FINAL DRAFT FOR 3RD READING ON 12.08.2014

Lancaster County Comprehensive Plan 2014-2024

Recommended by Planning Commission
October 21, 2014

Adopted by County Council
(insert date)

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Lancaster County
South Carolina

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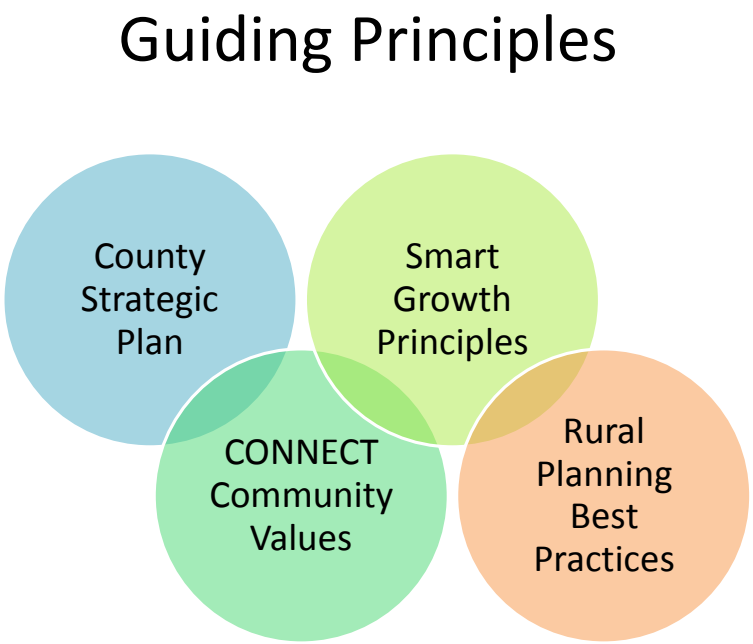
Guiding Principles

The Comprehensive Plan is a compilation of information, ideas and policies from multiple agencies with a vested interest in the future of Lancaster County. Identifying and organizing the priorities from the public, private and non-profits sectors in a coherent and seamless manner is an ongoing process. The following sections use available resources and identify common themes that will be linked together to shape the "Guiding Principles" for the Comprehensive Plan.

The concept of using available resources and momentum already created by community partners is not unique to this project, but it is often overlooked due to the immediacy of daily activities, lack of leadership and good old fashioned politics.

The Great Recession (December 2007 to June 2009) taught us several lessons; chief among these is that continued reliance on state and federal coffers to fund local projects is not sound fiscal policy. Leveraging resources—knowledge, facilities, financing—from all sectors will make Lancaster County more attractive for economic growth and put it in position to withstand future storms.



Strategic Plan

Lancaster County Council uses a strategic plan to guide policy and fiscal decision-making based on the values listed below. The strategic priorities and top issues are updated from time to time so that the plan stays relevant with current issues.

VISION

The vision for Lancaster County is to be a great place to live, learn, work, worship, play and raise a family.

VALUES

Team work ● Integrity ● Fairness ● Sense of Community ● Professionalism ● Innovation ● Diversity

STRATEGIC PRIORITIES & TOP ISSUES

Public Safety	Economic Development	Roads/Infrastructure
Financial Stability	Growth Management	Communications

Smart Growth Principles

In the 1990s, the US Environmental Protection Agency joined with several non-profit and government organizations to form the Smart Growth Network. The Network helped respond to increasing community concerns about the need for new ways to grow that boost the economy, protect the environment, and enhance community vitality. Partners include environmental groups, historic preservation organizations, professional organizations, developers, real estate interests; local and state government entities. (www.smartgrowth.org/network.php)

Based on the experience of communities around the nation that have used smart growth approaches to create and maintain great neighborhoods, the Smart Growth Network developed this set of ten basic principles:

- Encourage community and stakeholder collaboration in development decisions
- Preserve open space, farmland, natural beauty and critical environmental areas
- Strengthen and direct development towards existing communities
- Provide a variety of transportation choices
- Mix land uses
- Take advantage of compact building design
- Create a range of housing opportunities and choices
- Create walkable neighborhoods
- Make development decisions predictable, fair and cost effective
- Foster distinctive, attractive communities with a strong sense of place

SMART GROWTH ONLINE

CONNECT Core Values

CONNECT Our Future is guided by the following core values. These values were generated by extensive community input and adopted by the majority of jurisdictions within the 14-county region.

A Strong, Diverse Economy…that supports a wide variety of businesses and enterprises

Sustainable, Well-Managed Growth…that maintains quality of life, protects open space and environmental quality, retains the natural character of the region, and maximizes the efficiency of infrastructure investments

A Safe and Healthy Environment…with good air and water quality

Increased Collaboration among Jurisdictions…on issues that transcend boundaries, including growth management, transportation, and environmental concerns, in a manner that recognizes both regional and local needs

Enhanced Social Equity…through community leadership and cooperative volunteerism

High Quality Educational Opportunities…that are available to all residents

See more at: (http://connectourfuture.org/whatisconnect/#sthash.SwZeuhuH.dpuf)

Planning Best Practices

Community planning as a profession has developed numerous technical resources to help local leaders maintain their character while strengthening their economies. Slow-growing and shrinking rural areas are finding that their policies are not resulting in the prosperity they seek; fast-growing rural areas at the edge of metropolitan regions face metropolitan-style development pressures and want to manage their growth in ways that promote prosperity and are environmentally sustainable.

US EPA's "Essential Smart Growth Fixes for Rural Planning, Zoning, and Development Codes" provides policy options that can help rural communities strengthen their economies while preserving rural character. These policies can help rural communities ensure that their development is fiscally sound, environmentally responsible, and socially equitable. Topics include fiscal impact analysis, commercial development, wastewater infrastructure, rural roads and efficient development patterns.

This publication provides a range of ideas from modest adjustments to wholesale changes so that local leaders can determine the options that best fit the needs of individual communities.
(http://www.epa.gov/smartgrowth/essential_fixes.htm)

Plan Implementation

POLICY CONSIDERATIONS	IMPLEMENTATION TOOL	RESPONSIBLE PARTY	PARTNERS	TARGETED TIMEFRAME		COST ESTIMATE
				START	COMPLETE	
Determine areas for growth and for preservation	Land use element	County Council, municipal Councils	CRCOG	1Q2014	4Q2014	N/A
Incorporate fiscal impact analysis in development reviews	R.O.I. tool via CONNECT	County Council, municipal Councils	CRCOG	1Q2015	4Q2015	TBD
Use wastewater infrastructure practices that meet development goals	UDO update	Public Works Planning	LCW&SD	1Q2015	3Q2016	TBD
Encourage appropriate densities on the periphery	UDO update	Planning Commissions	LC Economic Development	1Q2015	3Q2016	TBD
Use cluster development to transition from town to countryside	UDO update	Planning Commissions	LCW&SD	1Q2015	3Q2016	TBD
Create annexation policies and development standards that preserve rural character	Council policy	Municipal Councils		TBD	TBD	N/A
Protect agricultural and sensitive natural areas	UDO update	LC Planning Comm.	LC Economic Development	1Q2015	3Q2016	TBD
Plan and encourage rural commercial development	UDO update	LC Planning Comm.	LC Economic Development	1Q2015	3Q2016	TBD

Population Element

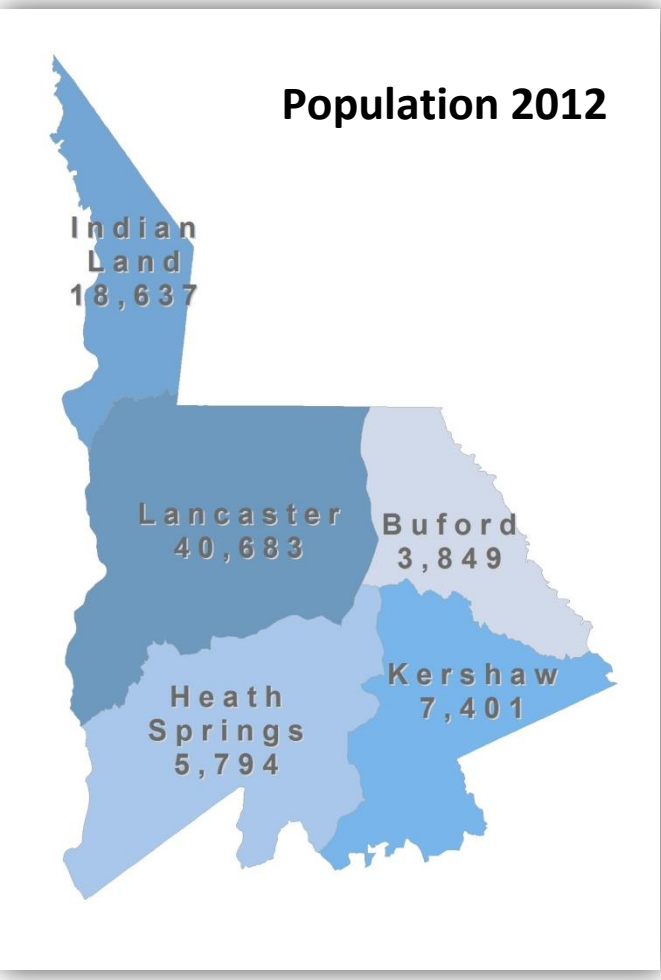
INTRODUCTION

A broader understanding of the people who live, work and play in Lancaster County is important for policy makers because facilities and programs that serve the public require long-term commitments, planning and funding for capital and operating expenses.

As the ***Population 2012 map*** shows, the 76,364 residents that call Lancaster County home live primarily in and around the City of Lancaster with continued growth in Indian Land.

This element will review US Census Bureau data from the 2000 Census, 2012 Amercian Community Survey (ACS) and statistics developed during the *CONNECT: Our Future* regional planning project. Specifically, the following sections will be addressed.

- Historic Trends & Projections
- Household Numbers & Size
- Educational Levels
- Income Characteristics
- Health Characteristics



Historic Trends & Projections

WHAT IS IT?

The population of Lancaster County has grown significantly over the last decade primarily due to rapid development of the Indian Land community. The municipalities of Lancaster, Heath Springs and Kershaw have experienced a slower rate of growth.

WHY IS IT IMPORTANT?

An understanding of the number and ages of the people that live in the community is necessary to plan for facilities (public and private) that support them and enhance the quality of life; such as schools, health care, shopping and parks.

The charts and graphs that follow incorporate data from three different geographies:

- State of South Carolina
- Counties that make up the Catawba region: Chester, Lancaster, Union and York
- Census-defined county subdivisions: Heath Springs, Kershaw, Lancaster City, Buford and Indian Land

The state level information provides a baseline; the county level data gives some context with neighboring jurisdictions; and the county subdivision level drills down to a finer level of detail to help highlight opportunities and challenges that each exist.

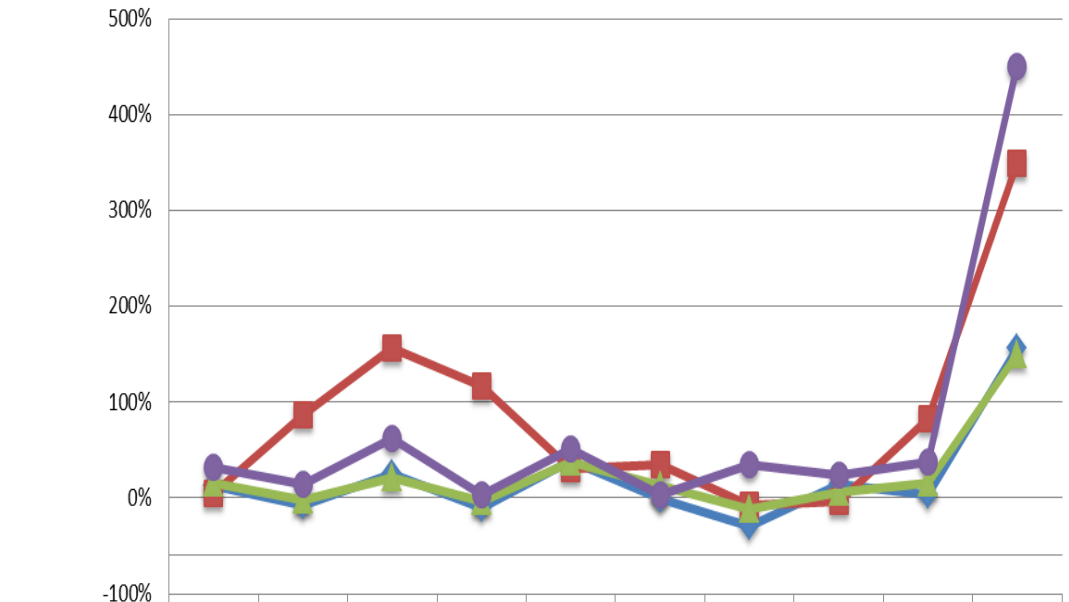
The **Population and Median Age** chart below indicates that the overall growth rate in Lancaster County is keeping pace with neighboring York County with a 24.5% increase from 2000 to 2012. Indian Land's growth rate of 164% to 18,637 residents is remarkable. The only section of the county that declined in population was Kershaw which lost slightly more that 6%. The 2050 population figures were produced through *CONNECT: Our Future* and are at the county level. Lancaster County is projected to reach approximately 120,000 residents.

The median age increased at each geographic unit and reached notable levels in Kershaw and Indian Land. The most straightforward explanation in Indian Land is likely due to the construction of a number of residential developments, particularly Sun City Carolina Lakes which promotes an active adult lifestyle and has age guidelines.

Population and Median Age
2000-2012 & 2050 Projections

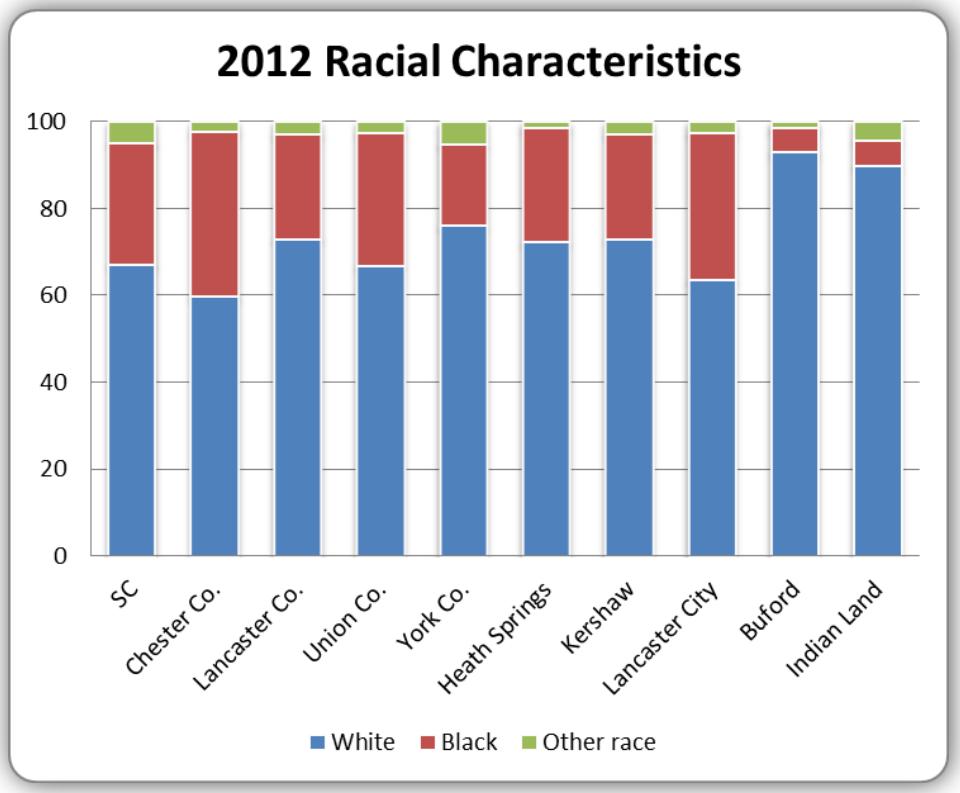
	2000		2012		% change 2000-12 Total Pop.	2050 Projected	
	Total Pop.	Med. Age	Total Pop.	Med. Age		Total Pop.	% change 2012-2050
SC	4,012,012	35.4	4,630,351	37.9	15.4%	---	---
Chester Co.	34,068	36.0	33,028	40.3	-3.1%	41,900	26.9%
Lancaster Co.	61,351	35.9	76,364	40.1	24.5%	119,800	56.9%
Union Co.	29,881	38.6	28,804	42.4	-3.6%	31,100	8.0%
York Co.	164,614	34.9	226,576	37.2	37.6%	409,700	80.8%
Heath Springs	5,063	38.4	5,794	36.8	14.4%	---	---
Kershaw	7,880	36.4	7,401	42.2	-6.1%	---	---
Lancaster City	38,043	35.6	40,683	38.8	6.9%	---	---
Buford	3,306	34.2	3,849	37.6	16.4%	---	---
Indian Land	7,059	36.4	18,637	43.9	164.0%	---	---

In Kershaw, the decline in population indicates that younger residents are moving to other areas and those remaining are continuing to age in place. However, the **Age Classifications** chart which shows the rate of change in four common age groups from 2000 to 2012 at a finer level of detail clearly shows a 35% increase in the 65 years and older category in Kershaw coupled with a decline of 29% in the under 5 years cohort. This marked decrease in pre-school aged children contributed to the higher median age noted earlier.



	SC	Chester Co.	Lancaster Co.	Union Co.	York Co.	Heath Springs	Kershaw	Lancaster City	Buford	Indian Land
Under 5 years	13%	-8%	25%	-10%	39%	0%	-29%	15%	4%	156%
5 - 17 years	4%	87%	156%	117%	31%	35%	-7%	-3%	82%	349%
18 - 64 years	16%	-2%	22%	-4%	37%	12%	-12%	6%	16%	150%
65 years +	32%	14%	63%	3%	52%	3%	35%	24%	37%	450%

The 18-64 year olds (workforce group) shows a reasonable rate of growth in all communities except Chester and Union Counties and Kershaw. The 5-17 year olds (school-aged children) category grew extraordinarily in Heath Springs (+35%), Buford (+82%) and Indian Land (+349%). This phenomenal rate of growth continued across the board in Indian Land with all age cohorts reaching historic levels.



For the purposes of this study and due to the small amount of variation among minority groups, these three racial classifications were used—white, black and other race. With the exception of Chester County, the racial composition is consistent from one county to another across the Catawba region. In Lancaster County, Buford and Indian Land have the highest rate of white residents, 93% and 90% respectively while the City of Lancaster has the highest rate of black residents at 34%.

Household Numbers & Size

WHAT ARE THEY?

A household is a person or people living in the same residence. A family, on the other hand, takes into account the family or legal relationship of the residents in a household. While these terms are similar they should not be used inter-changeably.

Household & Family Composition
Rate of Change 2000-2012

	Households		Families	
	Number	Size	Number	Size
SC	15.3%	0.40%	11.1%	2.6%
Chester Co.	-3.2%	0.00%	-8.3%	2.6%
Lancaster Co.	24.9%	1.17%	21.7%	3.7%
Union Co.	-2.1%	-1.64%	-5.9%	0.7%
York Co.	40.5%	-1.52%	36.2%	1.3%
Heath Springs	-0.5%	16.08%	4.1%	13.6%
Kershaw	3.3%	-1.20%	-1.2%	3.7%
Lancaster City	2.4%	4.31%	1.1%	6.3%
Buford	14.5%	1.48%	7.7%	5.5%
Indian Land	194.6%	-10.53%	169.7%	-5.3%

The table on the preceding page, **Household & Family Composition Rate of Change 2000-2012**, helps frame the discussion regarding positive and negative trends. At the county level, for instance, Lancaster showed a comparable rate of growth in both households (24.9%) and families (21.7%) in relation to its 24.5% population growth during the same period.

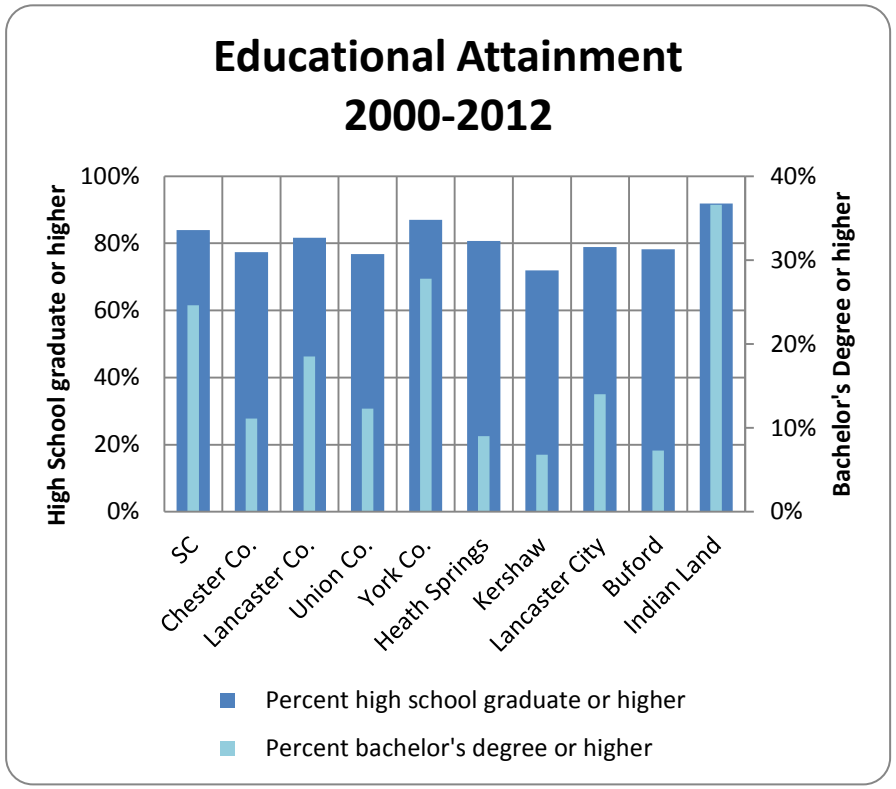
A closer look at the local level figures show that despite a modest 14.1% population growth in Heath Springs, there was little growth in the number of households and families, but the size of each grew considerably. This indicates that more people were living at the same residence; perhaps due to financial pressures related to the 2008 recession.

On the other hand, Indian Land saw a consistent jump in households and families, but a decrease in the size of both. This trend points to fewer people living together or perhaps more empty-nesters.

Educational Levels

WHY ARE THEY IMPORTANT?

These figures provide an indication of the skilled labor market for existing and prospective businesses, and help track the effectiveness of the local education system. Generally, higher skilled jobs with higher pay require higher levels of education.



School Enrollment 2000-2012

	Percent HS graduate or higher			Percent bachelor's degree or higher		
	2000	2012	%change	2000	2012	%change
SC	76.3%	84.0%	10.1%	20.4%	24.6%	20.6%
Chester Co.	67.1%	77.4%	15.4%	9.6%	11.1%	15.6%
Lancaster Co.	69.8%	81.7%	17.0%	10.2%	18.5%	81.4%
Union Co.	66.9%	76.8%	14.8%	9.8%	12.3%	25.5%
York Co.	77.2%	87.0%	12.7%	20.9%	27.8%	33.0%
Heath Springs	70.6%	80.7%	14.3%	8.4%	9.0%	7.1%
Kershaw	65.9%	71.9%	9.1%	6.8%	6.8%	0.0%
Lancaster City	69.6%	78.9%	13.4%	11.3%	14.0%	23.9%
Buford	69.3%	78.2%	12.8%	4.9%	7.3%	49.0%
Indian Land	75.0%	91.9%	22.5%	11.8%	36.6%	210.2%

Education levels increased across the board, with the exception of college graduates in Kershaw which stayed constant. This trend is important for demonstrating to existing and prospective businesses that the local labor pool places a premium on education.

In fact, Lancaster County set the pace for its peers in the Catawba region regarding a 17% improvement in the high school graduation rate and almost doubling rate of college graduates from 10.2% to 18.5%. Indian Land led the way by increasing the number of residents with a high school diploma to over 90% and posting a 210% increase in college graduates with over a third of its residents reaching this milestone. The **Educational Attainment** chart on the previous page graphically shows these marks.

Income Characteristics

WHY ARE THEY IMPORTANT?

Statistics regarding household and family income are included in this section as well as poverty rates. Income is a key measure used to determine the financial well-being of a community and its residents.

Change in Income & Poverty Levels 1999-2012

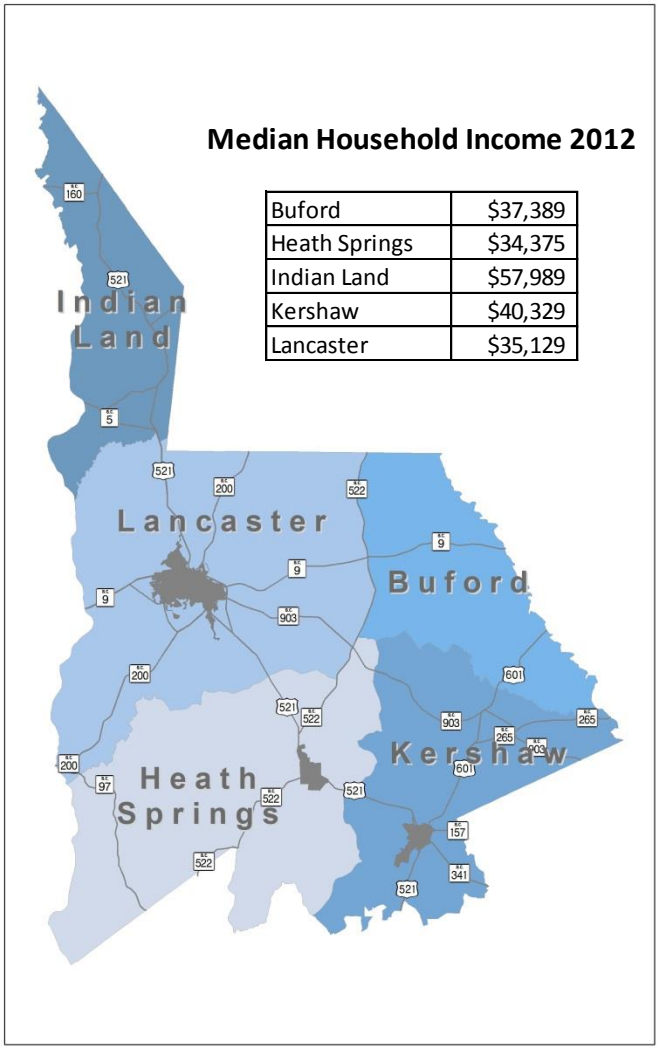
	Median Household Income		Median Family Income		
	2012	Change 1999-2012	2012	Change 1999-2012	Persons Below Poverty Level
South Carolina	$44,623	20.3%	$55,058	24.5%	24.8%
Chester County	$32,718	0.9%	$42,032	10.4%	56.9%
Lancaster County	$42,107	21.4%	$50,494	23.3%	62.5%
Union County	$32,459	3.2%	$41,079	9.1%	50.3%
York County	$52,571	18.0%	$64,688	24.8%	32.0%
Heath Springs	$34,375	3.3%	$42,083	6.3%	77.7%
Kershaw	$40,329	14.8%	$53,504	28.2%	150.5%
Lancaster	$35,129	5.8%	$42,086	5.3%	76.9%
Buford	$37,389	8.2%	$41,313	5.4%	214.3%
Indian Land	$57,989	34.4%	$71,007	50.1%	-14.0%

The table on the preceding page, **Rate of Change in Income & Poverty Level 1999-2012**, shows steady increases in income growth across the board. The figures for median household income in Lancaster County's communities are also displayed in the **Household Income 2012** map on this page. With a median household income of nearly $58,000, Indian Land's income level is considerably higher than the other areas.

Surprisingly, the rate of change regarding poverty levels for both families and individuals is alarmingly high for the remaining four communities in Lancaster County. Buford and Kershaw saw the largest increases in residents slipping below the poverty level followed by Heath Springs and Lancaster.

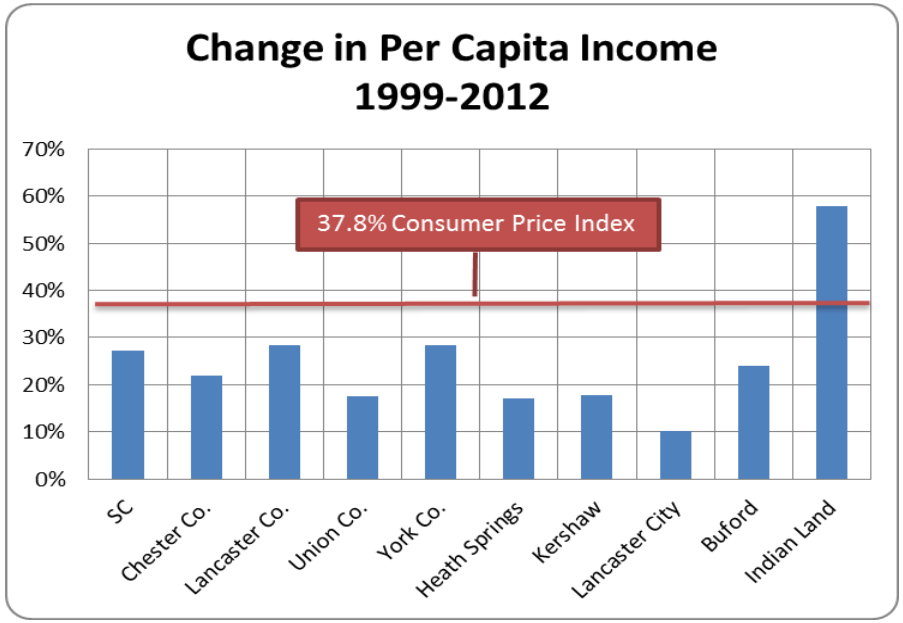
This dire situation worsens when taking into account the per capita income data on the next page. The **Change in Per Capita Income 1999-2012** chart shows how the individual rates compare to the Consumer Price Index.

Only Indian Land grew at a higher rate, which means that even though personal income grew across the board, the price of consumer goods (food, shelter, clothing, etc.) grew at a higher rate and effectively eroded the paper gains of higher income.

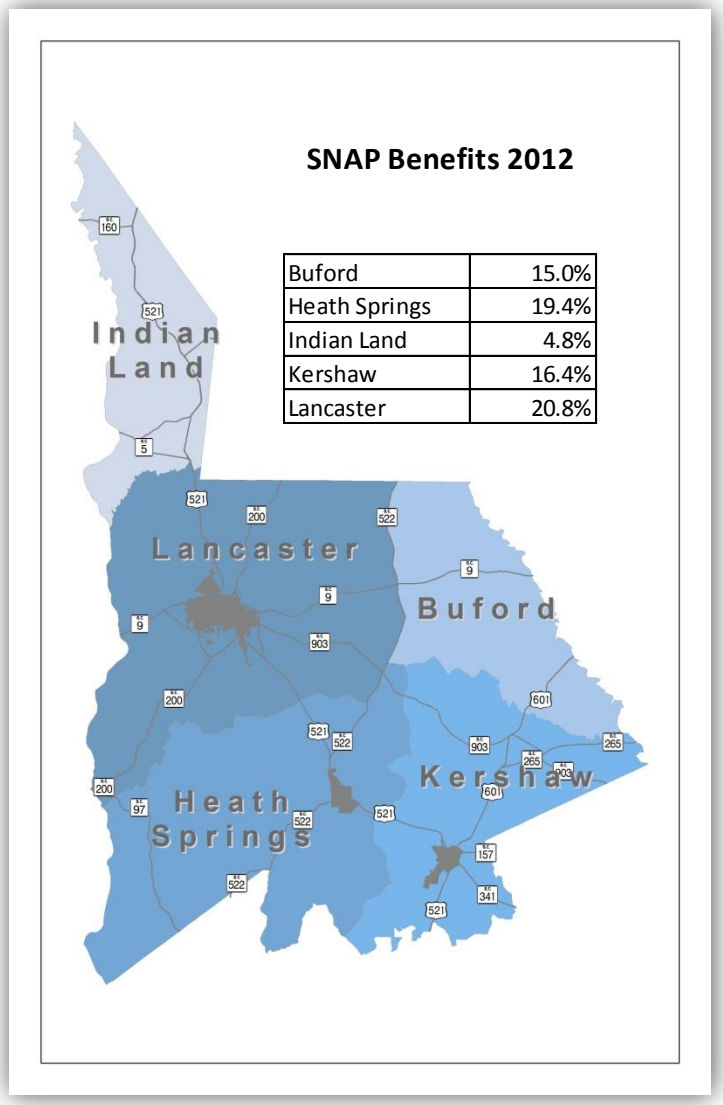


Median Household Income 2012

Buford	$37,389
Heath Springs	$34,375
Indian Land	$57,989
Kershaw	$40,329
Lancaster	$35,129



The final income related statistic reviewed is the SNAP or food stamp benefit which is a government funded grocery supplement for needy families. The rates shown on the **SNAP Benefits 2012 map** indicate that almost one-fifth of residents in Lancaster and Heath Springs received SNAP assistance. Buford and Kershaw also saw considerable levels of support.



Buford	15.0%
Heath Springs	19.4%
Indian Land	4.8%
Kershaw	16.4%
Lancaster	20.8%

Natural Resources Element

WHAT ARE THEY?

Natural resources are assets that exist in the environment that are naturally occurring, such as water, wetlands, soils, prime agricultural and forest lands. Generally, native plant and animal species are also considered natural resources.

WHY ARE THEY IMPORTANT?

These resources make up the ecosystem in which we live. We are dependent on the natural environment for our basic needs as well as for economic prosperity. For example, clean water and fresh air and are vitally important for human survival. They are also key indicators of a healthy community and help support economic development by demonstrating responsible stewardship.

Natural resources are generally classified as renewable or non-renewable. **Renewable resources** like air and water are replenished naturally and the recovery rate generally exceeds the rate of consumption. **Non-renewable resources** such as minerals and fossil fuels form very slowly and supplies are exhausted before recovery can occur.

WHERE ARE THEY FOUND?

A series of maps is provided to show the location of various types of natural resources.

WHAT STEPS ARE NEEDED TO PROTECT OR MITIGATE?

Although renewable resources are naturally replenished, over-use and abuse can diminish or harm this process. For example, wetlands destruction as a result of land development activities can harm plant and animal life downstream. Care must be taken to ensure that environmental regulations are followed to protect future use and enjoyment of our natural resources.

WHEN DOES ACTION NEED TO BE TAKEN?

Impacts on these areas should be considered during the development approval process for future projects. Incentives such as allowing cluster development to protect important sites.

WHO IS RESPONSIBLE?

The Lancaster County Soil & Water District www.lancasterswcd.com, SC Department of Natural Resources (SCDNR) www.dnr.sc.gov/land.html and US Department of Agriculture (USDA) Natural Resource Conservation Service www.nrcs.usda.gov/wps/portal/nrcs/site/national/home are the chief agencies responsible for protecting natural resources in Lancaster County.

Slopes, Scenic Views & Sites

WHAT ARE THEY?

The topography or slopes of the land literally shape the communities that make up Lancaster County. Areas with gradual or few variations in topography are used for farming and among the first developed for commercial and industrial projects. Steeper sloped lands are more difficult to develop intensely and are likely residential or farming areas. These areas also provide interesting scenic views due to a more dramatic change in elevation.

WHY ARE THEY IMPORTANT?

A primary benefit of sloped lands is the movement of water, particularly stormwater. Low lying areas generally don't drain well and present challenges for development, while steeper sloped properties may drain quickly which affects lands downstream. Scenic views and sites are often community landmarks that contribute to the cultural richness and attract tourists.

WHAT STEPS ARE NEEDED TO PROTECT OR MITIGATE?

Limiting Intense development in areas with steep slopes will reduce issues with stormwater management and soil erosion. Protection of scenic areas is important for promoting community spirit and tourism efforts.

Soils & Prime Agricultural Lands

WHAT ARE THEY?

"Soils are the product of natural processes occurring on or near the earth's surface."[1] Soils are three-dimensional with a depth, width and breadth. Important factors regarding soil suitability are often not evident from a visual inspection of the surface. Soil types vary from sandy to clay-like to rocky based on the geology of the particular area. These soils affect human, animal and plant life. Prime agricultural lands have soils that are nutrient rich and well-draining to promote plant growth for row crops and forest lands.

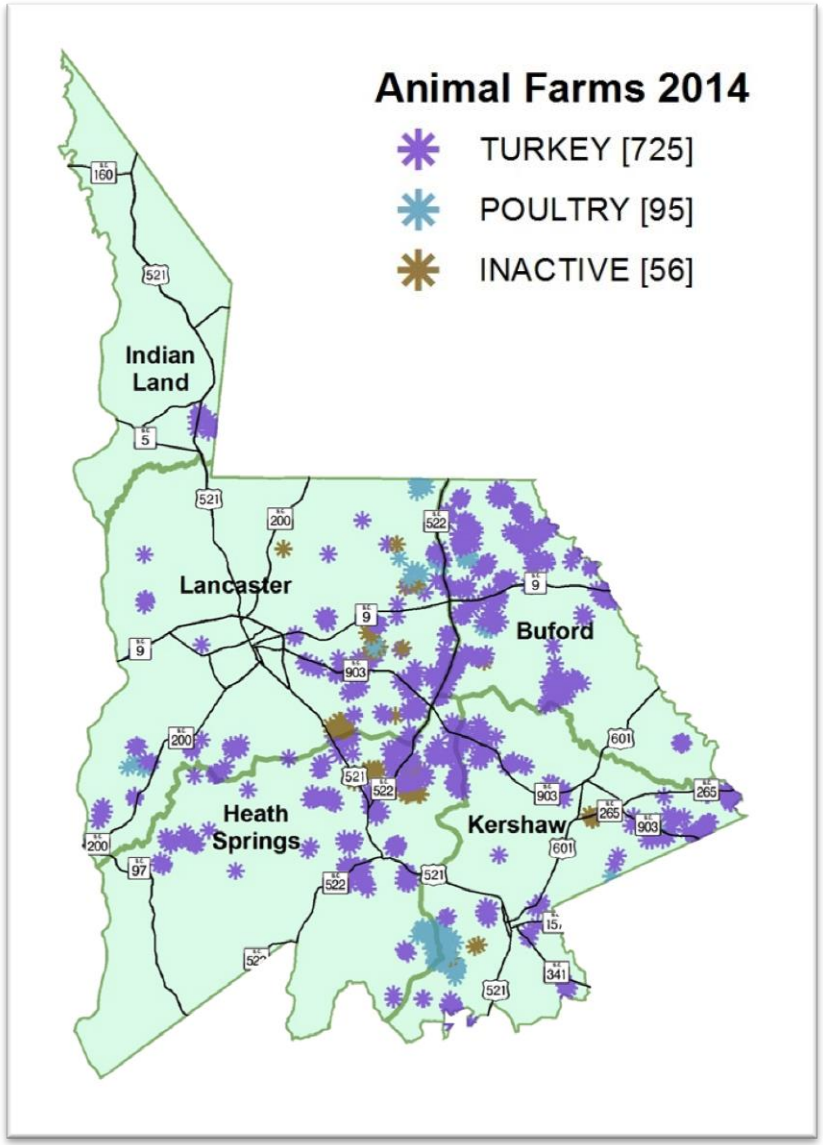
WHY ARE THEY IMPORTANT?

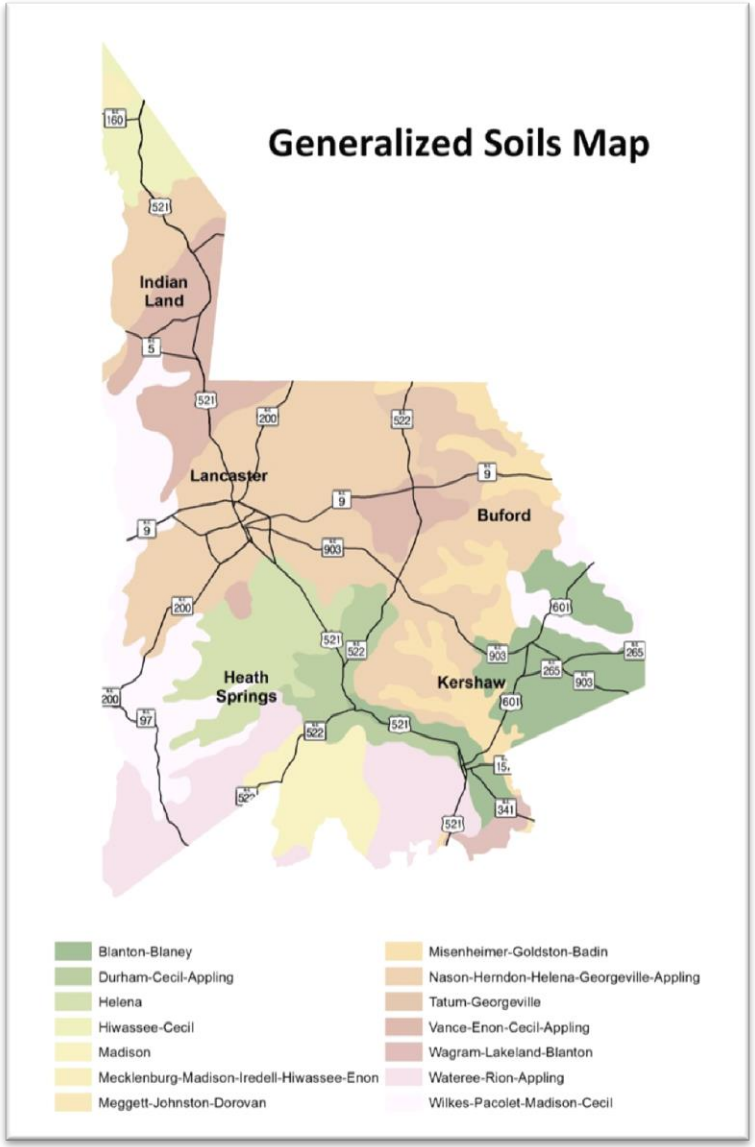
The type of soil a property has is important to determining its suitability for various types of land uses—natural state, farming, recreation, residential, commercial or industrial. Prime farm lands are significant because as land uses change in response to market pressure they are lost forever. This action may have a negative impact on local farm-based businesses and should be a conscious decision rather than an unintended consequence.

WHAT STEPS ARE NEEDED TO PROTECT OR MITIGATE?

Preparing a preliminary soils analysis prior to development approval/permitting will help address situations where the new land use would be ill-suited to the native soils.

[1] South Carolina Soils and Their Interpretations for Selected Uses, 1974


Animal Farms 2014
TURKEY [725]
POULTRY [95]
INACTIVE [56]
Indian Land
Lancaster
Buford
Heath Springs
Kershaw


Generalized Soils Map
Indian Land
Lancaster
Buford
Heath Springs
Kershaw
Blanton-Blaney
Durham-Cecil-Appling
Helena
Hiwassee-Cecil
Madison
Mecklenburg-Madison-Iredell-Hiwassee-Enon
Meggett-Johnston-Dorovan
Misenheimer-Goldston-Badin
Nason-Herndon-Helena-Georgeville-Appling
Tatum-Georgeville
Vance-Enon-Cecil-Appling
Wagram-Lakeland-Blanton
Wateree-Rion-Appling
Wilkes-Pacolet-Madison-Cecil

Wetlands, Streams & Rivers

WHAT ARE THEY?

Together these water resources create a system that produces an essential resource—fresh water.

WHY ARE THEY IMPORTANT?

In addition to providing water for drinking, farming and industry, these resources help clean wastewater and runoff; and provide a habitat for plants and animals.

WHERE ARE THEY FOUND?

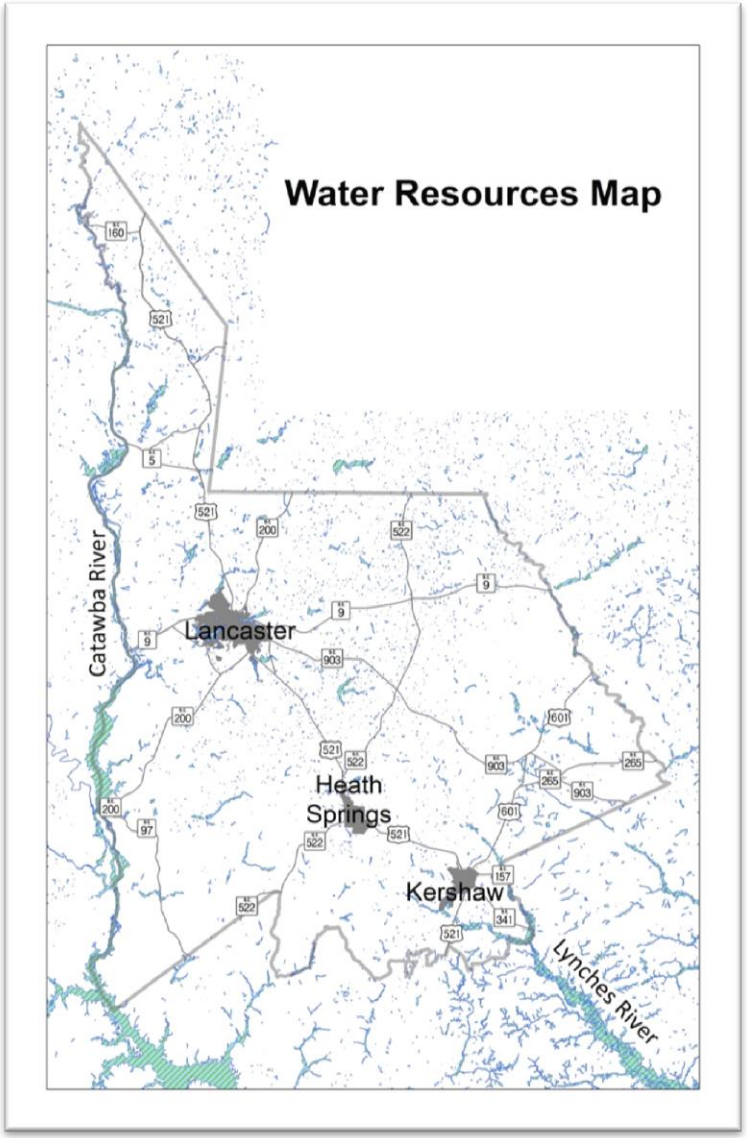
The **Water Resources Map** on the following page shows that most areas of the county have good access to water. The Catawba River forms the western boundary with York and Chester counties and the Lynches River along the eastern border with Chesterfield County.

WHAT STEPS ARE NEEDED TO PROTECT OR MITIGATE?

Water is a finite resource that is vital to human survival. The SC Department of Health and Environmental Control (SCDHEC) is the primary state agency responsible for ensuring water quality. www.scdhec.gov/HomeAndEnvironment/Water

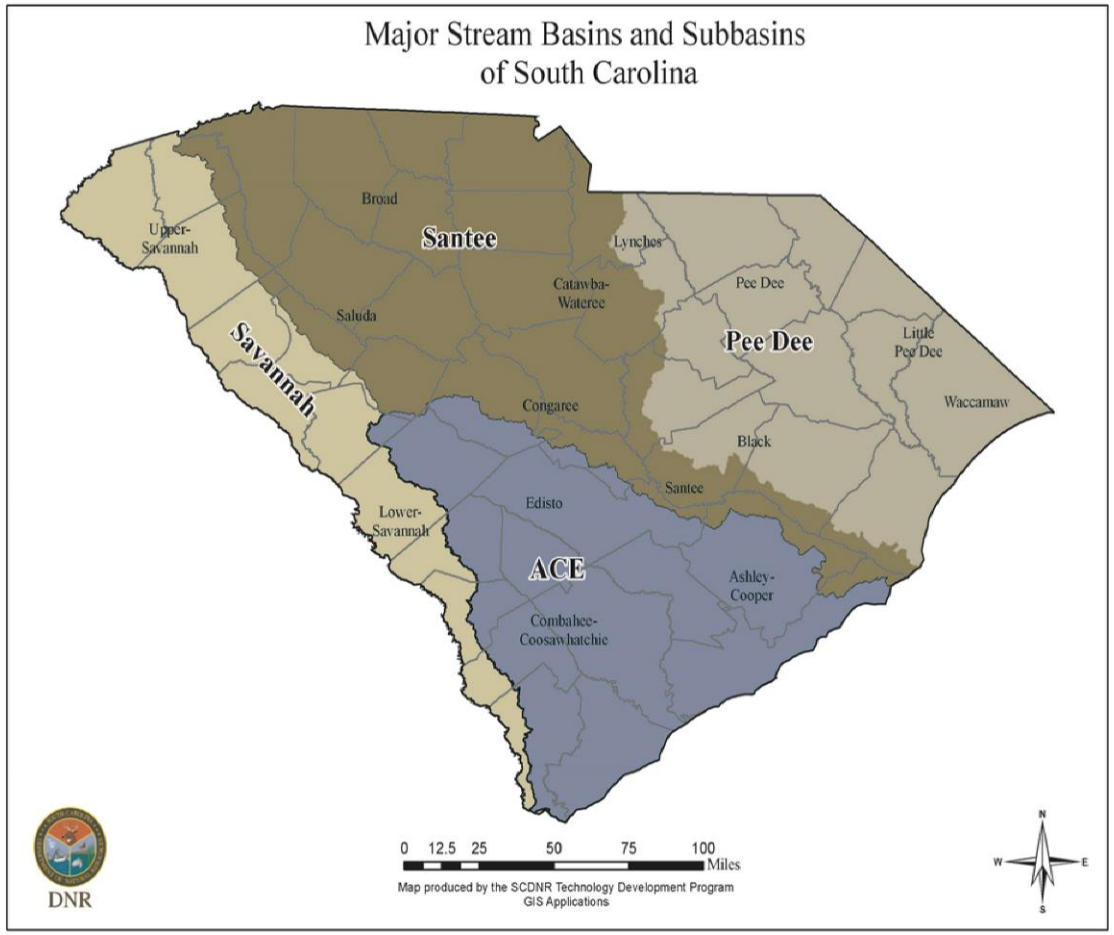
The Catawba River is the largest and most significant body of water in Lancaster County. It was designated as a State Scenic River in 2008 by SC General Assembly in conjunction with the SC Department of Natural Resources (SCDNR). The riparian forest along its banks is home to diverse plant and animal life including one of the best flowering displays of Rocky Shoals Spider Lilies in the country. (www.dnr.sc.gov/water/river/index.html)

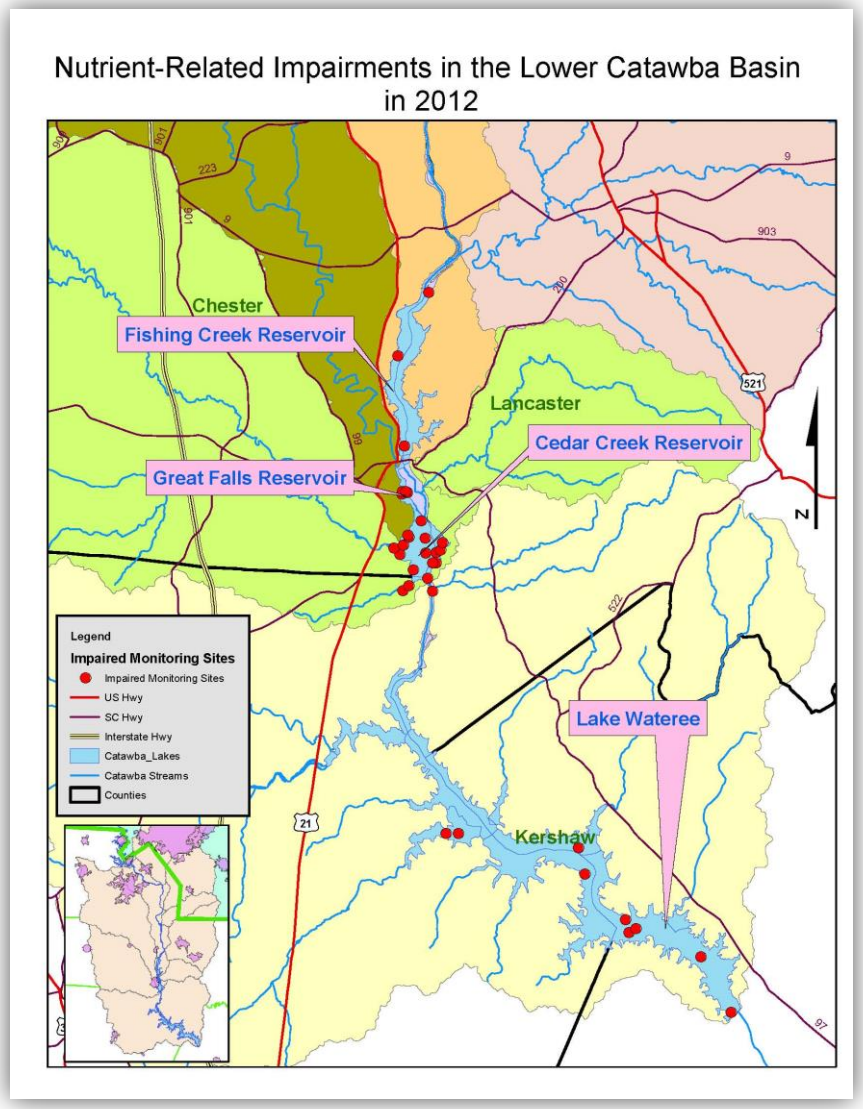
The South Carolina Scenic Rivers Program is charged to protect unique and outstanding rivers. Through a community planning approach, the program identifies and prioritizes river management needs and strives to protect resources including plant and animal life, wildlife habitat, wetlands, scenic views, geologic formations, recreation areas, and cultural or historic treasures.



Watersheds are the land areas drained by rivers, are sometimes lumped into larger areas called river basins. The **Major Stream Basins and Subbasins Map** shows four primary river basins of South Carolina: Savannah, Santee, Pee Dee and Ashley-Cooper, Combahee-Coosawhatchie, and Edisto (ACE). Only the ACE basin lies completely within South Carolina. The others drain parts of North Carolina and Georgia

Lancaster County is split between the Santee and Pee Dee basins. This situation has not proved to be an obstacle for development activities and may be an opportunity as the Santee becomes more impacted due to growth and development in the SC Upstate and greater Charlotte region.



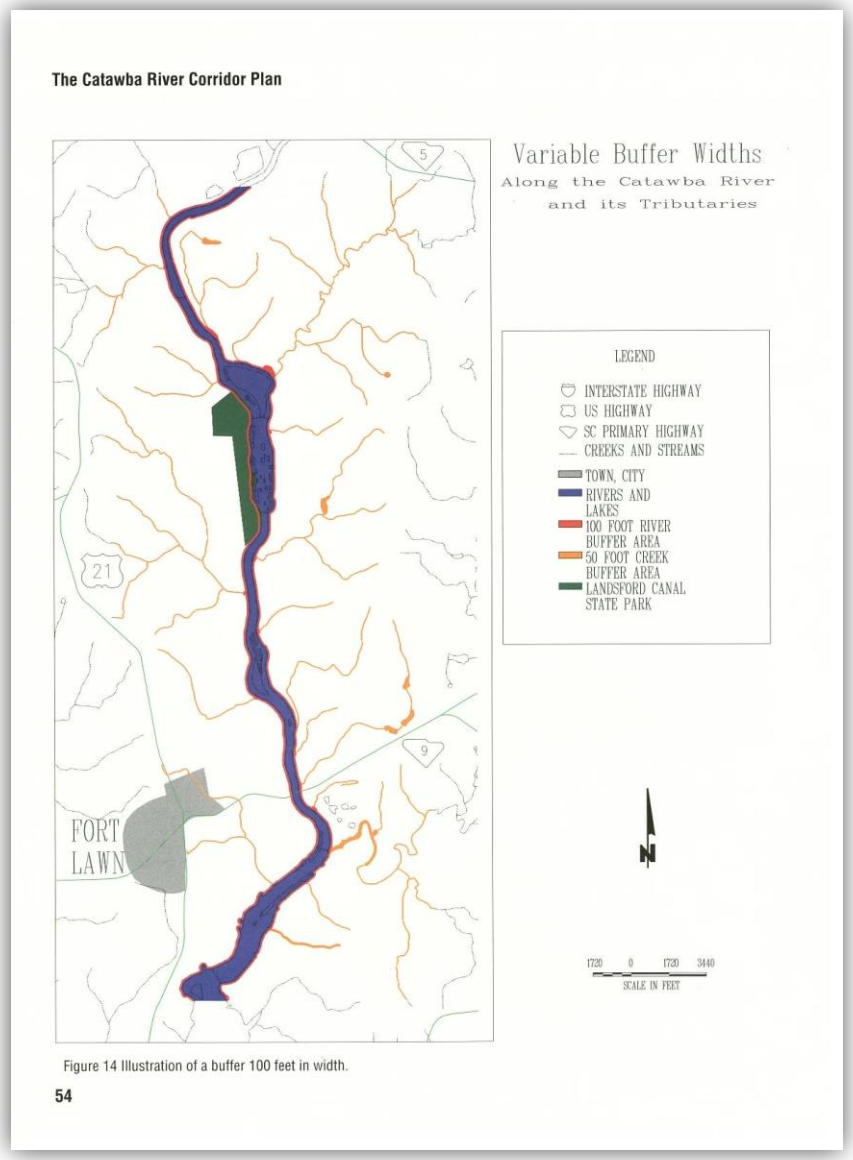


Water quality is perhaps more important than quantity or location. Phosphorus and nitrogen are essentials nutrients for aquatic life. In surface waters, they control algal growth, typically measured by chlorophyll-a. Excessively high nutrient levels can lead to water quality problems such as algal blooms, hypoxia (low dissolved oxygen), and elevated pH.

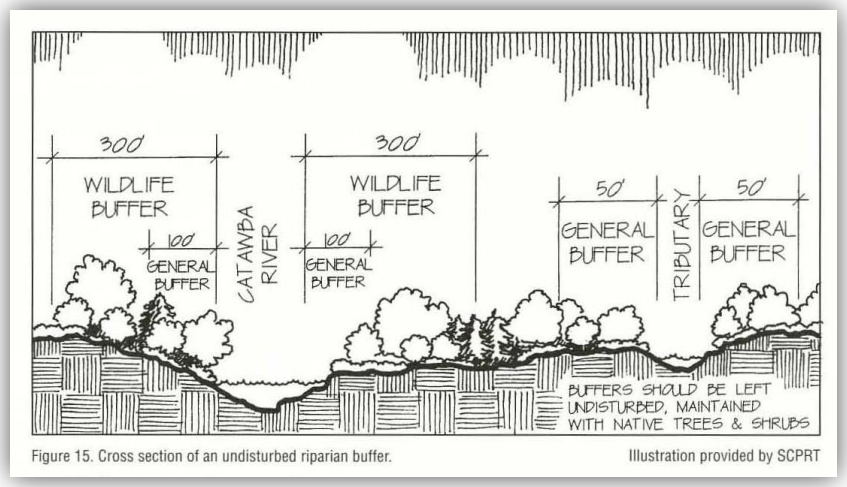
SCDHEC has classified the Lower Catawba River Basin as impaired due to excessive nutrients and microscopic algal growth. The following reservoirs are also considered to be impaired:

- Cedar Creek Reservoir
- Fishing Creek Reservoir
- Great Falls Reservoir
- Lake Wateree Reservoir
- Monitoring Locations

www.scdhec.gov/HomeAndEnvironment/Pollution/CleanUpPrograms/OngoingProjectsUpdates/Catawba



Protecting the Catawba River from future development related impacts is a matter that has environmental, economic and public health implications. A multi-jurisdictional task force prepared the "Catawba River Corridor Plan" in 1994 that established buffer guidelines for properties along the river and its tributaries. The map and graphic on this page are from that study and set a reasonable standard that should be seriously considered as part of the upcoming UDO overhaul.



Plant & Animal Habitats

WHAT ARE THEY?

Habitats for plants and animals serve as smaller parts of the larger ecosystem where human also live.

WHY ARE THEY IMPORTANT?

Each habitat, regardless of its, size impacts its neighbors and has a profound effect on their well-being. A ripple effect of unintended consequences can occur when a habitat is interrupted or destroyed.

WHAT STEPS ARE NEEDED TO PROTECT OR MITIGATE?

Decisions regarding impacts—actual or perceived—to the ecosystem and its habitats should be appropriately vetted to ensure that protection is considered and mitigation is provided. Each situation is unique and policy makers, land owners, environmental advocates and the public must work together to address issues that arise.

WHO IS RESPONSIBLE? WHERE ARE THEY FOUND?

- SCDNR maintains a database of Rare, Threatened, and Endangered Species and Communities Known to Occur in Lancaster County on its website: www.dnr.sc.gov/species/pdf/Lancaster2012.pdf.
- The US Fish and Wildlife Service also tracks species in the county through its Environmental Conservation Online System: www.fws.gov/endangered

Federally Designated Threated & Endangered Species

Carolina heelsplitter
(Lasmigona decorata)
Endangered

Black spored quillwort
(Isoetes melanospora)
Endangered

Little amphianthus
(Amphianthus pusillus)
Threatened

Smooth coneflower
(Echinacea laevigata)
Endangered

Schweinitz's sunflower
(Helianthus schweinitzii)
Endangered

Georgia aster
(Symphyotrichum georgianum)
Candidate

Geological Resources

WHAT ARE THEY?

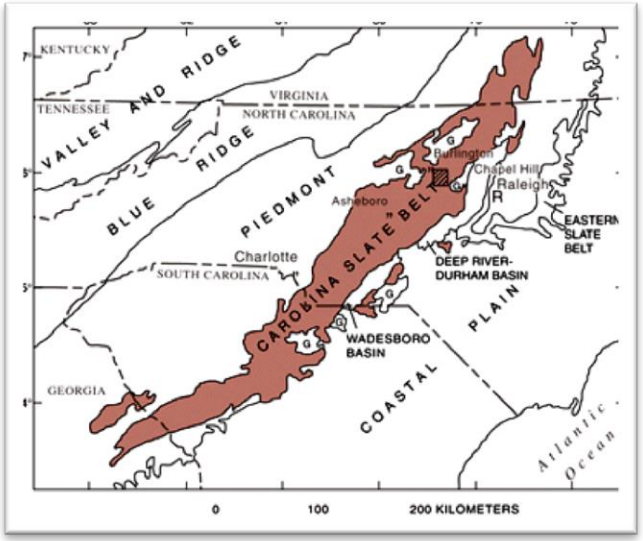
The rocks and other features—folds, faults, mineral deposits—that are below the soils layer.

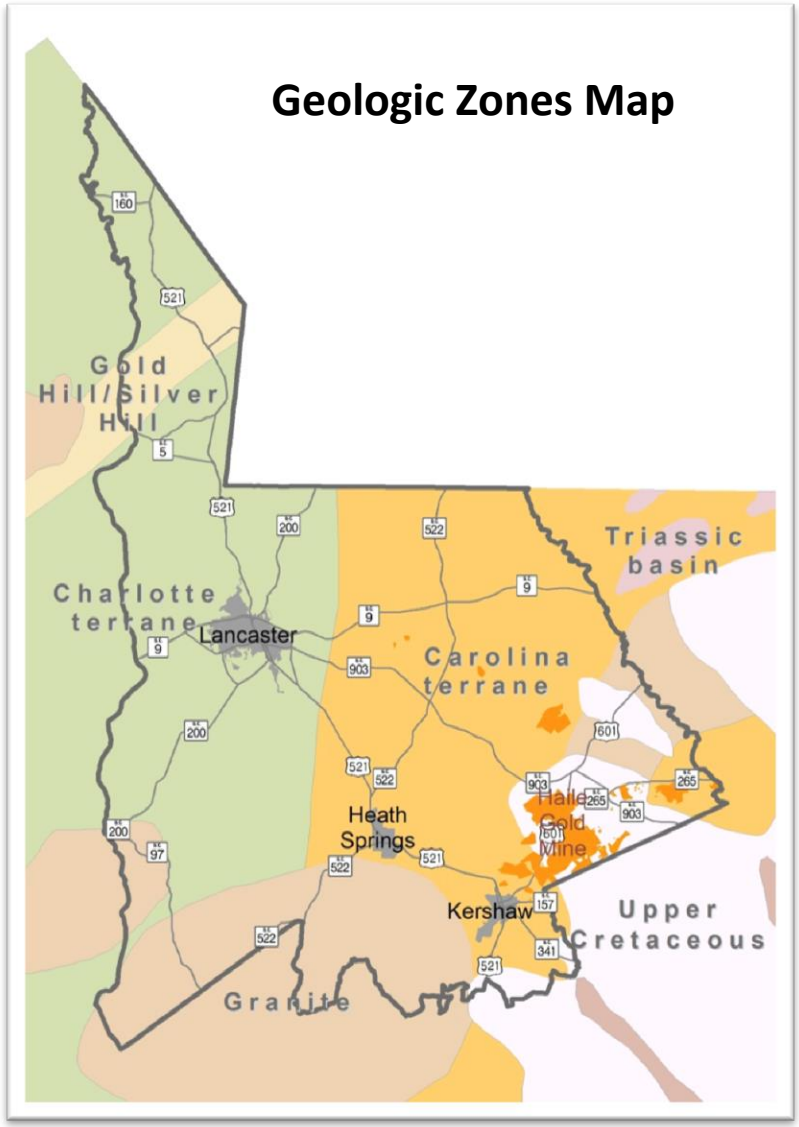
WHY ARE THEY IMPORTANT?

In conjunction with the surface soils, the geologic framework helps identify favorable locations for roads and other infrastructure investments. Specific to Lancaster County, the presence of gold in the Kershaw area has had historic and present-day implications.

WHERE ARE THEY FOUND?

The **Geologic Zones Map** on the following page shows the general location of several major geologic types that cover Lancaster County. Particularly the ***Carolina Slate Belt*** shown below.





Haile Gold Mine

Activities are well underway to reactivate the existing Haile Gold Mine near Kershaw for the extraction of gold resources, to expand the area for open pit mining, and to construct associated facilities.

The property encompasses approximately 4,553 acres. The mine would be developed and operated over a 15-year lifespan, including pre-production and construction, twelve years of active mining, and two years of continued ore processing after mining is completed.

The proposed work includes the mechanized land clearing, grubbing, temporary stockpiling, filling, and excavation that will impact approximately 120 acres of jurisdictional, freshwater wetlands and 26,461 linear feet of streams. Construction drawings are available on-line: www.hailegoldmineeis.com

Some locations would be reclaimed concurrently with ongoing mining. Final site reclamation would continue after the mining and processing of ore ceases, until the site is reclaimed as grasslands and lakes.
http://hailegoldmine.com/home/

Cultural Resources Element

INTRODUCTION

Cultural resources are often thought of as tangible assets like a building, place or work of art. They can also include the intangibles, such as significant events or notable people. As a whole, these resources provide the historic context for the community and help create a sense of character that makes Lancaster County unique. This element addresses the following topics:

- Historic Buildings & Districts
- Arts & Artists
- Archaeological Resources
- Historic Figures

Lancaster County Courthouse and Confederate monument

Historic Buildings & Districts

WHAT ARE THEY?

These are the physical assets that often serve as community gathering places and landmarks.

WHY ARE THEY IMPORTANT?

These sites remind us of our successes and failures as a society and provide an emotional attachment to the past.

WHERE ARE THEY FOUND?

Lancaster County was first settled by Native Americans and has a rich history with numerous sites that spans centuries. The inventory and map provide information about sites.

WHAT STEPS ARE NEEDED TO PROTECT OR MITIGATE?

Many historic buildings and districts have been protected through public and private efforts. However, others are more sensitive to changes that time and development activities can exert.

Arts & Artists

WHAT ARE THEY?

Artists create works of art as visual pieces (paintings, sculptures, etc.) and performances (dance, music, film, etc.) as a means of public expression.

WHY ARE THEY IMPORTANT?

Art captures events and emotions that shape our communities in a form that can be shared immediately and as authentic documentation for future generations.

WHO IS RESPONSIBLE?

The organizations listed below have taken responsibility for encouraging the preservation and creation of artistic endeavors in Lancaster County.

ORGANIZATION	WEBSITE
Lancaster Performing Arts Series	www.lancastercitysc.com/performingarts.aspx
Lancaster County Council of the Arts	www.lccarts.net
AG + ART Tour	www.catawbaagandarttour.com/lancaster
Olde English District	www.oldeenglishdistrict.com

Archaeological Resources

WHAT ARE THEY?

These are records of activities left by the people, animals, plants that inhabited Lancaster County in previous generations. Landforms and water bodies have also documented their history for us to discover.

WHY ARE THEY IMPORTANT?

Archaeological resources help us learn about the past so that we can make more informed decisions about the future.

WHERE ARE THEY FOUND?

As part of the American colonial heritage, Lancaster County has a wealth of American Indian artifacts and early European settlements that progressed to today's society.

WHAT STEPS ARE NEEDED TO PROTECT OR MITIGATE?

These resources are some of the most sensitive to human activity. Relocation of structures has been done successfully as well as historic documentation of invaluable

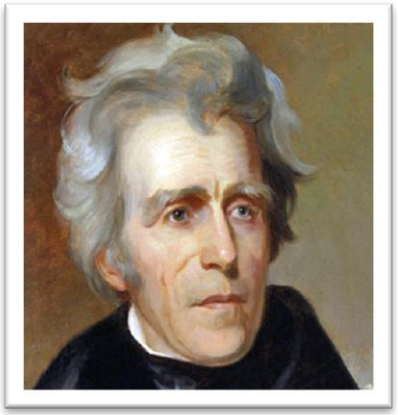
WHO IS RESPONSIBLE?

Several written records and photographs have been preserved by these organizations:

- Lancaster County Society for Historical Preservation
- Native American Studies Center at USC-Lancaster
- Lancaster County Library - Caroliniana Room

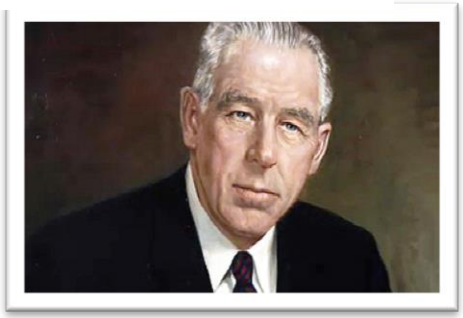
Historic Figures

Nina Mae McKinney
Broadway star and actress



Andrew Jackson
7th US President

Charles Duke
NASA astronaut



Elliott White Springs
Textile industrialist

Shawn Crawford
Olympic Sprinter

Dr. J. Marion Sims
Father of modern gynecology

Housing Element

WHAT ARE THEY?

Housing includes the buildings and/or shelters where people reside. These dwellings can vary in type, age, condition and affordability. The housing element relates to other elements of the Comprehensive Plan including population, transportation and economic.

WHY ARE THEY IMPORTANT?

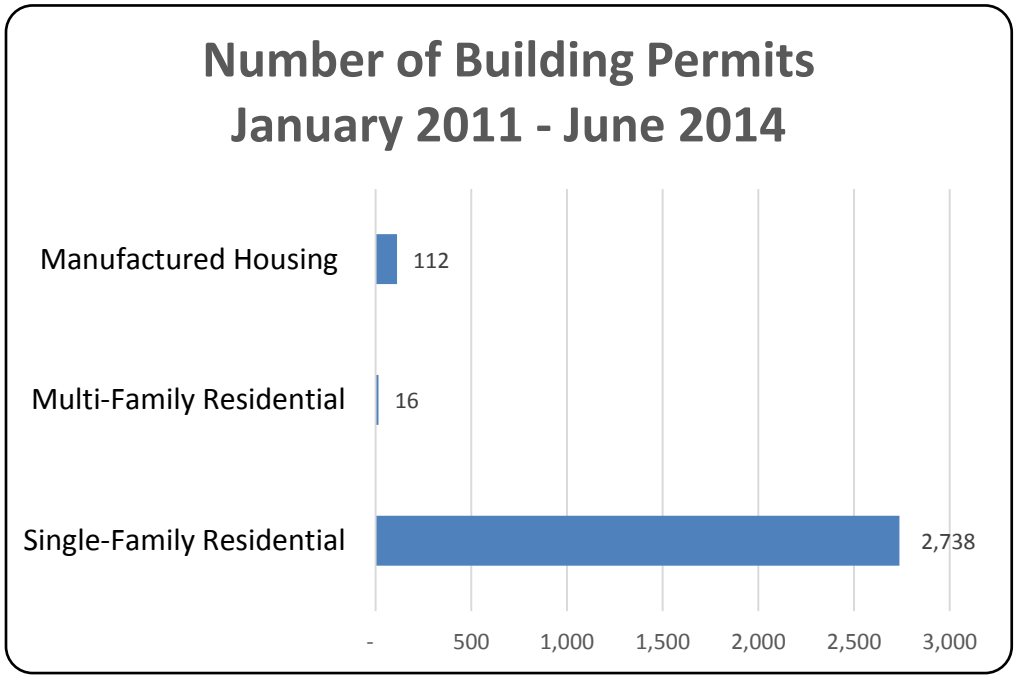
Housing resources are important because they are essential for fostering high quality of life of residents and supporting the anticipated population growth of Lancaster County. A lack of housing diversity and affordability can cause negative impacts to the economic competiveness of a region.

Housing condition is also a key factor in maintaining good public health and community development. Elderly residents may experience unique issues related to housing affordability, maintenance costs and transit needs.

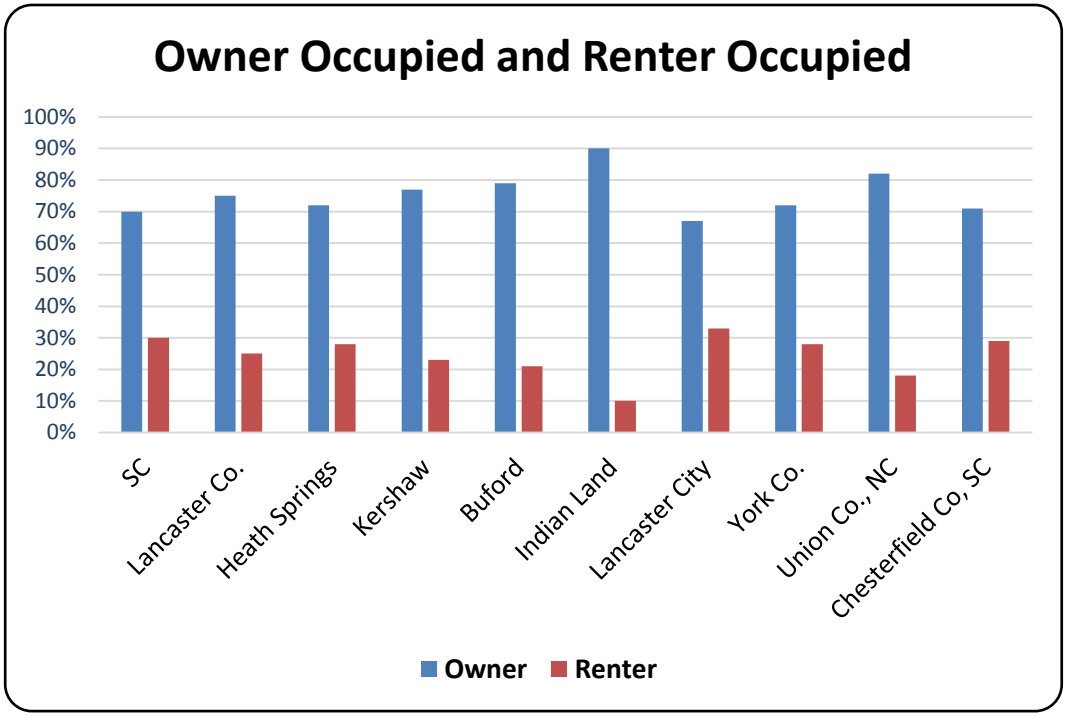
Market Analysis

A 2012 American Community Survey (ACS) reflects 32,381 housing units, of which 89% are occupied and 11% are vacant. Of the occupied units 75% are owner-occupied and 25% are renter occupied. The median value of owner-occupied housing, as reported by the 2012 ACS, is $136,600 and the median rent is $634 per month.

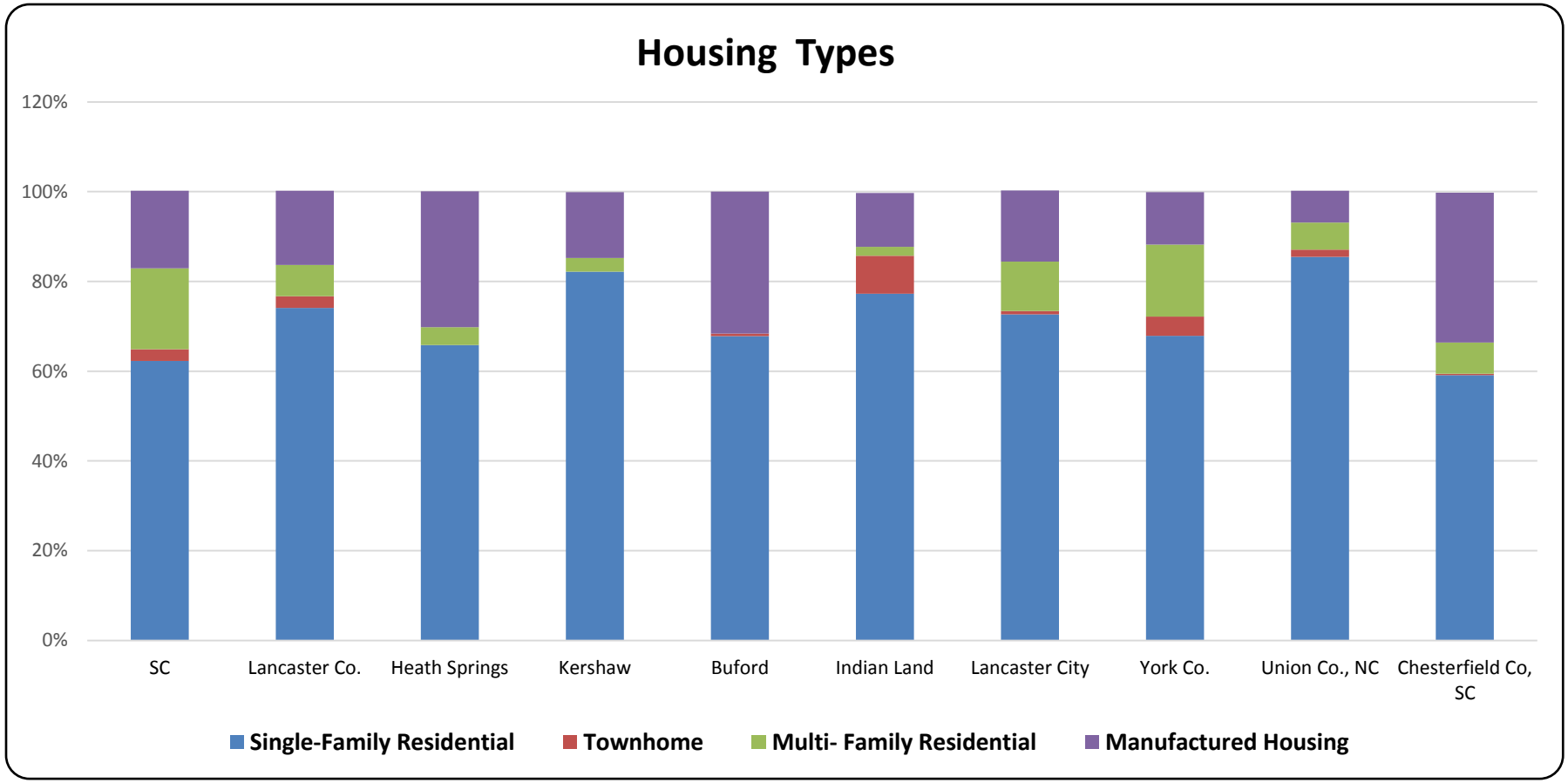
Between 2000 and 2010, there were 7,624 permits for single family homes in the county, compared to 1,349 permits for mobile homes. Lancaster County also had nine permits for multi-family development during this decade. The overwhelming majority of the new development was located in Indian Land. Since 2010, single-family residential home permits have continued to grow by 2,738 and manufactured housing has increased by 112 permits. Sixteen building permits have been issued for multi-family residential building since 2010, accounting for more than the total multi-family residential permits issued throughout the previous decade.



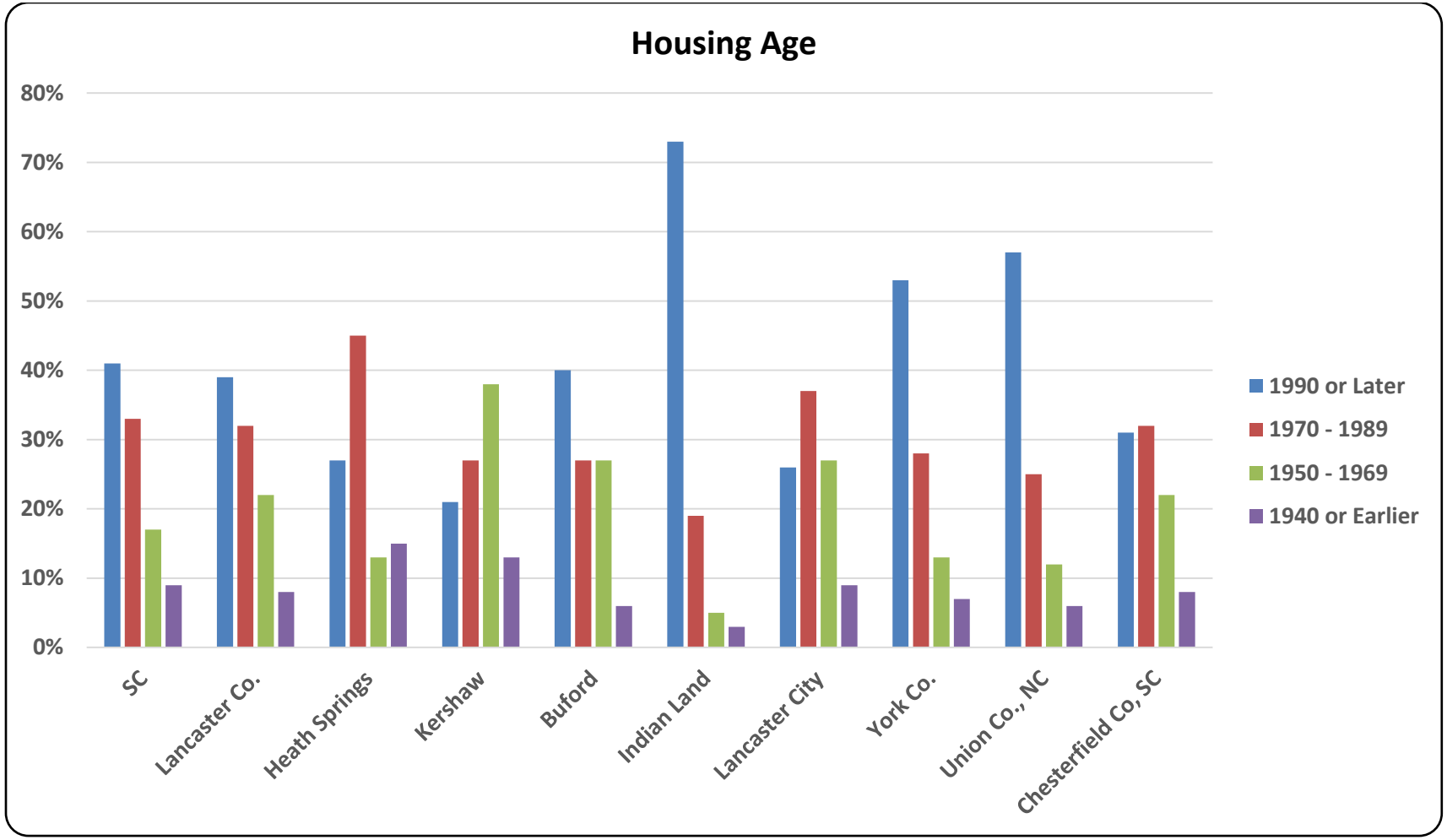
According to 2012 ACS data, less than two percent of the housing units in Lancaster County lack complete plumbing or kitchen facilities. To address the problem of a lack of complete facilities and other code issues related to substandard housing, the county's Building Department and the City of Lancaster's Building, Planning and Zoning Department provides inspections to insure safe housing conditions. The county and the city are committed to a comprehensive housing inspection's program designed to reduce the number of substandard, neglected, vacant or abandoned buildings.



In addition, the Catawba Regional Housing Consortium has been recently formed with fifteen jurisdictions within Lancaster, Chester, Union and York counties. The housing consortium submitted documentation to the U.S. Department of Housing and Urban Development for review and approval. Lancaster County is the lead entity for the local housing consortium which, if approved, will assist the Catawba Region in upcoming years with funds for housing rehabilitation, down payment assistance and development of affordable housing.



In Lancaster County, single-family residential houses comprise 74% of the housing stock and townhomes are approximately 3% of housing. Multi-family residential housing is 7% of housing in the county and manufactured homes make up the remaining 17% of housing types. Within Lancaster County, single-family residential is the primary housing type; however, the breakdown by type housing within different portions of Lancaster County are reflected above.



The median age of housing stock in Indian Land is 11 years. The Buford and Heath Springs communities have similar median ages of 28 and 29 years respectively. The Lancaster area of the county has a median housing age of 36 years and the Kershaw area of Lancaster County has the highest median age of housing with 40 years.

Housing Affordability

WHAT MAKES HOUSING AFFORDABLE?

Housing is considered affordable if it does not require a disproportionate share of a person's monthly income. Affordable housing refers to housing units that are affordable by that section of society whose income is below the median household income.

WHY IS IT IMPORTANT?

Families who pay more than 30 percent of their income for housing are considered cost burdened and may have difficulty affording necessities such as food, clothing, transportation and medical care.

WHAT STEPS ARE NEEDED TO PROTECT OR MITIGATE?

Public and private partnerships are needed to increase and expand the availability and accessibility of affordable homeowner and rental housing opportunities. This type of collaboration can lead to increases in economic development and job opportunities and raises in wages.

An analysis of market based incentives and housing regulatory requirements may facilitate development of additional affordable housing.

ANNUAL MONTHLY INCOME COMPARED TO FAIR MARKET RENT PRICE

One of the key cornerstones to affordable housing is the ability to find housing that does not require a disproportionate share of a person's monthly income. According to the U.S. Department of Housing and Urban Development, the Fair Market Rate (FMR) cost should not exceed 30 percent of a person's Annual Median Income (AMI). The table to the right shows data provided by the National Low Income Housing Coalition for rental properties in Lancaster County in comparison to wages and incomes. This data reflects that the income of some residents in Lancaster County is not sufficient to keep their housing cost at or below 30 percent of their AMI. For those extremely low income (ELI) persons living in Lancaster County, less than 25 housing units per 100 ELI households are affordable and available. Extremely low income persons are those persons living at 30% of the area median income.

LANCASTER CO. RENTAL AFFORDABILITY	
Affordability Factors	**Amount**
Total Renter Households	7,324
Area Median Income (AMI)	$52,600
30% of AMI	$15,780
Rent Affordable at 30% of AMI	$395
One-Bedroom FMR	$514
One-Bedroom Housing Wage	$9.88
Two-Bedroom FMR	$649
Two-Bedroom Housing Wage	$12.48
Average Renter Wage	$10.08

Source: National Low Income Housing Coalition, 2014.

HOME MORTGAGES

Home Mortgage Disclosure Act (HMDA) Data was obtained from the Federal Financial Institutions Examination Council (FFIEC). The Council is a formal interagency body empowered to prescribe principles, standards, and report forms for the federal examination of financial institutions and to make recommendations to promote uniformity in the supervision of financial institutions. HMDA data provides aggregate and individual disclosure information on the residential loans extended by lending institutions including the Charlotte-Gastonia-Salisbury Combined Statistical Area (CSA). Aggregate and disclosure data, categorized by census tract, was obtained for Lancaster County. The definitions of the tract income level designations are as follows:

CENSUS TRACT INCOME LEVEL DESIGNATIONS
Low – Less than 50% of the median income for CSA;
Moderate – At least 50% but less than 80% of the median income for CSA;
Middle – At least 80% but less than 120% of the median income for CSA;
Upper – At least 120% of the median income for the CSA

In previous years, the Home Mortgage Disclosure Act Data for Lancaster County has indicated various census tracts in Lancaster County as distressed or underserved. Census tracts with this designation are those that meet the following criteria: 1) An unemployment rate at least 1.5 times the national average; 2) A poverty rate of 20% or more; and 3) A population loss of at least 10% from the previous centennial census. The 2014 data shows no Census tracts in the distressed or underserved category. Three of the fourteen Census tracts in Lancaster County are indicated as low income. These tracts (105, 107 and 108) were not shown to be on the distressed list indicating that the unemployment rate in those tracts is more in line with the national average.

HOUSING ACCESSIBILITY FOR LOW INCOME PERSONS

The Housing Authority of Lancaster provides subsidized housing for low income residents as defined by the Department of Housing and Urban Development (HUD) in the county. The Housing Authority currently operates 140 units which are all being utilized. In addition, the Housing Authority of Lancaster also provides HUD Section 8 housing assistance. The Authority has received 247 vouchers from HUD, of which all 247 have been used by area residents to secure housing. The County also has several apartment complexes (Northwest Apartments, Parr Place, The Manor) which offer units with Section 8 assistance.

HOUSING ASSISTANCE FOR THE ELDERLY

There is currently no elderly assistance being provided in Lancaster County by the Lancaster County Council on Aging. There are several privately operated apartment complexes which offer Section 8 assistance. Of these, certain complexes such as Lancaster Apartments and Lancaster Manor are exclusively for the elderly. Lancaster County Council on Aging does provide transportation assistance through the Lancaster Area Ride Service (LARS).

Transitional or Special Needs Housing

WHAT ARE THEY?

Special needs housing is housing options that are provided for individuals who are physically or mentally challenged or homeless.

WHY ARE THEY IMPORTANT?

For those individuals who are special needs, it is important for the community to provide assistance in temporary or permanent housing choices because this individuals are not capable of providing housing for themselves and/or their families.

WHO IS RESPONSIBLE?

Various agencies and religious institutions provide support toward special needs housing. The Chester and Lancaster County Disabilities and Special Needs Board assists with residential programs as well as Catawba Care and the Salvation Army. The Lancaster County Homeless Task Force is addressing homelessness.

HOUSING AVAILABLE FOR PERSONS WITH DISABILITIES

The Chester and Lancaster County Disabilities and Special Needs Board administers ten residential programs for persons with mental retardation, autism, head or spinal cord injuries and related disabilities in Lancaster County. There are currently one 8-bedroom facility; seven 4-bedroom facilities; and one apartment complex (Old Hickory

Apartments) with nine units in the county. The housing options provided for these persons with disabilities include the following:

- Intensive Care Facility (ICF) - This eight-bedroom facility provides 24-hour support, skills training and community activity to its disabled and geriatric residents. Lancaster County currently has one ICF housing facility.

- Community Residential Care Facilities (CRCF) - These homes house three to four residents each and provide support, skills training community activity to consumers requiring a less intensive level of support. Lancaster County currently has seven such homes.

- Supervised Living Program (SLP) - Those participating in the SLP program can be found living independently in their own homes throughout the county. These folks possess their independent living skills but require a small degree of support. The program staff does provide skills training and assists with transportation, but they do not provide 24-hour on-site supervision. Lancaster County has nine SLP units at the Old Hickory Apartments serving eleven tenants.

HOUSING ACCESSIBILITY FOR PERSONS WITH HIV/AIDS

According to The South Carolina Department of Health and Environmental Control, there were 80 cases of persons with AIDS in Lancaster County as of 2013 and another 137 persons have tested positive for the HIV virus. Catawba Care in Rock Hill, SC provides medical support, emergency financial assistance and other support services to persons with AIDS/HIV and their families. This agency also provides housing assistance including short-term rent, utility payments and supportive services for persons with HIV/AIDS and their families who are

either homeless or at risk for becoming homeless. According to the Analysis of Impediments to Fair Housing Choice for Lancaster County, Catawba Care provided housing assistance for 45 residents of Lancaster County.

HOUSING ASSISTANCE FOR THE HOMELESS

Lancaster County currently has no privately or publically operated homeless shelters. The nearest shelter of this type is operated by the Salvation Army and is located in Rock Hill, SC or Charlotte, NC. A Lancaster County Homelessness Task Force was recently developed to raise awareness of homelessness and develop strategies for addressing the issue. In the spring of 2014, the task force identified locations that homeless individuals reside throughout the county. Eighty-nine individuals were counted as homeless and were found living in vehicles, storage units and public facilities. Of those homeless, approximately fifty percent were school-aged children. While the task force was able to identify the number of homeless school children, the school district could not provide data on demographics or where the students who were homeless lived in the county. The task force report indicated that the count may under estimate the actual number of homeless individuals.

According to the U.S. Department of Housing and Urban Development, Office of Community Planning and Development's 2013 Annual Homeless Assessment Report, South Carolina was one of twenty states that experienced an increase of the number of homeless persons between 2012 and 2013, with an estimated increase of 1,409 to a total of 4,736 homeless persons. The population of Lancaster County (76,364) is approximately 2% of the total South Carolina population (4,012,012). In generalizing, Lancaster County has 2% of the total population in South Carolina and if Lancaster County has 2% of the homeless population of 4,736 or 95 persons, the estimate made by the Lancaster County Task Force of 89 persons may be accurate. The Lancaster County Homelessness Task Force volunteers work includes identifying locations to house the homeless and partnering with the South Carolina Homeless Coalition to consider programs such as emergency solutions grants, continuum of care and permanent housing.

Transportation Element

INTRODUCTION

Transportation is an important element of the Comprehensive Plan because it provides the connection between the movement of people and goods with the consideration of economic development and land use strategies. Because roads are capital facilities maintained in part by Lancaster County, its municipalities and the State of South Carolina, they are linked to the strategies for capital improvements and the provision of adequate public facilities. The impact of new development on roadways is often felt on a countywide level. As development in areas of the County intensifies, one of the first things long-time residents and new residents notice is an increase in traffic and increased commute times.

Transportation planning is intricately tied to land use and the pattern of development that evolves as an area grows. The provision of transportation in the County should reflect the unique characteristics of the landscape and adhere to the character outlined in the Comprehensive Plan. A transportation system includes various travel options or modes, such as pedestrian, bicycle, bus, automobile, freight, rail and air. A multi-modal transportation network includes and connects all of these different travel modes in an effective and efficient manner, including connections within and between modes.

The economy of Lancaster County is dependent upon the viability and success of the transportation network. Therefore, a key consideration is to support these systems and ensure that they are balanced with land use and economic strategies.

Road Network

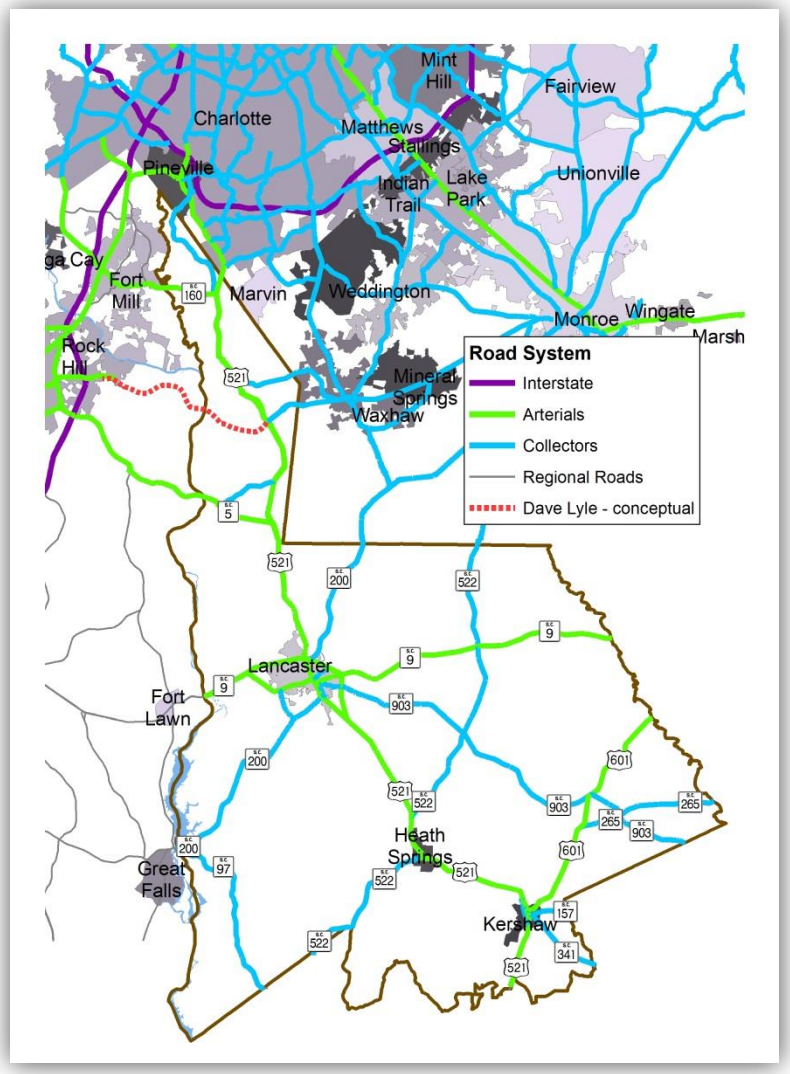
The road network is the primary transportation system in Lancaster County and the adjacent map shows the major roads based on these classifications:

- Interstate
- Arterials
- Collectors
- Regional Roads

There is also a vast network of local roads that provide direct access to homes and businesses. Many of these are two-lane roads with a variety of construction types—pavement, gravel, dirt or a combination of these. The chart below details the approximate total road mileage in Lancaster County.

Ownership	Miles
Lancaster Co.	400
State of SC	900
Private	50
TOTAL	**1,350**

Lancaster County's Public Works department is responsible for maintenance and repairs on the 400 miles of roads in its



system. An inventory study was conducted in 2010 that assessed the condition of each road and assigned a point value to help prioritize the task of managing improvements. The table below includes the top 10 roads identified for repair work.

Road Repair Priority List

Rank	Region	Type	Road Name	From	To	Miles	Points	Funding/Status
1	IL	Paved	Henry Harris Rd	Jim Wilson Rd	Shelly Mullis Rd	5.90	400	2014 SCDOT Bond
2	LAN	Paved	14th Street	Brooklyn Avenue	5-29-423	0.15	282	
3	IL + LAN	Paved	E North Corner Rd	Hwy 521	Hwy 521	1.20	250	
4	LAN	Paved	Craig Avenue	Havenwood Rd	Charles Road	0.60	248	2014 LC Pay-Go
5	IL	Paved	Southwinds Drive	Hwy 160	Cul-de-sac	0.70	244	2014 LC Bond
6	LAN	Paved	Arrowood Avenue	Hwy 521	Havenwood Rd	0.60	236	2014 LC Bond
7	LAN	Paved	Santa Barbara Drive	Golf Course Rd	Bararosa Drive	0.50	226	Completed 2010
8	LAN	Paved	Merritt Lane	Lazy Oak Drive	Dead End	1.40	218	2014 LC Pay-Go
9	LAN	Paved	Barbarosa Drive	Golf Course Rd	Golf Course Rd	0.60	214	Completed 2013
10	LAN	Paved	Pacer Drive	Sims Drive	Blossom Street	0.60	214	Completed 2010

Region: IL=Indian Land, LAN=Lancaster

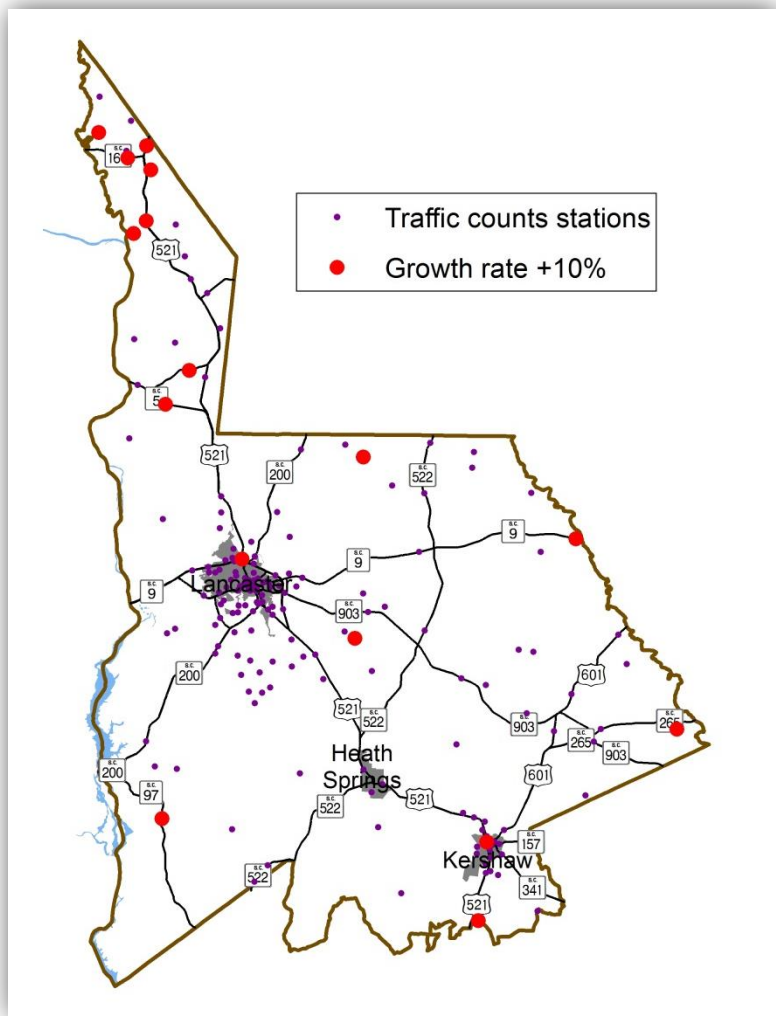
Policy Consideration: Cataloging the condition and need is a necessary first step; however, using this as the sole tool for prioritizing and scheduling repair work may not be the most effective method. As discussed in a later section, SCDOT has adopted a comprehensive program for allocating limited road repair funding. Also, using real-time information, such as traffic count data and planned development projects, can help identify opportunities for partnerships and leveraging private sector resources.

Traffic Counts

Traffic count data are collected annually by SCDOT at 182 station locations in Lancaster County. The most recent figures from 2013 show that:

- 16 stations saw a ten-year growth rate of at least 10% (see adjacent map)
  - ½ of these in Indian Land
  - 5 of these grew more than 50%—all in Indian Land
- 13 stations had at least 10,000 vehicles per day
  - 4 had more than 20,000 vehicles per day—2 in Indian Land and 2 in Lancaster
- The highest traffic count recorded (35,300 vehicles) was at the SC-NC state line on US 521

Traffic count data are routinely used by the business community, transportation officials and others to gauge market conditions and road system performance. Congestion, particularly at peak travel times, and large volumes of vehicles on roads designed for less traffic can quickly overburden the road network.



Policy Consideration: Reducing trips at peak times and providing alternate transportation modes—transit, walking and biking—are options that can be more cost-effective than adding lanes to existing roads or building new roads.

Road Improvements

Maintenance and improvement of the roadway system in Lancaster County is addressed by the following entities and funding sources:

Lancaster County Transportation Committee (CTC): The SCDOT "C" Program is a long-established partnership between SCDOT and the Lancaster County to fund the improvements of state roads, county roads, city streets and other local transportation projects. SCDOT, like all state transportation departments across the country have quickly learned, the job is too big to accomplish without partnerships. The "C" Program is successful because local leaders and citizens alike are willing to work with SCDOT to meet the needs of the communities throughout South Carolina. The "C" funds are derived from 2.66 cents per gallon of the state gasoline tax. In FY2013-2014, $1.26 million was allocated to Lancaster County with a mandate that 25% be directed to state-maintained roads. [http://www.scdot.org/doing/cProgram.aspx]

These funds are distributed based on this three part formula:

- ⅓ based on the ratio of the land area of the county to the land area of the state;
- ⅓ based on the ratio of the county population to the state population; and
- ⅓ based on the rural road mileage in the county to the rural road mileage in the state.

Catawba Regional Transportation Advisory Committee (TAC): Made of representatives from across the region, TAC is responsible for identifying and recommending priority projects for federal funding in Lancaster County and the remaining three counties in the Catawba Region. In 2014, the SCDOT Commission adjusted the federal funding formula and reduced TAC "guideshare" funding from $5.9 to $4.9 million effective October 1, 2014. The current project on SC 160 includes significant road widening and bridge improvements at Sugar Creek at a cost of $10.4 million. Property acquisition for additional right-of-way is underway and construction is scheduled to begin in FY2015. [http://catawbacog.org/transportation/transportation-planning/]

Rock Hill-Fort Mill Area Transportation Study (RFATS): As a result of the 2010 Census, the northern portion of the Indian Land area surpassed a key population density threshold and became designated as an urbanized area. This designation triggered the requirement for RFATS to include this area in its formal boundary for transportation planning purposes. RFATS receives $6 million annually in transportation guideshare funding, a portion of which will now be available for projects in this fast-growing community. [http://www.rfatsmpo.org/]

SCDOT Highway Preservation: For decades state and local governments have embraced a common practice of "worst first" when it comes to maintaining the nation's highways. Roadways were constructed and then left unattended until they began to show major signs of distress, and then reactive maintenance was performed to keep them in service. In 2008, SCDOT began a proactive approach to preserve our highway system by employing a set of planned pavement maintenance strategies. SCDOT now separates its paving program into three primary elements—preservation, rehabilitation and reconstruction.

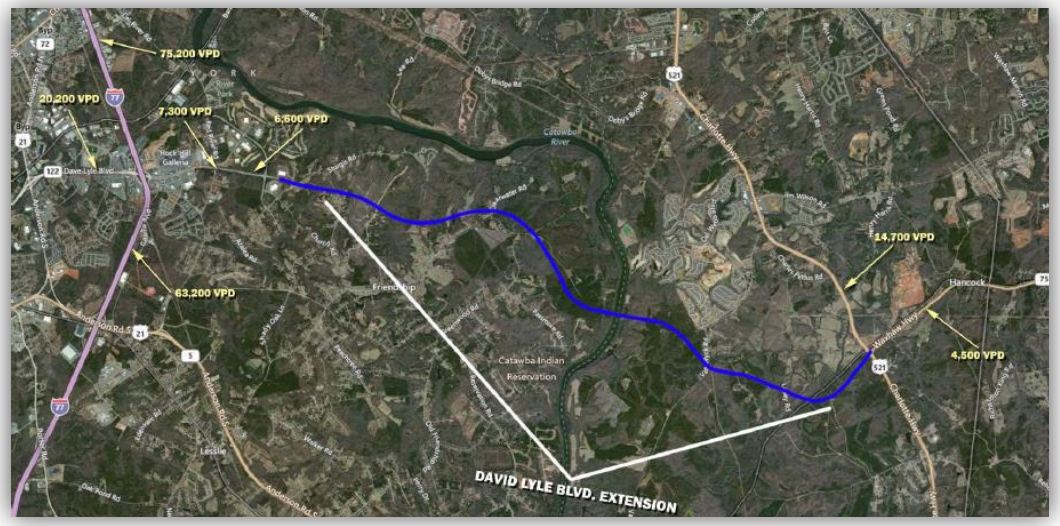
All three of these treatments are being used by SCDOT in an effort to move from a "worst first" practice to a proactive approach to maintaining our existing highways. By using these techniques, the Department will be able to improve more miles of roadway for the same amount of money. Each year the Department reviews the number of miles that fall into each of the three categories and then distributes the funding based on the value of the need for each category. In the long run, this strategy will improve the overall condition of the road system. [http://www.scdot.org/doing/Pavement_Preservation/preservation.aspx]

Lancaster County Capital Sales Tax Committee: A group of local citizens was charged with preparing a list of eligible projects for a county-wide referendum in November 2014. The latest estimate of revenues for this one-cent sales tax program stands at approximately $38 million with $22 million allocated for road improvements. This locally funded program was approved by voters with a 60% majority and will be implemented over several years to provide much needed financial relief for the minimal funding levels from current sources.

Policy Consideration: Transportation impact fees for new developments will also provide a stable and reliable funding stream for projects that directly affect the condition, quality and efficiency of the existing road network.

Long-range/Regional Project

The extension of **Dave Lyle Boulevard** from its current terminus in York County across the Catawba River to US Highway 521 is the largest project that has been discussed in recent memory. The price tag is estimated at $165 million and the scope would include potential environmental impacts, numerous bridges and multi-jurisdictional coordination that would likely span a decade from start to finish. Although this project has no dedicated funding and limited political support, it has the potential to be an economic benefit to Lancaster County by providing a third connection to York County with direct access to Interstate 77. Clearly, York County would also benefit through an expansion of the retail trade area. In fact, the shared economic impact over 25 years was estimated at $23.3 billion in a 2013 market analysis prepared by Winthrop University economists.

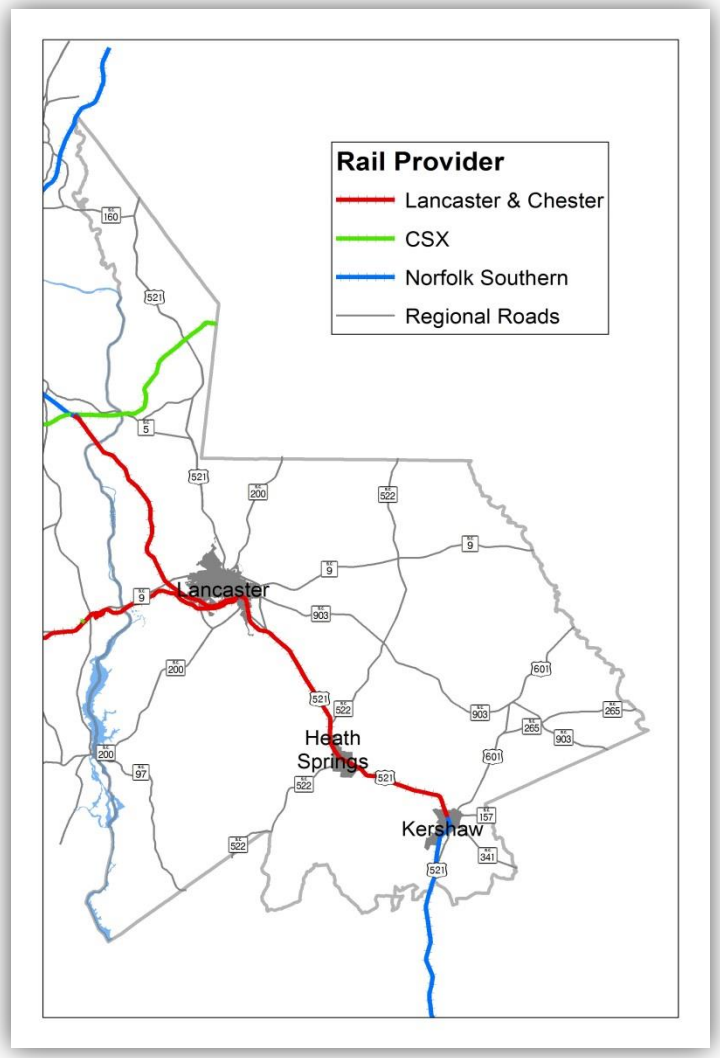


Rail Service

Much of the rail system in Lancaster County was developed during the 20th Century and served to spur economic development. The rail system in the county currently serves freight traffic. **CSX Transportation** (blue line) has a major rail line which traverses the panhandle section of the county from SC Highway 5 northeast to Union County, NC. This line connects Lancaster County businesses with eastern North Carolina and western South Carolina.

Norfolk Southern (green line) has a main line which enters the county from the northwest and passes through Lancaster and Heath Springs and continues through Kershaw. This line, completed in the 1880s, led to the development of the City of Lancaster as a major market town for the agricultural products of the County as well as the development of the Towns of Heath Springs and Kershaw.

A third system is the **Lancaster and Chester Railroad** (red line), a short line developed originally to provide service to the Springs Industries mills. It now also serves a variety of other industries. This line passes through Fort Lawn and Richburg in Chester County to the west and terminates in Lancaster. [http://landcrailroad.com]



Transit Services

Lancaster Area Ride Service (LARS) is a joint effort of local nonprofit organizations committed to making Lancaster residents mobile. The service is operated by the Lancaster County Council on Aging with funding from South Carolina Department of Transportation and Lancaster County.

Fares are tiered:

- $2 per one-way trip inside Lancaster County
- $5 per one-way trip to Rock Hill
- $10 per one-way trip to Charlotte and Columbia

This service provides a much needed transportation system in the form of a demand response or "Dial-A-Ride" to the citizens of Lancaster County who do not qualify for Medicaid but do not have the transportation necessary for medical appointments, especially for preventative care and for treatment of chronic diseases. Over 13,000 county residents were estimated to be the targeted audience for this service in 2009. Start-up funding was provided by the J. Marion Sims Foundation. [www.uwaylcsc.org/index.php?pr=LARS]

As of 2013, LARS operated 14 vehicles and provided 25,901 passenger trips to Lancaster County residents. This service provides the vital link so often missing in preventative care—the ability for patients to keep appointments due to transportation issues.
[www.lancastercoa.org/LARS_Transportation.html]

Airport Facilities

General aviation service is provided at the **Lancaster County Airport-McWhirter Field** located a few miles west of the City of Lancaster on SC Highway 9. Many improvements have been made to the facility over the years creating the largest non-military, non-commercially used runway east of the Mississippi at just over 6,000 feet. These improvements include the construction of a terminal building with a conference room and classroom, a parallel taxiway, hangers and lighting improvements to the runways.

The Lancaster County Airport provides excellent facilities for small aircraft and corporate jets. Other nearby general aviation facilities includes Charlotte-Douglas International Airport located approximately 38 miles north of the City of Lancaster. Charlotte-Douglas International Airport is one of the nation's most active major airports. It provides excellent access for passengers and freight from Lancaster County to all parts of the nation and a number of direct international flights. The Columbia Metropolitan Airport is also a major facility providing extensive passenger and freight service. This facility is within convenient driving distance of Lancaster County.

Additional services that are available include:

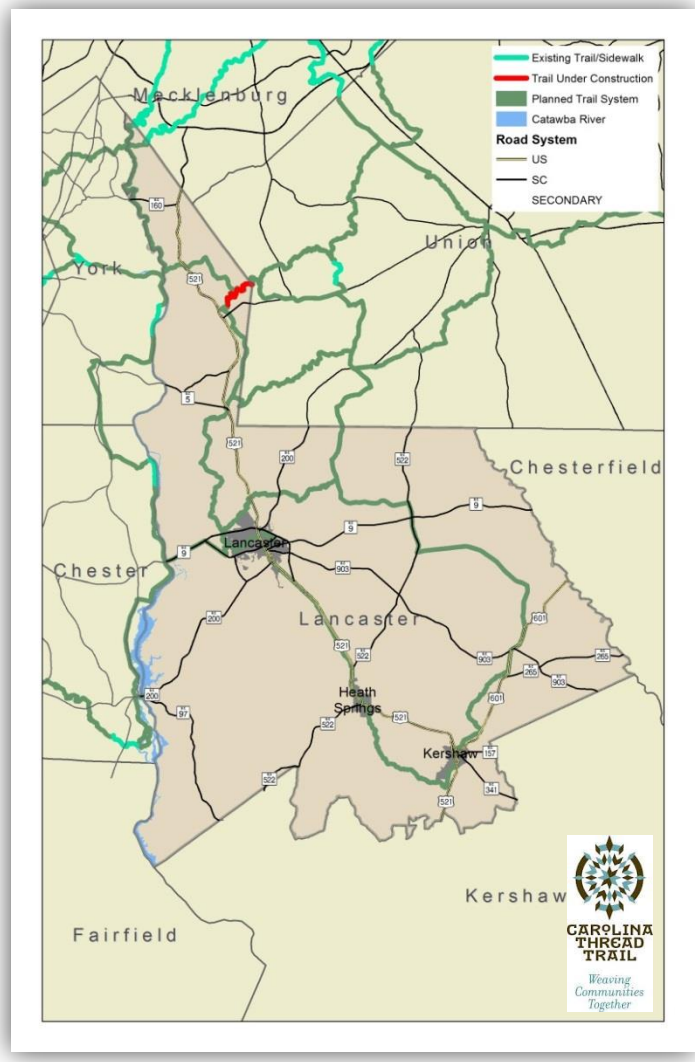
- airplanes for rent
- flight instruction
- courtesy car for customer use

Pedestrian & Bicycle Facilities

The **Carolina Thread Trail** initiative is an effort to encourage 15 counties in the south-central piedmont of North Carolina and the north-central portion of South Carolina, including Lancaster County, to create a large, interconnected greenway and trail system that will preserve and increase the quality of life within local communities.

Over time, the Carolina Thread Trail will link approximately 2.3 million people, places, cities, towns and attractions. This plan presents a conceptual route for trails throughout Lancaster County, some of which will receive the Carolina Thread Trail designation. Lands to be incorporated into trails and greenways can include farmland, wildlife habitat, open fields and forests.

The Thread Trail will help preserve the county's natural areas and will be a place for the exploration of nature, culture, science and history. Building a county-wide trail system is no small undertaking. Segments will be built one-by-one and adjustments will be made to the proposed routes as circumstances change. Trail development will follow through various arrangements with multiple funding partners. The section shown in red on the adjacent map—Twelve Mile Creek trail at Walnut Creek Park—is under construction with a projected completion date of October 2014. This trail stretches along the creek at Walnut Creek Park.



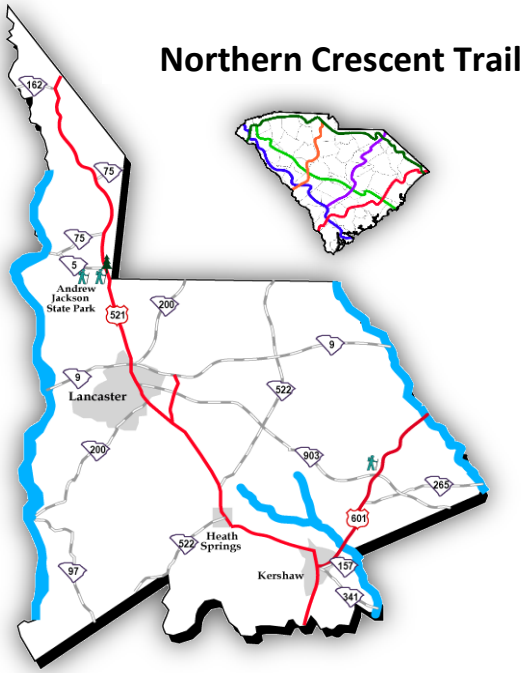
In 2011, residents of Lancaster County participated in a locally-driven process to create a Lancaster County Greenway Master Plan. This plan is meant to serve as a guiding document for greenway and trail development within Lancaster County, as well as the City of Lancaster and the Towns of Heath Springs and Kershaw. The plan was created by residents working together with their neighboring counties to identify connection points and to build trails that will grow together over time. A portion of the Master Plan will provide routes for Lancaster County segments of the Carolina Thread Trail. [www.carolinathreadtrail.org/local-connections/lancaster-county-sc]

Policy Consideration: As Lancaster County grows, there is a risk of losing public open space and recreational opportunities. A trail and greenway system will provide recreational, educational and economic development opportunities, and promote healthy lifestyles for the citizens of Lancaster County.

Bike Routes

The **Northern Crescent Route** runs just south of the North Carolina border, from the mountains to the sea (see dark green line on inset map). This 360-mile route provides access to several state parks and recreation areas. In Lancaster County, the designated route follows SC Highway 9 to US Highway 521 to SC Highway 5. Andrew Jackson State Park and Forty Acre Rock Heritage Preserve serve as primary attractions along the trail.

Going inland from the sea, approximately one third of the trail traverses coastal flat lands through swamps, small towns and farm land. The second third includes rolling hills which ascend to the mountain elevations of the route's final leg. The final 105 miles of the route follow the Cherokee Foothills Scenic Highway, which offers a panoramic view of the majestic mountains in the background and beautiful valleys below.
[www.sctrails.net/Trails/ALLTRAILS/bikeguide/ncrescent.html]



Economic Element

INTRODUCTION

The Economic Element of the Comprehensive Plan has a direct connection to many other elements. Successful economic development efforts within Lancaster County have an impact upon and are likewise significantly impacted by the successful implementation of Transportation, Priority Investment and Land Use Elements.

Lancaster County has experienced rapid residential, commercial and industrial growth in the northern Indian Land region of the county over the last decade. Lancaster's proximity to Charlotte, its excellent transportation network and the availability of water and sewer along the US Highway 521 corridor are catalysts for growth in Indian Land.

The SC Highway 9 corridor connects Lancaster to Chester County and intersects with Interstate 77 providing access to the Charlotte, NC and Columbia, SC metro areas. The county is served by the Lancaster and Chester short-line railroad, CSX Railroad and a regional airport, McWhirter Field.

The county has available industrial sites and public infrastructure in Indian Land along with potential sites for corporate headquarters, information based service and telemarketing companies and research facilities. The remainder of the county holds prime industrial, natural resource and agriculture based economic opportunities.

Labor Force Characteristics

In 2013, the South Carolina Department of Employment and Workforce indicated that Lancaster County had 30,638 persons in the labor force. The number of employed persons in Lancaster County has steadily increased since the impact of the 2007 economic downturn resulted in a ten year low of 25,082 in 2009. Between 2009 and 2013 the labor force in Lancaster County increased approximately 22% while the unemployment rate decreased from 17.6% in 2009 to 9.3% in 2013.

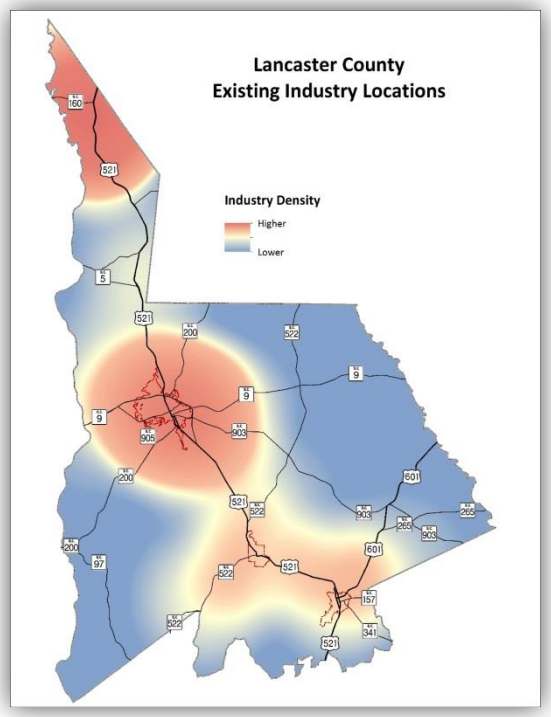
The 2012 American Community Survey (ACS) provided by the US Census Bureau indicates that approximately 30% of the labor force is employed in sales or office occupations; followed by 26% in management, business, science and arts; 18% in production, transportation and material moving; 16% in service occupations; and 10% in natural resources, construction and maintenance. Private wage and salary workers account for 81% of the labor force and the 2012 median household income was $41,845.

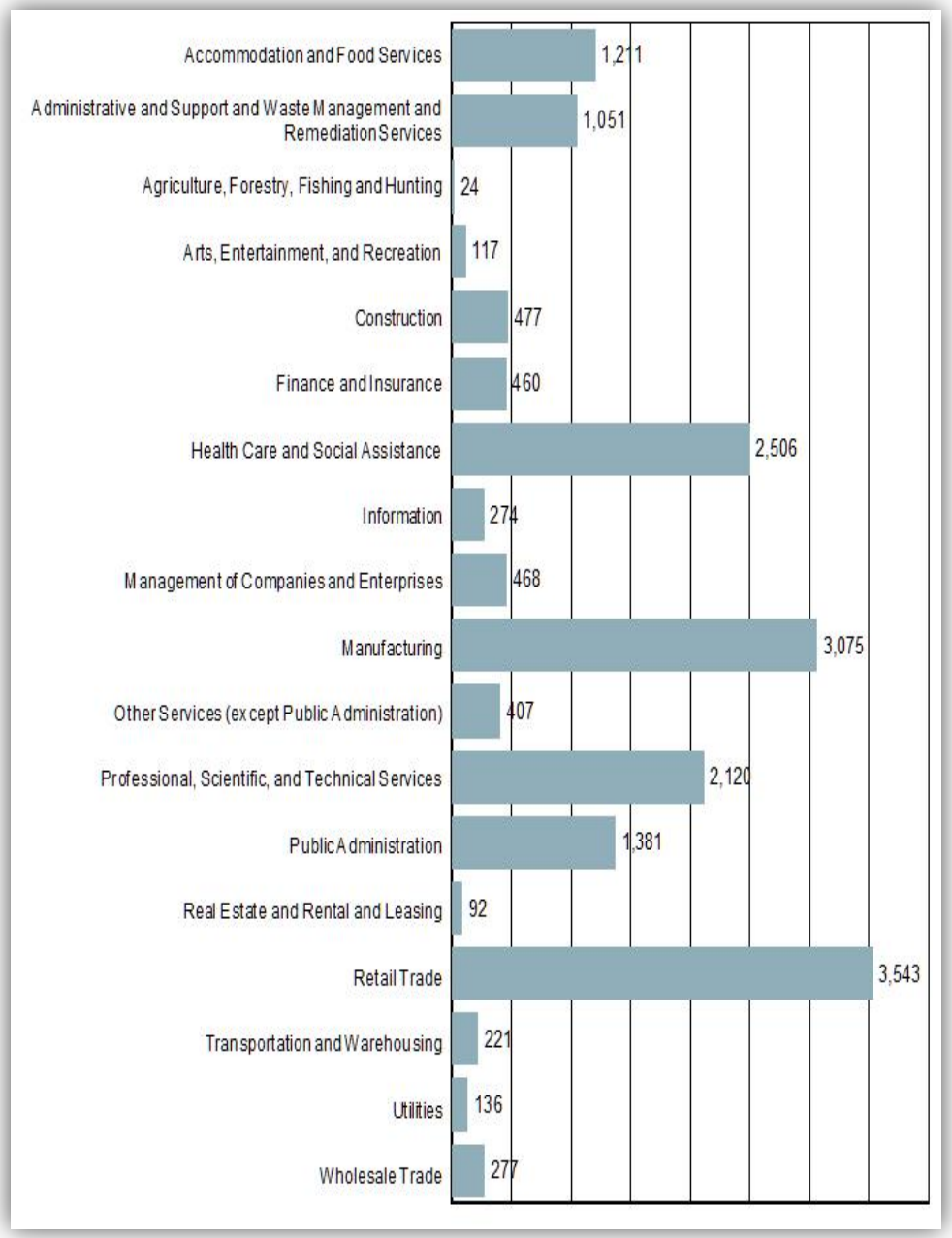
Educational attainment for Lancaster's population over the age of 25 shows that 83.8% are high school graduates and 19.1% hold a bachelor's degree or higher according to the 2012 ACS.

Year	Employment	Unemp	Rate
2013	30,638	3,130	9.3%
2012	28,867	3,740	11.5%
2011	26,836	4,390	14.1%
2010	26,348	4,919	15.7%
2009	25,082	5,366	17.6%
2008	26,206	3,378	11.4%
2007	26,995	2,828	9.5%
2006	27,753	2,717	8.9%
2005	27,144	2,496	8.4%
2004	26,972	2,619	8.9%
2003	26,732	2,610	8.9%

Existing industrial employment in Lancaster County is largely concentrated around the US Highway 521 and SC Highway 9 corridors.

In the 4th quarter of 2013, the South Carolina Department of Employment and Workforce indicated the Retail Trade sector had the highest number of employees in Lancaster County at 3,542; followed closely by Manufacturing at 3,075 and Health Care at 2,506.





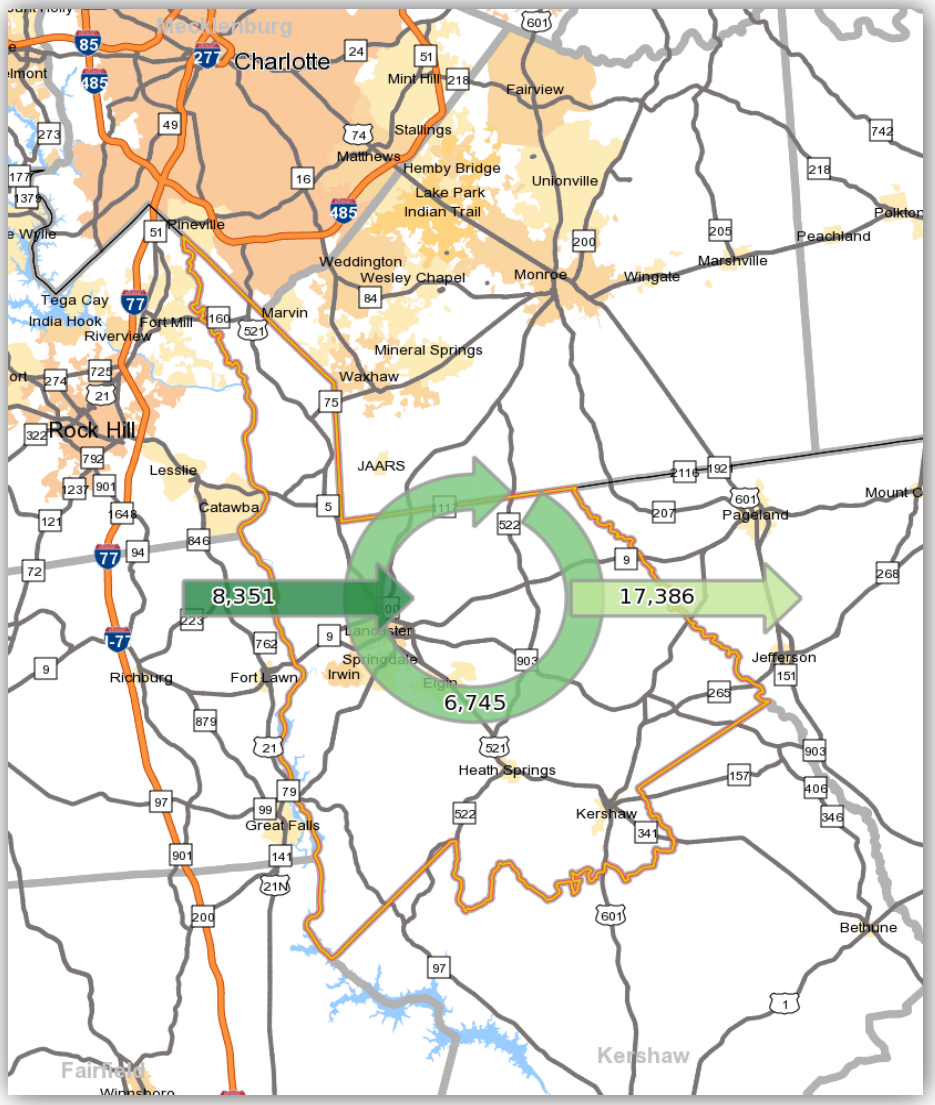
Commuting Patterns

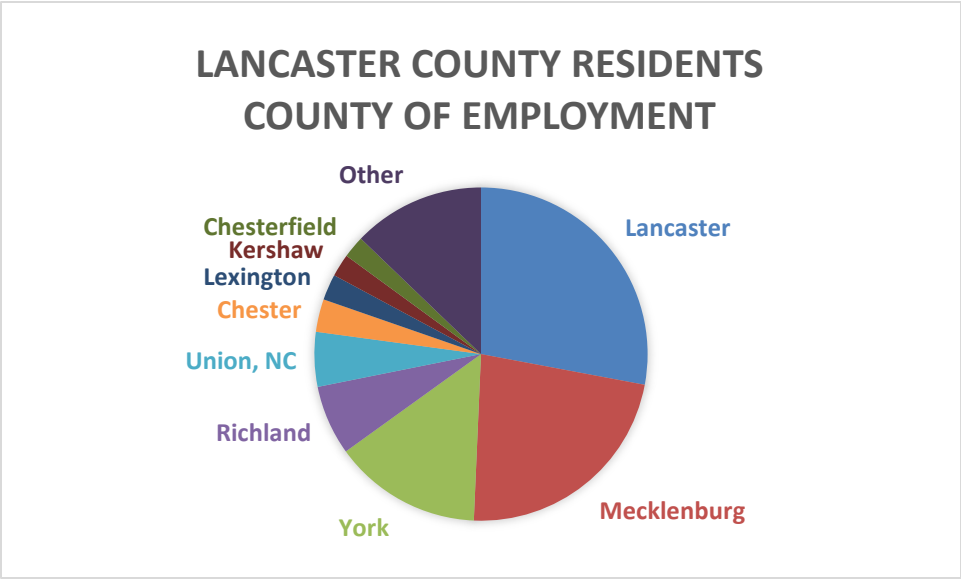
The US Census Bureau Center for Economic Studies indicates that in 2011 there were 6,745 persons who both lived and had primary employment within Lancaster County.

Additionally, there were 8,351 non-residents that commuted into Lancaster County for employment yet lived in another county; and 17,386 residents that commuted out of Lancaster County for primary employment.

Of those persons commuting into the county for primary employment, 24.3% were from York County, 17.5% from Mecklenburg County and 7.4% from Union County, NC.

A majority of those are commuting out of Lancaster County for primary employment were travelling to Mecklenburg County at a rate of 31.6% followed by 20% to York County, and 9.4% to Richland County.



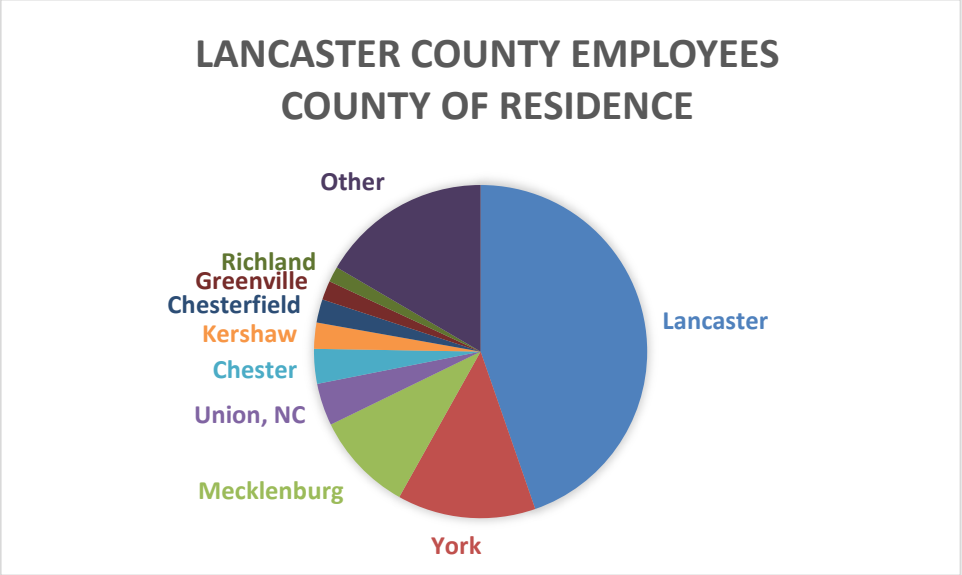


Where people living in Lancaster County work.

County	Persons	Share
Lancaster	6,745	28.0%
Mecklenburg	5,486	22.7%
York	3,470	14.4%
Richland	1,635	6.8%
Union, NC	1,279	5.3%
All Other Counties	5,516	22.9%

Where people working in Lancaster County live.

County	Persons	Share
Lancaster	6,745	44.7%
York	2,028	13.4%
Mecklenburg	1,460	9.7%
Union, NC	620	4.1%
Chester	509	3.4%
All Other Counties	3,734	24.7%

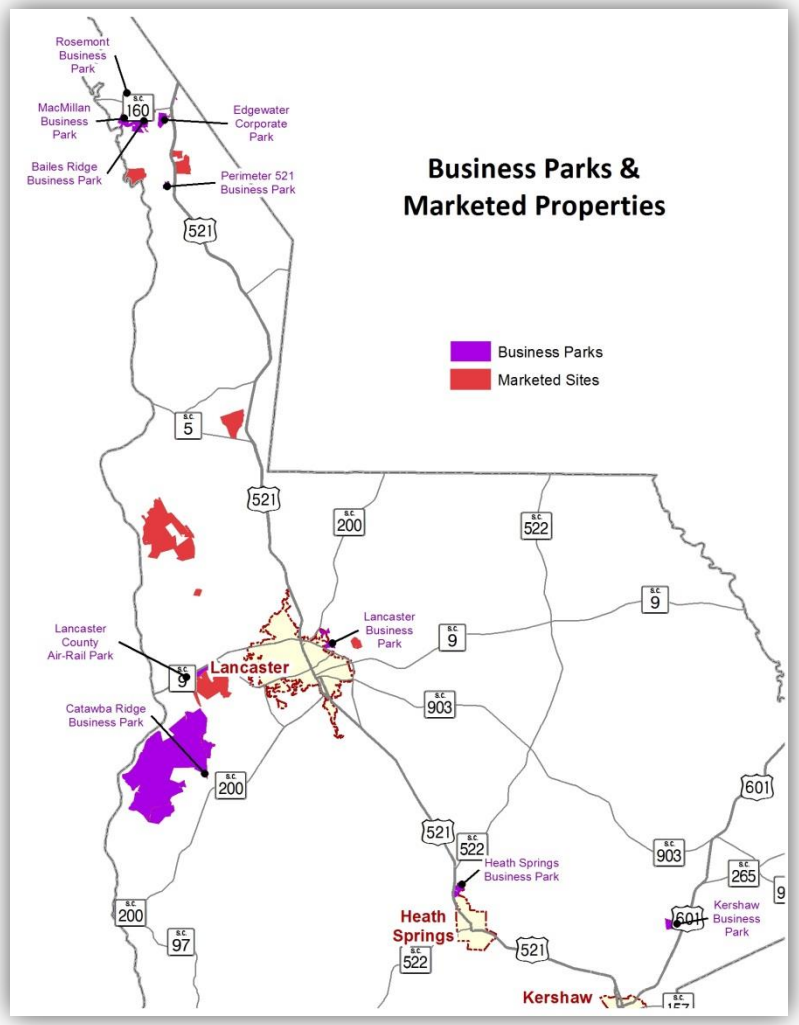


Economic Base Analysis

The economy of Lancaster County was traditionally based on the textile industry throughout the 1900's. In the later part of the 20th Century, expanded global markets and foreign trade policies greatly affected the domestic production of textiles leading to plant closures nationwide. The Springs Industries mill in Kershaw closed in 1997 and the mill in the City of Lancaster closed in 2005.

In recent years, Lancaster County has rebounded from the downturn in the textile industry by marketing and developing a total of ten business parks in conjuction with a renewed focus on diversifying the economy. Job creation in Lancaster County began to improve in 2010 with the announcement of several expansions of existing industries coupled with the recruitment of new industries.

There are currently a number of sites in Lancaster County able to host office, manufacturing and distribution operations that are readily served by water, sewer and rail.



Lancaster County Business Parks

Rosemont Business Park

This Indian Land park consists of 22 acres and is bisected by Rosemont Drive. The park has four available sites, ranging from 2.5 acres to 20 acres and is zoned for Planned Development District.

521 Corporate Center Park

The 521 Corporate Center Park is home to Red Ventures, Sharonview Federal Credit Union and a number of Class A office buildings. The 62 acre park is located along US Highway 521, and in 2014 has only two acres being currently marketed for sale, with the remainder of vacant parcels already committed for future development.

MacMillan Business Park

The park is located along SC Highway 160 and is home to Continental Tire national headquarters, Cardinal Health and Kennametal. Keer Industries is building a new facility in 2014 that will use MacMillan Business Park property in future phases. The 200 acre park has 30 acres remaining as well as a larger industrial building in excellent condition for development/occupancy by future tenants.

Bailes Ridge Business Park

Bailes Ridge Business Park is located on SC Highway 160 with the main entrance off Calvin Hall Road which bisects a 100 acre site which can be configured for multiple offices, headquarters and advanced manufacturing tenants. An additional 55 acres are available along Old Bailes Road, with a smaller site along Yarborough Road, internal to the park. Three flex buildings, one large and two smaller, are located in this park as well, with only one of the smaller ones being occupied.

Perimeter 521 Business Park

The park is located along US Highway 521 and includes Cemex, a cement manufacturer, as well as a number of other companies. Located along US Highway 521, south of SC Highway 160 and north of SC Highway 5, the park is well situated and close to the Charlotte Metro area. The park is 28 acres in size and has five available sites.

Lancaster County Air-Rail Park

The Lancaster County Air-Rail Park is located along SC Highway 9, across from the Lancaster Airport and adjacent to the Lancaster and Chester (L&C) Railroad. The L&C dual-service railroad enables companies to connect to both the CSX Rail network and the Norfolk Southern Rail network and the close proximity to the airport with a 6,000 feet runway allows for private jets and other aircraft to visit sites easily. The park is 88 acres in size with a new tenant, Fancy Pokket, recently locating there and an additional 78 acres available for future companies.

Lancaster Business Park

Lancaster Business Park is a 197 acre park zoned I-2 for industrial use. The park is close to the City of Lancaster with access to US Highway 521 and SC Highway 9. The park is home to Nutramax, Valmet and other companies. The park is at 50% capacity with 78 acres available and 38 acres reserved for existing industry expansion.

Catawba Ridge Business Park

Catawba Ridge Business Park is located along the Catawba River and encompasses 3,569 acres. Water and sewer are both available to the site and the property is easily accessible to SC Highway 9.

Heath Springs Industrial Park

This park is currently 68 acres and home to Rico Industries. The Park is located along the US Highway 521 corridor and is served by the Town of Heath Springs water and sewer infrastructure.

Kershaw Business Park

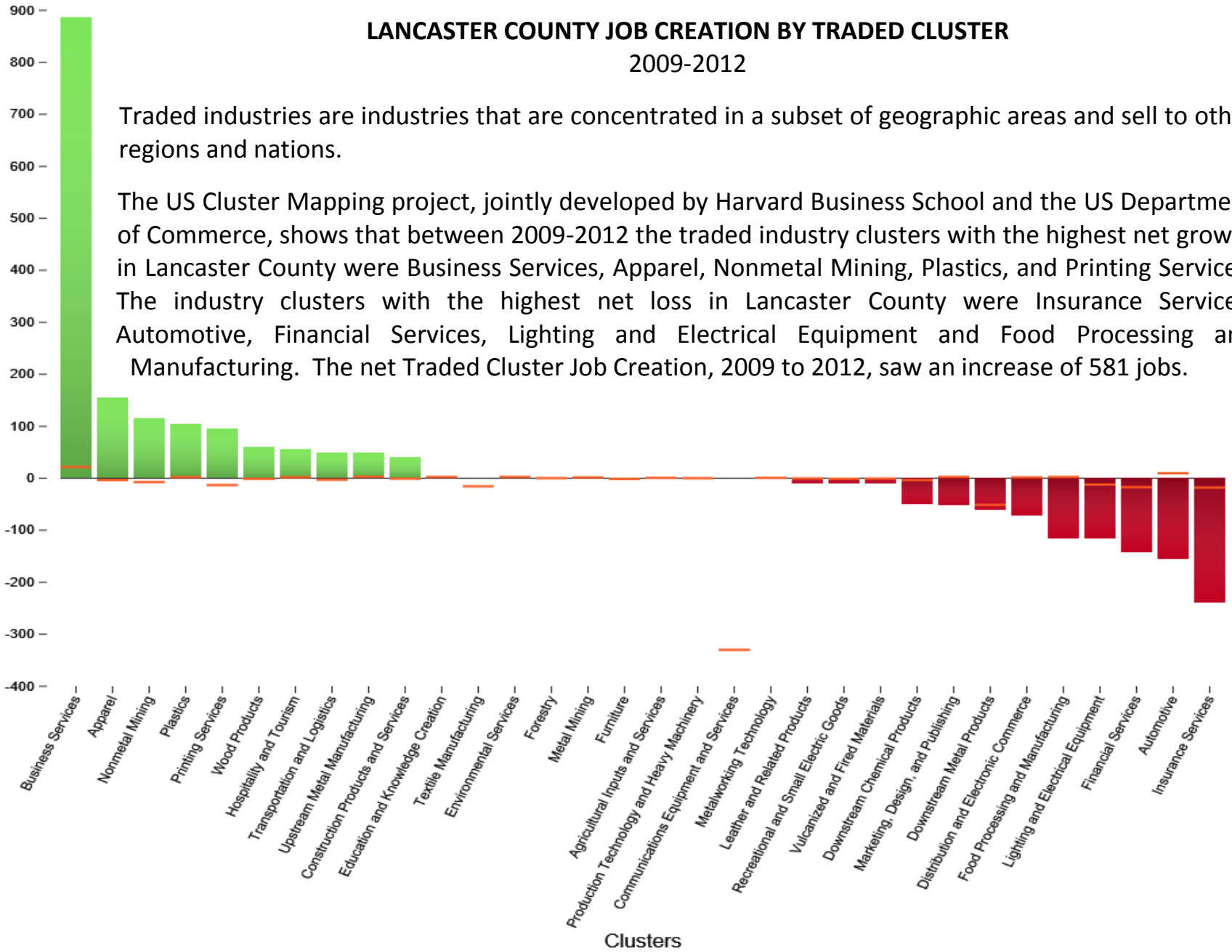
Kershaw Business Park is a 115 acre park served by the Town of Kershaw water & sewer infrastructure as well as by Lancaster County Natural Gas. Haile Gold Mine has recently exercised an option to purchase the entire project.

LANCASTER COUNTY JOB CREATION BY TRADED CLUSTER

2009-2012

Traded industries are industries that are concentrated in a subset of geographic areas and sell to other regions and nations.

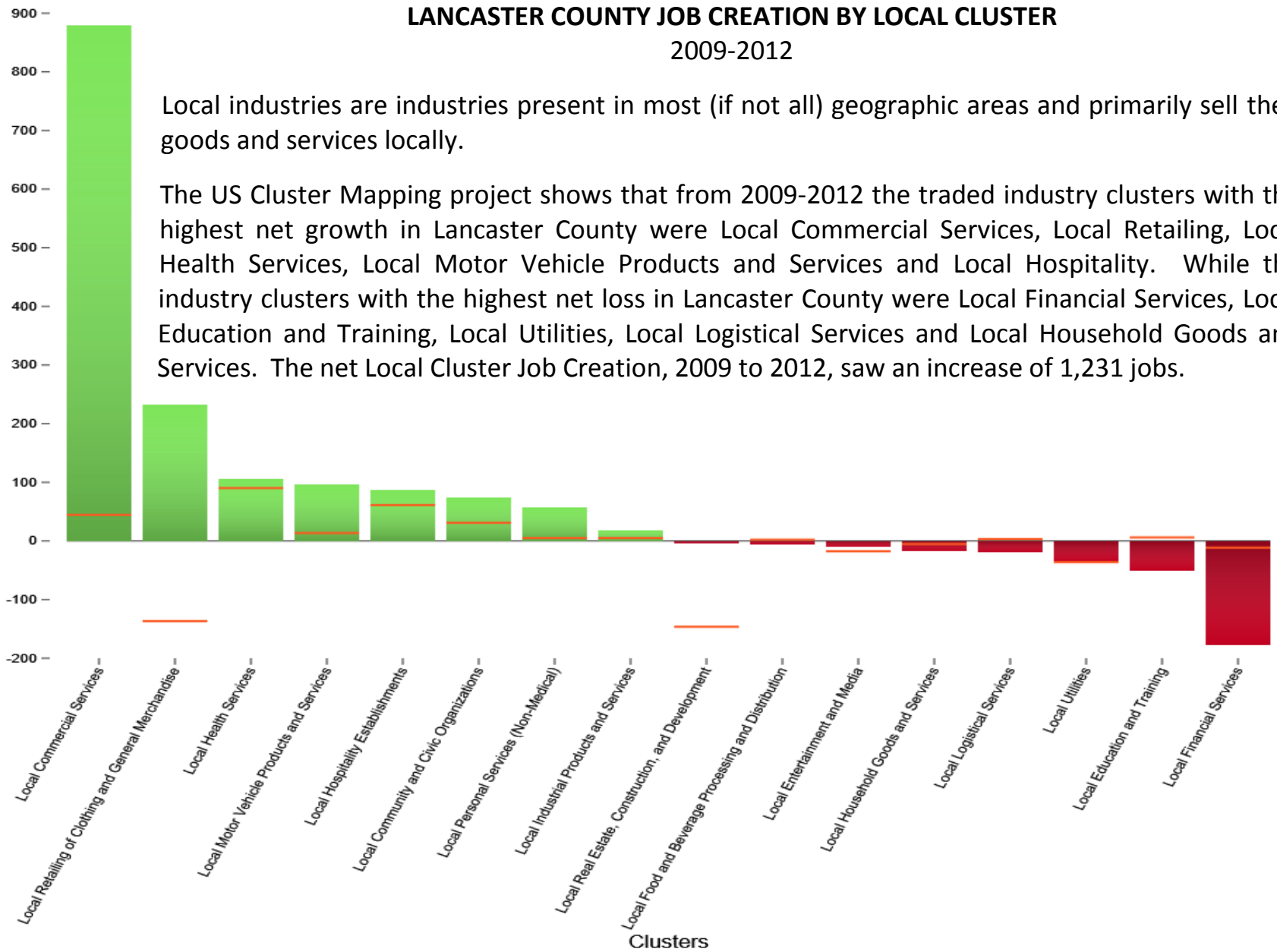
The US Cluster Mapping project, jointly developed by Harvard Business School and the US Department of Commerce, shows that between 2009-2012 the traded industry clusters with the highest net growth in Lancaster County were Business Services, Apparel, Nonmetal Mining, Plastics, and Printing Services. The industry clusters with the highest net loss in Lancaster County were Insurance Services, Automotive, Financial Services, Lighting and Electrical Equipment and Food Processing and Manufacturing. The net Traded Cluster Job Creation, 2009 to 2012, saw an increase of 581 jobs.



LANCASTER COUNTY JOB CREATION BY LOCAL CLUSTER
2009-2012

Local industries are industries present in most (if not all) geographic areas and primarily sell their goods and services locally.

The US Cluster Mapping project shows that from 2009-2012 the traded industry clusters with the highest net growth in Lancaster County were Local Commercial Services, Local Retailing, Local Health Services, Local Motor Vehicle Products and Services and Local Hospitality. While the industry clusters with the highest net loss in Lancaster County were Local Financial Services, Local Education and Training, Local Utilities, Local Logistical Services and Local Household Goods and Services. The net Local Cluster Job Creation, 2009 to 2012, saw an increase of 1,231 jobs.



Existing Site Enhancements and Mitigation

There are several sites in Lancaster County that have been identified in the Lancaster County Economic Development Corporation's Strategic Plan as being important to recruiting efforts for manufacturing and to providing skilled labor opportunities to the Lancaster County workforce. Some sites have topographic and floodplain constraints and others need infrastructure or access improvements.

- The Fosters Crossroads site is located along Riverside Road, north of SC Highway 9, and has access to the Lancaster & Chester Railroad SB Line. Extension of sewer lines to this site would allow this property to be developed into a business park and offer low-cost sites to future manufacturing tenants. Upgrade of the rail-line to heavy gauge would also assist future industries.

- The "Old Mill Site" in Kershaw offers an opportunity to create potential manufacturing sites. This property is a former Springs Industries site that has been cleared down to the pad. Located in the heart of Kershaw and along the L&C SB Line, redevelopment of this pad into a speculative building or a "shovel-ready" site with the needed infrastructure already available would allow Lancaster County to more easily recruit manufacturing firms to this area.

Community Facilities Element

INTRODUCTION

The Community Facilities Element addresses public infrastructure that is in place to support residents and businesses in the county and its municipalities. Areas considered include public utilities, solid waste, public safety services, educational system, public recreation and general government facilities. These core services are vital to providing a high quality of life and favorable business climate. Future growth and development will rely on having adequate community facilities to support new members of the community without degrading the systems that are necessary for daily activities.

Public Utilities

WATER SERVICE

Public water service covers 95% of the populated areas of Lancaster County; the remaining population relies on individual wells. Lancaster County Water and Sewer District (LCWSD) provides an abundant supply of water from the Catawba River at its facility located south of the SC Highway 5 Bridge. This facility is a joint venture with Union County, NC and provides 36 MGD (million gallons of water per day) with treated water storage capacity of 16 MGD. This facility is permitted by SC DHEC for up to 100 MGD of raw water withdrawal.

All three municipalities purchase treated water from LCWSD and sell it to customers within the municipal limits and limited areas outside their boundaries. The City of Lancaster's water system has a capacity of 3 MGD with an average daily consumption of 1 MGD, so there is ample capacity to meet the future growth needs of the city.

Water Service Capacity Chart

UTILITY PROVIDER	PLANT CAPACITY	PEAK DEMAND	%AVAILABLE
LCW&S District - Catawba plant	18 MGD	15 MGD	16.7%
City of Lancaster	3 MGD	1 MGD	66.7%
Town of Heath Springs	113,000	59,000	47.8%
Town of Kershaw	2 MGD	0.75 MGD	62.5%

SEWER SERVICE

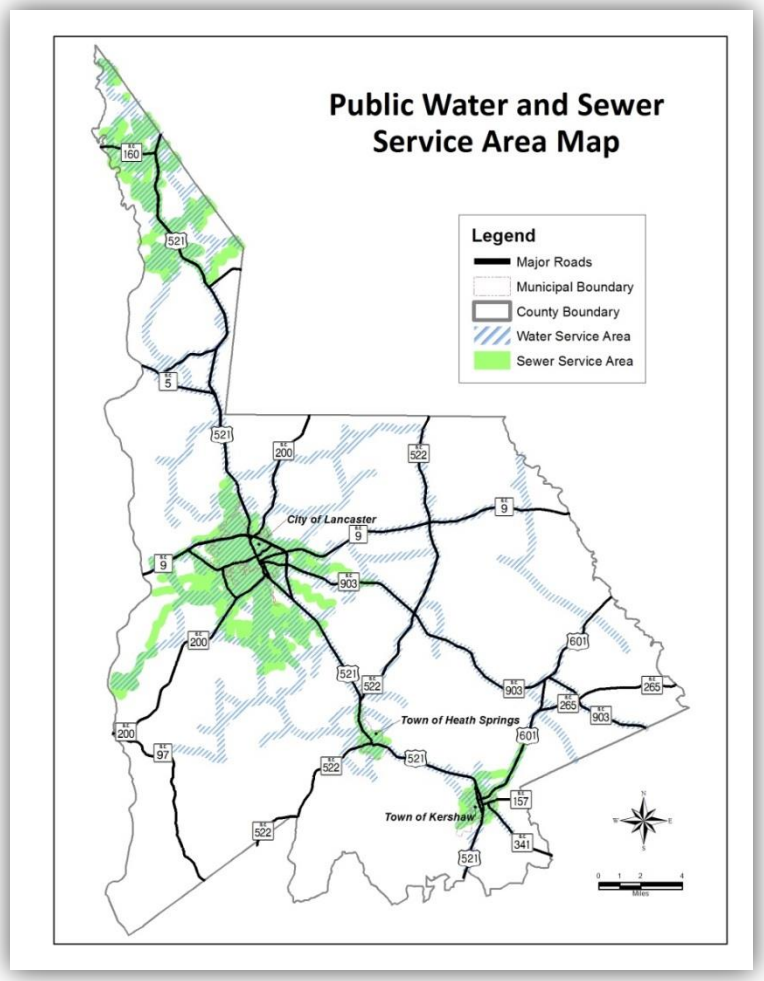
The sewage collection and treatment system in Lancaster County is not as extensive in the unincorporated areas as the water system. Sewage collection and treatment is provided by the three municipalities—Lancaster, Heath Springs and Kershaw—and the LCWSD. The City of Lancaster operates a 7.5 MGD sewage treatment facility which also provides treatment for the LCWSD for areas on the southern end of the county. LCWSD has a 2 MGD wastewater treatment facility in Indian Land. Heath Springs and Kershaw both operate wastewater treatment facilities.

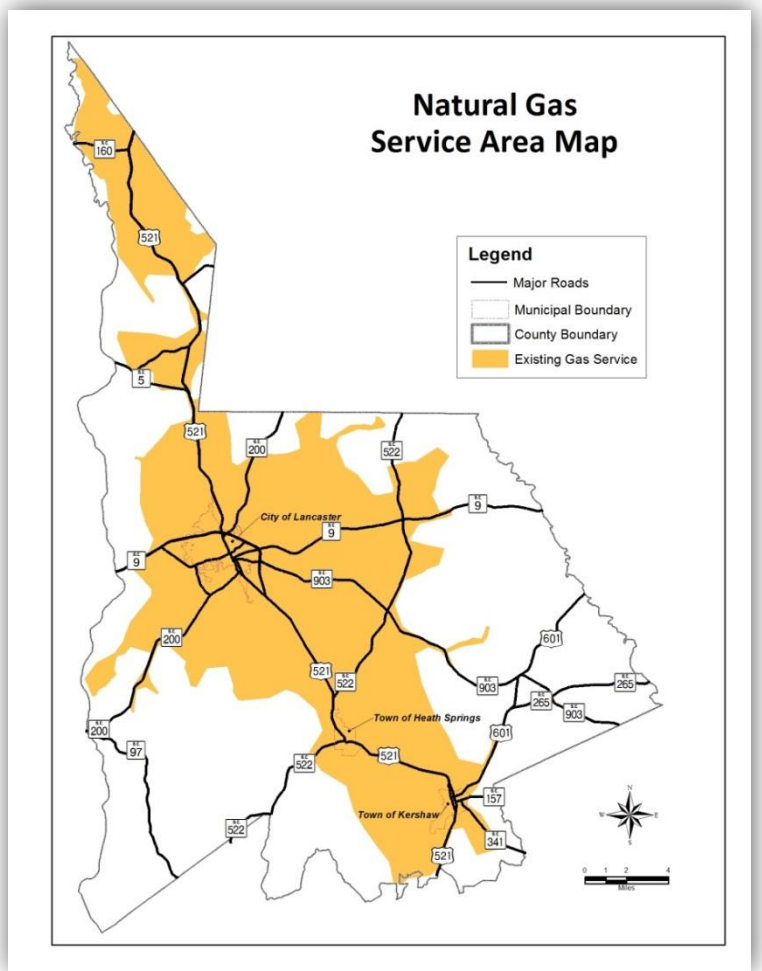
Future Projects

LCWSD is in the process of updating its capital improvements program (CIP) and has provided draft information regarding future projects within 0-5 and 5-10 year horizons. This information will be shown in the Priority Investment element.

Sewer Service Capacity Chart

UTILITY PROVIDER	PLANT CAPACITY	PEAK DEMAND	%AVAILABLE
LCW&S District - Indian Land plant	2 MGD	1 MGD	50.0%
City of Lancaster	7.5 MGD	< 3 MGD	60.0%
Town of Heath Springs	150,000	45,000	70.0%
Town of Kershaw	800,000	700,000	12.5%



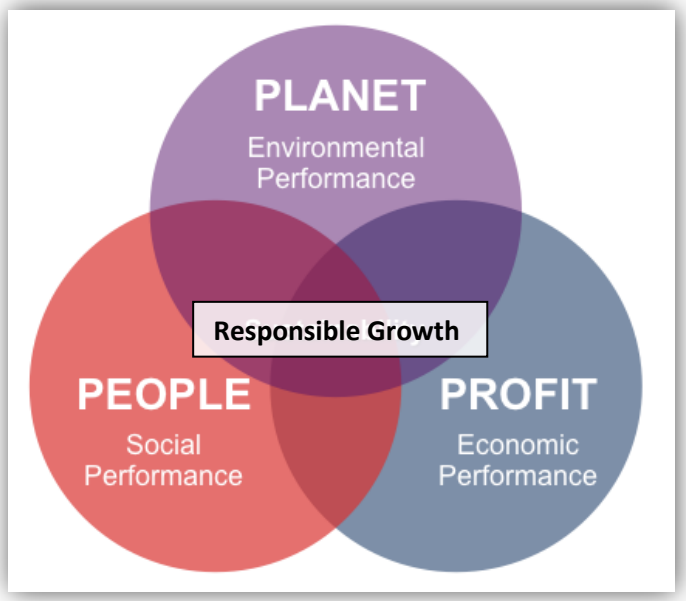


Best Practice: The regional effort between the Lancaster and LCWSD where the City purchases water wholesale from LCWSD and the District purchases wastewater treatment wholesale from the City. This cooperation leverages the strengths of each organization to the benefit of all customers.

NATURAL GAS

Lancaster County is provided with natural gas service by the Lancaster County Natural Gas Authority. The Authority currently provides service to approximately 75% of the County's population with offices located in Kershaw, Indian Land and Lancaster. Service is available in all three of the county's municipalities and in most of the populated areas of the county. The **Natural Gas Service Area Map** on the previous page depicts the extent of available service. Lancaster County Natural Gas officials note that the Patriots Energy Group (PEG) pipeline provides an adequate supply of natural gas to meet future growth demands. www.lcngasc.com

Triple Bottom Line



Policy Consideration: Directing commercial, industrial and higher intensity residential development in areas that are currently served by public water, sewer and natural gas is a **triple bottom line approach** to managing growth. Developments which will have higher densities should only be located in these areas as it will help the county effectively allocate resources to meet the needs of the new residents and businesses. Otherwise, scattered higher density developments will occur throughout the county, which will serve to increase the cost the public will have to pay to provide the same level of service over a larger land area, which will increase the cost to provide such services and the fees and taxes necessary to pay for them.

ELECTRIC SERVICE

Adequate electric power is available throughout the county. Duke Energy Company (www.duke-energy.com) provides service to the majority of Lancaster County; serving nearly 24,000 residential, commercial and industrial customers. Duke Energy's service area is primarily the central-western portion of the county, some areas of the Panhandle, the City of Lancaster and the Town of Kershaw. Lynches River Electric Cooperative (www.lynchesriver.com) provides electrical service to approximately 5,000 customers. Lynches River primarily serves the south-central and south-eastern portions of the county as well as the Town of Heath Springs. A small area in the Panhandle from the intersection of US Highway 521 and SC Highway 75 to the Blackhorse Run subdivision obtains electric service from York Electric Cooperative (www.yorkelectric.net). All providers of electric service in Lancaster County note that they can meet current and future power demands without major modifications to current facilities.

TELECOMMUNICATIONS

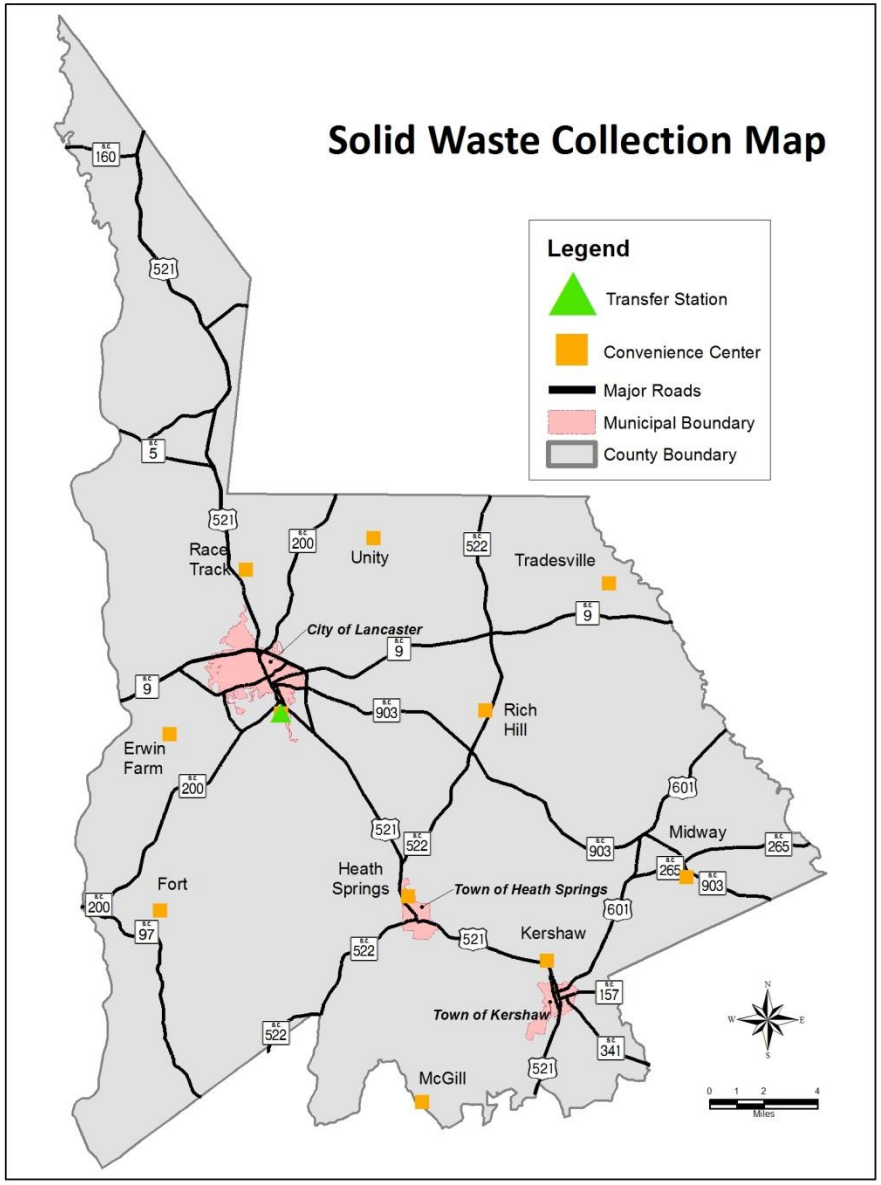
Telephone service in Lancaster County is provided largely through the Comporium (www.comporium.com) group of companies: Comporium Communications, Comporium Data Services, Comporium Long Distance and Comporium Telecom. Comporium provides residential and commercial customers access to a broad range of communication services, including local telephone, long distance, wireless, cable TV and internet. Windstream which is based in Little Rock, Arkansas provides service to the Town of Kershaw.

Solid Waste Collection & Disposal

The term "solid waste" includes four categories of solid waste generated in Lancaster County: municipal (this refers to solid waste in both cities and counties), construction/demolition, and industrial. These types of wastes vary in composition, potential environmental and health related issues, and management efforts. Each of these categories are discussed in the *Solid Waste Management Plan* that is under review, with an emphasis on municipal solid waste because this segment is presenting the most concerns and requires more stringent and expensive management efforts.

Municipal solid waste, or what we commonly refer to as "household garbage" or "trash," is more accurately defined as the combined residential and nonresidential (institutional, commercial, governmental and industrial waste which is co-managed with residential and nonresidential waste) solid waste generated and handled in a given city or county area. It does not generally include other types of solid waste such as industrial or construction and demolition wastes which are handled separately. Municipal solid waste includes food scraps, packaging material, yard waste, discarded appliances, used tires and other similar items. Curbside household garbage collection is provided in all three municipalities. The City of Lancaster operates the only solid waste transfer station in the county. Lancaster County solid waste personnel collect waste from the convenience centers and transport to the City of Lancaster Transfer station for processing and transport for disposal to the Lee County landfill.

The county has shifted its method of solid waste collection from a county operated sanitary landfill process to a system of 12 convenience centers which combine garbage collection with convenient opportunities for recycling. The current convenience centers are staffed and provide receptacles for newspaper, aluminum, plastic, glass, used oil, paint, yard debris, batteries, corrugated cardboard, white goods, scrap metal, electronic waste, and tires. The locations of recycling centers and the transfer station are shown on the **Solid Waste Collection Map.**



Public Safety & Emergency Services

FIRE PROTECTION SERVICES

Lancaster County Fire Rescue (LCFR) is the coordinating agency for the county's 18 volunteer fire departments and the headquarters agency for Lancaster County's career firefighters. Two county fire districts, Indian Land FD and Pleasant Valley FD, have fee districts using roof top fees to fund services above the level of the other volunteer fire districts within the county. The Indian Land FD fee district funds 5 career employees and Pleasant Valley FD fee district funds 13 part time employees. The Town of Kershaw FD has a fire contract that funds 2 career employees. LCFR has 16 career employees and 16 part time employees.

Lancaster County has a countywide ISO rating of 6 - Water Shuttle rating as long as a structure is within 5 road miles of a county fire department. LCFR responds to fires of all types, vehicle crashes, specialized rescue incidents, hazardous materials incidents and medical first responder incidents using both volunteer and career personnel.

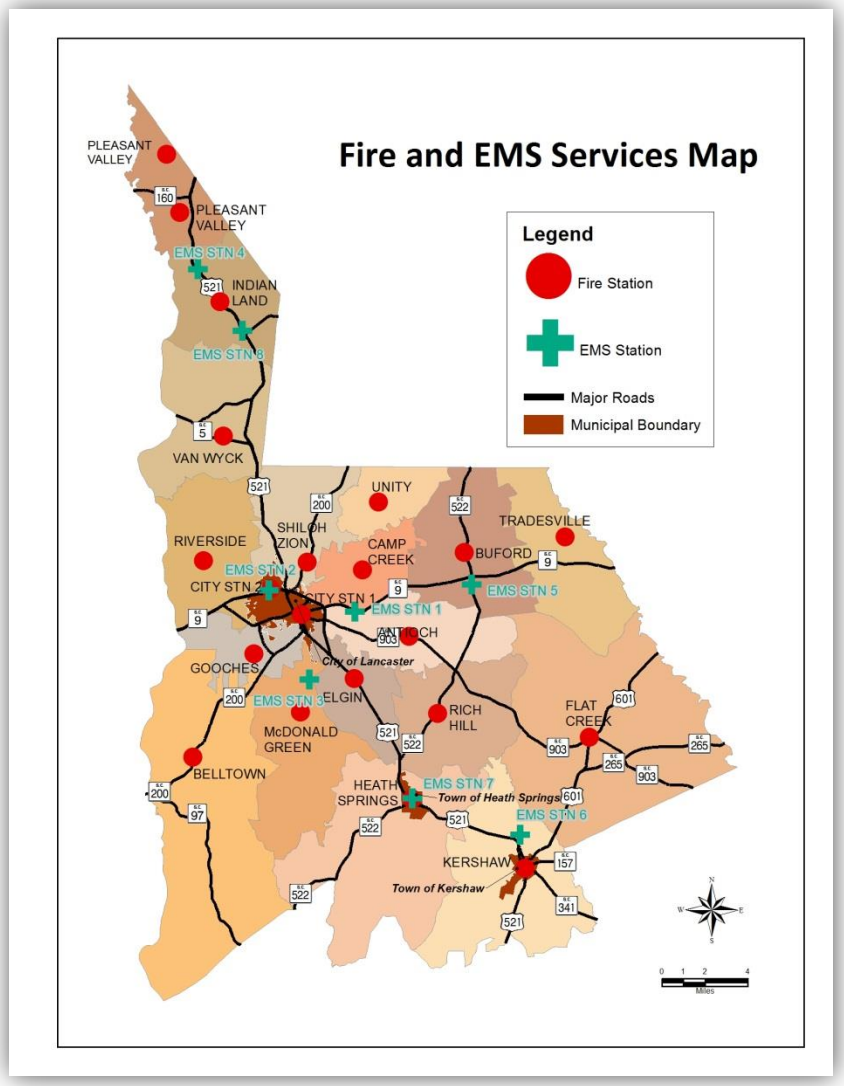
The City of Lancaster provides the only career department in the county with 26 full-time and 15 volunteer firefighters. All career firefighters are IFSAC certified to Fire Officer I level, national first responder certified, HAZMAT technicians and hold a host of certifications in areas ranging from elevator rescue to confined space rescue to trench rescue. Its current ISO 2 rating places Lancaster in the top 1% of all fire departments nationwide.

EMERGENCY MEDICAL SERVICES

Lancaster County EMS (LCEMS) provides emergency medical care at six locations to all areas of Lancaster County, offering emergency and non-emergency transportation to Springs Memorial Hospital and other area hospitals. LCEMS headquarters is on Pageland Highway (SC Highway 9) east of the City of Lancaster, with stations in Lancaster, Kershaw and Indian Land.

LCEMS is an award winning EMS agency that provides sate of the art care to its patients, including aggressive treatment of cardiac, respiratory and trauma patients. Each emergency unit has at least one paramedic on-board to offer the highest level care available.

Springs Memorial Hospital (www.springsmemorial.com) is located in Lancaster and is the only hospital in the county. Springs Memorial is a full service, accredited hospital with 231 licensed beds, a medical staff of 108 physicians representing 26 specialties. Major hospital systems providing extensive medical treatment are located in nearby Charlotte, NC.



PUBLIC SAFETY

The Lancaster County Sheriff's Office has 109 sworn deputies and 22 civilian employees that perform a wide variety of responsibilities in addition to traditional law enforcement duties. The following divisions have been established to effectively manage this portfolio of services: patrol, investigations, support services, judicial services, community services, duty services and detention center.

The department provides public safety services countywide including in the municipalities of Kershaw and Heath Springs. These duties are primarily handled by the patrol and investigations officers. Administrative support services, judicial services and community services have a countywide impact and interact with multiple jurisdictions regularly. The detention center is responsible for the security and safety of inmates incarcerated in Lancaster County. In 2013, 3,366 total inmates were processed at this facility with an average daily population of 125 inmates.

The City of Lancaster Police Department is the only municipal law enforcement department in the county. It employs approximately 51 members, of which 40 are certified full-time police officers. The Lancaster Police Department is a proud and progressive law-enforcement agency made up of skilled and dedicated employees. In addition to the uniformed patrol division, the department has several areas of specialization including: investigations, tactical operations, drug enforcement and K-9. (www.lancasterpolicesc.us)

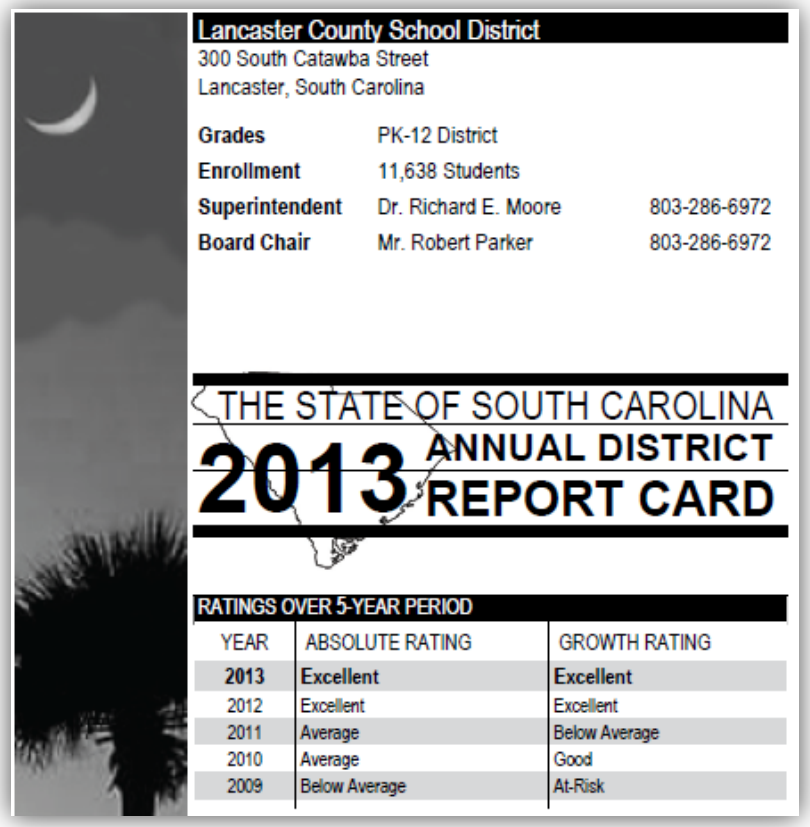
Public Education Facilities

Primary & Secondary Education

Lancaster County School District (LCSD) is an independent local government chartered by the State of South Carolina. Its elected school board and professional administrative staff operate 20 schools across the county including adult education and vocational training.

For the past two reporting periods, LCSD had received a rating of "Excellent" from the SC Department of Education. http://ed.sc.gov/data/report-cards/2013/district/c/D2901999.pdf

The hard work of its teachers, students and staff continues to drive improvement of student achievement and district operations. Collaboration among teachers is a district-wide emphasis as research tells us these professional conversations are important for shaping effective, consistent instruction. LCSD also focuses on making sure teachers have standards-based curriculum documents and that our curriculum supports national and state academic standards to offer students the skills and knowledge they need for success.



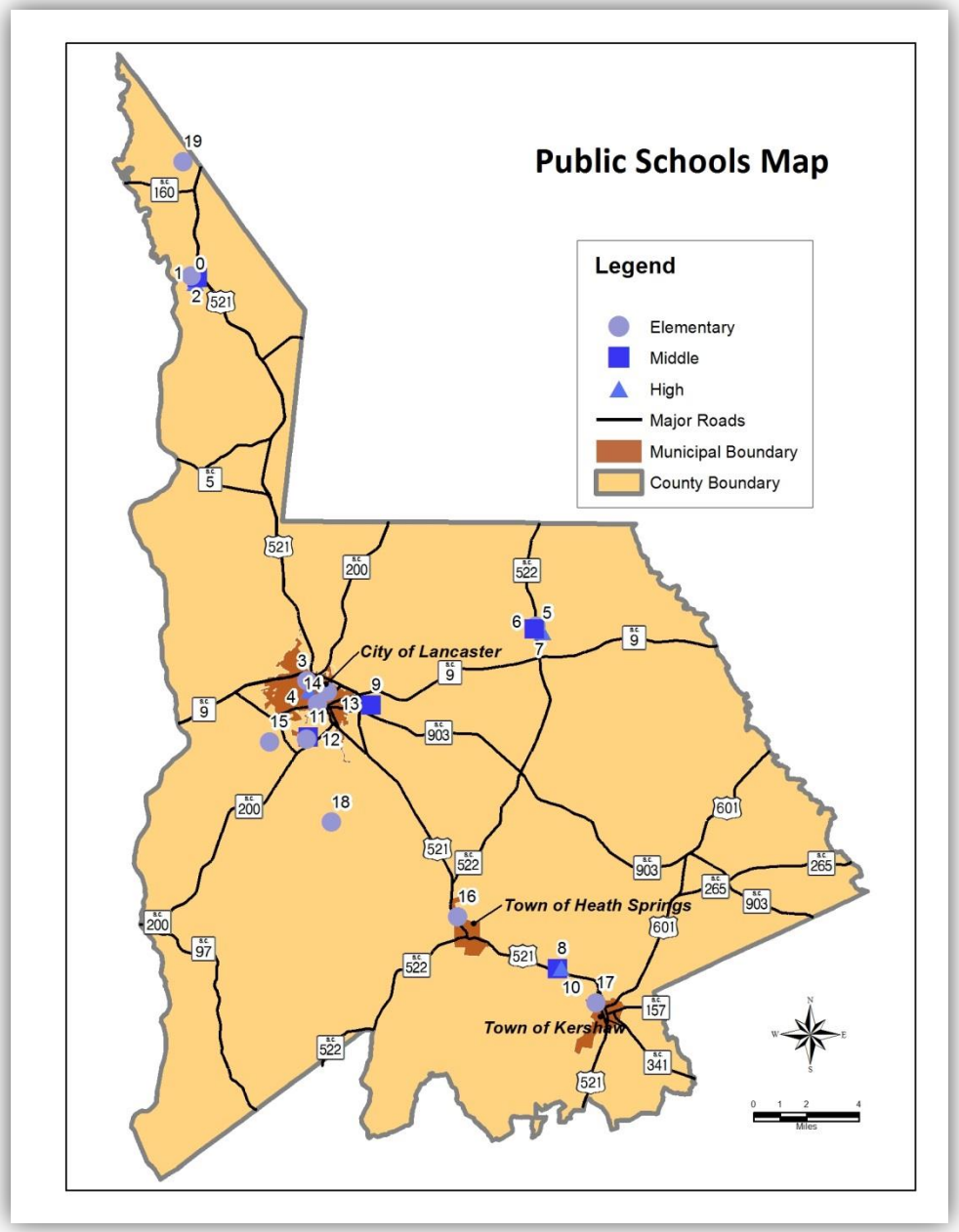
Lancaster County School District
300 South Catawba Street
Lancaster, South Carolina

Grades	PK-12 District	
Enrollment	11,638 Students	
Superintendent	Dr. Richard E. Moore	803-286-6972
Board Chair	Mr. Robert Parker	803-286-6972

THE STATE OF SOUTH CAROLINA
2013 ANNUAL DISTRICT REPORT CARD

RATINGS OVER 5-YEAR PERIOD

YEAR	ABSOLUTE RATING	GROWTH RATING
2013	**Excellent**	**Excellent**
2012	Excellent	Excellent
2011	Average	Below Average
2010	Average	Good
2009	Below Average	At-Risk



The District works to address a variety of learning styles through its researched-based instructional strategies. As literacy is a district-wide focus for students, *Literacy by Design* is used to emphasize reading and writing across the curriculum. Technology also plays an important role in supporting instruction, and the *Blackboard Connect* calling system continues to help keep parents informed about everything from report card dates to extracurricular activities to school closings. Working together, parents, students, educators and community are making a positive difference in the lives and educational achievements of our students. [**SOURCE:** www.lancastercsd.com]

School Enrollment - 15-day Average Counts

Map #		2009-2010	2010-2011	2011-2012	2012-2013	2013-2014	2014-2015	Design Capacity*	% Available
	Elementary School								
12	Brooklyn Springs	441	414	444	458	470	492	618	20%
6	Buford	816	796	794	744	767	738	929	21%
13	Clinton	372	368	392	312	347	362	527	31%
14	Discovery School	107	108	107	108	107	108	108	0%
15	Erwin	407	451	458	454	448	466	564	17%
19	Harrisburg	-	-	-	-	-	851	970	12%
16	Heath Springs	393	389	433	409	394	381	446	15%
2	Indian Land	1,150	1,187	1,312	1,367	1,526	852	1,052	19%
17	Kershaw	484	464	432	445	452	430	565	24%
18	McDonald Green	472	482	479	479	477	516	528	2%
3	North	669	677	697	715	692	662	762	13%
	Subtotal	5,311	5,336	5,548	5,491	5,680	5,858	-	-
	Middle School								
9	A.R. Rucker	514	520	539	526	547	528	746	29%
8	Andrew Jackson	479	495	522	514	470	473	471	0%
7	Buford	443	488	495	479	458	428	521	18%
1	Indian Land	521	524	571	614	653	724	581	-25%
11	South Middle	619	606	587	605	577	532	691	23%
	Subtotal	2,576	2,633	2,714	2,738	2,705	2,685	-	-
	High School								
10	Andrew Jackson	623	624	601	612	612	660	731	10%
5	Buford	601	578	606	624	623	643	785	18%
0	Indian Land	638	659	711	799	788	851	845	-1%
4	Lancaster High	1,665	1,520	1,471	1,418	1,362	1,392	1,927	28%
	Subtotal	3,527	3,381	3,389	3,453	3,385	3,546	-	-
	TOTALS	**11,414**	**11,350**	**11,651**	**11,682**	**11,770**	**12,089**	**-**	**-**

*Note: Design capacity does not include the use of any mobile classrooms at a school.

USC-Lancaster

A campus of the University of South Carolina, commonly referred to as USCL, is located in the City of Lancaster. USC Lancaster provides the first two years of most of USC Columbia's baccalaureate degrees in addition to offering associate degrees in business, criminal justice and nursing. USC Lancaster also is a major participant in the University's Palmetto College, which will potentially allow students to earn select Baccalaureate Degrees locally. (http://usclancaster.sc.edu)

In 2008, a long-range master plan was prepared for the campus and represents a 15-20 year phased development. New construction, as indicated on the illustrative plan, is conceptual building locations and not intended as actual building forms or size. This plan is intended to serve as a guideline for future campus development and as a representation of the vision shared by those who participated in the process. With the opening of Founders Hall in 2014 a major step in the implementation of the master plan has already been achieved.

Library System

The Lancaster County Library was founded in 1904 and offers county residents a broad range of materials and services to meet their educational needs. These include books, periodicals, audio books, videos, DVDs and internet access. A large print collection is maintained for seniors. The historical collections are currently being inventoried and digitized for enhanced access by students, researchers and genealogists. The library's web site at www.lanclib.org provides an online link to the complete catalog of holdings.

The main facility is located in downtown Lancaster and was constructed in 1970. The two branch libraries are located in Kershaw and Indian Land. In addition to these facilities, Lancaster County Library also operates a bookmobile that allows residents to have remote access to books and materials.

Library Fast Facts		
Service population	76,364	residents
Collection size	135,723	volumes
Annual circulation	228,208	transactions

Source: http://librarytechnology.org/libraries/library.pl?id=23954

Children's programming is a special priority. The schedule of story times and other activities are on the web site. The library serves child care centers and preschools through the bookmobile and outreach programs such as puppet shows, reading clubs and book deliveries.

The library is governed by a nine-member Board of Trustees appointed by County Council. Proposed building projects include a new 45,000-square-foot main facility and expansions to both the Indian Land and Kershaw branches at a total estimated cost of $12.83 million.

General Government Facilities

Lancaster County administrative offices and the City of Lancaster government offices are located in the downtown area of Lancaster which is the county seat. County administrative functions are housed in the county administration building on with several county offices such as Family Court, Clerk-of-Court, Magistrates Office, are located in separate buildings in the downtown area.

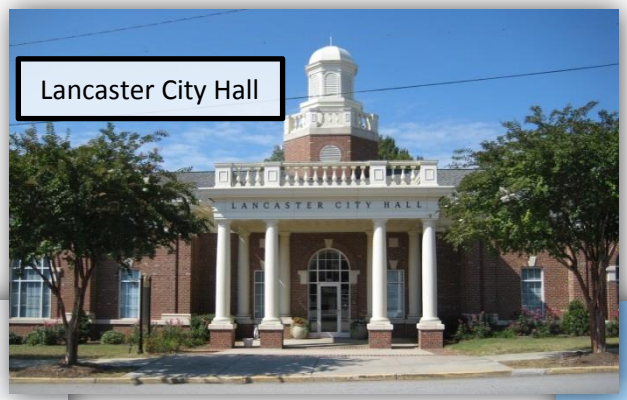
In 2011, Lancaster County completed construction of a new courthouse next to the historic Robert Mills designed Lancaster County Courthouse which was severely damaged by a fire in 2008. The new courthouse building was designed to house approximately 100,000 square feet and was constructed to meet Leadership in Energy and Environmental Design (LEED) green building specifications. The new courthouse construction was funded through a county voter approved $42 million Capital Project Sales Tax.

The county maintains a public works facility and vehicle maintenance garage east of the City of Lancaster on SC Highway 9. The Health Department is also in this vicinity and provides the following services: immunizations, child health program, public private partnerships, WIC services, school health children's rehabilitative services, family planning services, adult preventive health, communicable disease control, model diabetes initiative project, prenatal care, home health service and general clinics. Also housed in this facility is environmental health, social services and other health related services.

The Lancaster County Animal Control Shelter is located just outside the city limits on Lynwood Drive. The shelter assists Lancaster County residents in resolving problems with stray or unrestrained animals. Animals can be viewed for adoption or reclaimed by owners at the shelter.

The City of Lancaster's administrative offices are located at City Hall on Catawba Street in the downtown area and it operates several departments in various locations across the city including: building and grounds, records storage facility, fire stations 1 and 2, municipal justice center, public utilities and public works center.

The Town of Heath Springs maintains an office on Main Street which houses the town hall and the police department. The Town of Kershaw's police department is located on Main Street and the town built a new town hall in 2009.



Lancaster City Hall

Kershaw Town Hall

Heath Springs Town Hall

Public Recreation Facilities

Parks & Recreation

Lancaster County Parks & Recreation Commission (LCPR) is part of the Lancaster County government and operates under policies and procedures adopted by the Joint Recreation Commission. This board has a representative from each County Council district and the three municipalities.

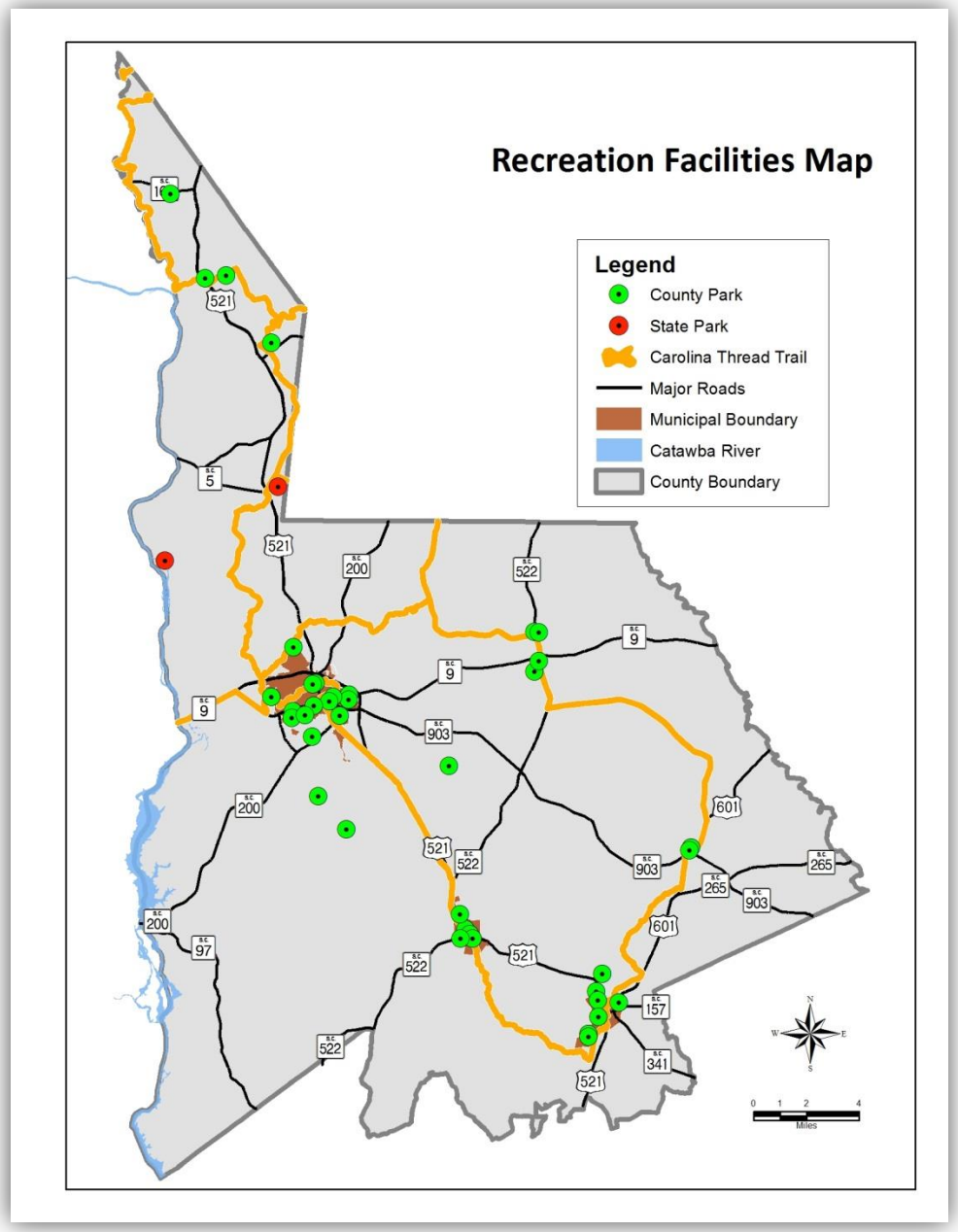
Mission statement: To provide quality recreation programs and facilities for all residents of Lancaster County.

Vision: To provide excellent services that benefits the Lancaster County Community with quality, continuously improving parks and recreation opportunities.

Values: Quality, fairness, trust, caring, equality, integrity, diversity, character, and fun.

LCPR offers numerous youth and adult programs including fall soccer, spring soccer, tackle football, cheerleading, flag football, basketball, volleyball, t-ball, baseball, softball and swim team. LCPR also has instructors that operate various other opportunities such as dance, ZUMBA, fitness classes, aerobics, Tae Kwon Do, swimming and walking clubs. LCPR operates a summer day camp and after school program at its center locations in Springdale, Buford, Indian Land and Kershaw.

LCPR currently manages 39 parks on 312 acres and is constructing 3.4 miles of the Carolina Thread Trail in the northern section of the county. A listing of all parks and centers is on the County's website: www.mylancastersc.org.



State Parks & Managed Lands

Andrew Jackson State Park combines history, art and community activities into a setting that has made it one of the SC State Park Service's most popular attractions. Park features include living history programs, a museum that details his boyhood in the SC backcountry and a birthday celebration held each March in honor of the seventh President of the United States. Other park attractions include an 18th-century replica schoolhouse, campground and picnic facilities, fishing lake and nature trails. (www.southcarolinaparks.com/andrewjackson)

Landsford Canal State Park stretches along the Catawba River on the South Carolina fall line and is home to the well-preserved remains of the canal system that made the river commercially navigable from 1820 to 1835. This section of the Catawba River is home to the largest known stand of the rocky shoals spider lily, a flower species found predominantly in the southeast. Peak bloom season for the rocky shoals spider lily is during May and June. Favorite activities in this park include picnicking, nature watching and studying the canal structures. Fishing is permitted along the Catawba River and a paddling trail runs through the park for canoes and kayaks. (www.southcarolinaparks.com/landsfordcanal)

Forty Acre Rock Heritage Preserve & Wildlife Management Area is managed by the SC Department of Natural Resources and is designated as a National Natural Landmark. The entire Forty Acre Rock Heritage Preserve encompasses 2,267 acres of the most diverse protected area in the Piedmont region, including granitic flatrocks, waterslides, waterfalls, beaver pond, caves, hardwood and pine forests, and a variety of wildflowers and wildlife. On a clear day, you can seemingly see forever from the crest of Forty Acre Rock, where the Sandhills meet the Piedmont. (https://www.dnr.sc.gov/mlands/managedland?p_id=42)

Land Use Element

INTRODUCTION

The Land Use Element of the Comprehensive Plan has two primary components that work in tandem to create a complete illustration of land-based factors impacting growth and development over the next decade: the current land use analysis and the future land use map. The first step involves conducting a thorough review of how land is being used across the county by creating a snapshot of present conditions. The **Existing Land Use Map** also serves as an historic record of how parcels have developed (or not) and also helps to identify conditions which have influenced and may influence future growth in the county and its municipalities. This map was created as part of the *CONNECT: Our Future* regional plan and shows the current development status of individual parcels across the county. The table below details the distribution by number of parcels and acreage across the five categories of existing land uses.

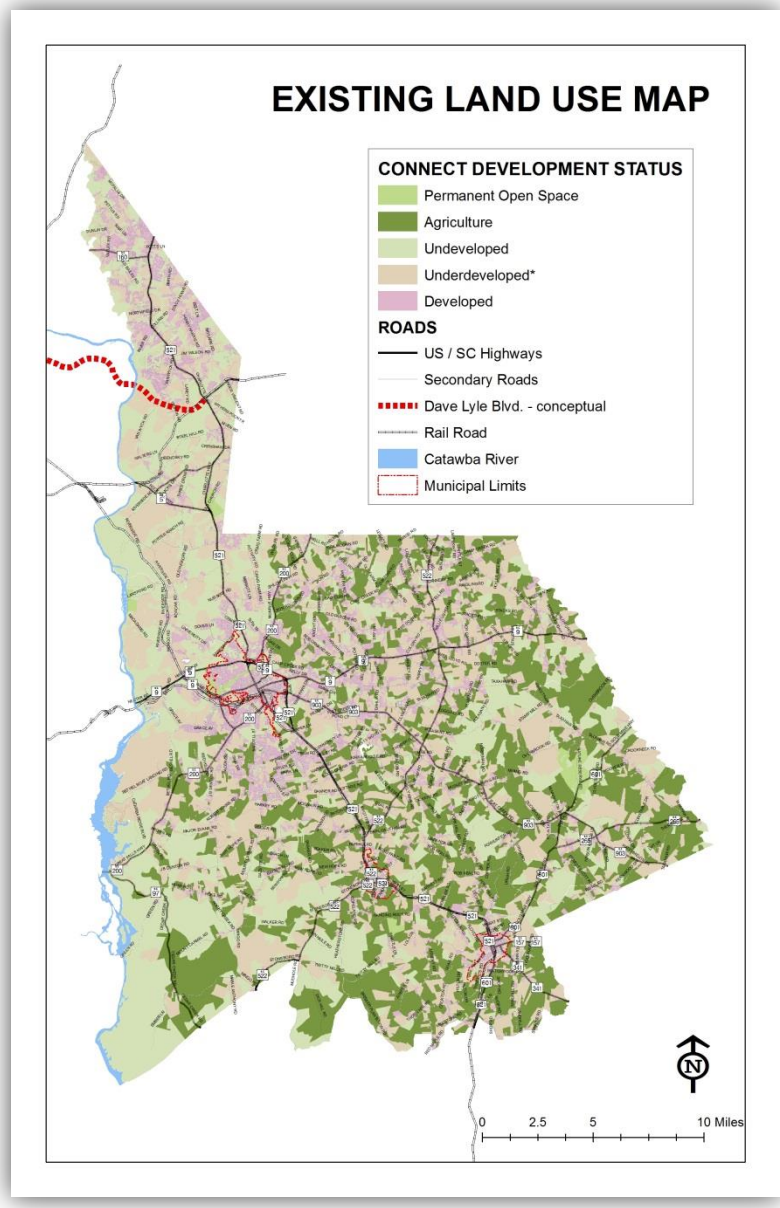
Existing Land Use Distribution

CONNECT DEVELOPMENT STATUS	PARCELS	RATIO	ACRES	RATIO
Permanent Open Space	50	0.1%	2,280	0.7%
Agriculture	2,191	4.9%	92,064	26.9%
Undeveloped	8,394	18.9%	98,050	28.6%
Underdeveloped	4,591	10.3%	108,801	31.8%
Developed	29,250	65.8%	41,354	12.1%

The highest number of land parcels (29,250) is shown as developed, which accounts for just 12.1% of the acreage in the county. Agriculture, undeveloped and underdeveloped lands have a similar amount of acres, ranging from 26.9% to 31.8%, but vary in terms of actual number of parcels. Permanent open space ranks last with 50 parcels covering 2,280 acres or less than one percent of land countywide.

The **Existing Land Use Map** on this page shows where these parcels are located in relation to one another. It is evident that the majority of Lancaster County has a significant representation of undeveloped parcels and that agricultural lands have a high concentration stretching from Buford to Kershaw to Heath Springs and just east of Lancaster. The Indian Land area has a noticeable absence of agriculture designation.

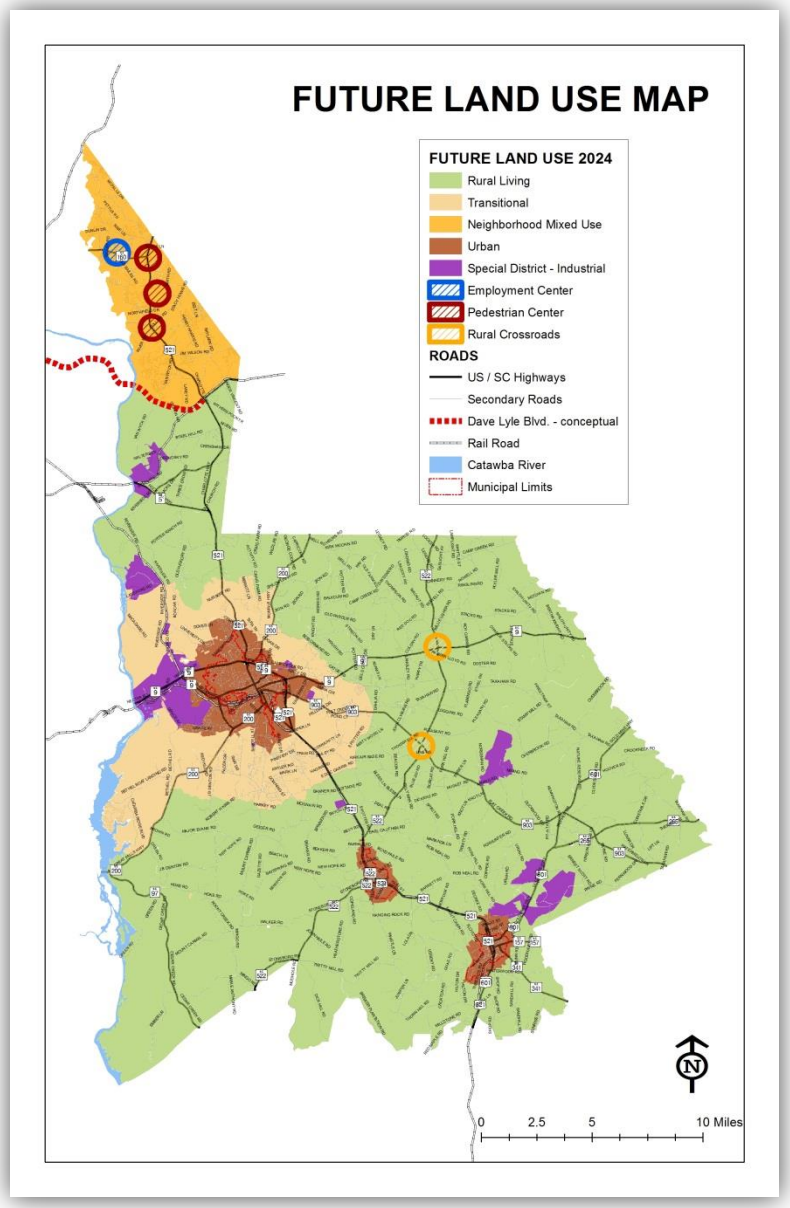
The **Future Land Use Map** on the next page takes into consideration community assets and public infrastructure (existing and proposed) that was identified in preceding elements of the Comprehensive Plan to provides a context for policy-makers to use when updating ordinances and policies that affect future public and private development activities. It also locates in general terms where future



growth may occur in the county and specifically where it may occur in relation to the municipalities.

Two challenges emerged regarding the designation and allocation of future land use categories. Conventional land use maps consider open space as an independent category, as well as, cataloging various levels of intensity for residential, commercial and industrial land uses. Open space is a legitimate land use and vital to the promotion of active and healthy lifestyles. Therefore, it should be encouraged to exist in all land use classifications, not segregated as in previous plans. The second issue deals with the narrow categorization of land use that can be an obstacle to the County Council's stated purpose of developing a new UDO and zoning map.

To increase the likelihood that the new zoning map will better reflect key principles, intended development patterns and standards outlined in the previous elements, five general land use classifications have been used. This critical feature will provide flexibility for appropriately mixing land uses and re-shaping the current development pattern of the county to protect each community's natural and cultural assets while balancing the demands for growth.



Regional Planning

CONNECT: Our Future is a three-year regional planning program (2012-2014) aimed at bringing together communities, counties, states, businesses, educators, non-profit organizations and the general public across fourteen counties in North and South Carolina to develop a shared, long-term vision for the future of the region. It builds on the CONNECT Vision completed in 2008, and continues the region's focus on well-managed growth, a safe and healthy environment, a strong and diverse economy, high quality education opportunities, enhanced social equity, and increased collaboration among jurisdictions.

The CONNECT Region is expansive, covering 7,100 square miles and 1.127 million parcels of real estate, two states, and fourteen counties. It includes 120 local communities and countless special districts such as fire districts, school districts, soil and water conservation districts, transportation divisions, etc. Cities and towns in the region range from large metropolitan centers to rural crossroads. Environmental features, such as water basins, prime agriculture soils, and air quality, bind the region together and blur city, town, county, and state boundaries.

Together, the CONNECT Region represents a land area larger than the State of Connecticut and a population greater than fifteen US States (US Census Bureau, 2010). US Census data indicates the CONNECT Region was the

fastest growing metropolitan region over one million in the United States between 2000 and 2010, and projections indicate the population could nearly double in four decades (2050).

The region is home to the world headquarters for eight Fortune 500 companies, as well as other major employers in medical, manufacturing, energy, financial, and transportation business sectors. Over half of the region's workforce lives in one county and works in another, which reinforces the need for more coordinated decision-making processes in housing, transportation, economic development, and other supporting infrastructure.

A major deliverable resulting from this regional plan is the *Preferred Growth Scenario Primer* that summarizes four alternative future year growth scenarios contemplated for the region, and enumerates the tradeoffs between them for preparing a preferred regional growth framework (comprised of a preferred growth scenario map, supporting recommendations, and a toolkit of best practices). It highlights the results from model indicators developed using CommunityViz scenario planning software, and captures the thoughts and opinions from participants in a third round of community engagement activities aimed at vetting the four alternatives. Local governments, regional councils and organizations, state agencies, and private entities are encouraged to implement items under the growth framework in accordance with local procedures and resident's stated preferences for change.

The Primer document was used as a resource for identifying strengths, weaknesses, opportunities, and trade-offs associated with each of the alternative growth scenarios. Participants will also work together to learn more about the push and pull relationships between the environment, development patterns and intensities, supporting infrastructure, and fiscal sustainability for defining the tenets of a preferred growth scenario for the CONNECT Region and specifically Lancaster County. Other resource documents that support the scenario planning initiative for *CONNECT: Our Future* are available on the project's website (www.ConnectOurFuture.org).

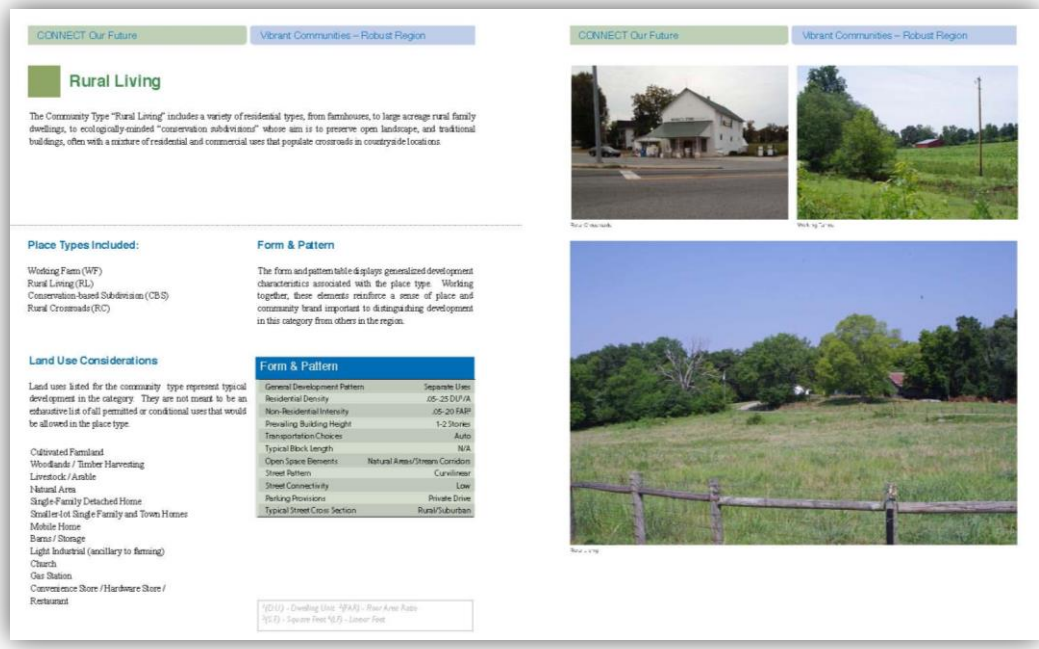
Community Types

An important concept introduced during the regional planning process was designating areas based on "community types." Community types are physical descriptions of different kinds of built or natural environments – such as "rural living," "walkable neighborhood," or "suburban commercial center" to name just a few. The use of community types marks a significant shift in planning practice in the last ten to fifteen years, away from conventional and functional designations that merely specified the use of land and towards a renewed interest in the relationships between land uses and urban design. The objective of this more contextual way of classifying land uses is to produce more economically and environmentally attractive places to live, work and play.

Future Land Use Category Association Chart

CONNECT COMMUNITY TYPE	FUTURE LAND USE CATEGORY
Rural Living	Rural Living
Suburban SF/MF Residential & Commercial	Transitional
Walkable Neighborhood	Neighborhood Mixed Use
Walkable Neighborhood w/ additional intensity	Urban
Industrial Center	Special District - Industrial
	SPECIAL CENTERS
Suburban Office Center	Employment Center
Walkable Activity Center	Pedestrian Center
Rural Living w/ additional commercial uses	Rural Crossroads

The table on the previous page provides an association chart that relates the CONNECT community type with the land use category and special centers shown on the Future Land Use Map. Detailed descriptions and graphics for each of the future land use classifications are available in the Appendix (example shown here). This information will be used as the foundation for the UDO re-write and updated zoning map.



CONNECT Our Future | Vibrant Communities – Robust Region

Rural Living

The Community Type "Rural Living" includes a variety of residential types, from farmhouses, to large acreage rural family dwellings, to ecologically-minded "conservation subdivisions" whose aim is to preserve open landscape, and traditional buildings, often with a mixture of residential and commercial uses that populate crossroads in countryside locations.

Place Types Included:

Working Farm (WF)
Rural Living (RL)
Conservation-based Subdivision (CBS)
Rural Crossroads (RC)

Form & Pattern

The form and pattern table displays generalized development characteristics associated with the place type. Working together, these elements reinforce a sense of place and community brand important to distinguishing development in this category from others in the region.

Land Use Considerations

Land uses listed for the community type represent typical development in the category. They are not meant to be an exhaustive list of all permitted or conditional uses that would be allowed in the place type.

Cultivated Farmland
Woodlands / Timber Harvesting
Livestock / Arable
Natural Area
Single-Family Detached Home
Smaller-lot Single Family and Town Homes
Mobile Home
Barns / Storage
Light Industrial (ancillary to farming)
Church
Gas Station
Convenience Store / Hardware Store / Restaurant

Form & Pattern	
General Development Pattern	Separate Uses
Residential Density	.05-.25 DU*/A
Non-Residential Intensity	.05-.20 FAR*
Prevailing Building Height	1-2 Stories
Transportation Choices	Auto
Typical Block Length	N/A
Open Space Elements	Natural Areas/Stream Corridors
Street Pattern	Curvilinear
Street Connectivity	Low
Parking Provisions	Private Drive
Typical Street Cross Section	Rural/Suburban

*(DU) - Dwelling Unit *(FAR) - Floor Area Ratio
*(S.F.) - Square Feet *(L.F.) - Linear Feet

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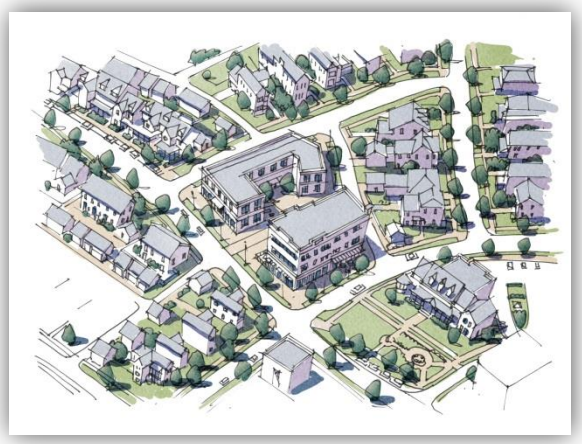
Special centers were also identified on the Future Land Use Map to designate areas along key transportation corridors that deserve particular attention. This concept was first used in the **US 521 / SC 9 Corridor Study** (completed in 2010) to promote the important relationship between land use and transportation and to guide economic development activities. [www.catawbacog.org/category/documents/transportation]

Additional graphics for the future land use categories are provided on the following pages as illustrative examples that are readily understandable and relatable to existing communities in Lancaster County.

Rural Living

Neighborhood Mixed Use + Urban



Transitional

Transitional (continued)

Special District – Industrial

Employment Center

Pedestrian Center

Priority Investment Element

INTRODUCTION & FRAMEWORK

In May 2007, the South Carolina Priority Investment Act (PIA) was signed into law. The PIA consists of amendments to the 1994 Local Government Comprehensive Planning Enabling Act that include establishing a new Priority Investment Element to the list of required elements for local comprehensive plans. The Priority Investment Element serves to connect the major capital improvement needs identified in the other elements of the comprehensive plan. State Law notes that:

> A priority investment element [is required] that analyzes the likely federal, state, and local funds available for public infrastructure and facilities during the next ten years, and recommends the projects for expenditure of those funds during the next ten years for needed public infrastructure and facilities such as water, sewer, roads, and schools. The recommendation of those projects for public expenditure must be done through coordination with adjacent and relevant jurisdictions and agencies. For the purposes of this item, 'adjacent and relevant jurisdictions and agencies' means those counties, municipalities, public service districts, school districts, public and private utilities, transportation agencies, and other public entities that are affected by or have planning authority over the public project. For the purposes of this item, 'coordination' means written notification by the local planning commission or its staff to adjacent and relevant jurisdictions and agencies of the proposed projects and the opportunity for adjacent and relevant jurisdictions and agencies to provide comment to the planning commission or its staff concerning the proposed projects. (www.scstatehouse.gov/code/t06c029.htm)

The legal definition of 'public infrastructure and facilities' is somewhat flexible; therefore, this element will include a ten-year inventory of public facilities and infrastructure improvements that have an estimated cost of at least $100,000 and are identified in one or more of the following:

1. Capital Sales Tax Projects (pending referendum set for November 4, 2014)
2. Lancaster County Capital Improvements Program
3. Strategic or Capital Plans for any unit of local government in Lancaster County
4. Strategic or Capital Plans for any utility provider in Lancaster County
5. Strategic or Capital Plans for any state or federal agency in Lancaster County

Tables on subsequent pages include the project name, location, estimated cost, funding source and target date for a variety of projects located across Lancaster County.

Capital Sales Tax Projects
(Subject to Voter Approval)

LANCASTER COUNTY	LOCATION	TYPE	TARGET YEAR	ESTIMATED COST
Sheriff's Department Crime Lab	Lancaster	Equipment	TBD	$ 238,000
Road System Improvements	Coutywide	Roads	2015-2022	$ 26,000,000
Public Safety Radio System	Countywide	Equipment	2017	$ 7,500,000
Library System Improvements	TBD	Facility	TBD	$ 8,000,000
				$ 41,738,000

Lancaster County CIP 2012-2021
Major Projects

LANCASTER COUNTY	LOCATION	TYPE	TARGET YEAR	ESTIMATED COST
Airport				
Land Acquisition for AWOS	McWhirter Field	Land	2015	$ 165,000
Land Acquisition	McWhirter Field	Land	2017	$ 750,000
Fire Service / Emergency Management				
Fire Station Bays	Countywide	Facility	2017-2022	$ 4,720,500
Burn Training Facility Building	Pageland Hwy	Facility	2015	$ 700,000
Eastside Radio Tower	Buford	Facility	2017-2022	$ 1,500,000
Westside Radio Tower	Bell Town	Facility	2017-2022	$ 1,500,000
Emergency Medical Services				
EMS Stations Construction / Relocation	Countywide	Land + Facility	2017-2022	$ 3,066,000
Library				
Main Library (Addition and Renovation)	Lancaster	Facility	2017	$ 5,189,769
Kershaw Branch Library Expansion	Kershaw	Facility	2017	$ 751,518
Future Buford Branch Library	Buford	Land + Facility	2013 + 2017	$ 1,520,000
Parks & Recreation				
Lancaster County Sports Complex	Lancaster	Facility	2017-2022	$ 6,044,500
Indian Land - Gym / Playground / Picnic / Practice	Indian Land	Facility	2015	$ 5,498,500
Buford - Parking Lot / Walking Track	Buford	Facility	2017-2022	$ 200,000
Kershaw - Land Purchase	Kershaw	Land	2014	$ 20,000
Springdale - Land / Parking Lot (Replacement)	Lancaster	Land + Facility	2014	$ 325,000
Public Works				
Public Works Complex Development	Pageland Hwy	Facility	2017-2022	$ 4,949,000
Bridge Structures	Countywide	Facility	2017	$ 3,600,000
Improvements at Convenience Centers	Countywide	Facility	2015-17	$ 750,000
Sheriff				
Detention Center	TBD	Facility	2017-2022	$ 26,921,000
				$ 68,170,787

Lancaster County School District
Capital Projects 2015-2021

LANCASTER COUNTY SCHOOL DISTRICT	LOCATION	TYPE	TARGET YEAR	ESTIMATED COST
Heating and Cooling	Multiple	Equipment	2015-2019	$ 3,209,570
Energy Management	Multiple	Equipment	2015-2019	$ 596,000
Lighting/Ceilings	Multiple	Equipment	2015-2019	$ 791,200
Floors	Multiple	Equipment	2015-2021	$ 350,000
Paving	Multiple	Equipment	2015-2021	$ 2,100,000
Bathrooms	Multiple	Equipment	2015-2021	$ 770,000
Lockers	Multiple	Equipment	2015-2021	$ 140,000
Electrical	Multiple	Equipment	2015-2021	$ 350,000
Technology	Multiple	Equipment	2015-2019	$ 7,649,595
Building Security	Multiple	Equipment	2015-2021	$ 800,000
Media	Multiple	Equipment	2015-2021	$ 2,202,151
Arts Support	Multiple	Equipment	2015-2021	$ 560,000
Vehicle-Maintenance / Transportation	Multiple	Equipment	2015-2021	$ 220,000
Furniture	Multiple	Equipment	2015-2021	$ 550,856
Food Service Equipment / Hoods	Multiple	Equipment	2015-2016	$ 600,000
				$ 20,889,372

Lancaster County School District maintains a Capital Needs Summary Schedule as part of its annual operating budget. (http://xserve.lcsd.k12.sc.us/LCSD/Web/Fin/BudApproved062414.pdf) The table above reflects projected expenditures over the next seven years based on the District's capital facilities plan identified capital needs.

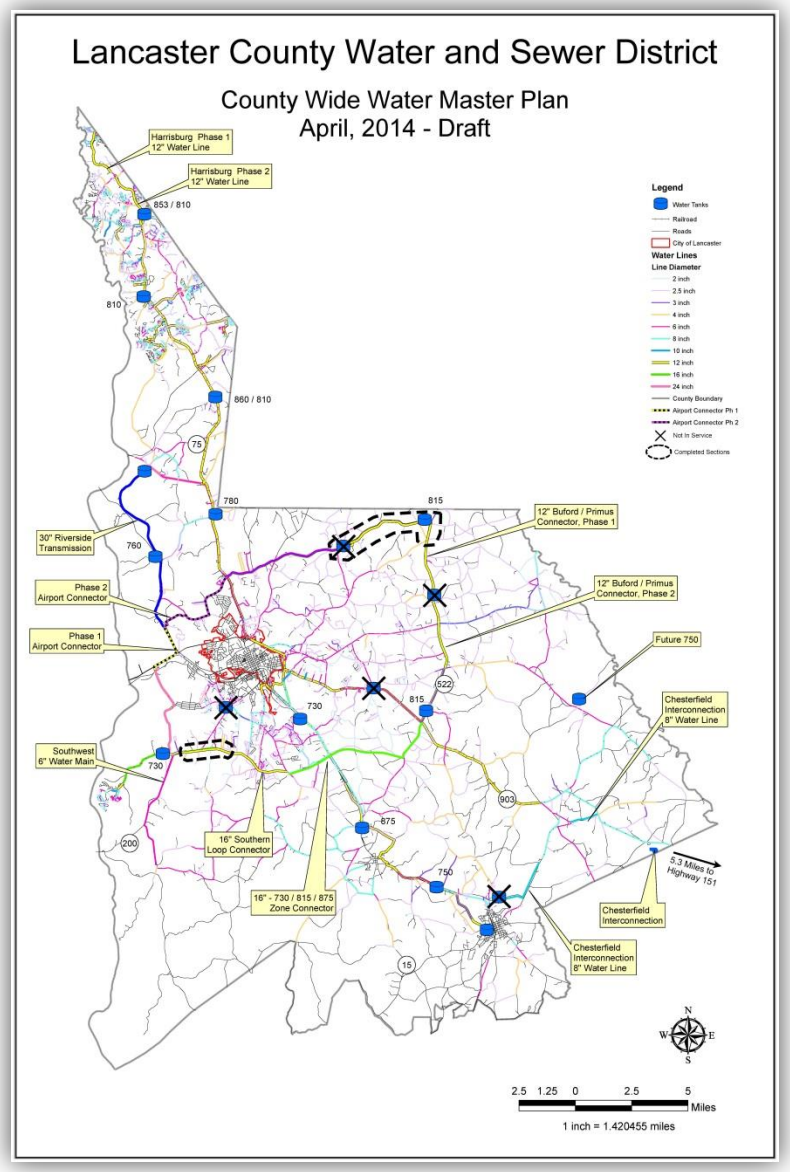
Lancaster County Water Sewer District organizes its capital projects in five year increments (0-5 years and 5-10 years). The following information reflects draft information updated in April 2014 and pending LCWSD Board approval. The accompanying maps show countywide and Indian Land specific projects.

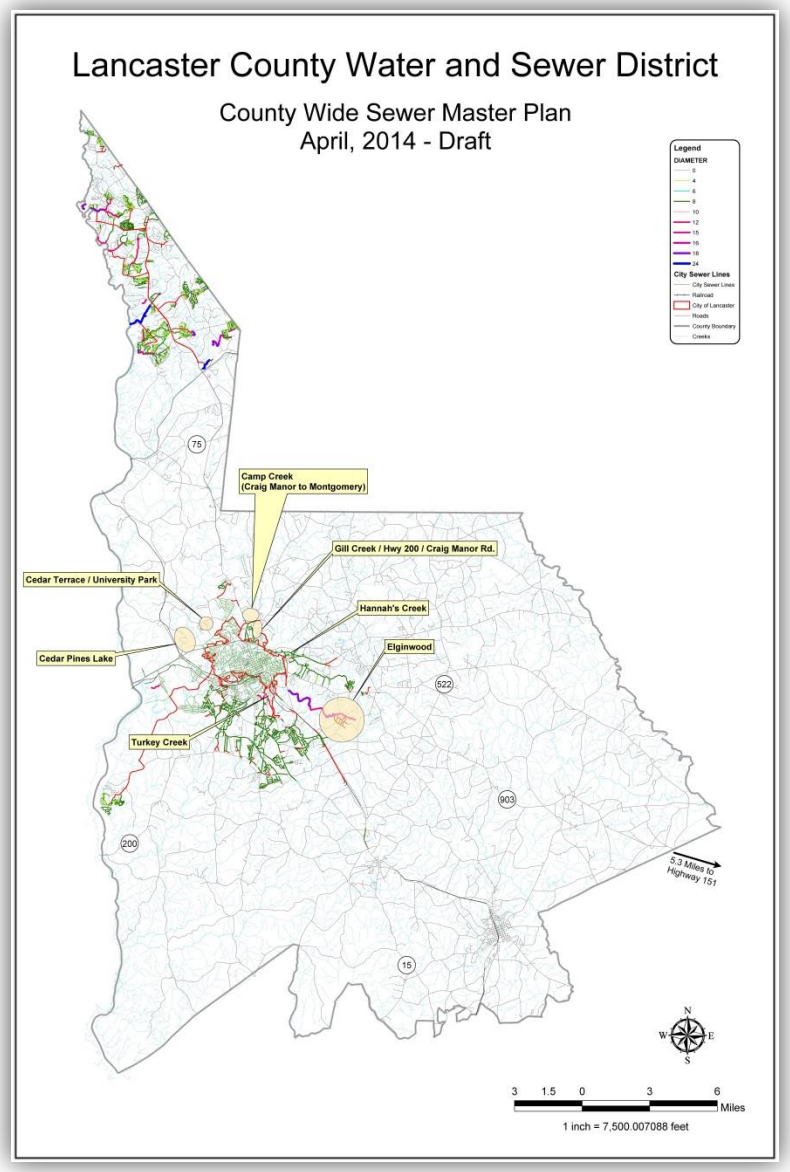
Lancaster County Water and Sewer District
Needs-Driven Water and Sewer Capital Improvement Projections
April, 2014 - DRAFT

Capital Improvements Program		Distribution, Transmission, and Collection System Improvements			
		Panhandle Water	**Panhandle Sewer**	**Base County Water**	**Base County Sewer**
0-5 years					
Water	**Est. Cost**				
Catawba River WTP - Reservoir Expansion	$ 16,450,000				
Catawba River WTP - Process Modifications	$ 8,950,000				
Harrisburg Road 12" Water Main (Ph 1)	$ 593,375	$ 593,375			
16" Transmission - Ph 1 (IL Schools to Windsor Trace)	$ 840,000	$ 840,000			
Buford / Unity (Ph 3 - cont.) - Connection to Primus System	$ 506,250			$ 506,250	
Panhandle Water Master Plan (Hwy 160)	$ 725,000	$ 725,000			
Panhandle Water Master Plan (Harrisburg Rd at McAlpine Crk)	$ 362,375	$ 362,375			
Airport Connector, (Ph 2)	$ 1,715,000			$ 1,715,000	
Land Acquisition	$ 500,000	$ 400,000		$ 100,000	
SC DOT Road Widening Projects (1/2 from reserves / other)	$ 625,000	$ 175,000	$ 125,000	$ 250,000	$ 75,000
Subtotal	$ 31,267,000				
Sewer					
Bear Creek / Elgin Gravity Sewer (25% remaining)	$ 487,025				$ 487,025
Hwy 160 Widening - 18" Forcemain	$ 281,300		$ 281,300		
Clem's Branch / Sugar Creek Interceptor (Ph 1)	$ 655,500		$ 655,500		
Clem's Branch / Sugar Creek Interceptor (Ph 2)	$ 937,500		$ 937,500		
Twelve Mile Crk Interceptor (Ph 1)	$ 1,406,250		$ 1,406,250		
Waxhaw Creek Master Plan Sewer (Ph 1)	$ 2,100,000		$ 700,000		$ 1,400,000
Panhandle Gravity Sewer	$ 1,200,000		$ 1,200,000		
Land Acquisition	$ 300,000		$ 150,000		$ 150,000
Subtotal	$ 7,367,575				

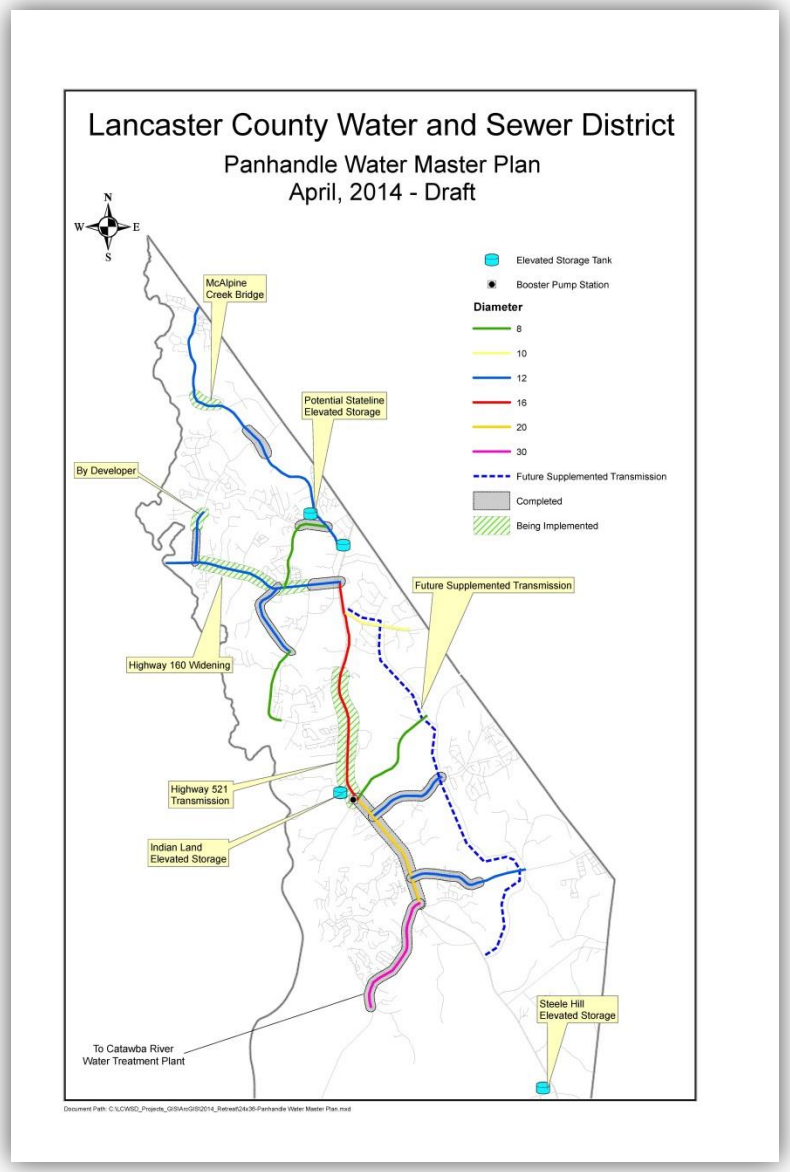
Lancaster County Water and Sewer District
Needs-Driven Water and Sewer Capital Improvement Projections
April, 2014 - DRAFT

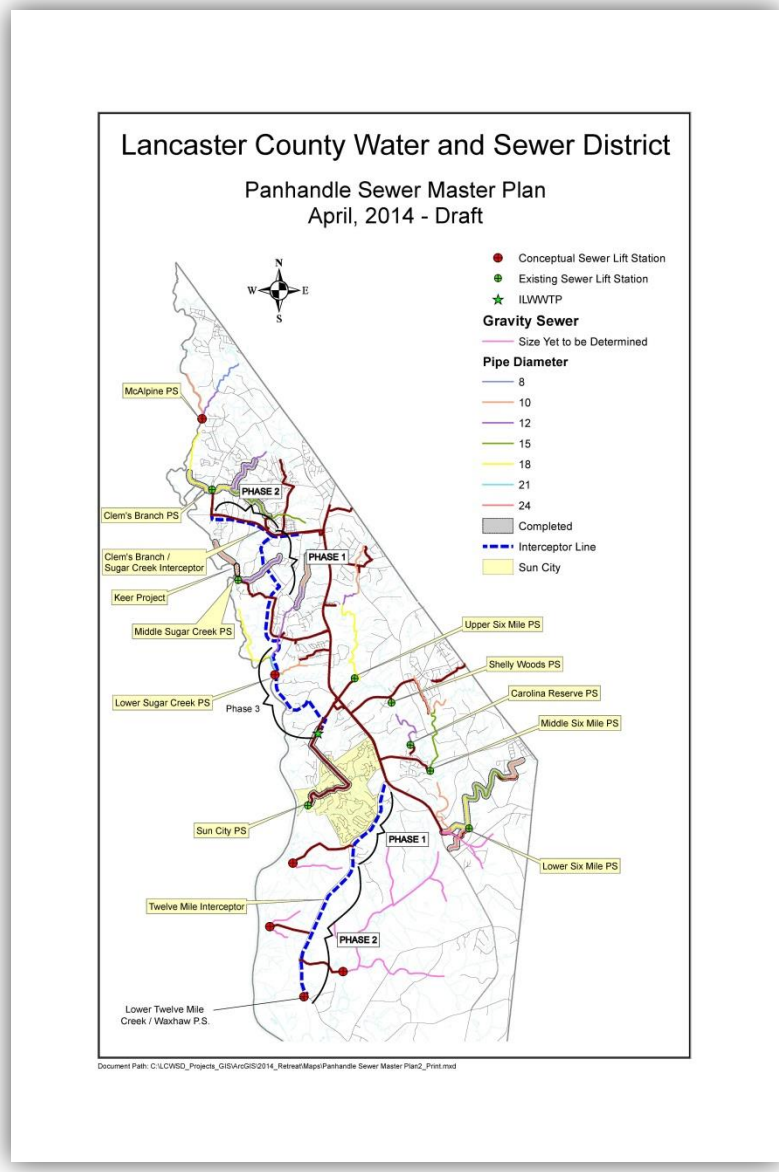
Capital Improvements Program		Distribution, Transmission, and Collection System Improvements			
5-10 years		**Panhandle Water**	**Panhandle Sewer**	**Base County Water**	**Base County Sewer**
Water	**Est. Cost**				
Catawba Ridge Water Improvements	$ 310,000			$ 310,000	
Harrisburg Road WM (Ph 2)	$ 646,250	$ 646,250			
Southwest Water Upgrades	$ 675,000			$ 675,000	
Relocate State Line Tank (1,000,000 gal)	$ 1,800,000	$ 1,800,000			
Airport Connector (Ph 1)	$ 2,070,000			$ 2,070,000	
Buford / Primus Connector (Ph 2)	$ 712,500			$ 712,500	
Panhandle Water Master Plan	$ 950,000	$ 950,000			
Lower / Replace Steele Hill Tank	$ 1,500,000	$ 1,500,000			
SC DOT Road Widening Projects (1/2 from reserves / other)	$ 625,000	$ 175,000	$ 125,000	$ 250,000	$ 75,000
Land Acquisition	$ 500,000	$ 300,000		$ 200,000	
Subtotal	$ 9,788,750				
Sewer					
Indian Land WWTP Upgrade (2-4 MGD)	$ 7,000,000				
Clem's Branch PS Upgrade	$ 750,000		$ 750,000		
Clem's Branch / Sugar Creek Interceptor, (Ph 3)	$ 2,062,500		$ 2,062,500		
Twelve Mile Crk Interceptor, (Ph 2)	$ 1,100,000		$ 1,100,000		
Turkey Creek Gravity Sewer	$ 360,000				$ 360,000
Hannah's Creek Gravity Sewer Upgrade	$ 638,000				$ 638,000
Catawba Ridge Sewer Improvements	$ 1,000,000				$ 1,000,000
Waxhaw Creek Master Plan Sewer (Ph 2)	$ 3,000,000		$ 1,000,000		$ 2,000,000
Master Gravity Sewer Program	$ 1,656,250				$ 1,656,250
Panhandle Gravity Sewer	$ 1,200,000		$ 1,200,000		
Land Acquisition	$ 400,000		$ 200,000		$ 200,000
Subtotal	$ 19,166,750				





Note: Larger images will be available in the electronic version of this plan.





Note: Larger images will be available in the electronic version of this plan.

Transportation system maintenance and improvements funded with federal and state allocations are handled by SCDOT, RFATS and Catawba Regional. While these agencies communicate regularly and coordinate projects, each has an independent board that prioritizes requests at its discretion. The following table provides a summary of planned projects over the 10-year horizon of this plan.

Lancaster County Transportation System Improvement Projects 2015-2019

STATE & FEDERAL TRANSPORTATION PROJECTS	LOCATION	TYPE	TARGET YEAR	ESTIMATED COST	AGENCY
SC 160 (Phase II to York County line)	Indian Land	Upgrade	2008-2019	$ 10,402,700	RFATS
US 521 / Andrew Jackson School	Kershaw	Safety	2015-2017	$ 360,000	CRCOG
S-29-67 (Hubbard Drive) @ USC-L	Lancaster	Safety	2014-2015	$ 100,000	CRCOG
SC 522 / Buford School	Buford	Safety	2015-2017	$ 360,000	CRCOG
US 521 / Marvin Road intersection	Indian Land	Safety	2016-2018	$ 755,500	RFATS
				$ 11,978,200	

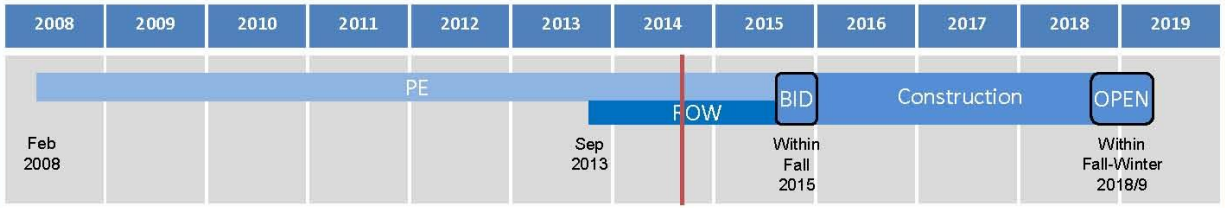
Due to its complex nature, the SC 160 improvement project has seen multiple revisions to its scope, budget and timeline for completion. The project design has been completed and the right-of-way acquisition phase is underway. On the following page the project detail sheet prepared by SCDOT provides an easy to read summary of work to date and timeframes for completing the improvements.

SC 160 Phase 2 Widening Project

Project Description

The project's scope is to widen SC 160 from S-157 (Possum Hollow Road) to the York County line at Sugar Creek. The widening will be 5 lanes from S-157 to Rosemont Drive / McMillan Park Drive and 3 lanes from Rosemont Drive / McMillan Park Drive to the York County line at Sugar Creek. This project will improve the operational efficiency of the traffic flow along SC 160 by the addition of a center turn lane along the entire project and an additional travel lane in each direction for a portion of the project.

Status and Planned Schedule (Subject to Change)

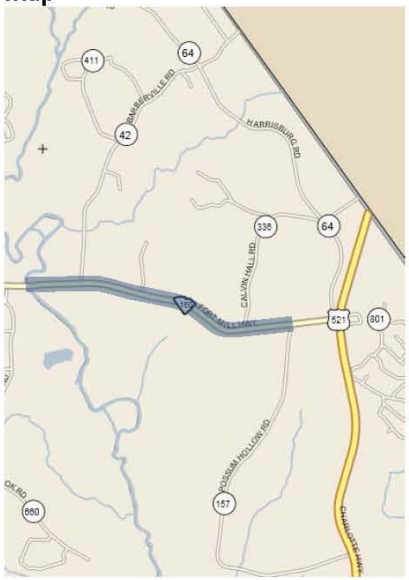


Condition At-a-Glance

Attribute	Current Status	Action Plan
Scope	G The FONSI that FHWA issued confirms that the scope fulfills Purpose & Need. Final design in progress.	Continue final design. Manage utility coordination to mitigate risks.
Schedule	R This month, complications in ROW acquisition caused shift of construction letting by 4 months from Summer 2015 to Fall 2015.	Risk of 2-3 month slip in letting still possible depending on how ROW proceeds. ROW will be monitored closely.
Costs	G ROW acquisition cost was approx. $4 million less than initially anticipated. Project funding will be shifted to RFATS MPO.	New construction cost estimate underway but will likely be close to current estimate. Ensure smooth transfer of project to RFATS.
Overall	Y ROW cost and construction schedule risks exist due to uncertainties in ROW acquisition.	ROW cost and letting schedule risks will diminish as ROW progresses and more quantities are known.

Attribute Symbol Legend: G Not likely to change. Y Change possible. R Likely to change.

Map



Project Funding by Phase

Phase of Work	Amount ($)
Preliminary Engineering	150,000
Right-of-Way	3,252,700
Utility Relocation	Est 100,000
Construction	6,900,000
Total	10,402,700

Project Budget

Source	Amount ($)
Federal Guideshare	8,322,160
Federal Other	0
State (20% Guideshare match)	2,080,540
Local	0
Total	10,402,700

PARTNERSHIPS

Lancaster County has many public agencies and providers that deliver services to the county's residents and businesses. The community facilities and transportation elements of this comprehensive plan are good places to start when identifying outside funding sources and partnership opportunities. The table below lists the service providers that meet the state requirement of 'adjacent and relevant jurisdictions and agencies' that should be consulted regularly regarding capital projects and major policy changes.

Adjacent and Relevant Jurisdictions & Agencies

PROVIDER	SERVICE
City of Lancaster	Municipality
Comporium Communications	Telecommunications
Duke Energy	Electricity
Lancaster County School District	Public Education
Lancaster County Water & Sewer District	Water & Sewer
SC Department of Transportation	Transportation
Town of Heath Springs	Municipality
Town of Kershaw	Municipality

Community Types Appendix A

An important concept introduced during the regional planning process was designating areas based on "community types." Community types are physical descriptions of different kinds of built or natural environments – such as "rural living," "walkable neighborhood," or "suburban commercial center" to name just a few. The use of community types marks a significant shift in planning practice in the last ten to fifteen years, away from conventional and functional designations that merely specified the use of land and towards a renewed interest in the relationships between land uses and urban design. The objective of this more contextual way of classifying land uses is to produce more economically and environmentally attractive places to live, work and play.

Future Land Use Category Association Chart

CONNECT COMMUNITY TYPE	FUTURE LAND USE CATEGORY
Rural Living	Rural Living
Suburban SF/MF Residential & Commercial	Transitional
Walkable Neighborhood	Neighborhood Mixed Use
Walkable Neighborhood w/ additional intensity	Urban
Industrial Center	Special District - Industrial
	SPECIAL CENTERS
Suburban Office Center	Employment Center
Walkable Activity Center	Pedestrian Center
Rural Living w/ additional commercial uses	Rural Crossroads

Rural Living

The Community Type "Rural Living" includes a variety of residential types, from farmhouses, to large acreage rural family dwellings, to ecologically-minded "conservation subdivisions" whose aim is to preserve open landscape, and traditional buildings, often with a mixture of residential and commercial uses that populate crossroads in countryside locations.

Place Types Included:

Working Farm (WF)
Rural Living (RL)
Conservation-based Subdivision (CBS)
Rural Crossroads (RC)

Land Use Considerations

Land uses listed for the community type represent typical development in the category. They are not meant to be an exhaustive list of all permitted or conditional uses that would be allowed in the place type.

Cultivated Farmland
Woodlands / Timber Harvesting
Livestock / Arable
Natural Area
Single-Family Detached Home
Smaller-lot Single Family and Town Homes
Mobile Home
Barns / Storage
Light Industrial (ancillary to farming)
Church
Gas Station
Convenience Store / Hardware Store / Restaurant

Form & Pattern

The form and pattern table displays generalized development characteristics associated with the place type. Working together, these elements reinforce a sense of place and community brand important to distinguishing development in this category from others in the region.

Form & Pattern	
General Development Pattern	Separate Uses
Residential Density	.05-.25 DU[1]/A
Non-Residential Intensity	.05-.20 FAR[2]
Prevailing Building Height	1-2 Stories
Transportation Choices	Auto
Typical Block Length	N/A
Open Space Elements	Natural Areas/Stream Corridors
Street Pattern	Curvilinear
Street Connectivity	Low
Parking Provisions	Private Drive
Typical Street Cross Section	Rural/Suburban

[1](D.U.) - Dwelling Unit [2](FAR) - Floor Area Ratio
[3](S.F.) - Square Feet [4](LF) - Linear Feet

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Rural Crossroads

Working Farms

Rural Living

Suburban Single-Family Neighborhood

Suburban single-family neighborhoods are formed as subdivisions or communities, with a relatively uniform housing type and density throughout. They may support a variety of single-family detached residential types, from mobile homes to large-lot, low-density single-family homes to denser formats of smaller single-family homes. Homes are oriented interior to the neighborhood and typically buffered from surrounding development by transitional uses or landscaped areas.

Suburban single-family neighborhoods are often found in close proximity to suburban commercial, office, and industrial centers, and help provide the consumers needed to support these centers.

Place Types Included:

Town Home/Small Condo (THC)
Mixed-Density Residential (MDR)
Multi-Family Residential (MFR)

Land Use Considerations

Land uses listed for the community type represent typical development in the category. They are not meant to be an exhaustive list of all permitted or conditional uses that would be allowed in the place type.

Mobile / Modular Homes
Single-Family Detached Home
Single-Family Attached Home (Town Home / Duplex)
Church
School
Community Park
Community Center / Pool and Recreational Amenities
Natural Area

Form & Pattern

The form and pattern table displays generalized development characteristics associated with the place type. Working together, these elements reinforce a sense of place and community brand important to distinguishing development in this category from others in the region.

Form & Pattern	
General Development Pattern	Separate Uses
Residential Density	1.0-6.0 DU[1]/A
Non-Residential Intensity	N/A
Prevailing Building Height	1-2 Stories
Transportation Choices	Auto
Typical Block Length	800-1,500 LF
Open Space Elements	Greenway/Natural Areas
Street Pattern	Curvilinear
Street Connectivity	Low/Medium
Parking Provisions	Private Driveway
Typical Street Cross Section	Rural/Suburban/Urban

[1](D.U.) - Dwelling Unit [2](FAR) - Floor Area Ratio
[3](S.F.) - Square Feet [4](LF) - Linear Feet

CONNECT Our Future | Vibrant Communities – Robust Region

Small Lot Residential

Small Lot Residential

Large Lot Residential

Suburban Multi-Family Neighborhood

Suburban multifamily neighborhoods are generally formed as complexes or communities, with a relatively uniform housing type and density throughout. They support the highest residential density in the suburban landscape, and may contain one of the following housing types: condominiums, townhomes, senior housing, or apartments.

Suburban multifamily neighborhoods are found in close proximity to suburban commercial, office, and industrial centers, and help provide the consumers needed to support these centers. Buildings are oriented interior to the site and typically buffered from surrounding development by transitional uses or landscaped areas. Large parking lots and low street connectivity are common in suburban multifamily neighborhoods.

Place Types Included:

Town Home/Small Condo (THC)
Mixed-Density Residential (MDR)
Multi-Family Residential (MFR)

Land Use Considerations

Land uses listed for the community type represent typical development in the category. They are not meant to be an exhaustive list of all permitted or conditional uses that would be allowed in the place type.

Mobile / Modular Homes
Single-Family Detached Home
Single-Family Attached Home (Town Home / Duplex)
Church
School
Community Park
Community Center / Pool and Recreational Amenities
Natural Area

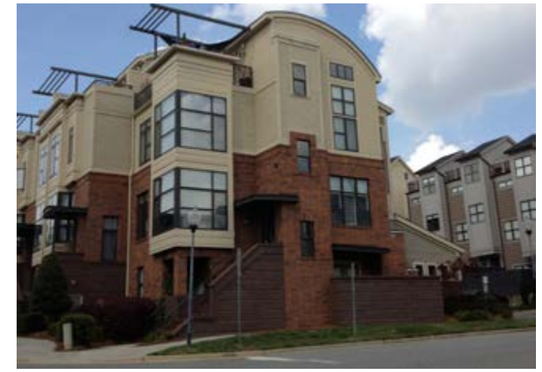
Form & Pattern

The form and pattern table displays generalized development characteristics associated with the place type. Working together, these elements reinforce a sense of place and community brand important to distinguishing development in this category from others in the region.

Form & Pattern	
General Development Pattern	Separate Uses
Residential Density	8.0-16.0 DU[1]/A
Non-Residential Intensity	N/A
Prevailing Building Height	1-4 Stories
Transportation Choices	Auto
Typical Block Length	400-800 LF
Open Space Elements	Greenway/Natural Areas/Parks
Street Pattern	Modified Grid
Street Connectivity	Medium
Parking Provisions	Private Driveway/On-Street Parking/Surface Lot
Typical Street Cross Section	Suburban/Urban

[1](D.U.) - Dwelling Unit [2](FAR) - Floor Area Ratio
[3](S.F.) - Square Feet [4](LF) - Linear Feet

CONNECT Our Future | Vibrant Communities – Robust Region


Condominiums

Townhomes

Condominiums

Suburban Commercial Center

Suburban commercial centers serve the daily needs of surrounding residential neighborhoods. They typically locate near high-volume roads and key intersections, and are designed to be accessible primarily by automobile. Buildings are set back from the road behind large surface parking lots, with little connectivity between adjacent businesses. Common types of suburban centers in the region include multi-tenant strip centers, big box stores, small outparcels with a drive-through, and large shopping malls.

Place Types Included:

Neighborhood Commercial Center (NCC)
Suburban Commercial Center (SCC)
Highway Commercial (HC)

Land Use Considerations

Land uses listed for the community type represent typical development in the category. They are not meant to be an exhaustive list of all permitted or conditional uses that would be allowed in the place type.

Small supermarket
Convenience store
Large supermarket
Drug store
Bank
Restaurant
Big Box commercial
Hotel
Professional Office
Call center
Medical office
Fire station

Form & Pattern

The form and pattern table displays generalized development characteristics associated with the place type. Working together, these elements reinforce a sense of place and community brand important to distinguishing development in this category from others in the region.

Form & Pattern	
General Development Pattern	Separate Uses
Residential Density	N/A
Non-Residential Intensity	.15-.35 FAR
Prevailing Building Height	1-2 Stories
Transportation Choices	Auto
Typical Block Length	N/A
Open Space Elements	Landscape Buffers/Natural Areas
Street Pattern	N/A
Street Connectivity	N/A
Parking Provisions	Surface Lot
Typical Street Cross Section	Suburban

[1](D.U.) - Dwelling Unit [2](FAR) - Floor Area Ratio
[3](S.F.) - Square Feet [4](LF) - Linear Feet

CONNECT Our Future | Vibrant Communities – Robust Region

Neighborhood Commercial Center

Suburban Commercial Center

Suburban Commercial Center

Walkable Neighborhood

The Community Type "Walkable Neighborhood" is synonymous with the Place Type "Mixed-Use Neighborhood." This is due to its very specific characteristics that set it apart from most other Place Types by virtue of its deliberately structured mix of dwelling types in a development context that often operates through the separation of uses, densities and/or land value. This Place Type and Community Type has its roots in the traditional character of American communities during the early part of the 20th century, and has been revived in recent decades as a relevant option for future development.

Place Types Included:

Mixed-Use Neighborhood (MUN)

Land Use Considerations

Land uses listed for the community type represent typical development in the category. They are not meant to be an exhaustive list of all permitted or conditional uses that would be allowed in the place type.

Single-Family Detached Home
Single-Family Attached Home (Town Home / Duplex)
Condominium / Apartment
Neighborhood Commercial
Restaurant
Professional Office
Government Building
Church
School
Community Park / Pocket Park
Natural Area

Form & Pattern

The form and pattern table displays generalized development characteristics associated with the place type. Working together, these elements reinforce a sense of place and community brand important to distinguishing development in this category from others in the region.

Form & Pattern	
General Development Pattern	Mix of Uses
Residential Density	4-20 DU[1]/A
Non-Residential Intensity	.5- 1.5 FAR[2]
Prevailing Building Height	1-4 Stories
Transportation Choices	Auto/Bicycle/Walking/Transit
Typical Block Length	300-600 Ft.
Open Space Elements	Pocket Parks/Plazas
Street Pattern	Grid/Modified Grid
Street Connectivity	High
Parking Provisions	On-Street/Surface Lot/Shared Parking
Typical Street Cross Section	Urban

[1](D.U.) - Dwelling Unit [2](FAR) - Floor Area Ratio
[3](S.F.) - Square Feet [4](LF) - Linear Feet

FINAL DRAFT FOR 3RD READING ON 12.08.2014

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Walkalbe Neighborhood

Dilworth, Walkable Neighborhood

Walkable Neighborhood

Industrial Center

The Community Type "Industrial Center" includes both heavy and light manufacturing, from clean and green data handling complexes to manufacturing / extraction / distribution processes or power plants that require careful environmental management. These uses usually require considerable land areas and are set aside from other development for environmental or security concerns, or for reasons of heavy truck traffic flow.

Place Types Included:

Heavy Industrial Center (HIC)
Light Industrial Center (LIC)

Land Use Considerations

Land uses listed for the community type represent typical development in the category. They are not meant to be an exhaustive list of all permitted or conditional uses that would be allowed in the place type.

Factory
Heavy Assembly Plant
Regional Warehouse / Trucking Distribution
Landfill / Quarry
Light Manufacturing and Assembly
Laboratory
Data Handling Plant
Natural Area

Form & Pattern

The form and pattern table displays generalized development characteristics associated with the place type. Working together, these elements reinforce a sense of place and community brand important to distinguishing development in this category from others in the region.

Form & Pattern	
General Development Pattern	Separate Uses
Residential Density	N/A
Non-Residential Intensity	.10-.20 FAR[2]
Prevailing Building Height	1-2 Stories
Transportation Choices	Auto/Trucks/Rail
Typical Block Length	N/A
Open Space Elements	Natural Areas
Street Pattern	Curvilinear
Street Connectivity	Low
Parking Provisions	Surface Lot
Typical Street Cross Section	Suburban

[1](D.U.) - Dwelling Unit [2](FAR) - Floor Area Ratio
[3](S.F.) - Square Feet [4](LF) - Linear Feet

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Heavy Industrial Center

Light Industrial Center

Heavy Industrial Center

Suburban Office Center

Suburban office centers provide opportunities to concentrate employment in the region. They include both large-scale isolated buildings with numerous employees as well as areas containing multiple office uses that support and serve one another. They are typically buffered from surrounding development by transitional uses or landscaped areas and are often located in close proximity to major highways or thoroughfares.

Place Types Included:

Suburban Office Center (SOC)

Land Use Considerations

Land uses listed for the community type represent typical development in the category. They are not meant to be an exhaustive list of all permitted or conditional uses that would be allowed in the place type.

Small supermarket
Convenience store
Large supermarket
Drug store
Bank
Restaurant
Big Box commercial
Hotel
Professional Office
Call center
Medical office
Fire station

Form & Pattern

The form and pattern table displays generalized development characteristics associated with the place type. Working together, these elements reinforce a sense of place and community brand important to distinguishing development in this category from others in the region.

Form & Pattern	
General Development Pattern	Separate Uses
Residential Density	N/A
Non-Residential Intensity	.2-1.0 FAR
Prevailing Building Height	1-3 Stories
Transportation Choices	Auto
Typical Block Length	800-1,200 LF
Open Space Elements	Pocket Parks/Landscape Buffers
Street Pattern	Curvilinear
Street Connectivity	Low
Parking Provisions	Surface Lot
Typical Street Cross Section	Suburban

[1](D.U.) - Dwelling Unit [2](FAR) - Floor Area Ratio
[3](S.F.) - Square Feet [4](LF) - Linear Feet

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Neighborhood Commercial Center

Suburban Commercial Center

Suburban Commercial Center

Walkable Activity Center

The Community Type "Walkable Activity Center" is synonymous with the Place Type "Mixed-Use Activity Center." This is due to its very specific characteristics that set it apart from most other Place Types by virtue of its deliberately structured mix of uses organized around a network of walkable streets, and it is supported by transit options.

As with the Community Type "Walkable Neighborhood," a Walkable Center draws its inspiration and renewed relevance from the historic patterns of American towns and cities.

Place Types Included:

Mixed-Use Activity Center (MAC)

Land Use Considerations

Land uses listed for the community type represent typical development in the category. They are not meant to be an exhaustive list of all permitted or conditional uses that would be allowed in the place type.

Condominium / Apartment
Live/Work Unit
Community-wide Commercial
Restaurant
Professional Office
Government Building
Church/School
Library
Movie Theatre
Pocket Park
Farmers' Market

Form & Pattern

The form and pattern table displays generalized development characteristics associated with the place type. Working together, these elements reinforce a sense of place and community brand important to distinguishing development in this category from others in the region.

Form & Pattern	
General Development Pattern	Mix of Uses
Residential Density	10-30 DU[1]/A
Non-Residential Intensity	.5- 2.0 FAR[2]
Prevailing Building Height	1-5 Stories
Transportation Choices	Auto/Bicycle/Walking/Transit
Typical Block Length	200-400 Ft.
Open Space Elements	Pocket Parks/Squares/Plazas
Street Pattern	Grid
Street Connectivity	High
Parking Provisions	On-Street/Surface Lot/Shared Parking/Parking Deck
Typical Street Cross Section	Urban

[1](D.U.) - Dwelling Unit [2](FAR) - Floor Area Ratio
[3](S.F.) - Square Feet [4](LF) - Linear Feet

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Birkdale Village, Walkable Center

Gastonia Farmer's Market

Uptown Walkable Center