



MEMBERS OF LANCASTER COUNTY PLANNING COMMISSION

JASON CAVALIER, DISTRICT 1
T. YOKIMA CURETON, DISTRICT 2
LYNETTE HINSON, DISTRICT 3
JUDIANNA TINKLENBERG, DISTRICT 4
MICHELLE RICHARDS, DISTRICT 5
SHEILA HINSON, DISTRICT 6
FRANCES LIU, DISTRICT 7
SECRETARY: AIMEE SHOLAR

**MINUTES OF THE LANCASTER COUNTY PLANNING COMMISSION
WORKSHOP MEETING**

**April 3, 2025 5:00 P.M.
MINUTES**

Vice -Chair Richards called the meeting to order at 5:00 p.m.

1. Roll Call:

Commissioners Present:

~~Jason Cavalier, Dist. 1~~

T. Yokima Cureton, District 2

~~Lynette Hinson, District 3~~

Judianna Tinklenberg, Dist. 4

Michelle Richards, Dist. 5

Sheila Hinson, Dist. 6

Frances Liu, Dist. 7

Absent: Jason Cavalier, Lynette Hinson

Staff Present:

Allison Hardin, Development Services Dir.

April Williams, Planning Director

Matthew Blaszyk, Planner

Jennifer Bryan, Planning Technician

The following press were notified of the meeting by email in accordance with the Freedom of Information Act: The Lancaster News, Kershaw News Era, The Rock Hill Herald, The Fort Mill Times, Cable News 2, Channel 9, and the local Government Channel.

2. Old Business

- a. **SD-2024-1442** Application by Prestige Development & Site Works LLC and Michael McCarter for a Preliminary Plat for 52.235 acres located off Hilldale Drive (TM-0080-00-033.00) to develop a 100-lot single family residential community a/k/a Shadow Moss.

Staff Presentation: Matthew Blaszyk

Discussion:

Applicant has paid for the TIA review; no revisions of plat have been submitted.

3. New Business

- a. **CU-2024-0682:** Application by Alliance Education Services Inc and the Gene & Frankie Cook Trust for a Conditional Use Permit for 26.50 acres at and adjacent to 11774 Harrisburg Road (TM # 0002-00-024.00 & 0002-00-024.01) for a proposed K-8 Charter School a/k/a Harrisburg Global Academy.

Staff Presentation: Matthew Blaszyk

Discussion:

TRC comments outstanding, with some significant problems

- b. **RZ-2024-0367:** Application by G3 Engineering and Old Hickory Hill LLC to rezone 159.64 acres off Old Hickory Road (TM # 0045-00-004.00) from Rural Neighborhood (RN to Medium Density Residential (MDR) District, in order develop a 310-lot single family subdivision. (Concurrent application CP-2024-0367 Comprehensive Plan Amendment)

Staff Presentation: April Williams, Planning Director

Discussion:

- Concern about road design and road width
 - Comp Plan Amendment application scheduled for May 20th; the two applications will then proceed to Council on May 27th.
 - State legislature has concurrency standards bills being considered: SC House bill 4050 and SC Senate bill 227.
 - TRC has significant outstanding comments
- c. **RZ-2024-0448:** Application by Lancaster County School District to rezone 3.221 acres located at 1780 N. Rocky River Road (TM 0058-00-009.03) from Rural Residential (RR) to Institutional (INS) District, to allow construction of restrooms for Buford High School Baseball Field

Staff Presentation: Jennifer Bryan

Discussion: no questions

4. **Other:**

- a. **DISCUSSION: Annual CIP Review:** Project summaries are provided (see attachments)

April Williams explained the context of the CIP Plan, which is developed on a 10 year cycle; the annual review to prioritize the unfunded projects list is a task assigned by Council to the Planning Commission. The overall CIP will be updated in 2030, with input from Planning Commission.

- F. Liu assigned low priority to Airport project, as it could be paid for through fees.
- Y. Cureton assigned high priority to projects that enhanced or supported sense of community and engagement
- Commissioners will review the projects and assign their priorities; they will discuss and come up with top 5 at the April 15th meeting.

- b. **DISCUSSION: Board Member of The Year Nomination**

Commissioners confirmed their nomination of Judianna Tinklenberg by unanimous acclamation. Staff will prepare the form and submit it to Sherrie Simpson.

- c. **DISCUSSION: Comprehensive Plan Annual Update**

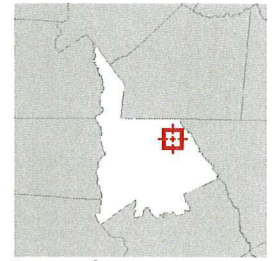
Allison Hardin distributed draft summaries of Comp Plan Goals. [See attachment]

5. **Adjourn**

Meeting was adjourned at **6:25 PM**



Overview



Legend

Parcels

Roads

Zoning Districts

- AR
- CITY
- GB
- HDR
- HI
- HSPRGS
- IMX
- INS
- KER
- LDR
- LI
- M
- MDR
- MH
- MX
- NB
- OSP
- PB
- PDD
- RB
- RMX
- RN
- RR
- RUB
- UR

Parcel ID	0058-00-009.03	Owner	LANCASTER COUNTY SCHOOL DISTRICT	Last 2 Sales			
Class Code	Exempt		300 E BLACK ST	Date	Price	Reason	Qual
Taxing	County		ROCK HILL, SC 29730	2/21/2025	\$1	QUIT CLAIM	Q
District	LANCASTER	Physical Address	ROCKY RIVER RD	1/1/1963	\$1500	TRUE SALE	Q
Land Size	2.61	ACRES	Assessed Value				

(Note: Not to be used on legal documents)

Galaxy S23





TUPUNGATO/ISTOCK/Thinkstock

The New York City Department of Transportation's capital streets projects plan has created pedestrian-friendly plazas and improved bike lanes on streets.

The Planning Commission's Contribution to the Capital Improvement Plan

BEST PRACTICES

AN OFTEN OVERLOOKED, BUT USEFUL, TOOL FOR PLANNING commissions is the capital improvement plan. What are these plans and how do they relate to the planning commission? The website of the National Capital Planning Commission, the planning agency for the Washington, D.C. area, says, "Capital improvement plans provide a link between the visions articulated by comprehensive plans and annual capital expenditure budgets. They allow for a systematic, simultaneous evaluation of potential projects. They also facilitate coordination among the units of government that are responsible for project implementation." Concord, North Carolina, defines the CIP in the following manner: "The purpose of the Capital Improvement Plan (CIP) is to forecast and match projected revenues and capital needs over a (5)-year period. Long range capital planning is an important management tool that strengthens the linkages between community infrastructure needs and the financial capacity of the City."

The CIP is one important means of linking plans to budget and implementation. By participating in the CIP process, the planning commission can provide valuable advice to elected officials on which projects further sound planning in the community. Planning staff can facilitate the engagement of the commission as they often participate with

the municipal manager and finance and engineering staff as part of the preparation team. All municipal departments are asked to contribute to the plan with requests for funding.

It is important to note that the CIP focuses on major projects planned for a three- to six-year span, the sources of revenue for funding, and the annual expected expenditure. The CIP is not an annual budget of recurring expenses, such as running the community library. Examples of projects in the CIP might include construction of a new sewage plant, acquisition and development of a new park, or major street reconstruction. Infrastructure is often a major focus of the CIP.

2022-2031 Capital Improvement Plan: Project Prioritization List

Number	Department	Project Name	FY26 Request Amount	Description	Planning Commission Ranking	County Administrator Ranking
1	Administration	Enterprise Resource Planning (ERP)	2,875,000	Software solution manages daily operations and long-term organizational planning. Encompasses Human Resources, Information Technology, and Financial service area functions initially. Future recurring operating costs such as personnel and software licenses, if approved		
2	Airport	12K Gallon Stainless Steel Gas Tanks	1,000,000	Replaces the aging and outdated in-ground fuel system in place at the airport.		
3	Development Services	Office Space	4,000,000	Comprises the Building Inspections, Zoning, Stormwater, and Planning departments. Increased population growth in the county increases the workload particularly managing the demand for growth in a systematic manner. Sufficient space is needed to accommodate this division.		
4	EMS	Station 3	1,800,000	Located south of the City of Lancaster. Relocate to reduce response times to serve residents efficiently		
5	EMS	Station 6	1,800,000	Located north of the Town of Kershaw. Update and replace to provide life-saving care to residents in and around the Town of Kershaw		
6	EMS	Combo Station	4,000,000	Includes one large station in the City of Lancaster and replaces two existing stations in and around the City of Lancaster. Reduce overall property costs; accommodates future growth, while providing better services to residents.		
7	Fire Services	Upfit Warehouse on Lynwood Dr	215,000	Upfits includes fencing (\$20K), Gate/Controller/Click to Enter (\$15K); 70KW Generator (\$45K); Security system (TBD); HVAC in bay area (TBD); other repairs and upgrades to the property, parking area, shoreline installation, utility line extensions		
8	Indian Land Consolidated Fire Service District	Station 3 Construction	9,700,000	Construction of and furniture, fixtures, and equipment (FFE) for Fire Station 3, located in the north end of the county. To reduce response times to residents in the area.		
9	Indian Land Consolidated Fire Service District	Station 3 Engine	1,200,000	Purchase during the build-out of Station 3.		
10	Indian Land Consolidated Fire Service District	Station 1 Parking Lot Resurface	350,000	Current lightweight asphalt does not withstand the wear and tear from the tower truck located and used at this station.		
11	Park and Recreation	Access Gates at 3 Park Locations	360,000	Add automated access gates to five park locations: Springdale Recreation Center, Harrisburg Athletic Complex, Heath Springs Athletic Complex, Indian Land Recreation Center, and Springs Park. Secure entrances overnight to protect property. Will lock at 10 P.M. and reopen at 7 A.M.		
12	Park and Recreation	Resurface Tennis Courts at Walnut Creek	126,000	Resurface existing tennis courts including installation of equipment and fencing. The estimated cost provides funding for the installation of lights as requested by the public.		

2022-2031 Capital Improvement Plan: Project Prioritization List

Number	Department	Project Name	FY26 Request Amount	Description	Planning Commission Ranking	County Administrator Ranking
13	Park and Recreation	Update Walnut Creek Ath Complex (bathrooms)	150,000	Renovate the restrooms and concession stand at Walnut Creek Park - repair, painting, and new fixtures. After renovation, the facility can be rented out to generate local revenue.		
14	Park and Recreation	Renovate Morningside Park	120,000	Morningside Park is a small community park which needs some renovation for better community use and safer access. Refurbish the basketball court, add playground equipment, add a small shelter, relocate signage, and upgrade landscaping.		
15	Park and Recreation	Digital Road Signs at 5 Park Locations	150,000	Purchase digital road signs for the following park properties: Springdale Recreation Center, Heath Springs Athletic Complex, Buford Recreation Center, Springs Park, and Walnut Creek Athletic Complex. These signs will be used to market community events and to provide important updates.		
16	Park and Recreation	Portable Stage Purchase	150,000	Provides an ability to host high-quality events that serve over 15,000 to 20,000 annually across 12 special events. Can be used at all county events and can be rented out to the public to generate local dollars.		
17	Park and Recreation	Replace the Springdale Roof	270,000	Replace leaking and corroded roof at Springdale location.		
18	Park and Recreation	Shade Structures	156,000	Construct 10x20 shade structures for guests at community playground.		
19	Public Works	Facility Site Study	135,000	A facility site study will provide support for repurposing the current facility, located at 1980 Pageland Highway. The outcome of repurposing the space includes improving service delivery for road mtn, solid waste, and building mtn daily operations.		
20	Public Works	Joshua Tree Convenience Site Upgrade	1,122,000	Construct a retaining wall, access gates, storm water BMP, and the addition of new refuse cans.		
TOTAL:			29,679,000			

FY26 CIP Request Summary

DEPARTMENT:	EMS	ESTIMATED PROJECT COSTS:	\$ 1,800,000
PROJECT DESCRIPTION:	EMS Station 3	STATUS:	Approved, Not Started

This project will relocate the current station toward an area of the county with the longest response time and currently seeing rapid growth. The current cost estimate was based on the building spec of 2021, without cost built in for property. This move will impact residences in this area by providing faster EMS service to an area with an aging population. This project, once planned, will last in excess of 25 years. The current station for this area has been at its location with no expansion for almost 30 years and current response times to this area are around 15 - 17 minutes. Timing of this project depends on funding, property purchase and permitting approval. This project has a start date of FY25 and a proposed funding source of General Obligation bonds.

FY26 CIP Request Summary

DEPARTMENT:	EMS	ESTIMATED PROJECT COSTS:	\$ 1,800,000
PROJECT DESCRIPTION:	EMS Station 6	STATUS:	Approved, Not Started

EMS Station Six is located north of the Town of Kershaw. This project will relocate the current station toward an area of the with the county's second worst response time. The current cost estimate was based on the building spec of 2021, without cost built in for property. This move will impact residences in this area by providing faster EMS service to an area with an aging population. This facility, once completed, will last in excess of 25 years. The current station for this area has been at its location with no expansion for almost 30 years and current response times to this area are around 13 - 15 minutes. Originally this project was promised to be built by the Gold Mine in 2018, but talks of this project have fallen off with management changes. Timing of this project depends on funding, property purchase and permitting approval. This project has a start date of FY25 and a proposed funding source of General Obligation bonds.

FY26 CIP Request Summary

DEPARTMENT:	EMS	ESTIMATED PROJECT COSTS:	\$ 4,000,000
PROJECT DESCRIPTION:	EMS Combo Station	STATUS:	Approved, Not Started

The EMS Combination Station includes one large station in the City of Lancaster and replaces two existing stations in and around the City of Lancaster. The current stations for this area have been at their locations with no expansion for years, far exceeding their useful life. One current station was donated to the county by the city and has no space for expansion. The other station was built in the early 1900's and needs to be torn down for safety issues. This facility, once completed, will last in excess of 30 years. and will mirror EMS Station 4/9 but on a larger scale. This project will allow for shared space and utilities and will be designed for many response units. This is a cost savings on many levels and simplifies equipment needs. This station will allow for future growth and meet the current need for an additional response unit in the Lancaster City area. The current cost estimate was based on the building spec of 2021, without cost built in for property. The sale of the EMS 2 property, located within the city, could be used as a source revenue to help fund some of the project. Timing of this project depends on funding, property purchase and permitting approval. This project had a start date of FY24 and a proposed funding source of General Obligation bonds.

FY26 CIP Request Summary

DEPARTMENT:	Fire Services	ESTIMATED PROJECT COSTS:	\$ 215,000
PROJECT DESCRIPTION:	Upfit Warehouse Emergency Management	STATUS:	New Request

Council purchased buildings and land on Lynwood drive with ARPA funds to provide warehouse space for Emergency Management. This facility will serve to store emergency supplies and equipment for use by Emergency Management personnel in the event of a county emergency. The building will need up fits to: Fencing \$20,000; Gate/Controller/Click to Enter \$15,000; 70KW Generator \$45,000; Security system (cost to TBD); HVAC in bay area (cost TBD); other repairs and upgrades to the property, parking area, shoreline installation, utility line extensions on the property. These repairs will allow for climate-controlled storage space for temperature-sensitive supplies and equipment as well as allow staff to repair Emergency vehicles. Remaining funds will cover interior up-fits and renovation to office area, plumbing fixtures and office furniture in both buildings. Utility costs (Gas, Water/Sewer, Electrical) need to be added to the Emergency Management operations budget for the new facility and have been included in the 140 budget utilities line item as an increase request.

FY26 CIP Request Summary

DEPARTMENT:	IL Consolidated Fire Service	ESTIMATED PROJECT COSTS:	\$ 9,700,000
PROJECT DESCRIPTION:	Station 3 Construction	STATUS:	Revised; New Request

Indian Land Consolidated Fire District requests the construction of and furniture, fixtures, and equipment (FFE) for Fire Station 3, located in the north end of the county. This project will reduce response times to residents in the area. This project is in the County's Capital Improvement Plan; however, a funding source is not identified. This estimated cost does not include the recurring, personnel, or operating costs for the building but includes a 20% project contingency.

Project Overview: This fire station project aligns with Lancaster County's Public Safety Strategic and Infrastructure Plan and directly supports the mission of the department to protect the citizens and property of the county. The need for this station has been identified for several years and is becoming even more urgent with the significant growth in the northern section of the district.

Importance of the Project: The establishment of this station is essential to meeting response time goals and upholding the department's mission to ensure public safety. As the population continues to grow, especially in the Indian Land area, the station will play a crucial role in improving response times and enhance the fire service but also improve safety for all citizens in the region.

Ongoing Costs and Staffing: This new fire station will incur yearly maintenance costs, which should align with the two current stations' maintenance. Staffing for the station will also be required once construction is completed, and this cost will be assumed by the districts fee.

Timeline: If approved, construction is expected to begin within 8-9 months, depending on the permitting process. The station is designed to be a long-term investment, with a projected lifespan of 50 years and very low maintenance requirements.

Consequences of Not Moving Forward: Failing to move forward with this project will result in continued price increases, and as the area grows, the strain on the existing fire stations will only worsen. This growth brings an increased demand for service, and without this new station, current resources will continue to be stretched thin, impacting response times and the overall safety of the community.

Conclusion: Building this new fire station is an investment in the future of Lancaster County, ensuring that as the region grows, public safety can keep pace. It will reduce response times, improve safety, and help prevent the overextension of existing fire stations. With a 50-year lifespan and minimal maintenance costs, this project will provide lasting value to the community.

FY26 CIP Request Summary

DEPARTMENT:	IL Consolidated Fire Service	ESTIMATED PROJECT COSTS:	\$ 1,200,000
PROJECT DESCRIPTION:	Station 3 Engine	STATUS:	Revised; New Request

This engine will be purchased during the build-out of Station 3.

County's Public Safety and Infrastructure Strategic Priorities. Having reliable fire apparatus is essential for maintaining optimal response times, enhancing the safety of both firefighters and citizens, and ensuring the station can operate at full capacity.

Timeline: If the new station is approved, construction is projected to take 22-24 months for completion. However, the timeline for acquiring a fire engine is longer, with an estimated procurement time of 46-48 months. This delay is important to consider in the long-term planning for fire apparatus, ensuring that once the station is operational, it will have the necessary equipment to serve the growing community effectively.

Importance of the Engine: The acquisition of a new fire engine is vital to meeting the increasing demand for fire and emergency services in the Indian Land area. A reliable engine will directly contribute to improved response times and better service delivery, which will enhance the overall safety of the community. It will also play a key role in ensuring the safety of our firefighters as they respond to emergencies in the region.

Long-Term Planning: This engine purchase is part of a comprehensive, long-term strategy for maintaining and updating the fire apparatus fleet. By planning ahead, we can ensure that the Indian Land Fire District has the necessary resources to keep pace with the area's growth and continue providing high-quality public safety services.

FY26 CIP Request Summary

DEPARTMENT:	IL Consolidated Fire Service	ESTIMATED PROJECT COSTS:	\$ 350,000
PROJECT DESCRIPTION:	Station 1 – parking lot resurface	STATUS:	New Request

Remove asphalt and replace it with concrete in the drive and parking area, located at Station 1 facility. The current lightweight asphalt does not withstand the wear and tear from the tower truck located and used at this station.

Station 1 was constructed in 2012 with funding from a FEMA grant for station upgrades. However, the asphalt installed at that time was not designed to withstand the weight and wear and tear of fire apparatus, particularly the new tower ladder assigned to the station. As a result, the existing asphalt is now in need of significant improvements to ensure the safety and longevity of the station and its equipment.

Project Scope: The proposed project includes the removal of the current asphalt, upgrading the base beneath it, and replacing the surface with reinforced concrete to better support the heavy fire apparatus. In addition, this upgrade will expand the parking area at the rear of the station to accommodate additional staff on each shift, ensuring there is adequate space for personnel and vehicles.

Benefits: This upgrade will allow the apparatus to pull through the station, rather than backing in, which significantly reduces the risk of accidents and improved operational efficiency. It will also ensure the station is equipped to handle the demands of the equipment and personnel for the long term.

Estimated Cost: The total estimated cost for this project is \$350,000 including a 20% contingency for unforeseen expenses. This investment will ensure the station meets current and future needs, supporting the safety of both the apparatus and the personnel who work at Station 1.

FY26 CIP Request Summary

DEPARTMENT:	Administration	ESTIMATED PROJECT COSTS:	\$ 2,875,000
PROJECT DESCRIPTION:	Enterprise Resource Planning (ERP)	STATUS:	New request

A comprehensive Enterprise Revenue Planning (ERP) software system is needed for the County to improve managing day-to-day operations and long-term planning required by a growing population. This software encompasses Human Resources, Information Technology, and Financial service area functions. If approved, this project will have future recurring operating costs such as personnel and software licenses associated with it.

FY26 CIP Request Summary

DEPARTMENT:	Airport	ESTIMATED PROJECT COSTS:	\$ 1,000,000
PROJECT DESCRIPTION:	12K gallon stainless steel gas tanks	STATUS:	New request

These fuel tanks will replace the aging and outdated in-ground fuel system in place at the airport.

FY26 CIP Request Summary

DEPARTMENT:	Development Services	ESTIMATED PROJECT COSTS:	\$ 4,000,000
PROJECT DESCRIPTION:	Building Office Space	STATUS:	Approved; Not Started

This project consists of planning and design, including construction of, office space for the Development Services Division. This division, which comprises the Building Inspections, Zoning, Stormwater, and Planning departments, continues to grow in workload. Increased population growth in the county increases the workload for these respective departments particularly managing growth and the demand for growth to occur in an orderly and systematic fashion. Sufficient space is needed to accommodate future and existing employees and additional workload. This project is scheduled to begin in FY23, using funds from General Fund Unassigned Fund Balance.

FY26 CIP Request Summary

DEPARTMENT:	Park & Recreation	ESTIMATED PROJECT COSTS:	\$ 360,000
PROJECT DESCRIPTION:	Access Gates at 3 Park Locations	STATUS:	New Request

Add automated access gates to five park locations: Springdale Recreation Center, Harrisburg Athletic Complex, Heath Springs Athletic Complex, Indian Land Recreation Center, and Springs Park. Gates provide secure entrances to county parks overnight. Gates will be on a timer and will lock at 10 P.M. and reopen at 7 A.M. These gates will be on a timer and will require power to run. If approved, construction will start July 1 and will be completed by June 1, 2026. Adding a 6-foot retractable electric gate.

FY26 CIP Request Summary

DEPARTMENT:	Park & Recreation	ESTIMATED PROJECT COSTS:	\$ 126,000
PROJECT DESCRIPTION:	Resurface Tennis Courts at Walnut Creek	STATUS:	New Request

Resurface existing tennis courts including installation of equipment and fencing. The estimate cost provides funding for the installation of lights at the park as requested by the public.

FY26 CIP Request Summary

DEPARTMENT:	Park & Recreation	ESTIMATED PROJECT COSTS:	\$ 150,000
PROJECT DESCRIPTION:	Update Walnut Creek Ath Complex (bathrooms)	STATUS:	New Request

Renovate the restrooms and concession stand at Walnut Creek Park, which need repair, painting, and new fixtures. After renovation is complete, the facility can be rented out to generate revenue because additional meeting space will be created.

FY26 CIP Request Summary

DEPARTMENT:	Park & Recreation	ESTIMATED PROJECT COSTS:	\$ 120,000
PROJECT DESCRIPTION:	Renovate Morningside Park	STATUS:	New Request

Morningside Park is a small community park which needs some renovation for better community use and safer access. Refurbish the basketball court, add playground equipment, add a small shelter, relocate signage, and upgrade landscaping.

FY26 CIP Request Summary

DEPARTMENT:	Park & Recreation	ESTIMATED PROJECT COSTS:	\$ 150,000
PROJECT DESCRIPTION:	Digital Road Signs at 5 Park Locations	STATUS:	New Request

Purchase digital road signs for the following park properties: Springdale Recreation Center, Heath Springs Athletic Complex, Buford Recreation Center, Springs Park, and Walnut Creek Athletic Complex. These signs will be used to market community events and to provide important updates.

FY26 CIP Request Summary

DEPARTMENT:	Park & Recreation	ESTIMATED PROJECT COSTS:	\$ 150,000
PROJECT DESCRIPTION:	Portable Stage Purchase	STATUS:	New Request

The purchase of a portable stage is a transformative investment in the department's ability to host high-quality events that serve over 15,000 to 20,000 annually across 12 special events. Can be used at all county events and can be rented out to the public to generate local dollars.

FY26 CIP Request Summary

DEPARTMENT:	Park & Recreation	ESTIMATED PROJECT COSTS:	\$ 270,000
PROJECT DESCRIPTION:	Replace the Springdale Roof	STATUS:	New Request

Replace the leaking and coroded roof at Springdale. If approved, start on July 1, 2025 and end on June 30, 2026.

FY26 CIP Request Summary

DEPARTMENT:	Park & Recreation	ESTIMATED PROJECT COSTS:	\$ 156,000
PROJECT DESCRIPTION:	Shade Structures	STATUS:	New Request

Construct 10x20 shade structures for various community parks.

FY26 CIP Request Summary

DEPARTMENT:	Public Works	ESTIMATED PROJECT COSTS:	\$ 135,000
PROJECT DESCRIPTION:	PW Facilities Site Study	STATUS:	New Request

A facility site study will provide support for repurposing the current facilities located at 1980 Pageland Highway. This campus serves as the main office facility for all public works staff. The outcome of repurposing the space includes improving service delivery for the following:

- Road Maintenance daily operations
- Solid Waste daily operations
- Stockyard facility for materials (construction materials, refuse cans, equipment, etc.)
- A working convenience center
- Tire facility for waste tire collection
- Electronics drop-off facility
- Brush and Yard debris facility
- Building Maintenance daily operations
- Conference room/training area for staff

FY26 CIP Request Summary

DEPARTMENT:	Public Works	ESTIMATED PROJECT COSTS:	\$ 1,122,000
PROJECT DESCRIPTION:	Joshua Tree Convenience Site Upgrades	STATUS:	Approved; Not Started

This project will encompass a Joshua Tree Convenience Site to include the construction of a retaining wall, access gates, storm water BMP, and the addition of new refuse cans.

The background of the entire page is a photograph of the Lancaster County Administration Building. It is a large, two-story brick building with a classical portico supported by white columns. Above the columns, the words "LANCASTER COUNTY ADMINISTRATION BUILDING" are inscribed. The entrance features a large arched window and double glass doors. To the right of the entrance is a tall, ornate clock tower with two clock faces. In the foreground, there is a circular brick planter with red flowers. A decorative wavy line, colored red and white, curves across the middle of the image.

Lancaster 2040

COMPREHENSIVE PLAN

**IMPLEMENTATION STRATEGIES FROM
ADOPTED** COMP PLAN, APRIL 22, 2024

COUNTY-WIDE IMPLEMENTATION STRATEGIES

LC 1 - MANAGING GROWTH

As defined on the Future Land Use Map, a significant amount of land is designated for residential and commercial growth in the Panhandle, along the US-521 corridor in Greater Lancaster, around the City of Lancaster, surrounding the towns of Heath Springs and Kershaw, and south of the City of Lancaster in areas served by public wastewater systems. In order to ensure that Lancaster County can absorb the amount of growth that has been programmed over the horizon of this plan, while also improving current service levels and accommodating development projects that were previously approved, it will have to ensure that public infrastructure and services are in place to support it.

Currently, there are deficits in a number of areas (namely transportation, school capacity, emergency medical services, and law enforcement) that are not meeting the existing levels of demand placed on them. These impacts currently vary by geographic area of the County and between rural and urban settings. In order to manage infrastructure and service capacity, the County should establish standards for public infrastructure and service levels as an objective means of managing the impact of additional growth.

Supporting Actions:

LC 1.1						
Analyze the current and future infrastructure and services needs on a County-wide basis to manage growth County-wide.						
Growth	Balance	Vibrance	Service	Sustainability	Prosperity	Mobility

LC 1.2						
Use the Future Land Use Map to identify areas of the County that are not zoned in a manner that is consistent with the County's vision for growth and development and initiate zoning map amendments to better align the Zoning Map with the Future Land Use Map.						
Growth	Balance	Vibrance	Service	Sustainability	Prosperity	Mobility

LC 1.3						
Formalize the involvement of the Lancaster County Water and Sewer District, SCDOT, the Lancaster County School District, and other utility and service providers in the plan review process.						
Growth	Balance	Vibrance	Service	Sustainability	Prosperity	Mobility

LC 1.4

Create a housing committee to study and better define affordable housing, help promote housing options, and help increase housing options in the county. Coordinate with Communications and Marketing to improve public opinion of housing options.

Growth

Balance

Vibrance

Service

Sustainability

Prosperity

Mobility

LC 2 - ECONOMIC GROWTH

As demand for residential development continues, the need to protect land for the purposes of employment, industry, and retail become increasingly important. Ensuring that residents can work in Lancaster County, contributing to improved quality of life metrics while also improving economic conditions for the County is very important. Ensuring that these employment generators can be located in the County while not negatively impacting surrounding residential communities or the environment is equally important. Moving forward, the County will support economic development initiatives which generate employment opportunities for residents.

Supporting Actions:

LC 2.1

Preserve and protect lands designated for economic development and employment generating activities, such as commerce / light industrial parks, from encroachment by incompatible land uses.

Growth

Balance

Vibrance

Service

Sustainability

Prosperity

Mobility

LC 2.2

Utilize the Future Land Use Map to rezone and protect lands which are identified for economic development to be reserved for that purpose.

Growth

Balance

Vibrance

Service

Sustainability

Prosperity

Mobility

LC 2.3

Work with the private and public sectors to pursue the provision of universal broadband access throughout Lancaster County.

Growth

Balance

Vibrance

Service

Sustainability

Prosperity

Mobility

LC 2.4

Coordinate with the City of Lancaster, the Lancaster County Water and Sewer District, the Catawba COG, and the South Carolina Department of Transportation to ensure that areas designated for economic growth have the necessary infrastructure to be competitive with regional / national peer sites.

Growth

Balance

Vibrance

Service

Sustainability

Prosperity

Mobility

LC 2.5						
Coordinate with the I-77 Alliance, the South Carolina Department of Commerce, the Catawba COG, the City of Lancaster, and other partners to establish site-ready economic development property and speculative buildings.						
Growth	Balance	Vibrance	Service	Sustainability	Prosperity	Mobility

LC 2.6						
Identify opportunities to increase and strengthen job training opportunities and improve the connections between local educational opportunities and employment sectors. Utilize these resources to strengthen the quality and competitiveness of the County's labor force.						
Growth	Balance	Vibrance	Service	Sustainability	Prosperity	Mobility

LC 3 - SUSTAINABLE TRANSPORTATION

Lancaster County has a limited transportation network, with US-521, SC-9, SC-5, and SC-160 serving as the major routes which connect the County to surrounding communities. As growth and development continue to occur, traffic on these corridors poses a number of issues related to public safety, general service delivery, and access to consumer goods and services. Improving transportation connectivity and mobility options across the County will help to ensure its roadways and transportation system function more efficiently. Additionally, the provision of improved and new transportation facilities, such as sidewalks, trails, and public transportation, will provide opportunities for other modes of travel throughout the County.

Supporting Actions:

LC 3.1						
Require the dedication of right-of-way or easements to facilitate the development of the Carolina Thread Trail in accordance with the Thread Trail Master Plan.						
Growth	Balance	Vibrance	Service	Sustainability	Prosperity	Mobility

LC 3.2						
Identify opportunities throughout the County to improve alternative transportation options, such as bicycling and pedestrian facilities in areas where meaningful connections can be established within and between existing and planned residential developments and key destinations such as shopping areas, schools, parks, and similar places.						
Growth	Balance	Vibrance	Service	Sustainability	Prosperity	Mobility

LC 3.3

Work with the Rock Hill - Fort Mill Area Transportation Study (RFATS) and the South Carolina Department of Transportation to implement the recommendations of the Collector Streets Plan in the development review process.

Growth

Balance

Vibrance

Service

Sustainability

Prosperity

Mobility

LC 3.4

Work with existing employers, RFATS, CATS, COGs, CRTPO, MUSC, the City of Lancaster, USC-Lancaster, and other partners to examine opportunities to provide public transportation.

Growth

Balance

Vibrance

Service

Sustainability

Prosperity

Mobility

LC 3.5

Complete an inventory of existing County maintain roads and their overall condition to ensure an adequate annual maintenance fund is in place, helping to address deferred maintenance.

Growth

Balance

Vibrance

Service

Sustainability

Prosperity

Mobility

LC 3.6

Identify opportunities to create new east - west connections to Interstate 77, while continuing to improve existing routes.

Growth

Balance

Vibrance

Service

Sustainability

Prosperity

Mobility

LC 3.7

Utilize the additional 1% transportation sales tax option in conjunction with similar tools (like grants) to fund and construct priority transportation improvements.

Growth

Balance

Vibrance

Service

Sustainability

Prosperity

Mobility

LC 3.8

Ensure that the Unified Development Ordinance includes the reservation of right-of-way for collector roads, adequate standards for new facilities based on traffic volumes and project types, and similar strategies that may arise for improving transportation facilities and connections as part of the development approval process.

Growth

Balance

Vibrance

Service

Sustainability

Prosperity

Mobility

LC 4 - RESILIENT SERVICES

The geographic scale and range in environments that exist throughout the County pose some challenges to effective service delivery and coordination. For example, limited transportation routes can affect emergency response times and tremendous growth in unincorporated areas can challenge the ability to meet public safety demands. Further, disparate growth patterns, can challenge the ability for the County to equitably locate public facilities, such as parks and recreation amenities. As the County continues to grow, it will need to be proactive in ensuring service provision is improved in an equitable and efficient manner. It must continue to adapt and improve service delivery so that the availability of services and facilities remain efficient and equitable County-wide.

Supporting Actions:

LC 4.1						
Coordinate with all County departments and agencies to ensure resources are in place to meet the demands of the rapidly growing population.						
Growth	Balance	Vibrance	Service	Sustainability	Prosperity	Mobility

LC 4.2						
Continue to evaluate plans for solid waste disposal to ensure that sufficient capacity is available to meet the needs of the growing population.						
Growth	Balance	Vibrance	Service	Sustainability	Prosperity	Mobility

LC 4.3						
Work with the Lancaster County School District to ensure that high quality educational facilities have adequate capacity to support the number of students projected to live across the County in the coming years.						
Growth	Balance	Vibrance	Service	Sustainability	Prosperity	Mobility

LC 4.4						
Identify ways to work with MUSC and other healthcare providers to improve access to healthcare for all residents, with a particular focus on meeting the needs of rural residents.						
Growth	Balance	Vibrance	Service	Sustainability	Prosperity	Mobility

LC 4.5						
Explore opportunities with community partners to develop greater resources within the County to address homelessness, substance abuse, and mental health challenges.						
Growth	Balance	Vibrance	Service	Sustainability	Prosperity	Mobility

LC 4.6

Develop a County-wide housing needs assessment, with a particular focus on determining any unmet residential needs in rural portions of the County.

Growth

Balance

Vibrance

Service

Sustainability

Prosperity

Mobility

LC 4.7

Support the goals and objectives found in the 2023 Lancaster County Hazard Mitigation Plan.

Growth

Balance

Vibrance

Service

Sustainability

Prosperity

Mobility

LC 5 - NATURAL ENVIRONMENT

As the County continues to grow, natural and environmental resources will continue to be impacted. These resources should be protected to ensure future generations are able to enjoy the irreplaceable and naturally occurring physical assets of the County. In addition to the enjoyment of these natural resources, the further degradation of certain resources, such as water quality along the Catawba River, will determine the ability of the wastewater treatment providers to meet the demands for new growth. The County can help protect and preserve its natural environment through a variety of environmental policies, regulations, and context sensitive design standards.

Supporting Actions:

LC 5.1

Work with the Katawba Valley Land Trust, the South Carolina Department of Forestry, and other environmental agencies to ensure that important natural and agricultural lands are adequately protected.

Growth

Balance

Vibrance

Service

Sustainability

Prosperity

Mobility

LC 5.2

Partner with the Katawba Valley Land Trust to ensure that the County's Unified Development Ordinance has ample environmental protection standards and provisions to protect and enhance water quality.

Growth

Balance

Vibrance

Service

Sustainability

Prosperity

Mobility

LC 5.3

Adopt enhanced stream buffering standards to improve the condition of the County's waterways, with a particular focus on improving the water quality of the Catawba River and its tributaries.

Growth

Balance

Vibrance

Service

Sustainability

Prosperity

Mobility

LC 5.4						
Adopt regulations within the Unified Development Ordinance to promote the preservation of the existing tree canopy, and ensure that legacy trees which are outside of forestry management areas are protected from clear cutting practices.						
Growth	Balance	Vibrance	Service	Sustainability	Prosperity	Mobility

LC 6 - PARKS & RECREATION

During the planning process, residents expressed a desire for more parks and recreation opportunities and amenities throughout the County. As with other services, the County will need to proactively work to expand opportunities while also providing continued maintenance of existing facilities in an efficient manner to meet the demands of a growing population.

Supporting Actions:

LC 6.1						
Identify opportunities to provide access to, and recreation on and along, the Catawba River, while protecting the health of the river and its tributaries, as discussed in other areas of the Comprehensive Plan.						
Growth	Balance	Vibrance	Service	Sustainability	Prosperity	Mobility

LC 6.2						
Continue to expand, connect, fund, and maintain the completion of the Carolina Thread Trail throughout the County.						
Growth	Balance	Vibrance	Service	Sustainability	Prosperity	Mobility

LC 6.3						
Develop and implement a Master Trails and Greenways Plan, which establishes a development and maintenance program that is well-funded to ensure the long-term success and viability of a well-connected greenway system throughout the County.						
Growth	Balance	Vibrance	Service	Sustainability	Prosperity	Mobility

LC 6.4						
As the development of the new Regional Park continues, begin identifying potential sites for additional County parks and recreational facilities.						
Growth	Balance	Vibrance	Service	Sustainability	Prosperity	Mobility

LC 6.5						
Maintain and expand partnerships with municipalities throughout the County to improve parks and recreation opportunities for all residents.						
Growth	Balance	Vibrance	Service	Sustainability	Prosperity	Mobility

LC 6.6						
Plan and budget for increased staff capacity to provide more programing and support of additional park facilities.						
Growth	Balance	Vibrance	Service	Sustainability	Prosperity	Mobility

LC 7 - COMMUNITY BUILDING

As the County has grown, many of its historic places and cultural resources have been forgotten or have disappeared altogether. The opportunity exists for the County to take a more active role in partnering with its municipalities and the private sector in growing and developing cultural and entertainment facilities and opportunities and places for residents to enjoy. This in turn will help create reasons for the younger populations to stay in the County long-term. One of the greatest opportunities is to partner with the City of Lancaster to develop downtown as a destination for all County residents to enjoy. The County should facilitate and coordinate with public and private sector partners to develop cultural resources, related amenities, uses, and activities to help build a strong sense of place and identity for the County.

Supporting Actions:

LC 7.1						
Coordinate with the Historic Preservation Trust of Lancaster County, the Lancaster County Society for Historical Preservation, and the Lancaster County Historical Commission to support and market the historic assets within the County.						
Growth	Balance	Vibrance	Service	Sustainability	Prosperity	Mobility

LC 7.2						
Identify ways to collaborate with municipalities to identify and develop facilities, events, festivals, and similar activities to help build a greater sense of community.						
Growth	Balance	Vibrance	Service	Sustainability	Prosperity	Mobility

LC 7.3

Work with residential developers to guide the creation of usable open space and parks within residential and mixed-use neighborhoods and include provisions for such in the UDO update.

Growth

Balance

Vibrance

Service

Sustainability

Prosperity

Mobility

LC 7.4

Work with the City of Lancaster on implementing the City's Downtown Revitalization Plan to help strengthen its position as the cultural center of Lancaster County.

Growth

Balance

Vibrance

Service

Sustainability

Prosperity

Mobility

LC 8 - COMMUNITY BEAUTIFICATION

The quality of the County's appearance is impacted in different ways from the more urban areas to the rural areas. In urban areas, the overall landscape of the primary roadways exhibits a concentration of litter and debris with a significant amount of paved or concrete surfaced area and minimal landscaping. In the more rural areas of the County, there are areas with similar litter and debris control issues, particularly at major intersections and along major roadways. Many of the main roads through rural areas also have unsafe and deteriorating structures that are in need of significant repair or removal. All of this can provide a blighting influence in some areas, leading to other community concerns.

Supporting Actions:

LC 8.1

Coordinate with community groups to encourage litter pick-up and removal along major roadways and waterways.

Growth

Balance

Vibrance

Service

Sustainability

Prosperity

Mobility

LC 8.2

Continue the County's emphasis on proactive enforcement of nuisance codes and unfit dwelling / unsafe building regulations.

Growth

Balance

Vibrance

Service

Sustainability

Prosperity

Mobility

LC 8.3

Develop a holistic plan to identify opportunities for community beautification projects, with a focus on gateway and streetscape enhancements such as welcome signage, wayfinding, landscaping, and public art. Engage community groups to help support beautification efforts and consider sponsorships to help fund major initiatives.

Growth

Balance

Vibrance

Service

Sustainability

Prosperity

Mobility

LC 8.4

Develop enhanced commercial landscaping and appearance standards for non-residential uses which front on major highway corridors in the County; emphasizing the use of native plants and trees.

Growth

Balance

Vibrance

Service

Sustainability

Prosperity

Mobility

LC 8.5

Investigate the feasibility of creating a Community Appearance Board to review highway corridor overlay district projects.

Growth

Balance

Vibrance

Service

Sustainability

Prosperity

Mobility

LC 8.6

Develop a neighborhood garden assistance program where County staff help neighborhoods identify property options for gardens. Create policies that enable neighborhoods to install neighborhood gardens.

Growth

Balance

Vibrance

Service

Sustainability

Prosperity

Mobility



Panhandle Planning Area

P

IMPLEMENTATION STRATEGIES

The implementation strategies in this section are specific to the Panhandle. While many of the overall principles are similar to the County as a whole, the way in which they are implemented in the Panhandle is different than how they might be implemented in other parts of the County.

PANHANDLE AREA IMPLEMENTATION STRATEGIES

PA 1 - GROWTH MANAGEMENT

Thousands of residential lots and multi-family dwelling units have been approved and are pending development in the Panhandle area of the County. Unprecedented growth occurring prior to these approvals has caused a number of service and infrastructure related issues in the Panhandle. In order to better manage this continued growth, the County should take a number of proactive steps toward directing and limiting development. The availability of infrastructure and service capacity should be at the forefront of all development decisions throughout the County, and particularly in the Panhandle.

Supporting Actions:

PA 1.1						
Direct new development into growth areas identified on the Future Land Use Map.						
Growth	Balance	Vibrance	Service	Sustainability	Prosperity	Mobility

PA 1.2						
Limit growth in the rural areas of the Panhandle where public infrastructure and services are not in place to support urban development. Create a standing committee to monitor the effectiveness of growth management implementation efforts and study additional implementation options.						
Growth	Balance	Vibrance	Service	Sustainability	Prosperity	Mobility

PA 1.3						
Develop a dedicated funding stream to implement transportation improvements that enhance safety and connectivity in the Panhandle. Work with the SCDOT, RFATS, and other regional transportation groups to pursue these efforts. Particular emphasis should be placed on developing connections identified in the RFATS Collector Street Plan.						
Growth	Balance	Vibrance	Service	Sustainability	Prosperity	Mobility

PA 1.4						
Commit to holding neighborhood meetings to discuss potential changes in land use patterns prior to considering rezonings.						
Growth	Balance	Vibrance	Service	Sustainability	Prosperity	Mobility

PA 2 - CONNECTING DEVELOPMENT

As development and urbanization has occurred in the Panhandle, there is a need to better connect people to commercial and recreational places that they frequent. In particular, efforts to reduce traffic on roadways by providing opportunities for residents to walk and bike to shops, restaurants, and parks would serve to improve the quality of life in the Panhandle significantly. As future development is proposed, the County should work to require improvements to alternative modes of transportation which enhance walkability in the Panhandle.

Supporting Actions:

PA 2.1						
Prioritize the development of the Carolina Thread Trail in accordance with the adopted Master Plan.						
Growth	Balance	Vibrance	Service	Sustainability	Prosperity	Mobility

PA 2.2						
Require the dedication of recreational land and/or amenities (such as greenways) in all new major subdivisions.						
Growth	Balance	Vibrance	Service	Sustainability	Prosperity	Mobility

PA 2.3						
Work to improve coordination between the County and the South Carolina Department of Transportation on the planning and implementation of transportation improvements and projects.						
Growth	Balance	Vibrance	Service	Sustainability	Prosperity	Mobility

PA 2.4						
Ensure that the Unified Development Ordinance includes provisions for the requirement of bicycle and pedestrian connections between new development and existing commercial and recreational uses, as applicable.						
Growth	Balance	Vibrance	Service	Sustainability	Prosperity	Mobility

PA 2.5						
Study the feasibility of extending CATS express bus service to the Panhandle to connect the growing population with Ballantyne and the Lynx Blue Line I-485 station.						
Growth	Balance	Vibrance	Service	Sustainability	Prosperity	Mobility

PA 2.6						
Explore opportunities to provide recreational access / park land on the Catawba River to connect the community to the river, while maintaining protections discussed in other sections of this plan.						
Growth	Balance	Vibrance	Service	Sustainability	Prosperity	Mobility

PA 3 - SERVICE NEEDS

The continued urban growth pattern of the Panhandle places significant demand on infrastructure, public safety, educational institutions, and other services provided by the County. As development continues to occur in the Panhandle, the County will need to be very proactive in its efforts to provide adequate services within the Panhandle region.

Supporting Actions:

PA 3.1						
Ensure that the urban service needs of the Panhandle are given an appropriate level of consideration.						
Growth	Balance	Vibrance	Service	Sustainability	Prosperity	Mobility

PA 3.2						
Coordinate closely with the Lancaster County School District to identify opportunities to reduce overcrowding and improve school capacity levels in the Panhandle.						
Growth	Balance	Vibrance	Service	Sustainability	Prosperity	Mobility

PA 3.3						
Commit to improving the staffing, training, and availability of emergency response service agencies (Sheriff's Office, fire departments, EMS) in the Panhandle to a level that is commensurate with the needs of a growing urban area.						
Growth	Balance	Vibrance	Service	Sustainability	Prosperity	Mobility

PA 4 - URBAN AMENITIES

While the Panhandle has witnessed significant urbanization in recent years, it is still suburban in terms of the physical development patterns. The primary transportation mode throughout the Panhandle is private automobile, and while some people may technically be able to walk to commercial and recreational amenities, the ability to do so is limited by the design of the area. As new development is proposed, the County should ensure that it includes elements which help enhance the sense of place and identity of the Panhandle, including public gathering spaces, entertainment venues, and opportunities to walk or bike to key destinations.

Supporting Actions:

PA 4.1						
Improve the design standards applicable to the US-521 corridor in the Panhandle to require future commercial development to be pedestrian-oriented and include a range of amenities to enhance the urban fabric.						
Growth	Balance	Vibrance	Service	Sustainability	Prosperity	Mobility

PA 4.2						
Work with public and private entities and partners to examine the feasibility of developing a community focused central civic gathering space in the heart of Indian Land.						
Growth	Balance	Vibrance	Service	Sustainability	Prosperity	Mobility

PA 4.3						
Ensure that the Unified Development Ordinance includes provisions for the requirement of bicycle and pedestrian connections between new development and existing commercial and recreational uses, as applicable.						
Growth	Balance	Vibrance	Service	Sustainability	Prosperity	Mobility

PA 4.4						
Coordinate with civic organizations in the Panhandle to develop a campaign centered around branding and identity for the Panhandle.						
Growth	Balance	Vibrance	Service	Sustainability	Prosperity	Mobility



Greater Lancaster Planning Area

G

IMPLEMENTATION STRATEGIES

The implementation strategies in this section are specific to Greater Lancaster. While many of the overall principles are similar to the County as a whole, the way in which they are implemented in Greater Lancaster is different than how they might be implemented in the Panhandle and Southern Lancaster.

GREATER LANCASTER AREA IMPLEMENTATION STRATEGIES

GL 1 - BALANCING GROWTH

The City of Lancaster and Lancaster County Water and Sewer District have agreed upon a utility service area where the City of Lancaster is expected to grow its boundary through the annexation of new development that can be served by the City's public infrastructure and urban services. These areas are identified as Municipal Growth Areas on the Future Land Use Map. Outside of the City and its potential growth areas, in the more rural areas of Greater Lancaster, develop should continue in a low density manner that preserves the rural heritage of these less developed areas.

Supporting Actions:

GL 1.1						
Coordinate with the City of Lancaster to help direct development to areas that are suitable for growth, meeting the County's vision for development occurring concurrently with public infrastructure and services.						
Growth	Balance	Vibrance	Service	Sustainability	Prosperity	Mobility

GL 1.2						
Maintain low density development patterns in the Rural areas identified on the Future Land Use Map in order to preserve the agricultural enterprises and maintain the rural lifestyle.						
Growth	Balance	Vibrance	Service	Sustainability	Prosperity	Mobility

GL 1.3						
Ensure that areas identified as Economic Development on the Future Land Use Map are appropriately zoned and have sufficient infrastructure in place to support industry.						
Growth	Balance	Vibrance	Service	Sustainability	Prosperity	Mobility

GL 1.4						
Encourage renovations/redevelopment of existing housing and neighborhoods, where infrastructure already exists and housing stock needs to be improved or made code compliant. Seek out grant opportunities to help implement this goal.						
Growth	Balance	Vibrance	Service	Sustainability	Prosperity	Mobility

GL 1.6						
Investigate how to attract non-traditional housing developers to improve the stock of housing options in the Greater Lancaster area.						
Growth	Balance	Vibrance	Service	Sustainability	Prosperity	Mobility

GL 1.7						
Create small area plans (SAPs) for areas between Lancaster and Highway 5 to capture the resident's vision for their growth areas.						
Growth	Balance	Vibrance	Service	Sustainability	Prosperity	Mobility

GL2 - TRADITIONAL CENTER

The City of Lancaster is the heart of Lancaster County. While much of the development attention has shifted to the Panhandle, the core of the City remains the economic, social, cultural, and governmental center of Lancaster County. As the traditional center of the County, strategies to strengthen and revitalize the County's traditional center will help the overall economic outlook and future of the County.

Supporting Actions:

GL 2.1						
Participate in public private partnerships with the City and private entities in the development of cultural and entertainment venues and events that will support the needs of all County residents.						
Growth	Balance	Vibrance	Service	Sustainability	Prosperity	Mobility

GL 2.2						
Identify opportunities for the County Historical Commission to partner with the City of Lancaster to promote historic property renovation and market historic properties in downtown.						
Growth	Balance	Vibrance	Service	Sustainability	Prosperity	Mobility

GL 2.3						
Coordinate with the City of Lancaster on the implementation of Downtown Revitalization Plan. Identify and pursue County projects that can help boost ongoing revitalization efforts.						
Growth	Balance	Vibrance	Service	Sustainability	Prosperity	Mobility

GL 3 - ECONOMIC RENEWAL

While the County has had some success with industrial parks, the closing of the Springs Mill and the reduced productivity of agricultural production has had some negative impacts on the economic prosperity of residents in Greater Lancaster. Moving forward, the County should coordinate with the City of Lancaster and other communities in unincorporated portions of the County to ensure that residents have adequate access to education and employment within Lancaster County. The presence of the airport, existing industry, dense residential development, and the vacant Springs properties provide ample opportunity for the County to coordinate economic redevelopment in Greater Lancaster.

Supporting Actions:

GL 3.1						
Coordinate with the City of Lancaster to ensure that the area along the Catawba River identified for Economic Development is adequately prepared and marketed for economic development growth.						
Growth	Balance	Vibrance	Service	Sustainability	Prosperity	Mobility

GL 3.2						
Purchase land and develop speculative buildings to ensure that the industries which have expressed interest in locating in Lancaster County are able to do so easily. Coordinate with the I-77 Alliance, the Economic Development Commission, and others to ensure that prime development sites and buildings are adequately marketed.						
Growth	Balance	Vibrance	Service	Sustainability	Prosperity	Mobility

GL 3.3						
Coordinate with the City of Lancaster to ensure both the City and County Zoning Maps direct commercial development and employment generators toward the growth areas around the City.						
Growth	Balance	Vibrance	Service	Sustainability	Prosperity	Mobility

GL 4 - CONNECTING DESTINATIONS

The City of Lancaster has the greatest density, combined with an urban fabric, which can more adequately support alternative transportation modes such as public transportation and pedestrian and bicycle facilities. Many of the downtown streets contain sidewalks and the completion of the Lindsay Pettus Greenway and the Carolina Thread Trail provide opportunities to connect numerous residential neighborhoods to the commercial, civic, recreational, and cultural facilities in Greater Lancaster. The 521 Bypass and Hwy-9 provide important connections to employment and the region through Interstate-77. The County should continue to promote the development of various transportation modes to connect across and beyond Greater Lancaster.

Supporting Actions:

GL 4.1						
Prioritize the development of the Carolina Thread Trail (including the Lindsay Pettus Greenway). Coordinate with the City to codify requirements that right-of-way for these trails be donated with new development in the City and the County.						
Growth	Balance	Vibrance	Service	Sustainability	Prosperity	Mobility

GL 4.2						
Coordinate with the City, the South Carolina Department of Transportation, USC Lancaster, and other entities to facilitate pedestrian connections between key destinations such as USC Lancaster's campus, downtown, the hospital, and major retail shopping areas.						
Growth	Balance	Vibrance	Service	Sustainability	Prosperity	Mobility

GL 4.3						
Partner with the City of Lancaster on key transportation projects to facilitate the advancement of more improvements by reducing the cost to both entities. Consider leveraging this partnership to increase the chances of receiving state and federal transportation funds.						
Growth	Balance	Vibrance	Service	Sustainability	Prosperity	Mobility

GL 4.4						
Develop corridor plan for SC Highway 5 and SC Highway 9.						
Growth	Balance	Vibrance	Service	Sustainability	Prosperity	Mobility



Southern Lancaster Planning Area

S

IMPLEMENTATION STRATEGIES

The implementation strategies in this section are specific to Southern Lancaster. While many of the overall principles are similar to the County as a whole, the way in which they are implemented in Southern Lancaster is different than how they might be implemented in other parts of the County.

SOUTHERN LANCASTER AREA IMPLEMENTATION STRATEGIES

SL 1 - FACILITATING GROWTH

The most rural, agricultural, and wide-open spaces of the County are located in Southern Lancaster. A significant concentration of large parcels are located in this region and many agricultural industries require separation. The rural heritage of Southern Lancaster means that many people live far apart from each other, on large lots. Utility provision is also most limited in Southern Lancaster. Thus, development in this portion of the County should be focused around the municipalities of Heath Springs and Kershaw, where public infrastructure and services are more readily available.

Supporting Actions:

SL 1.1						
Coordinate with the municipalities to direct development, particularly in the form of residential subdivisions, towards the designated Municipal Growth Areas around Heath Springs and Kershaw.						
Growth	Balance	Vibrance	Service	Sustainability	Prosperity	Mobility

SL 1.2						
Educate owners of agricultural properties and timberland on the opportunities and benefits of land conservation, agritourism, outdoor recreation, and other options that will help to preserve the rural landscape.						
Growth	Balance	Vibrance	Service	Sustainability	Prosperity	Mobility

SL 1.3						
Review the County's Zoning Map to ensure that properties adjacent to the Haile Gold Mine and the Congaree Quarry restrict uses which are not compatible with such noxious uses.						
Growth	Balance	Vibrance	Service	Sustainability	Prosperity	Mobility

SL 1.4						
Coordinate with Heath Springs and Kershaw to ensure that water and wastewater systems can adequately support development in the Municipal Growth Areas and work to determine a strategy for the future development of these areas.						
Growth	Balance	Vibrance	Service	Sustainability	Prosperity	Mobility

SL2 - SUPPORTING RURAL COMMUNITIES

In Southern Lancaster, the primary form of economic development is agricultural production and other extractive industries. There are also commercial enterprises within the Towns of Kershaw and Heath Springs, and the County owns the Heath Springs Industrial Park, which is located just off US-521. While preserving the rural character of Southern Lancaster, the County should support opportunities to enhance economic, cultural, and recreational opportunities in this portion of the County, particularly in the municipalities.

Supporting Actions:

SL 2.1						
Coordinate with the South Carolina Department of Transportation and Catawba COG to prioritize funding for improvements to infrastructure which supports existing industry in Southern Lancaster, such as the bridge which serves SMC Global Industrial Services Division just north of Kershaw, as well as subdivision access roads.						
Growth	Balance	Vibrance	Service	Sustainability	Prosperity	Mobility

SL 2.2						
Examine opportunities to strengthen partnerships between the towns of Kershaw and Heath Springs, particularly as it relates to economic development recruitment and the provision of recreational facilities.						
Growth	Balance	Vibrance	Service	Sustainability	Prosperity	Mobility

SL 2.3						
Require the dedication of right-of-way for the Carolina Thread Trail when new development is proposed in Southern Lancaster. Ensure similar requirements are adopted by the towns of Kershaw and Heath Springs.						
Growth	Balance	Vibrance	Service	Sustainability	Prosperity	Mobility

SL 2.4						
Dedicate resources from the Lancaster County EDC to identifying and developing employment generating industrial projects that are easily accessible to residents in Southern Lancaster.						
Growth	Balance	Vibrance	Service	Sustainability	Prosperity	Mobility

SL 3 - EQUITABLE SERVICES

Rural communities such as Southern Lancaster have different kinds of service provision struggles, many of which revolve around a population which is spaced out across a great area and limited resources to move across the region. In Southern Lancaster, the schools generally have ample capacity and there are limited traffic concerns. However, the distance to necessary services like health care, employment, and commercial goods is much further than in other

portions of the County. In homes with limited access to private vehicles, getting to and from these places can be increasingly difficult. As growth continues to put strains on the more urban portions of the region, the County should ensure that the service needs of its rural communities are also being met.

Supporting Actions:

SL 3.1						
Examine health care and social service needs which may not be met. Coordinate with the municipalities to ensure that adequate access to these services is available to residents.						
Growth	Balance	Vibrance	Service	Sustainability	Prosperity	Mobility

SL 3.2						
Coordinate with Heath Springs and Kershaw to ensure that water and wastewater systems can adequately support development in the Municipal Growth Areas and work to determine a strategy for the future development of these areas.						
Growth	Balance	Vibrance	Service	Sustainability	Prosperity	Mobility

SL 3.3						
Initiate regular check-in meetings with the municipalities to ensure that the County is providing adequate services in this region of the County.						
Growth	Balance	Vibrance	Service	Sustainability	Prosperity	Mobility