and a balustrade with turned balusters. The property is considered to be eligible for nomination to the National Register.



**3. William McGill Store --** Located on SC 161, near McGill's Crossroads, a house and store were built circa 1890 by William McGill or his son James Leslie McGill, Sr. The property has remained in the McGill family for four generations. James McGill, Sr. was a prominent merchant in the Bethany section of the county and when he died in 1906 the property, estimated at over \$13,000.00, including a cotton gin, cotton press, grist mill, saw mill, shingle machine, and 31 stands of bees, passed to his son James Leslie McGill, Jr. The store remains open today and retains much of the old-time characteristics that were at one time found at every crossroads store in western York County. Both the McGill house and store are considered eligible for nomination to the National Register.



**4. Neil-Riddle-Hall House --** Located just north of York, the house was built in 1870 by Joseph W. Neil. The Italianate influenced I-House features a hipped roof with decorative paired brackets under the eaves. Other decorative elements include sawn gingerbread detailing around the front porch.



**5. Bush-N-Vine --** An open-air market in the Filbert area, which features locally-grown fruits and vegetables and homemade baked and canned goods. Visitors can pick their own produce and participate in seasonal activities and family events focusing on rural farm life.



**SR 1. Stacy's Garden Center** -- Considered the premier nursery of the southeast, Stacy's is located in the Filbert area and wholesales a variety of plants to large department stores and homes. The center also caters to retail businesses and has a large gift shop and restaurant. (Side Trip)



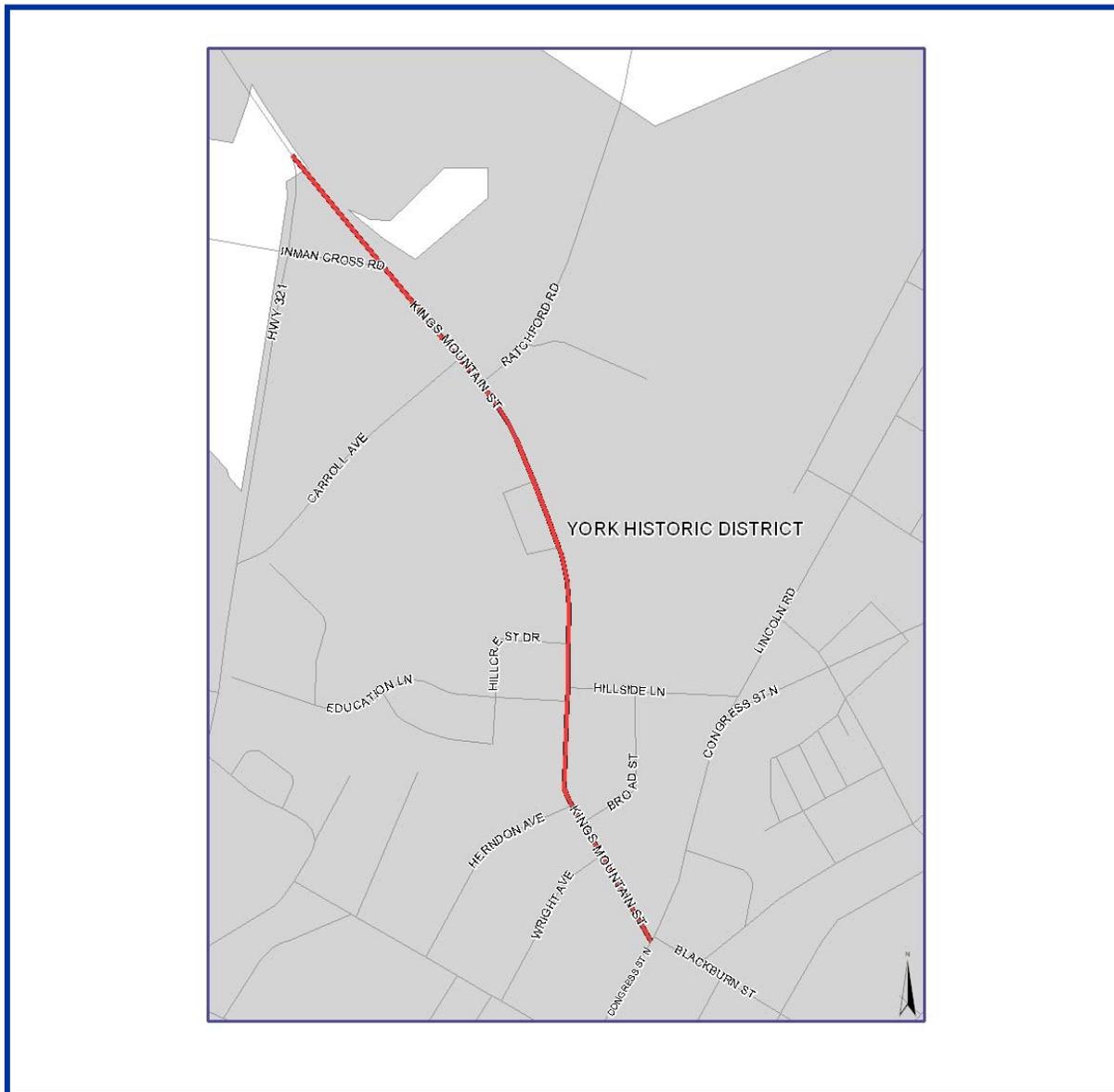
**SR 2. Peach Tree** -- Located also in Filbert, the Peach Tree is an open-air market that specializes in peaches and other local vegetables and canned goods. The market features a seasonal ice cream parlor famous for its peach ice cream, as well as fall and holiday displays and merchandise. (Side Trip)



**SR 3. Sanders Produce** -- Also located in Filbert, Sanders Farm Stand features fresh vegetables and the acclaimed Filbert peaches. There visitors may have a chance to chat with local author Dori Sanders, whose cookbooks and novels impart reminiscences from seventy years of life on her family's farm. The Sanders' farm stand was featured by Charles Kuralt in his CBS news "On the Road" essays. (Side Trip)



**Section 2: Kings Mountain Street (City of York) to North Congress Street (City of York)**



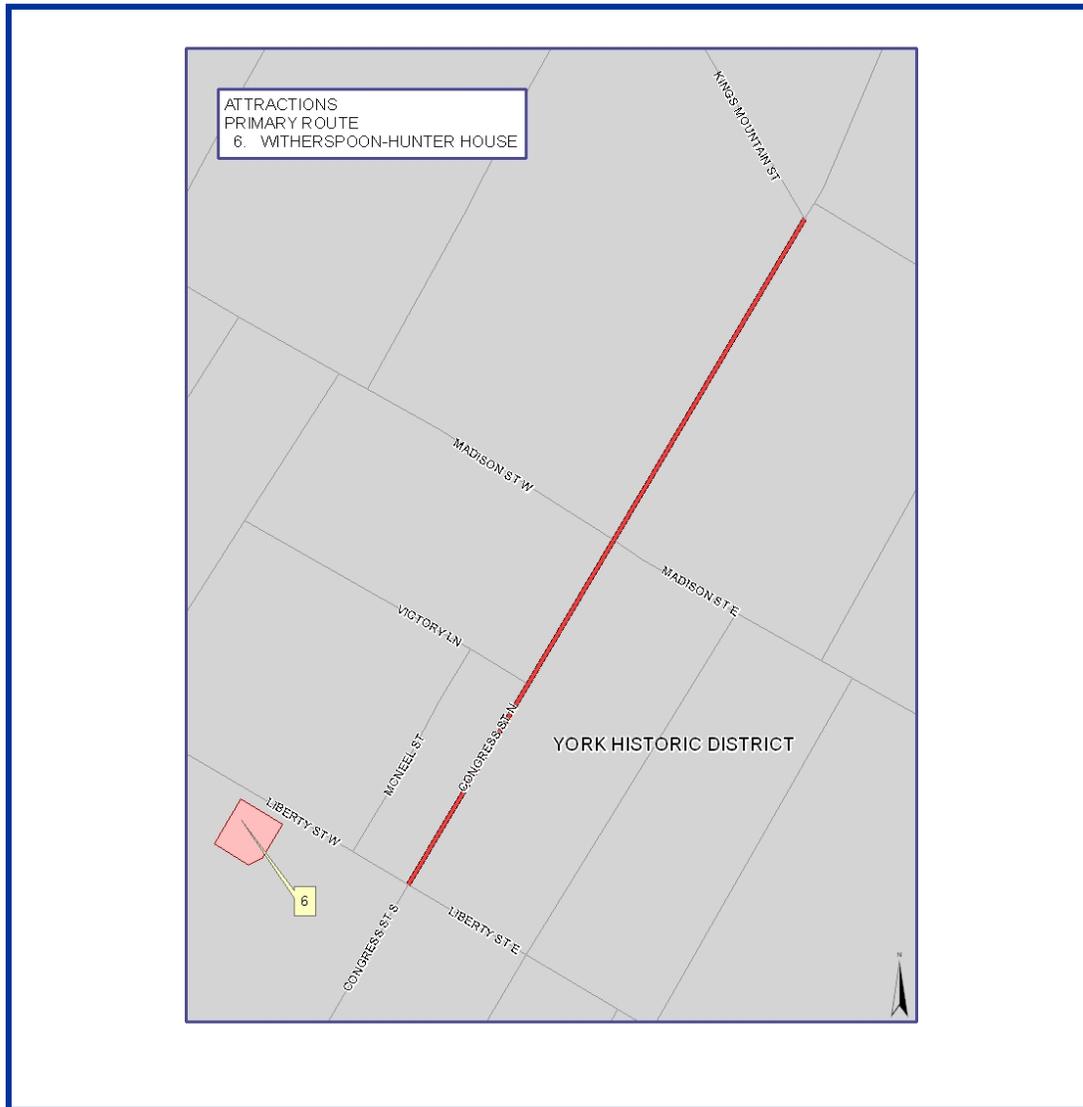
*Moore Park, York*

**York Historic District** -- Downtown York has over 180 structures and covers over 340 acres making it one of the largest districts in the state on the National Register. Almost every antebellum and post Civil War type and style of architecture, from Colonial to Craftsman, can still be found in York. During the 1850's, York (or Yorkville, as it was then called), was referred to as the "Charleston of the Upcountry."



*Rose Hotel, York*

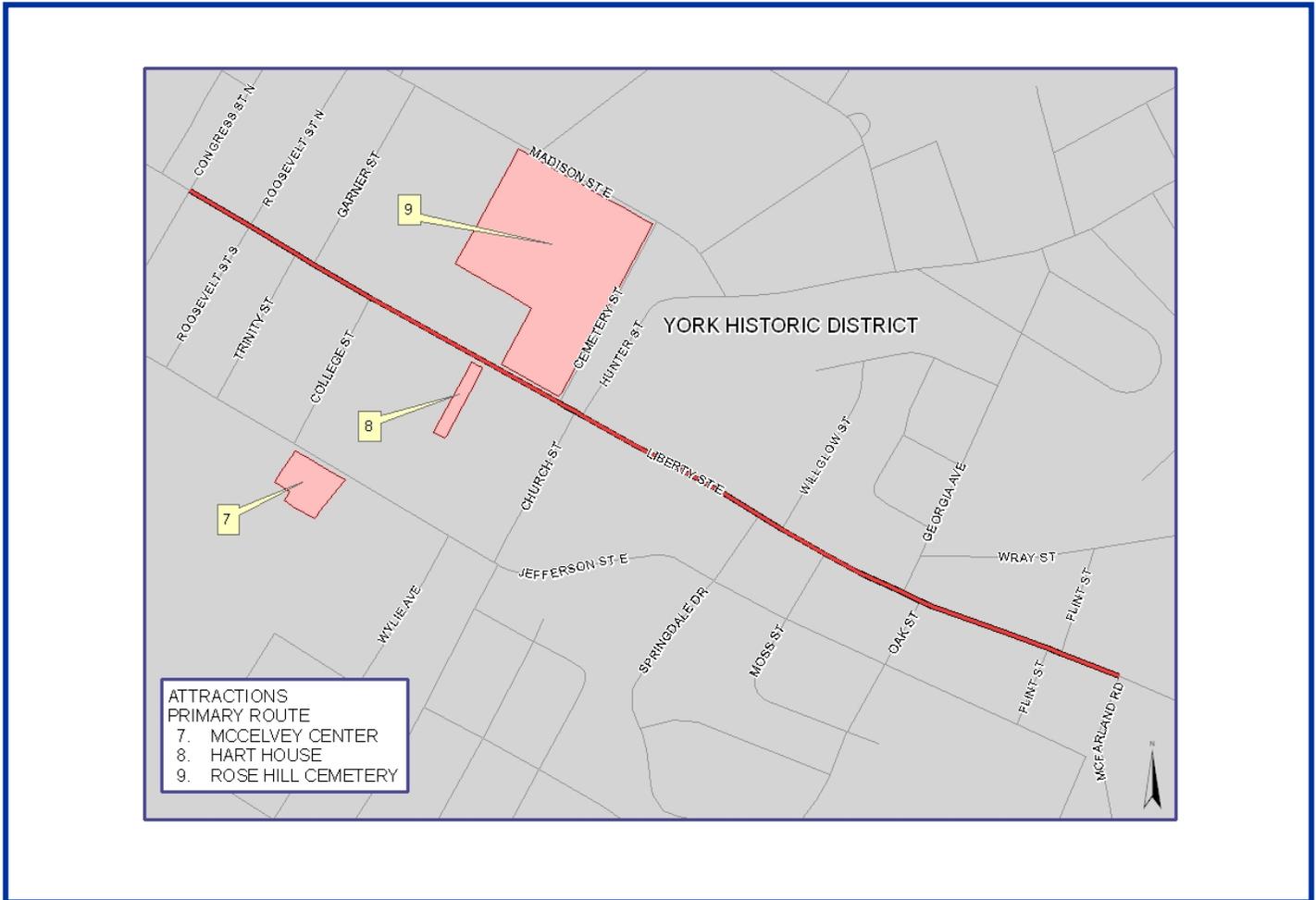
### Section 3: North Congress Street (City of York) to East Liberty Street (City of York)



**6. Witherspoon-Hunter House** -- Located on Liberty Street in York's Historic District and built in the 1820's, the home is a spectacular example of antebellum architecture. An early interpretation of the Greek Revival influence is evident in the front portico, supported by three columns rather than the four column style. Isaac Witherspoon, one of York County's most renowned statesmen, resided there and the home remained in his family for almost a century until it was purchased by John Hunter, one of the last surviving Confederate veterans living in York. Mr. Hunter married Elizabeth Winslow Lindsay, a direct descendant of Mary Chilton, the first woman to step off the *Mayflower*, and of Governor Winslow, one of the first Colonial governors. Mary Chilton's eleventh generation granddaughter, Agnes Hunter Lawton, lived in the house until her death in 1990. Local lore states that "Miss Agnes" a fifth grade school teacher for many years, owned a tablecloth used at the first Thanksgiving dinner. A detached brick kitchen, one of the few remaining in the Upcountry, remains in the rear yard. The home is listed as an individual site on the National Register.



## Section 4: East Liberty Street (City of York) to SC 324 (McFarland Road)



**7. Yorkville Female Academy/Graded School/McCelvey Center** -- Located on Jefferson Street in York, the Yorkville Female College and Institute was opened in 1856 under the auspices of the Bethel Presbytery. After the college closed during the Civil War, the building was purchased by the Town of York to house a graded school system. The building burned around 1900, and the 1903 replacement was integrated into the design of the present building which was constructed in 1922. Later known as the York Graded School, the building was renamed McCelvey Elementary School in honor of the principal from 1912 to 1948, George McCelvey. In 1988 the building was deeded to the citizens of York as a community center. Now referred to as McCelvey Center, it houses the Historical Center of York County which includes an archives and museum and a 560-seat performing arts theater. The Historical Center is the repository for county records and features extensive collections of documents and photographs related to county history. McCelvey Center hosts concerts and dramatic and dance performances throughout the year, and provides meeting space for local civic and cultural organizations. The Center is part of the York National Register Historic District.



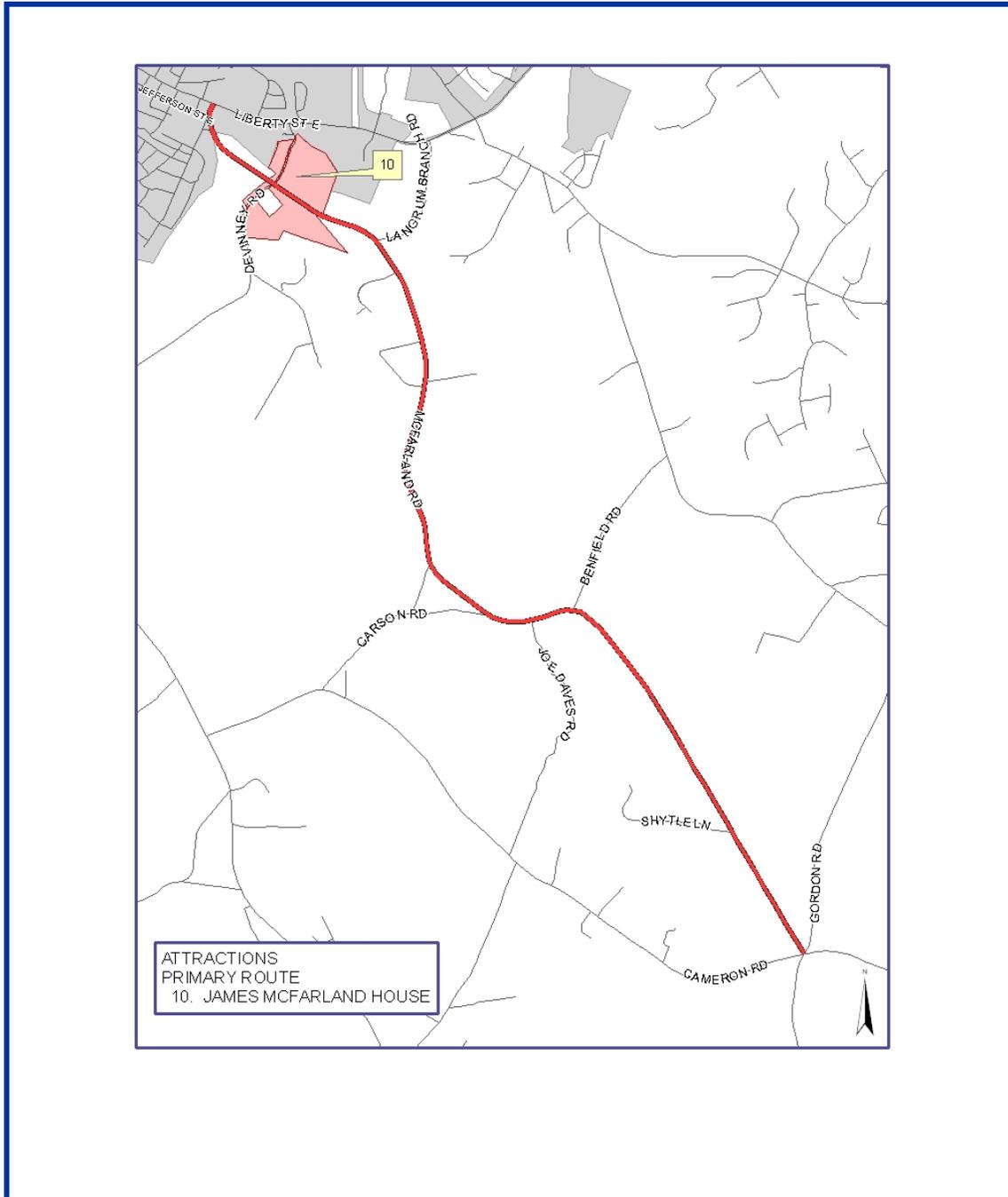
**8. Hart House** -- Built about 1853, this house on Liberty Street in York, was probably copied from a Robert Mills design. Listed as an individual site on the National Register, this 1 ½ story antebellum building has a medium gable roof. On the front is a 1 ½ story portico with a gable roof and four columns. A recessed transom and sidelights with lattice work frame the main doors. The building sits on a raised brick foundation and is said to be one of the truest examples of the “raised basement” type of house. The house originally had outside circular staircases leading to each end of the porch.



**9. Rose Hill Cemetery** -- Located in York on Liberty Street, this is one of the few non-public owned or supported city burial grounds. The cemetery is operated by a self-perpetuating board of directors, who depend on donations from descendants of those buried in the cemetery. The cemetery began in 1829 and is the resting place of many prominent York County statesmen, soldiers, and citizens.



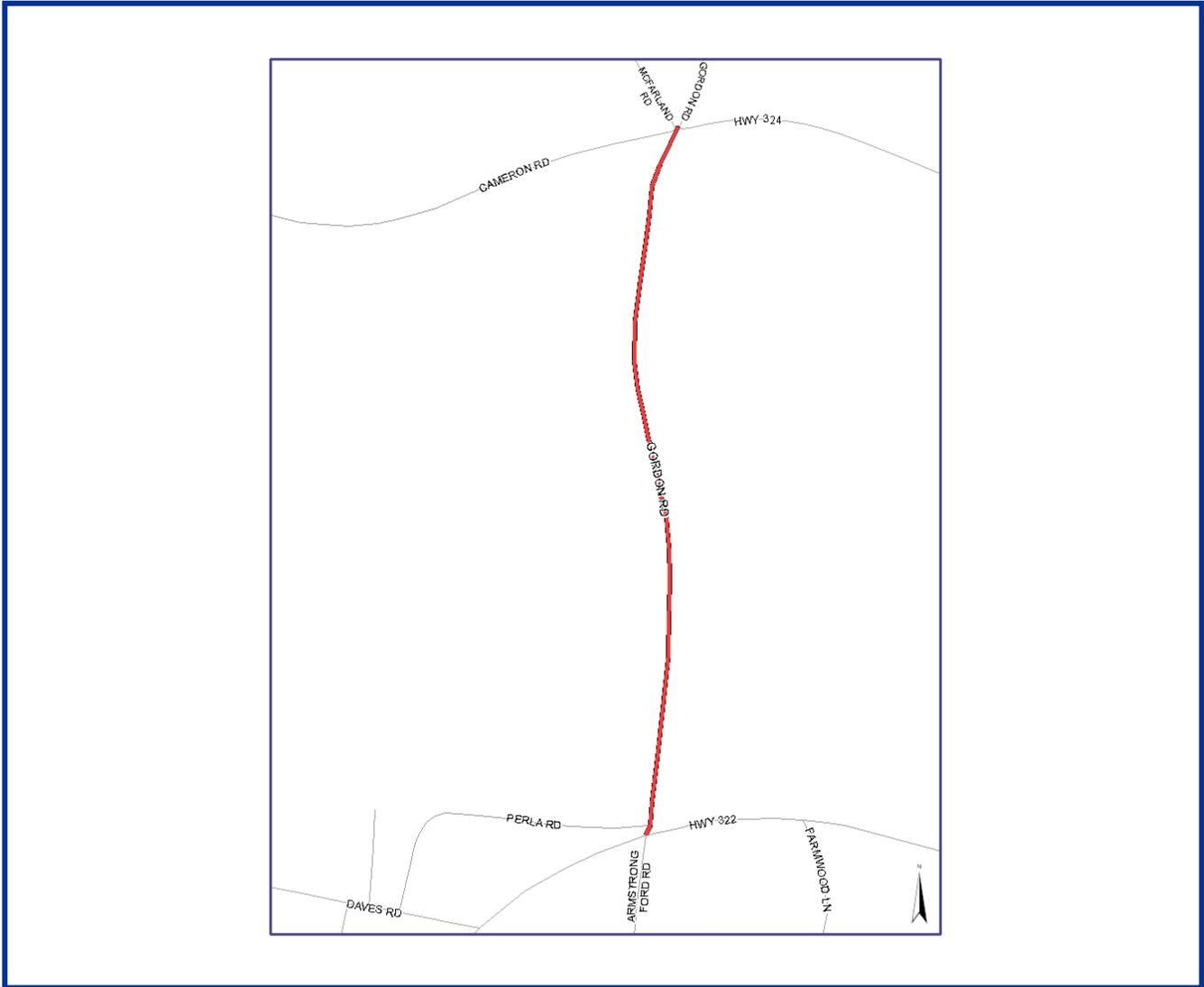
## Section 5: SC 324 to Gordon Road



**10. James McFarland House** -- Located south of York, the home was built in 1897 by James W. McFarland. The Queen Anne influenced gable ell cottage, was run as a dairy farm, beginning in the 1930's by James H. McFarland, son of the original owner. He also ran a milk delivery route. The home features both weatherboard and beaded weatherboard in the exterior walls. Cornice brackets, shingling in the gable end, a shield type motif in the gable vent, boxed cornice returns, cornerboard, and functional shutters are some the decorative elements displayed in this house. The home is considered to be eligible for nomination to the National Register.

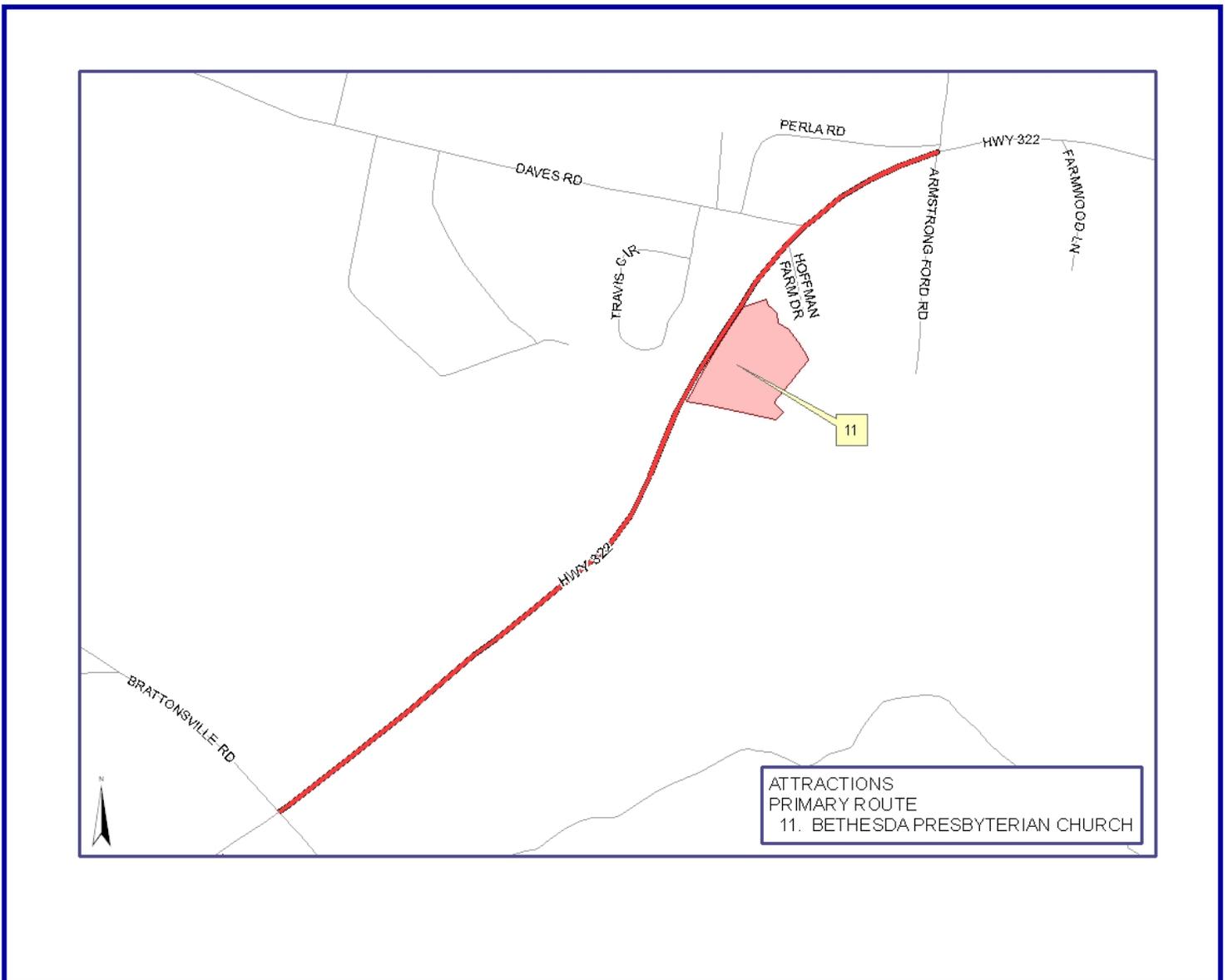


## Section 6: Gordon Road to SC 322



*Scenery along SC 324/Gordon Road area*

## Section 7: SC 322 to Brattonville Road



**11. Bethesda Presbyterian Church** -- Located on SC 322 near McConnells, this is the oldest church building still standing in York County. Built in 1820, the brick one-story building has simple lines, Georgian sash windows, and a gabled roof. The interior features a full balcony over the main room. The ancient cemetery includes the grave of William Bratton, a leading Revolutionary War patriot. Several of the tombstones showcase the work of local 19<sup>th</sup> century carver John Caveny of York. Bethesda is listed on the National Register.



## Section 8: Brattonsville Road to SC 322



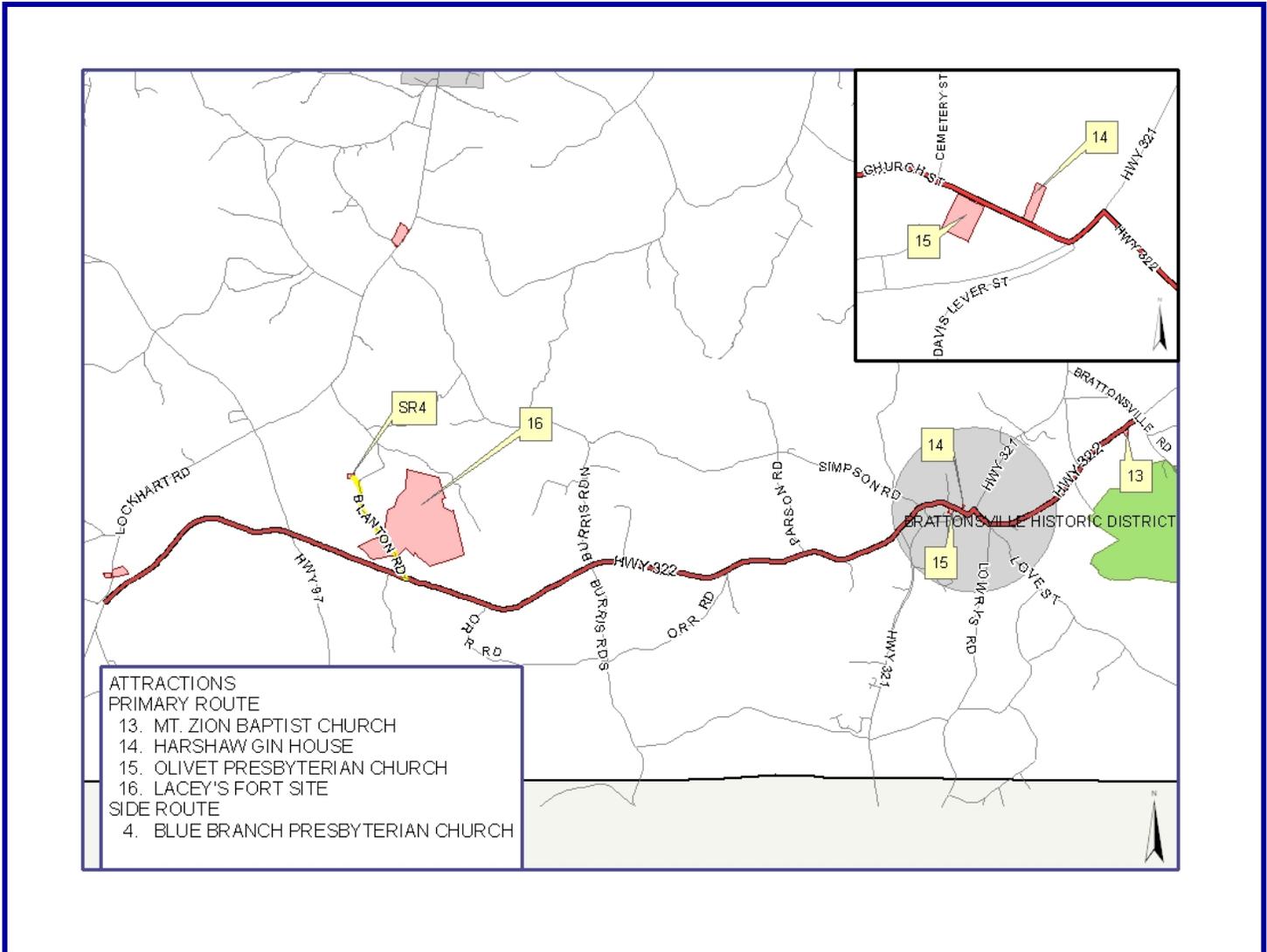
**12. Historic Brattonsville** -- Located near McConnells and listed as a historic district on the National Register, the community is named for the Bratton family who settled there prior to the Revolutionary War. Historic Brattonsville is currently a restored village of over two-dozen structures (some reconstructed or moved from other sites in the county) ranging from a Revolutionary War cabin to a gracious plantation house. The site of the Battle of Huck's Defeat is also located nearby. The battle marked the defeat of British forces under Captain Christian Huck by Patriot forces commanded by Colonel William Bratton. This brief engagement had the two-fold effect of rallying support for the Patriot cause in the upstate, and demonstrating to the British that South Carolina was not a "conquered province," as they had often boasted after the surrender of Charleston in May 1780. The battle is reenacted each July.



**13. Mt. Zion Baptist Church** -- Located on SC 322, near Brattonsville. The church dates from circa 1911 and the cemetery from circa 1890.



## Section 9: SC 322 to SC 49



**14. Harshaw Gin House** -- One of the oldest structures in McConnells, the building was originally part of the Ashe Brick Company, and was constructed about 1880 by William Newton Ashe who started making brick on his father's farm. The brick-making enterprise originally known as Ashe and Ashe, eventually became the Ashe Brick Company. The property was sold to James Crawford, and later purchased by Hugh John Harshaw in 1947. He began a cotton gin and grist mill operation. The building is a good example of the six-course American Common Bond pattering with segmented brick arches, and features a stepped parapet gable.



**15. Olivet Presbyterian Church** -- Founded in 1842, and located in McConnells, the current Gothic Revival structure with a steeply pitched front gable roof and stained glass windows was built in 1885. The many decorative elements include recessed brick panels along the cornice line, interspersed with circular cutouts in the gable end, turned brick running just below the cornice lane, and recessed Gothic panels on the rear façade. The brick for the construction for the church was made and supplied from the nearby brickyard of William Newton Ashe. Following the Charleston earthquake of 1886, "earthquake bolts" were installed. Thomas Burris, a coffin maker in the area and member of the church, made the pews which are still in use. The church is considered to be eligible for nomination to the National Register.



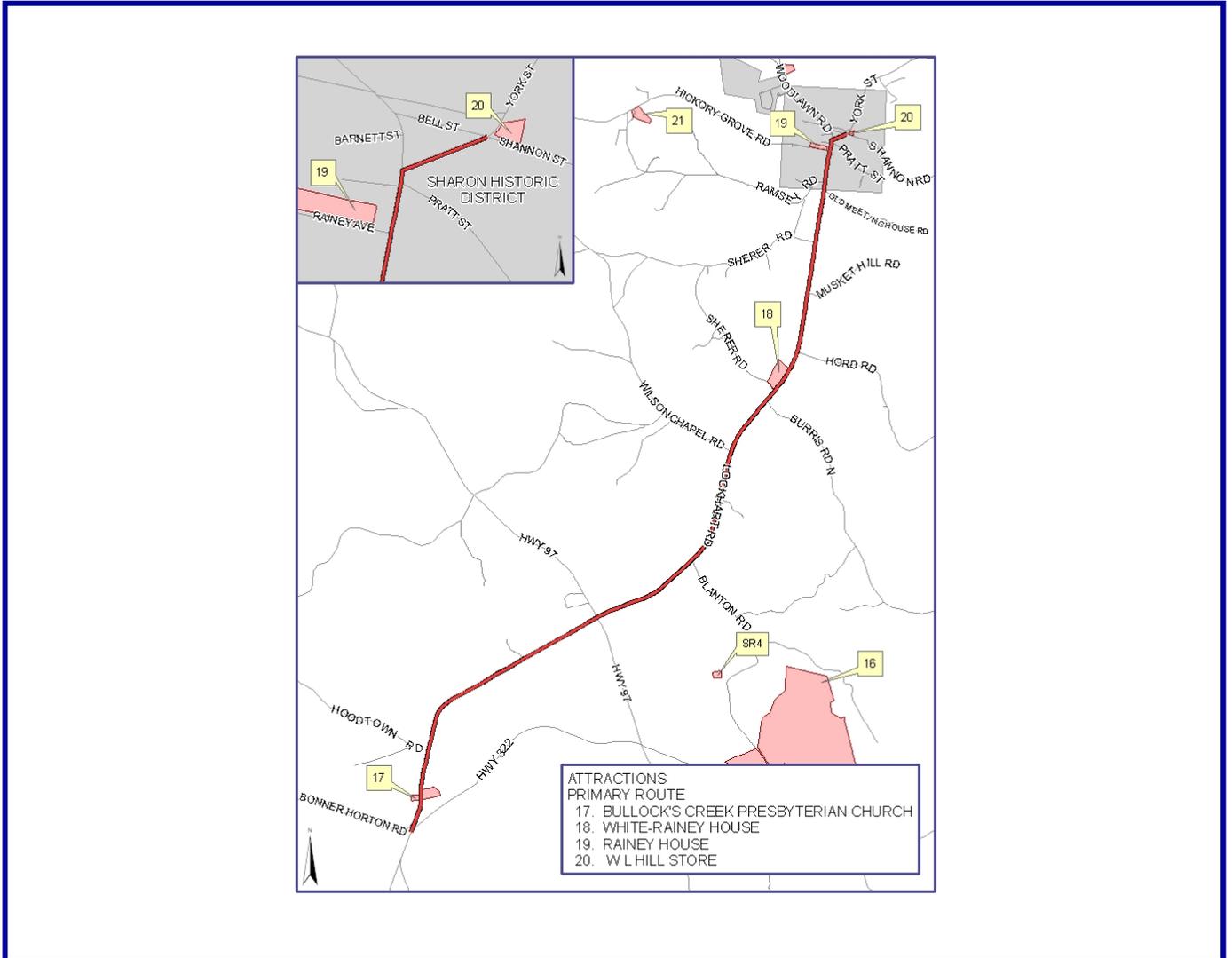
**16. Lacey's Fort Site** -- Located west of McConnells on SC 322, this former fortification was built by Colonel Edward Lacey and his Patriots in 1780. Situated on the road from Camden and Charleston, the site was used as a camp and base of operations where British movements from the south and across the Broad River were observed. In October, 1780, Lacey and his men retired here from the Kings Mountain battleground. Following their abandonment, Lord Cornwallis and his troops used the site until they received news of the British defeat at the Battle of Cowpens, whereupon he soon departed South Carolina permanently. A historical marker identifies the site.



**SR 4. Blue Branch Presbyterian Church** -- One of the oldest African-American church congregations in Western York County, the church is located on Blanton Road, off of SC 322, east of Bullock's Creek Church. The church was founded shortly after the Civil War and gave birth to several other local Presbyterian, Baptist, and Methodist churches. The current structure dates from the 1940s. The first pastor was Rev. Baker Russell, a former slave of Rev. Robert Russell, who taught him to read, write, and interpret the Scriptures prior to Emancipation. (Side Trip)



## Section 10: SC 49 to Woodlawn Street (Town of Sharon)



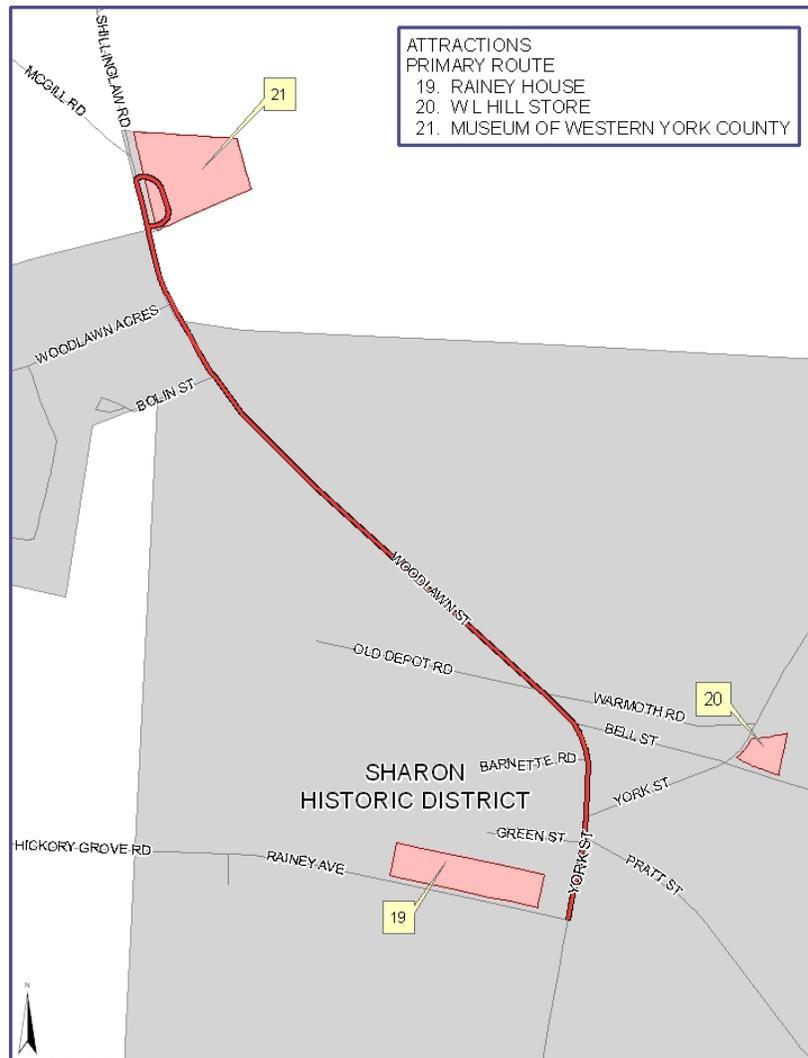
**17. Bullock’s Creek Presbyterian Cemetery** -- Located near the intersection of SC 49 and SC 322, the church was organized in 1769. Dr. Joseph Alexander served as pastor from 1774 to 1801. During the Revolutionary War, the church was a Whig stronghold. The earliest known marked grave in York County is in the cemetery, Mary Feemster, who died in July, 1776. Also within its walls are buried more than twenty Revolutionary War soldiers and eighty Confederate veterans. Today the large cemetery boasts several memorial markers dedicated to veterans from all wars.



**18. White-Rainey House** -- Located on SC 49 just south of Sharon, the home was constructed by Lawson Jenkins for John White in 1838. Later the property was put up for sale at public auction, and in 1871, William J. Rainey obtained the property. The architecture is a typical example of an “I” house, commonly referred to as a Piedmont Farmhouse. The home features functional shutters and a full-façade, one-story front porch. On the grounds are several dependencies of historic value, including a log smokehouse and tenant house. The home is considered to be eligible for nomination to the National Register.



## Section 11: Woodlawn Street (Town of Sharon) to SC 211



**Sharon Historic Commercial District** -- Eight structures contribute to this National Register district located in downtown Sharon. These include Rainey's Gin and the Bank of Sharon, the oldest continuously operating bank in York County.



**19. Rainey House** -- Located on SC 211, the house was built around 1906 by John Rainey for his wife, Anna Amelia Faulkner. A fine example of a Neoclassical influenced Georgian house, the entry porch has a prominent decorative entablature with a lunette window in the pedimented gable and Tuscan columns. Within the porch is a two-story balcony with turned balusters. Functional shutters are also present.



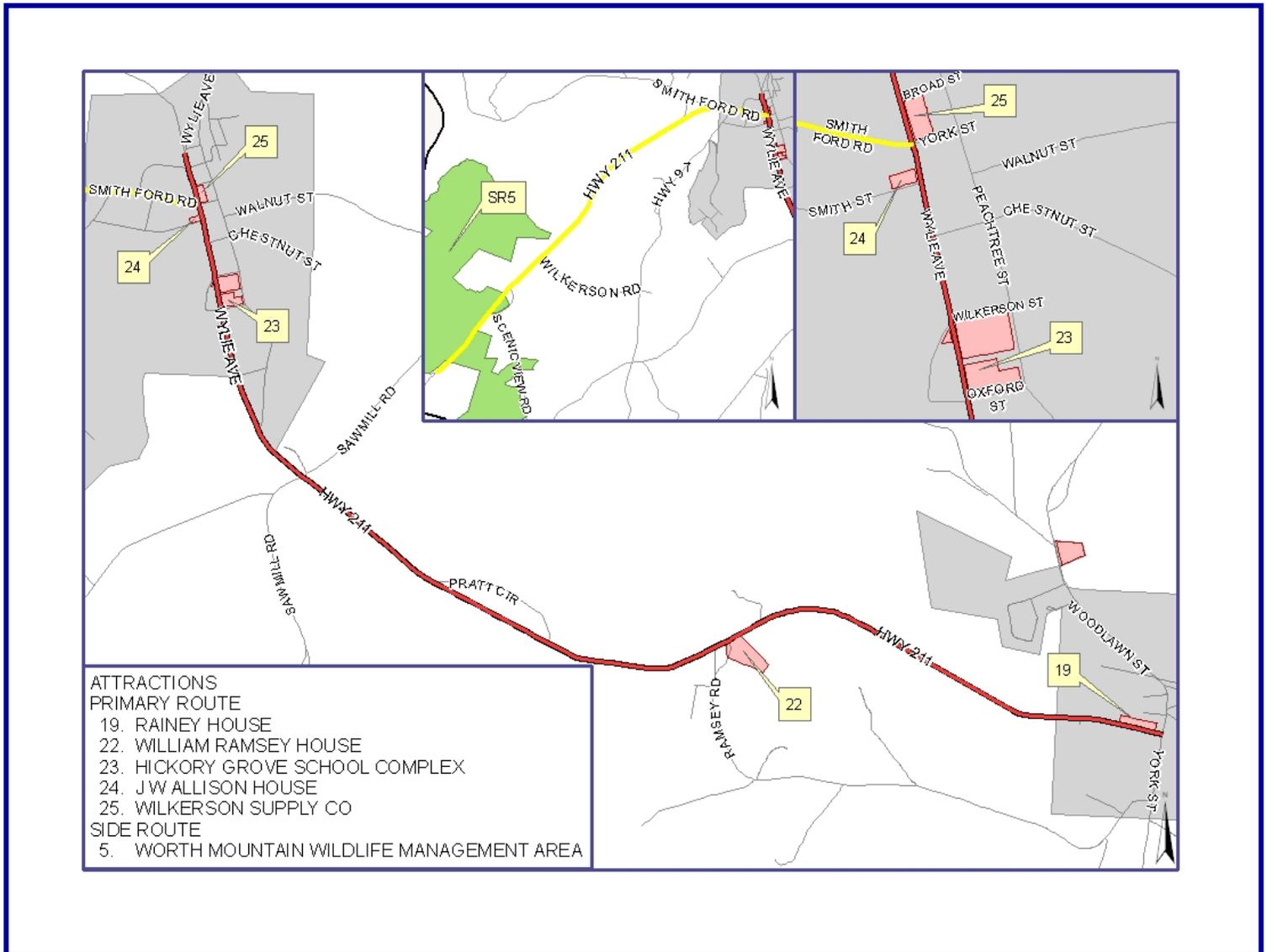
**20. W. L. Hill Store** -- Located in Sharon, the store is a landmark in western York County and a National Register site. The 32,000 square foot building was reportedly the largest mercantile between Richmond, Virginia, and Atlanta, Georgia, when it opened. Built in 1913, it carried a wide variety of goods, ranging from caskets to automobiles. At one time the store housed a telephone company with operators and The Planters Bank. The store still contains the original elevator and "cannonball" safe. Across the street from the Hill building are the Hill cotton gin and warehouse, listed as a historic complex on the National Register.



**21. Museum of Western York County** -- Located on the edge of Sharon, the Museum offers visitors an overview and insight into local culture and history. The Museum houses the Documents Room (a collection of copies of documents significant in national history, and original papers important to western York County) and the Hudson Gallery (exhibiting photos, farm tools, household items, and Indian artifacts). Other galleries, include the War Room, including among other items, a covered military wagon built about 1900 for the United States Army, and discovered at a farm near Hickory Grove; a replica of a 19<sup>th</sup> century area schoolroom; and a tea room available for local social occasions.



## Section 12: SC 211 to Wylie Avenue (Town of Hickory Grove)



**22. William Ramsey House** -- Located on SC 211, the house was built by William T. Ramsey in 1907. The Queen Anne influenced New South styled home has a hipped roof with gable dormers and wood shingles found on the gable dormers. Two log core barns or sheds are also located on the grounds.



**23. The Hickory-Grove School Complex** -- These four buildings were originally located on Wylie Avenue, Peachtree Street, and Wilkerson Street in Hickory Grove and consisted of the schoolhouse, the teachery, the agricultural building, and the lunchroom. The school was built in 1916 and housed all grades until a separate high school was built in 1928. The two-story brick school featured a hipped roof with arched porch entrances and windows, brick pilasters across the front of the building and a parapet at the entrance. The two-story teachery was built in the late 1930's by the Works Progress Administration (WPA) to provide housing for the new single teachers. It features a hipped roof and a porch framed by outset brick. The WPA also constructed an agricultural building and lunchroom in 1939. The agricultural building contained classrooms for teaching agriculture and home economics. The school operated until the 1980's. Although only two of the original buildings remain, the complex is considered to be eligible for nomination to the National Register.



**24. Dr. J. W. Allison House** -- Dr. J. W. Allison built this house around 1890 on Wylie Avenue in Hickory Grove. Dr. Allison was the first physician and operated the first pharmacy in town. Dr. Allison's name, along with the year of construction, are carved in the gingerbread trimming of the north gable end of the house. The home remained in the Allison family until the 1970's. The current mayor of Hickory Grove resides in the home today.



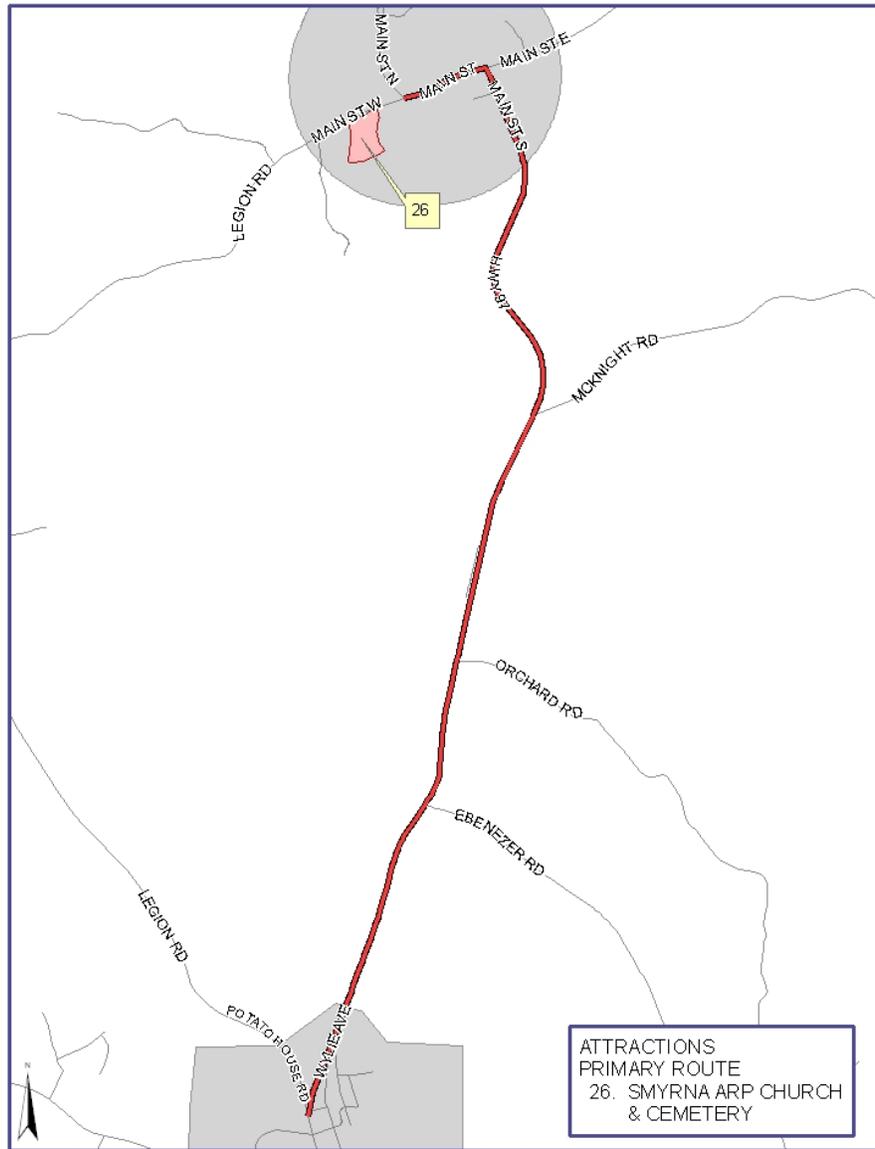
**25. Wilkerson Supply Company** -- Located in the main business area of Hickory Grove, the store and wholesale company is the town's oldest business. Established in 1905, visitors can still purchase a wide variety of items or enjoy a snack from the "window on Main." The Wilkersons were one of the area's earliest families and operated various agricultural and mercantile concerns.



**SR 5. Worth Mountain** -- Located off SC 211 on the Broad River, the site consists of approximately 1,684 acres of pristine hunting, fishing, and scenic property. Worth Mountain is a natural feature located on the site and supports a high quality forest on this monadnock. (Side Trip)



**Section 13:** Wylie Avenue (Town of Hickory Grove) to SC 97 (Town of Smyrna)



**26. Smyrna ARP Church & Cemetery --** Church services began in the area in 1832. Although the present brick structure is relatively new, the cemetery features many tombstones abundant with historical data and fine examples of cemetery artwork.



## Appendix III: Community Participation & Support

### Residents: Countryside Should be Top Priority as York County Grows

*Author: Caroline Brustad / The Herald*

*Date: Aug 20, 2002*

HICKORY GROVE - Beautiful country scenery is one of York County's greatest assets. But some of this landscape is being marred by pollution, tall signs and old, abandoned mobile homes along the roadsides.

Those are just a few of the county's strengths and weaknesses, according to about two dozen western York County residents who gathered at Hickory Grove-Sharon Elementary School on Monday evening for the first of six public meetings on the county's land-use plan.

The meetings provide residents an opportunity to comment on the plan, which gives county leaders a guide for how the county should develop over the next 20 years.

County Councilwoman Jane Gilfillan, who represents the largely rural western part of the county, told visitors she understands residents' desire to keep things as they are and to shield the county from growth. "But that's not going to happen," she said. "So we've got to make good decisions about our future."

During the 90-minute meeting, participants broke into three small groups, led by members of the county-appointed citizens' steering committee that is helping to shape the new plan. Each group discussed the county's present-day strengths and weaknesses, as well as future opportunities and threats.

Several residents said they enjoyed the county's natural beauty and the peace and quiet of its rural areas.

"I like the two-lane country roads," said Erin Broadbent of Blacksburg, superintendent of Kings Mountain National Military Park.

"I like it the way it is," said a Smyrna man, adding that he decided to settle in the area because of the country setting and family atmosphere. "I'd hate to see that change."

Others pointed to the county's history as a strong point. "Brattonsville is such an asset," said Jackie Russell of Sharon, referring to the Historic Brattonsville plantation in McConnells.

Also listed as strengths: the county's prime location between the beach and the mountains, ample job opportunities and good communication between the government and residents.

On the down side, some residents said York County's picturesque landscape is being blighted by trash, abandoned mobile homes and cars, and business and advertising signs. "You have yard sale signs hanging on every telephone pole," Russell said.

Light pollution from ball fields, parking lots and other establishments is also a problem, Broadbent said. "To live out in the country and not be able to see the stars at night is kind of a sad thing."

Other county weaknesses residents mentioned included limited police protection and emergency service in western York County, poor road conditions and a lack of a countywide water system.

Some mentioned zoning as a potential threat to York County residents. Overly stringent zoning can lead to a loss in landowners' rights, said Joe Versen of York.

Robert Jackson, who serves on the county's planning commission, countered that zoning also can protect property owners. "If you live in a nice, quiet neighborhood, would you want a truck stop to come in next door?" he said.

The comprehensive plan steering committee will use residents' comments to create a vision statement for the county. Once the vision statement is drafted, it will be presented to the public for additional input. Ultimately, the vision statement and revised land- use plan must be approved by the County Council.

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## Vanishing Eden

*Author: Karen Bair / The Herald*

*Date: Oct 21, 2001*

The mist envelops the meadows, kissed by the rising sun. Cows graze on emerald hills, ridges curving across a pink-streaked sky.

Lord Cornwallis may have taken in this vista as his troops trod Wilson Chapel Road en route to North Carolina.

Confederate soldiers trudging home in 1865 embraced it and the rich, red earth that sustained them.

Time seems to have stopped and settled in western York County. It is York County's last frontier.

But in 10 years, the frontier will likely be gone.

Highway-widening plans will make these pastoral byways more accessible to drivers between Interstates 77 and 85, as well as those commuting to and from Charlotte.

Western York County is capturing more interest now than since the railroad connected the region's towns in the 1880s. A historical book will be published next month, and self-guided and escorted tours will attract visitors beginning in January.

Still, people who live here cling to the past.

### **A world of its own**

In the tiny towns of Sharon, Hickory Grove and Smyrna, folks stir before dawn, destined for jobs distant from this bucolic setting.

A farmer chugs past the Sharon Grill on his tractor, oblivious to a huge logging truck on his tail.

A stranger turns heads. Most everyone in these parts is somehow related - in-laws, high cousins, low cousins. A workman in muddy boots and ladies on a shopping spree sip coffee with the tie-clad president of the chamber of commerce.

Names such as Wilkerson, Rainey or Smith draw respectful nods, because many are descended from mid-18th century settlers who hungrily plied the Broad River seeking freedom and a new life. They, as the Catawba Indians before them, discovered the rich bottom land.

This is the oldest settled part of York County. Families have clung to their land with the tenacity of their Scots-Irish ancestors, who arrived with nothing and built farms and churches. They survived wars, the boll weevil and the Great Depression.

Some politely describe the families of western York County as liking their privacy. Others say they are downright clannish.

"They are independent with a capital 'I,'" says J. Edward Lee, a Winthrop University associate history professor who co-authored "York and Western York County," to be published in mid-November. Officially, York and McConnells are part of western York County, although the term more commonly refers to Sharon, Hickory Grove and Smyrna and the farms and forests nearby.

Geographically, the ridge of U.S. 321 divides the Broad and Catawba river basins.

"When the first settlers came, they wanted to make a living and be left alone," says Jerry West, co-author of "York and Western York County" and founder and president of the Broad River Basin Historical Society. "There are still remnants of that. They don't want the intrusion of government and progress."

This penchant led to staunch Confederate support, making the post-war community a bastion for the Ku Klux Klan and later resistance to government regulation of moonshining.

West was transplanted from Virginia to the Blairsville community in childhood. A retired Presbyterian minister, he takes pride in the Bullock Creek Presbyterian Church cemetery, the resting place of veterans from almost every American war. Its oldest resident is Mary Feemster, buried in 1776. Nearby is James Kirkpatrick, a Revolutionary War patriot who sneaked through enemy lines to visit his wife.

"He was sitting on his wife's lap, teasing her when the Tories broke in and shot him," West says. Kirkpatrick died in 1781.

Along the cemetery fence runs the ancient path Catawbas and Cherokees traversed. Not far away is Lacey's Fort, where Patriot Col. Edward Lacey mapped troop movements. The summit, also known as Liberty Hill, later hosted Cornwallis and his troops, who plundered William Hill house's corn before moving on to North Carolina.

Lee and West's book is subtitled, "The Story of a Southern Eden," and Lee describes the area as "untouched."

"It's hard to keep the devil out of it," West adds. "In Eden, there's always a devil. The devil here is development."

### **The snake in Eden**

West has campaigned for preservation with historic designations. Soon a historical marker will be erected on Blanton Road at Lacey's Fort. Sharon, with seven buildings about to join the National Register of Historic Places, will become a historic district.

Recently, West led a tour for representatives of Rock Hill-York County Tourism and Sports Commission, the York County Cultural and Heritage Commission and the Olde English District.

"We just had the best time out there," said Barbara Wallace of the commission. "Everything started in western York County. People just don't know that."

The commission will publish a self-guided driving tour in January. Groups may also arrange guided tours.

County Manager Al Greene says western York County is reminiscent of how people viewed "Lake Wylie, York and Clover 15 years ago." He said most previous growth there has been within families who parceled off their land for children.

But continued development will reach western York County in 10 to 15 years, Greene believes. It will be spurred by road projects, all scheduled for completion by 2005:

S.C. 49 is being widened on the North Carolina side of the Buster Boyd Bridge.

S.C. 274 is expected to be five lanes from S.C. 274 to S.C. 161 by 2003.

S.C. 161 is expanding from two to as many as seven lanes from Rock Hill to York. There it links with S.C. 5, which is being widened from York to I-85 in Cherokee County.

"As these highways are improved and land becomes more scarce, the growth tendency will be further west," Greene said.

The county is revamping its land use plan with emphasis on agricultural areas, especially in western York County.

"Now is the time to begin to seriously look at how folks in western York County want things to look in 15 to 20 years," Greene said. "The decision-making should be put in the hands of the local constituents."

Robert Jackson, a Smyrna resident and chairman of the York County Planning Commission, urges western York County residents to be involved. He has watched roads and sewers spark growth in Clover.

"It's hard to get \$15,000 an acre for peaches," he said, "but the lots are selling for that along (S.C.) 161. You can understand people selling for that."

County Councilwoman Jane Gilfillan, who represents the area, said older people who could not afford nursing homes have been forced to sell family parcels. She predicts the extension of the Patriot natural gas line to the western reaches will also prompt growth.

"It's sad to see it come," said Gilfillan, who was born and reared in Hickory Grove.

Property owners can sell their land or development rights to York County Forever, a county-appointed preservation group that uses tax dollars to purchase land and/or rights at Nanny's Mountain, Historic Brattonsville and along the Broad River.

Rusty Thompson, a livestock specialist with the Clemson Extension Service, thinks his family has found a solution. Thompson's great-grandfather built a farm in the Hickory Grove/Smyrna area, and the family still owns 1,750 acres of it. His father and uncle decided to preclude parceling every generation. Selling an acre or two for \$3,000 to \$5,000 is tempting, as some of the Thompsons' neighbors have already done.

The Thompson family joined its land into one corporation.

"We could see it was going to go from three to a dozen landowners in a few generations," he said. "If somebody does want to farm, it takes such vast acreage to justify it."

"I just wish we could get individuals thinking about it. I wish there was a government program to address the idea."

On about 1,400 acres neighboring the Thompsons is "Beauty Spot," named by an 18th century king's surveyor. The hills cluster and rise majestically. Its distant panorama encompasses the Broad River tree line.

It is the favorite spot of Gene Daves, owner of Daves Land and Cattle Company and of the 1,400 acres. Daves, who trucks more than \$1 million worth of cattle out each week to feed lots he owns in Texas and Nebraska, comes here to escape.

Longtime residents cast a wary eye his way. Daves had agricultural operations in McConnells and Clover for about 14 years until he began selling them for development. He came to western York County four years ago. Daves says development forced him out, although critics contend he started the development.

His land is zoned agricultural, allowing addition of three lots of at least five acres each over three years. More five-acre minimum lots may be added for family members. Each lot may contain two houses. A single-family subdivision of minimum three-acre lots with homes could be developed there, but it would entail building roads to county specifications and adding other infrastructure.

"We don't want to ask for a zoning change," Daves said. "My family doesn't want to sell this land. They want to stay here and farm. We want to spend out our lives here. It could be this land will never be developed, and that might be a good thing."

### **How the Indians felt**

Although this frontier is mostly untouched, longtime residents say their community has changed.

At the annual Hopewell Hash, where people gather in a remote old schoolhouse for a helping of hash and gospel singing, they speak of houses and trailers popping up where once there were only farms.

"This is the last true York County," says Chris Revels, chief ranger at Kings Mountain National Military Park. "You wouldn't believe how this area has changed over the last 20 years."

Hickory Grove Mayor Larry Earl agrees. "You just get back on these little semi-paved roads, and you'll see 30 houses popped up."

In Sharon, John Carter renovated the former Hill & Co. Mercantile and Planters Bank building, constructed by W.L. Hill in 1913. Lore has it Hill, a relative newcomer in 1889, built it three stories high with 12- to-20-foot ceilings so the Rainey family, whose plantation encompassed most of what is now Sharon, could see it from its hillside mansion. Hill sold everything from coffins, plows and ladies millinery to buggies, wagons and later autos.

The store boasts a bank vault with the original safe, Sharon's first telephone booth, beveled mirrors, Florentine glass and the original hand-pulley freight elevator.

Carter operates the Sharon Nursery there with his wife, who added a gift shop. He'd like to include an antiques mall and to see more customers.

### **But not too many.**

"More people bring more opportunity for business, but you don't want too much of anything," he said. "We have a nice, quiet, peaceful way of life over here. Slow paced. You used to be able to cross the street practically with your eyes closed. Now, sometimes you have to wait for two or three cars to pass."

Smyrna, South Carolina's smallest incorporated town with a population of 59 and 12 families, makes Sharon and Hickory Grove seem like small cities. The Whitesides, some of the earliest settlers to establish businesses there, still preside at Whitesides store.

A number of old store buildings remain but need repair. The town was named for Smyrna ARP Church, and everything sits within a half- mile of the former railway depot. It was a gold-mining center during the rush of the mid-19th century.

In the late afternoon, folks gather at Faulkners Well Drilling, operated by Chris Faulkner, the town's mayor. When his mother, Betty Whitesides Faulkner, enters, he greets her with a hug and a kiss. Her daddy owned Whitesides Company in 1909.

Most of the family has left Smyrna. Chris Faulkner's wife, Frances, remembers thinking she had "died and gone to heaven" when she roller-skated from Smyrna to Hickory Grove - five miles - as a child after the

concrete highway was laid. The highway is still there, but the Faulkners boast children now can play at the town ballfield where gold previously was smeltered.

"I don't see Smyrna changing as drastically as other towns," Chris Faulkner says. "It depends on what the young people do."

In Hickory Grove along the Broad River, a large goat herd frolics in a meadow and wild guineas squawk beside Joseph and Annie Laura Hamrick's home, built around 1800 by Henry Smith.

This is Smith's Ford, another historic location. Many ancestors of York County residents crossed its shallow waters. A magazine aided frontiersmen here before and during the Revolutionary War. Confederate President Jefferson Davis took flight through this vicinity and Union soldiers in hot pursuit skirmished with local Confederate supporters.

The home is elegantly simple, typical of those built by the Scots- Irish pioneers. The arch of an old handforged wrought-iron gate remains to the lawn.

The Hamricks bought the home in 1968. A joke fixed to their refrigerator attests to the endearingly cantankerous personality of area residents. Two old men read the obituary of a 90-year-old man who lived there 72 years. One looks up and says, "He was almost one of us, wasn't he?"

The Hamricks experience the many moods of the Broad River's pristine waters. It is shallow, but when it floods, the Hamricks must paddle a boat to their car.

The river's fickle nature is one characteristic that could challenge the county when it converts the nearby 1,648-acre Dalton Ranch, formerly the Strom Thurmond Foundation property, into a public park. It will give the public rare access to the Broad River. A hunting group's lease on the parcel, purchased by the county from Harry Dalton for \$1.6 million last year through York County Forever, expires in about a year. The county plans public hiking, fishing, boating and educational opportunities, but those who know the river are dubious.

"Nature has protected the Broad River from development," says Annie Laura Hamrick, a member of the Scenic Broad River Historical Council, a board member of the York County Culture and Heritage Commission and the Carolina Land Conservation Network.

She said she thinks a lot about the land and the future. The Hamricks live simply, but know not everyone does.

"I know how the Indians felt," she said. "You see your way of life leaving and you can't help it."

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## The Western Frontier

*Author: Karen Bair / The Herald*

*Date: Oct 22, 2001*

### HICKORY GROVE

Several chairs around a tiny counter at Wilkerson's storefront face an empty street in downtown Hickory Grove.

Folks can sip coffee, share local news and imagine what the view offered when W.S. Wilkerson built the downtown's short row of brick businesses dubbed "the Fifth Avenue of western York County." Customers crammed the rural town on Saturdays, tying horses to trees lining storefronts. When it rained, mud caked wagon wheels and splattered pedestrians tracking through the mire.

Ladies bought Wilkerson's white cotton, flower-speckled flour sacks. With two empty sacks, they could sew a dress. Farmers devoted hours to conversation around the pot-bellied stove.

Today, Wilkerson's coffee counter is a tribute to those days when W.S. Wilkerson was a successful merchant and a skilled farmer known as the "sorghum king." He shipped so much molasses, the whole Hickory Grove train depot smelled like molasses cookies.

Wilkerson is still one of the most respected surnames, not only in Hickory Grove and western York County, but throughout York County. They are quintessential of those who first settled York County near the Broad River in the mid-to-late 18th century and still hold substantial amounts of land there.

The train no longer puffs behind Peachtree Street and the depot is but a memory, but Dot Wilkerson Gaddy Pearce still lives on Peachtree in the 1911 home her grandfather, W.S. Wilkerson, built for her parents. Her sister, Nanelle Wilkerson Castles, lives next door. In fact, Wilkersons formerly flanked the home on both sides.

Dot owns the Wilkerson store building and used to run its wholesale supply operation with her late husband, John Gaddy. Today, Bill Wilkerson, W.S.'s great-grandson and Dot's nephew, manages the store and owns the adjoining wholesale warehouse. He lives around the corner.

"I still work in the store a little bit," said Dot, who is in her 70s. She looks every bit a Wilkerson, tall, lean and fair.

"It gives me someplace to go. I'd like the store to stay in the family, just like the house."

She strokes the arm of a leather and mahogany rocker where the penpoint doodles of her father, John Smith Wilkerson, are etched. "Daddy was a thinker," she said lovingly.

The home was built for \$4,400 with seven bedrooms, 13 rooms and eight fireplaces. It is graced with a wraparound porch, oval windows and a little flower room to protect garden transplants in winter.

The dignity of the family life lived there is reflected in Dot, who has carefully arranged each piece of silver and crystal. The deep patina of a five-leaf mahogany table with huge claw feet dominates the dining room.

"All of the business decisions were made here," she said in a whisper.

Between the sideboards is a porcelain doll perched in the same highchair that each of the children ate their first spoon-fed meal.

The family's memorable possessions are cherished just as the family history, which is told over and over again.

The first known Wilkersons in the area were John and Tobitha, arriving in 1800 from Virginia. One of their children, Thomas Jefferson Wilkerson, a cabinet maker, came to Hickory Grove to work for the Howells and in 1843 married their daughter, Lucinda.

Thomas Jefferson Wilkerson died before the Civil War, leaving Lucinda a widow at 40 with five small children. She was to become a family heroine.

### **Strength in adversity**

"We are strong, hard-working people," said Dot. "I think it came from Lucinda."

Lucinda worked 50 acres with her children and a pony. They lived on mush and bread equally divided. Each night the children filled a shoe with cotton seed before bed, and Lucinda carded, spun and wove the cotton, sewing clothes for affluent ladies late into the night. The children delivered the garments.

The family was prolific. Thomas Jefferson and Lucinda had two sons, William Smith "W.S." and John Thomas "J.T.," and three daughters. The oldest, Sarah, never married. Mary Elizabeth wed a Smith and Nancy Tobitha a Buice. All had large families.

W.S., Dot and Nanelle's grandfather, walked home from the battle of Appomattox to become a successful merchant and farmer, giving each child a substantial farm. Many of his descendants became entrepreneurs and politicians.

J.T. returned from the war to farm cotton near Hopewell. Many in his family chose the agrarian life.

His grandson, Thomas, 84, was delivered by a midwife in his family's oak-encircled home and he still farms about 300 or 400 acres. Thomas remembers having fun walking to Hopewell School in mud to his knees. He runs charolais cattle and timber on the farm with his sons. They call it 3 W Farm.

Few cars pass down the old Hopewell road beside Thomas' house, but Thomas has placed a cabin by a pond in the middle of his farm. No one traverses the rough dirt road except folks invited to enjoy lunch on a picnic table under the trees. Only the birds interrupt conversation.

"I come out here to get away from it all," he said.

Thomas had to sell part of his land at one point, then bought much of it back.

"I wouldn't sell it now for anything," he vowed.

Wilkersons abound in Hickory Grove, a town which the family helped found along with Mount Vernon United Methodist Church. Most of them have served on the town council. At one time, they owned much of the land, and anyone lost on surrounding farm country roads will come across roads, streets and drives named "Wilkerson." As the land was divided into family parcels, some sold pieces when they moved to jobs or marriages elsewhere.

Others sold land simply to survive. Dot and Nanelle's father suffered from tuberculosis and, when he died, their mother, originally a Merritt of Rock Hill, had to sell it to pay debts.

According to their brother, John, "The final farm sold in 1951 - 461 acres, five houses and two barns for \$12,000."

John went into Wilkerson Oil Company in York, then sold out in 1972 and entered the real estate business in Lake Wylie. His brother, Merritt, and Merritt's son run Wilkerson Oil today.

### **Keeping tabs on the family**

Some Wilkersons arrive at the family store's coffee counter with other folks at 7 a.m. to sip coffee and exchange news. Frances Bratton serves, and the postwoman, feed store owner and others drop by.

One recent morning, Nanelle and Dot's cousin, Janelle Rhodes, was there, along with their cousin, Midge Buice White. Janelle, 77, points out she is the daughter of the late William Beattie Wilkerson, banker, insurance executive, master farmer, school board member and civic leader.

The trio chattered gaily as Frieda Ramsey - "the great- granddaughter of Mary Elizabeth Wilkerson," Janelle explained - looked fondly on.

They recalled climbing into barn haylofts and plunging into hay- filled wagons. They played in empty corncribs, decorating them for playhouses. They went to square dances at the VFW and made ice cream on the porch from fresh farm milk, eggs and fruit.

Dinner was described as "busy." Everyone sat on benches at a long table and said grace before passing fresh chicken, rice, cornbread, potatoes and whatever was ripe from the garden.

Midge, pretty and stylish with liquid blue eyes at 83, looks like a belle but can kill a chicken for supper.

"Hog-killing day was horrible because you would hear the pigs squeal," she laughed. "I used to run and hide, and my mother would say, 'Come out. You know you eat more ham than anybody.'"

As children, she remembers Dot as "quiet," Janelle "looked after everyone," and Nanelle as "the fashion plate, especially when she went to Winthrop."

A college education was mandatory in Dot and Nanelle's family, and during the Depression, their mother sold a cow to pay Nanelle's first-year tuition. Nanelle graduated and became a teacher and guidance counselor.

### **Generations come together**

The Wilkerson family gathers from across the country in Hickory Grove each year for a family reunion. For their 70th reunion last month, about 200 people attended, with Janelle in charge. There are so many Wilkersons, they even have difficulty keeping one another's family history straight.

But one member dearly missed is Midge's mother, who never skipped a reunion and dressed to the nines each year. She died at 98 and wore high heels up to her next to last reunion. Midge bought a pair of golden slippers for her to wear to her last reunion, "so she would feel dressed up."

Alex Houston, 28, raised in Cincinnati and a member of the W.S. Wilkerson side of the family, arrived from Indiana where she is earning a graduate degree.

"When we were growing up, this was the magical kingdom for us," she said of Hickory Grove. "Everyone on this road, they are somehow related to one another. Now I come more to keep in touch with the older people."

"Every now and then, I get an idea I'll come back here to live."

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## York County Planners Want Part of S.C. 97 Designated as Byway

*Erica Pippins / The Herald.*

*Copyright The Herald Oct 12, 2003*

The road to western York County is paved with golden nuggets of history - and in some places, buried treasure.

British troops in the Revolutionary War are believed to have stored a chest of sterling silver in a plot of land near Canaan Methodist Church in Hickory Grove. Legend has it that Civil War Confederate soldiers also buried a bounty close to the same spot around the church off S.C. 97.

While neither treasure has ever been found, residents say many homes, churches and landmarks along the road's path tell the story of the county's early development. For that reason, York County planners have recently expressed an interest in designating S.C. 97 as a scenic byway.

A scenic byway, according to the America's Byways Resource Center, is a highway or road possessing one or more of six qualities: natural, scenic, recreational, archaeological, cultural or historic. There are a few dozen in South Carolina, including the 130-mile Cherokee Foothills Scenic Highway 11 and the 12-mile Wigington Scenic Byway on S.C. 413, which winds through Sumter National Forest.

The proposed route for western York County would start at S.C. 97 from the Cherokee County line, go through Smyrna, Hickory Grove and down to S.C. 322. It would then loop to Lacy's Fort back to the S.C. 97/S.C. 49 intersection which eventually bisects S.C. 211 back toward Hickory Grove.

County Planner Cheryl Dean, who worked in Greenville before coming to the area, was on the team that worked to get Highway 11 designated as a scenic byway. She presented a proposal to York County Council members about doing the same for S.C. 97 and hopes the department will get approval to do a study on the project's feasibility.

"We originally considered S.C. 321, which has a lot of neat history, but it would have been a lot to tackle," Dean said. "But we found that there are a lot of historic events and landmarks concentrated in the Hickory Grove and Sharon areas. There were settlements there before and after the revolution that helped to shape York County."

While cost estimates have not yet been figured out, money for the study could be secured through one of several grants available from the National Scenic Byways Pro-gram or other agencies that award grants to be used for similar purposes. If the county is successful in getting S.C. 97 designated as a scenic byway by the state, it could be eligible for grants to get signs and other materials as well the highway being listed in tourism publications and Web sites.

"A limited number of people are aware of the rich history that exists in the western part of the county," Dean said. "This designation would bring a certain sense of stardom to that area. It's a different type of economic development project, but it is one."

Dean said if the council grants permission to move forward, county planners would work with the community to hash out which sites should be labeled points of interest on the proposed scenic bypass.

There are many to choose from, said Jerry West, director of the Museum of Western York County in Sharon.

For instance, Blue Branch Presbyterian church sits on the southern end of the proposed scenic route. The black church was established in 1870 and "is considered the mother" of a number of other black

churches that were later built in the community, West said.

The 3Cs Railroad - Chicago, Cincinnati and Charleston - intersects with S.C. 211 and was the main trunk line through York County during 1887 through 1889. West noted that Worth Mountain and Kings Mountain National Military Park are also sites nearby the route that played an important part in Revolutionary War and Civil War history.

He said the scenic bypass designation would give travelers and tourists an idea "of how beautiful this part of the county is."

"I am really delighted that York County planners are looking into this," West said. "Over the last few years, more and more people have become aware of preserving this part of the county and opening it up to visitors."

Lynn Faulkner, an art teacher at Hickory Grove/Sharon Elementary School, agreed. The school has worked over the last few years to restore the Blairville School, a 1900s schoolhouse, adjacent from its property. At different points in the year, students go out to the school to get a feel of what it was like to be a student during that era.

"It's (the school is) a treasure from the past that we didn't want to see lost. We've already lost so many valuable treasures," Faulkner said. "That's why I think the scenic bypass designation would be wonderful. It's a great way to acknowledge the area's history and to bring more awareness to it too."

Contact Erica Pippins at 329-4072 or [epippins@heraldonline.com](mailto:epippins@heraldonline.com).

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## Oh, the Stories These Sites Can Tell / County Seeks State Status for Roads

*Author: Rebecca Sulock / The Herald*

*Date: Dec 29, 2004*

Who says dead men tell no tales?

The tombstones at Bullock Creek Presbyterian cemetery have plenty to say, for those with time to stop and listen.

If York County wins scenic byway designation from the state for its proposed 71-mile route, the historic cemetery's gravestones may have more of an audience. At least, that's the idea behind the designation - to draw more travelers, and their money, to the area.

Officials say York County's scenic highway route has the scenic, historic and cultural qualities needed for the designation. The County Council has agreed to ask for the designation. They should know in the next few months whether they made the cut.

The proposed route includes Historic Brattonsville, the York Historic District and Kings Mountain National Military Park, but local historian Jerry West would like the byway to focus on the less recognizable pieces of western York County's past.

As he wandered the kempt grounds of the Bullock Creek Presbyterian Church's cemetery, near the intersection of S.C. 49 and S.C. 322, West wove tales from the soapstone markers.

"This grave is our only Yankee," West said, pointing out the stone of Charles McGuckin, an Ohio regiment veteran who West estimates came to the area around 1876. "We think he came as part of the Union League, an organization set up for free blacks, to educate them," he said.

"People ask why he's at the front of the cemetery," West said. "I tell them we wanted to keep an eye on him."

There are others: Here lies Dr. Joseph Alexander, a Presbyterian minister whose sermons helped stir up the Revolutionary War in the 18th century.

Here lies Mary Feemster, whose grave is the oldest marked grave in York County. She died in July 1776.

Here lies the Rev. Robert Russell, who taught an enslaved black named Baker Russell how to read, write and interpret the Scriptures. Baker later became a preacher to his own congregation at the Blue Branch Presbyterian Church, one of the county's oldest black churches.

That church now sags under the weight of time. Tucked in the woods off Blanton Road, it sits as a hidden treasure for historically interested tourists.

"A large segment of the public considers themselves historic and cultural travelers," said Bennish Brown, director of the York County Convention and Tourism Visitors Bureau. "People don't just want to read about things anymore, they want to escape the everyday hustle and bustle of life and really experience history and culture firsthand," he said.

"What better way than to have that scenic byway?" Brown said.

If the county's application is approved, the visitor's bureau will take the next steps to market the designation, he said.

"A lot of people make their travel plans online," he said. "We'd look at all the avenues to help market this - we would see ourselves as the major marketer for this."

S.C. 49 rolls and crests along pastureland and forests of loblolly pine trees. Along the way a few cows stare from their leisurely positions in the field, and every few miles an old Carolina Piedmont home sits back from the road, shrubs and weeds growing around its slouching front porch.

West hopes a scenic byway designation will bring visitors to find the forgotten gems of his native area.

"Most of western York County is tucked away," West said. "We need a lot of P.R."

Rebecca Sulock 329-4072

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## Byway Should be Protected

*The Herald. Herald.* Rock Hill, S.C.: Jan 11, 2005. pg. 4.A

Many residents of western York County are aware of the historic and scenic attributes of the landscape they drive through all the time. But a new effort by the county might help spread the news.

County officials hope to win scenic byway designation for a 71- mile route that meanders from S.C. 161 at the state line near Kings Mountain National Military Park to the intersection of S.C. 55 and 161. Along the route are significant landmarks, such as Historic Brattonsville and the aforementioned site of a major Revolutionary War battle.

But the byway also features smaller pleasures, such as the old Bullock Creek Presbyterian cemetery, century-old churches, houses of notable ancestors and cultural buildings and artifacts that speak of an earlier time. And, of course, much of the route is simply nice to look at, with forested areas and rolling countryside hardly touched by developers.

If a scenic byway designation is approved, the county could qualify for grants and assistance from the state for economic development, tourism and highway maintenance. The county, itself, also could market the route to draw visitors.

But just seeking the designation suggests that the county is aware that unspoiled land and historic landmarks are a valuable commodity that the county must take pains to preserve. And, we suspect, the value of open green space can only increase as the region continues to grow.

Even if the state does not award a special designation to byway, the county is right to try to protect it and invite others to come and have a look.

# WESTERN YORK COUNTY RURAL HERITAGE BYWAY COMMUNITY MEETING

York County will hold a public meeting to receive input on the proposed State Scenic Byway application that will include portions of Hwys 161, 321, 324, 322, 49, 211, 97, and 55, and the towns of York, McConnells, Sharon, Hickory Grove, and Smvrna.



The Scenic Byways Program is an effort by the federal and state governments to identify, promote, and manage our country's varied and unique system of highways and roads through community efforts.

## Meeting Schedule

**Thursday, November 4, 2004.....Museum of Western York County**  
**6:00 p.m. 1716-B Woodlawn Street, Sharon**

Help protect and enjoy the unique historic, cultural, and scenic resources of your region!



W. L. Hill Store, Sharon



Hwy 49 Area



Mitchell-McGill-Pratt House, HG

### Benefits of Scenic Byway Designation:

- Increased business, tax revenue, and jobs from tourist dollars
- Protection for threatened resources
- Promotion of responsible growth
- Community Pride
- Eligibility for grants and other assistance for enhancement projects and economic development
- Enhanced quality of life for residents and visitors



For more information, call Jacque Sorrentino, York County Open Space Planner,  
(803) 909-7221 or 1-800-922-7271 x7221,  
or by email at [jacque.sorrentino@yorkcountygov.com](mailto:jacque.sorrentino@yorkcountygov.com)

# Appendix IV A: York County Regulations for Outdoor Advertising Displays

*York County Zoning & Development Standards Ordinance, § 155.474 Prohibited Signs*

## **Sec. 19-212. Prohibited signs.**

The following signs are expressly prohibited.

- (A) Flashing signs, except a sign indicating time and/or temperature.
- (B) **Outdoor advertising displays.**
- (C) Portable signs, except signs calling attention to events of a general civic nature.
- (D) Projecting signs, except as allowed within this ordinance.
- (E) Real estate off-premise signs.
- (F) Roof signs.
- (G) Signs in road right-of-ways, except when unique circumstances or conditions exist to warrant the placement of a sign within the road right-of-way. These signs must be approved by the zoning administrator and be authorized by the state highway department or county public works department, and will not be located in the sight triangle or in an area that would cause a traffic hazard. The property owner will assume responsibility for the cost of relocating all signs in the road right-of-way if utility and road maintenance is necessary.
- (H) Signs or advertising devices attached to or painted on a fence, power or telephone pole, tree, stone or any other natural object.
- (I) Signs which emit sounds, odors or visible matter.
- (J) Signs which obstruct the view of or may be confused with governmental traffic control or directional safety signs, including signs using the word "stop," "danger," or other phrases, symbols, or characters in a manner that may mislead, confuse, or distract a driver.
- (K) Strings of lights or any illuminated tubing outlining property lines or open sales areas, roof lines, doors, edges of signs, windows, or wall edges of any building or structure, except holiday lights, provided these lights are not connected or illuminated prior to November 1st, and disconnected no later than February 1st.
- (L) Swinging signs.
- (M) Vehicular signs.
- (N) Any other sign not listed as a permitted use.

§ 155.480 Outdoor Advertising Displays.

- (1) **Purpose.** This section is adopted to promote the public health, safety and welfare, and to promote the following specific purposes:
  - (a) To preserve the dignity and aesthetic quality of the environment in York County.
  - (b) To enhance the economic interests of the citizens and residents of York County by promoting tourism.
  - (c) To encourage responsible and sustainable economic growth in York County by preserving the qualities of York County that help to retain existing businesses and attract new business.
  - (d) To promote traffic safety.
- (2) **Authority.** This section is enacted pursuant to the authority granted under Section 6-7-310 et seq. and 6-7-710 et seq. of the 1976 code of Laws of South Carolina.
- (3) **General scope.** All outdoor advertising displays within the jurisdiction of York County will be maintained in accordance with the provisions of this section.
- (4) **Nonconforming outdoor advertising displays.** Subject to the provisions and amortization requirements of this section, nonconforming outdoor advertising displays may be maintained after May 21, 1991, provided that:
  - (a) A nonconforming outdoor advertising display cannot be enlarged, extended, relocated, structurally reconstructed or altered in any way, except that a sign face can be changed, provided that there is no increase in the face area, height or projection.

**NOTE:** Nonconforming outdoor advertising displays can not be altered, replaced or reinstalled if affected by road construction, realignment or right-of-way acquisition.

- (b) A nonconforming outdoor advertising display which is destroyed or damaged by natural cause to an extent greater than fifty (50) percent of its appraised value cannot be altered, replaced or reinstalled.
- (c) A nonconforming outdoor advertising display which is damaged and destroyed by natural cause to an extent equal to or less than fifty (50) percent of its appraised value can be restored within ninety (90) days, but cannot be enlarged or expanded. If not restored within the ninety (90) day period, the nonconforming outdoor advertising display must be removed.

- (d) Except for a nonconforming outdoor advertising display destroyed or damaged by natural cause to an extent greater than fifty (50) percent of its appraised value, this ordinance will not prevent normal maintenance operations or the repair or restoration of any part of an outdoor advertising display to a safe condition.
  
- (5) **Removal of illegal outdoor advertising displays.** In the event that any outdoor advertising display will be erected, constructed or maintained in violation of this ordinance, the zoning administrator will give written notice to the applicant or the recorded owner of the parcel by certified mail, return receipt requested, of the violation and ordering that the violation be corrected or that the outdoor advertising display be removed. If this order is not complied with within thirty (30) days, the county may remove or cause to be removed the illegal outdoor advertising display and any costs of removal incurred by the county may be collected in a manner prescribed by law.

## Appendix IV B: City of York Regulations for Outdoor Advertising Displays

### *City of York Zoning Ordinance, Section 12.10. Sign Regulations*

All signs not expressly permitted under this ordinance or exempt from regulation hereunder in accordance with any previous section (s) are prohibited within the city. Such signs include, but are not limited to:

- a. Signs located in public rights-of-way, except as described in section 1.8.
- b. Signs located in any manner or place so as to constitute a hazard to pedestrian or vehicular traffic.
- c. Signs, flags, streamers, banners, or balloons which use wind pressure or motors or mechanical devices for moving or swirling in order to attract attention to the sign.
- d. Flashing signs or devices displaying flashing or intermittent lights or lights of changing degrees of intensity, except for time and temperature signs.
- e. Any illuminated tubing or string of lights except during the Christmas season.
- f. Portable signs, including any signs painted on or displayed on vehicles or trailers and parked with the primary purpose of providing a sign not otherwise allowed.
- g. Signs copying or imitating official government signs or which purport to have official government status.
- h. Roof signs.
- i. Sign structures no longer containing signs.
- j. Signs, which emit a sound, odor, or visible matter.
- k. Signs containing statements, words or pictures of obscene, pornographic or immoral character.
- l. Signs extending above the height of the building roofline features.
- m. Any sign which obstructs free ingress to or egress from a required door, window, fire escape, or other required exit way.
- n. Signs imitating traffic or emergency signals.
- o. Signs using the words "STOP", "DANGER", or any word, phrase, symbol, or character in a manner that misleads, confuses or distracts a vehicle driver.
- p. Signs placed on or within any public right-of-way except historical markers or those approved by the SCDOT.
- q. Signs painted on or attached to any tree, fence post, rock, telephone or utility pole, or painted on the roof of any building.
- r. Abandoned or dilapidated signs.
- s. Signs advertising an activity, service, or product no longer produced on the premises where the sign is located.
- t. Signs painted directly on the wall or any other structural part of a building.
- u. Signs on private property without the consent of the owner.
- v. Signs in vicinity (within 300') of historical sites or monuments, except pertaining to that particular site or monument that detract from the visibility of the historic sign.
- w. **Outdoor advertising display.**
- x. Other signs not expressly allowed by these regulations.

## Appendix V: Acknowledgements

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### ***Scenic Highway Supporters (SHS)***

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### ***SCDOT Staff***

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**Tesa Griffin**, *South Carolina State Scenic Byway Coordinator*  
**Cathy Rice**, *Enhancement Office Coordinator*  
**Dale Wagoner**, *Former South Carolina State Scenic Byway Coordinator*

### ***South Carolina Scenic Highways Committee (2008)***

<b>Douglas McFarland</b> , <i>Chairman</i>	<b>Chase Howard</b>
<b>Phillip Powell</b> , <i>Vice-Chairman</i>	<b>Vance Kornegay</b>
<b>Michael Covington</b>	<b>Joseph McGee</b>
<b>Ned Dargon</b>	<b>Mayo Read</b>
<b>George Estes</b>	<b>Hal Stevenson</b>

### ***York County Government***

#### ***York County Council***

**James Baker**, *York County Manager*  
**David Larson**, *Assistant York County Manager*  
**Melvin McKeown**, *York County Attorney*  
**Teria Sheffield**, *Executive Assistant to the York County Manager*  
**Tonya Huell**, *Clerk to York County Council*  
**Linda Norris**, *Assistant to the York County Manager*

**Susan Britt**, *Director of York County Planning & Development Services*  
**Stephen Allen**, *York County Planning Manager*  
**Cynthia Grooms**, *York County Addressing Coordinator Supervisor*  
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