



MINUTES
Lancaster County Planning Commission
April 15, 2025, 6:00 p.m.

Chairman Cavalier called the meeting to order at 6:00 p.m.

1. **ROLL CALL:** Quorum is present (6 Commissioners)

Commissioners Present:

Jason Cavalier, Dist. 1	T. Yokima Cureton, District 2 (arrived after 6:00)
Lynette Hinson, District 3	Michelle Richards, Dist. 5
Sheila Hinson, Dist. 6	Frances Liu, Dist. 7

Absent: Judianna Tinklenberg, Dist. 4

Staff Present:

Allison Hardin, Development Services Director
April Williams, Planning Director
Corey Barnes, Planner
Mika Garris, Zoning Technician (Clerk)

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. The agenda was also posted in the lobby of the County Administration Building for the required length of time, and was published on the County website.

Pledge of Allegiance and Prayer led by Lynette Hinson

THE FOLLOWING IS A SUMMARY OF PROCEEDINGS. IT IS NOT A VERBATIM TRANSCRIPT.

2. **APPROVE AGENDA**

Chairman Cavalier called for a motion to approve the Agenda.

Motion to Approve by ***Shelly Richards*** ; 2nd by ***Frances Liu***.

Called vote: 5:0. Motion approved unanimously. (Commissioner Cureton not present)

3. APPROVE MINUTES

a. March 18, 2025 Regular Minutes

Chairman Cavalier called for a motion to approve March 18, 2025 Regular Minutes as written. Motion to Approve by **S. Richards**; 2nd by **S. Hinson**.

Called vote: 5:0. **Motion approved unanimously.** (Commissioner Cureton not present)

b. April 3, 2025 Workshop Minutes

Chairman Cavalier called for a motion to approve April 3, 2025 Workshop Minutes as written. Motion to Approve by F. **Liu**; 2nd by S. **Richards**.

Called vote: 3:0. **Motion approved.** Commissioners L. Hinson and J Cavalier abstained as not present for Workshop. Commissioner Cureton not present.

4. CITIZEN'S COMMENTS [see Sign-In sheets attached]

Chairman Cavalier opened the floor to comments from the public. None had signed in; Citizens comments closed.

* Commissioner Cureton arrived and was present for remaining discussions and votes

5. PUBLIC HEARING ITEMS FOR RECOMMENDATIONS TO COUNCIL

a. Capital Improvement Plan Presentation:

Review and update of FY 2021-2031 Capital Improvement Plan and associated funding requests for FY2025, in alignment with the Comprehensive Plan. The Commission will discuss the provisions, add recommendations at their discretion, and vote upon their recommendations to County Council.

Staff Presentation: **Josiah Park**, Budget Analyst presented.

[See attachments: *Planning Improvement Tools: Capital Improvement Plan*
And list of CIP Projects]

Questions to staff:

L. Hinson: Questions on process : Top 5, or rank each choice?

Parks: Items previously approved can be lowered in priority if other projects are more pressing.

T. Cureton: Feels challenged in ranking, because the choices presented do not necessarily represent actual high priorities for the County. Our comments last year were not taken into account. Also, some are important to constituents but not to County as a whole; EMS may be important in Indian Land, but further south the lack of opportunities for youth may be more important.

L. Hinson: Has the same concerns about priorities, and the numbers presented don't add up or assist with priorities. Looking at photos, the difference between Walnut Creek and Morningside for instance, where are the numbers that help us decide? Some seem obviously important, like EMS. Hard to justify others. I can't sleep over some of the decisions being requested. Also, developers make so many proposals when they want to build a development, why are they not being held to maintain the neighborhoods? Why is this on the taxpayers?

F. Liu: Some requests seem like things developers should be paying for, not citizens. Walnut Creek seems a stretch, it's a semi-private court.

T. Cureton: We are not against development, but prefer smart development, and these priorities do not give us confidence that the growth is smart development.

S. Richards: I live near Edgewater, I would rank Belltown Fire-EMS as a high priority; but I tried to take into account the needs of the whole County. EMS # 6 was supposed to be supported by Haile Gold Mine, but the Gold Mine does not seem to care anymore.

April Williams: Commissioners turn in their rankings; Josiah will tabulate; we will go through the public hearing; then we will hold discussion, and adjust our list as needed.

T. Cureton: I have a point of order, I do not want to rank the priorities, I do not agree with the priorities represented in the list.

April Williams: You have the right to abstain.

Chairman Cavalier calls on the Commissioners to submit the rankings to Josiah Parks.

Public Hearing: [See attached sign-in sheets]

Chairman Cavalier Calls for public hearing: none signed in.

1. Email comment from Commissioner Judianna Tinklenberg
Chairman closes public hearing.

T. Cureton: So we do not have any option to send this back and request a different list, reworked for different priorities according to the Comprehensive Plan?

Williams: Explains Capital Improvement Plan's ("CIP") interaction with budget process as a 10-year process. Public engagement and Commission engagement are made at the inception, and one component is the annual list of unfunded projects that Council asks Planning Commission to look at and rank by priority. Planning Commission makes recommendations - Council ultimately decides.

L. Hinson: #8 and 9 on the list: regarding new station in Indian Land: There are 2 stations 4 miles apart. And the department made this request for the entire County?

Williams: Departments ask based on need. Some projects are not on the list because they already have secured funding elsewhere in budget. These are unfunded requests.

J. Cavalier: regarding #8 and 9, are they concurrent, or similar? Rank higher or lower with engine & fire department.

Josiah Parks: for these two items, we ask that they “travel together,” if you rank one then rank the other with it.

T. Cureton: Understands the process, but who is looking at the total picture? Example of potholes on Harrisburg Road. Needs the whole picture before voting, cannot establish priorities based on the information given. I question whether this gives the best result for tax dollars spent.

Williams: Council’s direction to Planning Commission is to rank these unfunded requests. Staff and Commissioners can reach out to Council to address issues with the process for future consideration.

T. Cureton: I do not agree with the process; the same concerns were raise last year and no change was made.

Chairman Cavalier: We will weigh what information we have.

Williams: regarding roads, they are not on CIP request list because they have other funding sources to cover road projects.

T. Cureton: We also need land for schools, school district is built out. Is that a CIP priority?

Williams: The School District advocates as a separate entity, and has access to separate funding, for example bonds.

Chairman Cavalier: are any departments here to speak on their priorities?

Williams: None are here.

Chairman Cavalier: let us proceed with the rankings.

[Commissioners fill out their paperwork]

S. Richards: in the future, could we include page numbers for reference on the ranking form?

Williams: If we wish to continue discussion later in the meeting, commissioners can make a motion to table item.

Richards: Motion to table until end of meeting

Cureton: Second the motion

Vote: 6:0. Unanimous vote to table CIP discussion to end of meeting.

Chairman Cavalier introduces next item.

[Due to technical difficulties with AV system, a recess is suggested.]

S. Richards: Motion for 5-minute recess. 2nd by **F. Liu.**

Vote: 6:0. Meeting is recessed for 5 minutes

Meeting is recalled from recess.

b. CU-2024-0682 Harrisburg Global Academy

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: April Williams, Planning Director, presented the application consistent with the staff report. Recommends denial due to outstanding TRC comments (connectivity and buffers.)

Questions to staff:

T. Cureton: Would staff have changed their recommendations?

J. Cavalier: No revisions have been filed yet.

Comment from applicant(s):

JUSTIN MATTHEWS, Educator (resident of Denver, NC): for applicant Will answer any questions on the project. A group of parents reached out to them in 2018, concerned about the pace of development in Lancaster County; schools could not keep up. The Cook family had a 26-acre parcel largely used for landfill, but 2.5 acres was not part of the landfill. The landfill portion has been closed and capped. The proposal takes a parcel that was a detriment to the community and turns it into an asset with zero cost to the taxpayers. The charter school will add 850 seats for K-8 students, and athletic facilities, relieving pressure on local schools. They have already received requests for enrollment at 2 ½ times the projected size of the school, so enrollment will be very competitive.

Questions from Commissioners:

S. Richards: What was in the landfill?

Matthews: A thorough environmental study was conducted, with 14 test wells. Including methane testing: we are doing three additional methane testing wells tomorrow. Nothing harmful was found. There is a current VCC Plan in place approved by SCDES. The clay cap on the landfill will not be disturbed by the development of the school and grounds; we will do minimal grading and put athletic fields there.

Regarding other concerns, there is adequate access for utility infrastructure; the traffic plan will keep stacking off roads, using some of the landfill area, but would also like to put a multi-use path there. Developer is willing to request an easement from Almond Glen for connectivity, and are meeting with the HOA.

T. Cureton: You say nothing is bad; how do you make sure?

Matthews: The VCC Plan is developed and approved through SC Department of Environment Services. They have assessment standards that require 100% safety for residential proximity.

F. Liu: By stacking, do you mean pickup and dropoff?

Matthews: Stacking will only take place in the afternoons, and will not spill onto public roads. It will only last 20 minutes.

F. Liu: But after stacking, they will exit onto Harrisburg Road.

Matthews: They can turn right or left, there are turn lanes: and the outflow and inflow plan has been approved by SCDOT.

F. Liu: You said 850 slots, but 1200 are listed on the plan. Are there plans for expansion of the school?

Matthews: We can't accommodate 1200. 850 is the limit, since we can't build any more structures.

F. Liu: Is there a buffer or other protection in place to prevent light pollution from the athletic fields?

Matthews: There have been massive changes in lighting design, 1/10 what it was in the past. LED visors will be used, there is little light spillage, and the tree buffers do not need to be as tall. Also, the fields and the building are available to the community for clubs and meetings.

T. Cureton: You received comments on 3/27. Have the TRC comments been addressed?

George Genero – Civil Engineer (Greenville SC) we are exploring connectivity to residential property to the southeast. Grading concerns have already been addressed.

T. Cureton: When do you see connectivity being resolved?

Matthews: We will consult with the adjacent neighborhood to work it out. The asphalt stacking area could be used as vehicular access. Can you approve an easement on the multi-use path?

Williams: We cannot recommend approval at this time; you can postpone until next month to allow the applicant time to revise.

F. Liu: There is no stacking for morning drop-offs?

Matthews: We don't anticipate waiting lines for drop-off, it's a continuous flow.

Liu: So there is still traffic on Harrisburg, just n waiting. Will you have bus service?

Matthews: Yes, we will have buses. We are different from other charter companies. We anticipate 25-40% transportation by buses.

Genero: There are 3 lanes. Two for stacking, one dedicated lane for fire and buses. Stacking and fire safety will not intermingle.

L. Hinson: Is there an enrollment lottery?

Matthews: There is an application shotgun window for lottery, once it closes, applicants go to the end of the line. We hope to open in August of 2026.

Chairman Cavalier: Regarding the TRC issues, what is your timeline to resolve the TRC comments?

Genero: We will need time to get approval from the adjacent HOA, and meet with staff within a week.

Cavalier: Our traffic issues are not that simple. Buses and traffic not smooth interaction as has been stated.

Matthews: This location will take traffic off Harrisburg Road currently directed at transport to other schools. At a minimum, this will reduce danger. This project will convert a former landfill into a school. Other charter schools don't have bus service, this will help reduce traffic, since we do not stop on major roadways.

J. Cavalier: What about buffers?

Genero: We will implement a tree line buffer.

T. Cureton: What are the school operating hours?

Matthews: 7:30 am to 3:00 pm. Cooperate with area schools so there is no competition. We can consider a car lane for vehicular access.

F. Liu: I assume you will have staff to monitor traffic/lines?

Matthews: We will work with Sheriff's Department on traffic control. Multiple dismissal times will be utilized to control traffic. Middle School will have a different dismissal from elementary, and double bus runs. We can work with the School District to avoid overlapping times for parents and traffic flow.

F. Liu: Given the existing traffic in Indian Land, this will be stretching out the traffic on roads that are already hectic.

Genero: SCDOT Analysis approved the traffic control plan, as well as improvements such as right turn lane.

Matthews: Harrisburg Road will be cleared to see and easier to navigate than it is now.

Public Hearing: (See attachments: Sign-in Sheets)

THOMAS WESLEY CRUMP (Harrisburg Road resident): Has lived in the area for 40 years, knew the previous owners. He is certain there is coal ash from Rock Hill Chemical buried in the landfill, it is a cancer-causing agent. Concerned about the status of the cap, which only has a 3-foot fill above it. Lack of buffering between the landfill and adjacent residences. He wants verification that there is no cancer danger to kids. Also concerned about impact on traffic on Harrisburg Road. Even before the pandemic, traffic was backed up for two miles on Harrisburg. He can't exit driveway at 8:00 AM.

[* Chairman Cavalier intervened when Mr. Crump refused to yield the floor after 3 minutes.]

Matthews: All inspections and remediation have been done per SCDES regulations

Chairman Cavalier closed public hearing and called for a motion on item CU-2024-0682.

Motion to continue to 5/20/2025 meeting by **T. Cureton**; 2nd by **S. Hinson**.

Discussion:

F. Liu: I disagree with continuation, since no action has been taken regarding resolution of TRC comments or meeting with Almond Glen HOA.

Cavalier: For Richards: For S. Hinson: For T. Yokima Cureton: For
L. Hinson: For F. Liu: Against

Called vote: 5:1. **Motion to continue is approved.**

The item will continue on May 20, 2025. Council hearing will be postponed.

c. **RZ-2024-0367 Old Hickory Rezoning**

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 to be heard in May.)

Staff Presentation: April Williams, Planning Director presented the application consistent with the staff report. Staff Recommendations: Recommend denial as incompatible with Future Land Use. Application for Comprehensive Plan Amendment will be heard on May 20, 2025.

Comment from applicant(s):

Dean Aldrich (Greenville SC): Traffic improvement associated with Roselyn Development will have a beneficial impact for Old Hickory development as well. Our product has larger lots and homes than the Lennar development. Lancaster County Water/Sewer District has stated there will be sufficient capacity due to Roselyn utility extension. The extension was designed to accommodate our development. Old Hickory developer is looking at installing pump station to support force main

- Thread Trail Master Plan has been incorporated. (Working with Lennar)
- Wetlands density 1.9 dua (MDR allows up to 2.5 dua)
- No traffic analysis yet- will need turn lanes on Old Hickory

Questions from Commissioners:

L. Hinson: Is the lot total capped at 310?

Aldrich: We will come back for preliminary plat. Anticipates 310-315, will not go as high as 400. The proposed preliminary plat has been reviewed and is a workable plan

Public Hearing: [See attachments: Sign-in Sheets]

1. **CHERYL BECK** (Indian Land): All emergency responders in Indian Land are struggling. The 2026 Budget asks for additional stations, but not enough revenue to support them. Thousands of housing units are already approved and not yet built. Additional homes will create even more strain and impact all services, including Sheriff, EMS, Fire and Coroner's Office. Development of Costco and Target will create more strain as well. Please deny this request.
2. **ANGELA DAVIS** (Indian Land): [See attachment on development activity] County Council should declare a moratorium. This is not compatible with the Comprehensive Plan. Please deny this development: school capacity takes 4 years. Multiple districts are experiencing growth and are reaching capacity. There is no bond or ballot support for development. We are behind the 8-ball. Be smart and plan ahead.
3. **BARBARA SCANNELL** (Indian Land) Need 1 fire station and 1 ambulance per 10,000 people. Indian Land has 45,000 people and only 2 fire stations and 3 ambulances. There are 6 assisted living facilities, which make greater demands on emergency services, as do Over-55 communities. Demands on one district have a domino effect on surrounding districts. Infrastructure for schools, water and sewer and roads is backlogged, adding more properties will not help. Let the infrastructure catch up. We are not against development, but we cannot provide services for the population we have.

Applicant Response:

Aldrich: Growth is compatible with expanded sewer capacity. Developers are not asking for the maximum density of lots, creating less density with larger lot sizes.

Chairman Cavalier closed public hearing and called for a motion on item RZ-2024-0367. Motion to continue to May 20 by **S. Richards**; motion amended to June 17, 2025; 2nd by **F. Liu**.

Called vote: 6:0. **Motion to continue is approved** unanimously.

The item will continue on June 17, 2025. Concurrent Comprehensive Plan Amendment will be heard on May 20, 2025. Council hearing will be postponed.

d. **RZ-2024-0448 Buford High School**

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: April Williams, Planning Director presented the application consistent with the staff report. Staff Recommendations: Approval

Comment from applicant(s): representative of Engineering firm is present to answer questions.

Questions from Commissioners: none

Public Hearing: [See attachments: Sign-in Sheets] None signed in

Chairman Cavalier closed public hearing and called for a motion on item RZ-2024-0448. Motion to approve by ***T. Cureton***; 2nd by ***S. Hinson***.

Discussion: No additional discussion

Called vote: 6:0. **Motion is approved unanimously.**
The item will go to County Council for consideration.

6. PUBLIC HEARING ITEMS FOR PLANNING COMMISSION DECISION

a. SD-2024-1442: Shadow Moss

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

Staff Presentation: April Williams, Planning Director: The applicant has requested deferral to May 20, 2025.

Motion to defer to May 20, 2025, by **F. Liu**; 2nd by **T. Cureton**.

Discussion: no additional discussion

Called vote: 6:0. **Motion to defer to May 20th is approved unanimously.**
Item will be heard May 20th; notice of deferral will be made.

Chairman Cavalier brought for forward the tabled discussion of CIP Priorities: Item 5a
Seconded by F. Liu

Josiah Parks: Presents weighted list of priorities per Commissioners ranking, the beginning point for your discussion to reach consensus.

1. EMS Station 3 Indian land and Station 3 Fire Indian Land
(2 separate requests tied score)
2. EMS Station 6
3. Development Services Office Space
4. Parks & Rec: Renovation Morningside Park
5. Indian Land consolidated Station 3: Engine
6. EMS Combo Station

7. Fire Services: Upfit warehouse on Lynwood Drive
8. Parks & Rec: Portable storage purchase
9. Public Works Facility Site Study (repurposing old site)
10. Admin: Enterprise Resource Planning
11. Parks & Rec: Replace Springdale facility roof
12. Parks & Rec: Replace tennis courts at Walnut Creek

Chairman Cavalier: there is not much point in discussion about anything below 10, since we are only going to recommend 10 at most.

T. Cureton: I still want to add the projects that we added in, that are not on the list.

- A. Amphitheater Project: Green space & Entertainment
- B. Bell Town Fire Department upgrades

Allison Hardin: we can take the top 10 plus those two and re-rank them; or you can individually change your vote. Or we can start the ranking over again.

Chairman Cavalier preferred not to start over. Unanimous agreement by Commissioners.

April Williams: Another option would be to rank the list given by Council, but also draft a memo stating the Commission wishes to add these additional projects for Council consideration.

Unanimous approval of this option.

Josiah Parks: a point of order, Indian Land Fire Station 3 is tied for #1 rank, but it's companion request (engine) is at #6. Council and the Finance Department have asked that this pair of items travel together.

Chairman Cavalier asks for a show of hands vote for the two write-in items, so they have a weighted rank in Council consideration.

Ms. Hardin: without a project description or budget, we can't really rank them. It would be better to draft the memo to state that the Commission wants these ideas considered; then staff will come up with project descriptions before it goes to Council.

Chairman Cavalier requested a decision about how many to list: top 10 or top 7.

April Williams: We cannot include the two write ins on the list, since they are not on the list Council gave us. We can rank the items you choose, and attach the memo regarding the two additional recommendations.

Chairman Cavalier: to summarize, we need a motion to refer a list of our top seven ranked items, along with a memo regarding the two additional recommendations.

S. Richards: so moved.

April Williams: To clarify, we need to discuss each ranked item and decide whether you agree with the rank or you want it moved up or down.

S. Richards withdraws motion.

Allison Hardin: Starting with # 1, we have

1. IL EMS 3 and IL Fire Station 3 tied. Station 3 Engine would become 1B.
2. EMS Station 6
3. Development Services Office Space
4. Parks & Rec: Renovation Morningside Park
5. EMS Combo Station

Chairman Cavalier calls for the motion. S. Richards so moves; F. Liu seconded the motion.

Discussion:

T. Cureton : I want to go on record as saying I'm still not satisfied because the majority of these are in Indian Land.

L. Hinson: I have a question, I'm not clear on the Development Services office space- where is the building?

Hardin: we do not have a building.

Cavalier: For Richards: For S. Hinson: For T. Yokima Cureton: Against
L. Hinson: For F. Liu: For

Vote: 5:1 Motion is approved. Dissent by T. Cureton.
Item is referred to County Council.

7. OTHER

a. Update on Comprehensive Plan Implementation

[See attachment by Allison Hardin] Presents highlights of the report, including ballot items for funding that will be brought back in November. Staff will begin addressing some changes to the Future Land Use map, ongoing development of Carolina Thread Trail, and coordination with Economic Development on potential projects. We are continuing to work with the School Board to integrate School District Administration into planning. The culvert project on Ander Vincent Road has been completed. LCWSD has increased river and creek buffers to mitigate nitrogen levels in the rivers. The Historical Commission has expanded their space; the Nesbit property has been dedicated as a state park focusing on the Catawba Native American community, and will also provide recreation access to the Catawba River. We have focused a lot of energy in the UDO re-write to address issues in the Panhandle. We are looking at concurrency measures to assist with controlling development; the state has now taken up and is debating legislation about concurrency regulations.

Chairman Cavalier: would that mean we would hear more from those agencies at our meetings?

Hardin: No, since they already weigh in for Technical Review.

F. Liu: What will it take to be able to say no if we don't have school capacity?

Hardin: Concurrency regulations. We can adopt them at the local level, but the state is also looking at them.

F. Liu: And when will that happen?

Hardin: the state legislature is considering them at their next session. I have included the Senate and House bill numbers for reference in my report.

T. Cureton: When do we see the Comprehensive Plan goals reflected in the UDO?

Hardin: in all my notes for the UDO, I have references to the Comprehensive Plan elements. I will provide them to the Commission as UDO chapters are released.

Hardin (continuing with overview):

Parks and Rec has responded to Heath Springs complaints about parking issues, and have revised their schedule to better accommodate parking.

S. Richards and T. Cureton asked for confirmation as to which Comp Plan Area Edgewater Development falls into.

Hardin: We have been looking at growth opportunities for business in the UDO re-write. Over 85% of the county's land is zoned residential. We have only 9% for non-residential use, including Institutional. So we are looking for areas we can zone for business use.

Hardin: Staff has checked, Edgewater is in the Greater Lancaster section.

8. ADJOURN

Motion to adjourn by **T. Cureton** ; 2nd by **S. Richards**. Motion approved by unanimous consent. Meeting adjourned at **9:00 p.m.**

ATTACHMENT 1: Sign-In Sheets

Item 4: Citizens' Comments

Item 5a: Capital Improvement Plan (CIP) Presentation

Item 5b: CU-2024-0682 Harrisburg Global Academy

Item 5c: RZ-2024-0367 Old Hickory Rezoning

Item 5d: RZ-2024-0448 Buford High School

Item 6a: SD-2024-1442 Shadow Moss Preliminary Plat

- Notice of Cancellation: Request for deferral

SIGN IN ONLY IF YOU WISH TO SPEAK



**PLANNING COMMISSION
Public Hearing Sign In Sheet**

Item 4: CITIZEN'S COMMENTS

General Comments or comments on matters not on tonight's agenda.

Historic Courthouse
100 North Main Street, Lancaster, SC 29720
Tuesday, April 15, 2025

Citizens are allowed 3 minutes per person to speak. Everyone speaking before Council will be required to do so in a civil manner. Council will not tolerate personal attacks on individual Council Members, County Staff or any person or group. Racial slurs will not be permitted. Council's number one priority is to conduct business for the citizens of this county.

**THIS SIGN IN IS ONLY FOR MATTERS NOT ON
TONIGHT'S AGENDA.**

PLEASE PRINT

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SIGN IN ONLY IF YOU WISH TO SPEAK



**PLANNING COMMISSION
Public Hearing Sign In Sheet**

Item 5a: Capital Improvement Plan

Review and update of FY2021-2031 Capital Improvement Plan and associated funding requests for FY2025, in alignment with the Comprehensive Plan. The Commission will discuss the provisions, add recommendations at their discretion, and vote upon their recommendations to County Council.

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**PLANNING COMMISSION
Public Hearing Sign In Sheet**

Item 5b: CU-2024-0682 Harrisburg Global Academy

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PLEASE PRINT

1.	<i>Wes Crump</i>
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SIGN IN ONLY IF YOU WISH TO SPEAK



**PLANNING COMMISSION
Public Hearing Sign In Sheet**

Item 5c: RZ-2024-0367 Old Hickory Rezoning

Application by G3 Engineering and Old Hickory Hill, LLC to rezone 159.4 acres off Old Hickory Road (TM#0045-00-004.00) from Rural Neighborhood (RN) to Medium Density Residential (MDR) District, in order to develop a 310-lot single family subdivision. (Concurrent application CP-2024-0367 Comprehensive Plan Amendment to be heard in May).

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PLEASE PRINT

1.	Cheryl Hanhart-Beck
2.	Barbara Scannell
3.	Angela Davis
4.	

SIGN IN ONLY IF YOU WISH TO SPEAK



**PLANNING COMMISSION
Public Hearing Sign In Sheet**

Item 5d: RZ-2024-0448 Buford High School

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Item 6a: SD-2024-1442 Shadow Moss

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NOTICE OF CANCELLATION OF PUBLIC HEARING

Lancaster County Planning Commission

Lancaster County published a Notice of Public Hearing for **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.**” in *The Lancaster News* on March 29, 2025, as well as placed the Notice upon the Lancaster County website. The aforementioned Notice of Public Hearing gave notice of the public hearing scheduled before the Lancaster County Council on April 15, 2025, at 6:00 p.m. The Public Hearing has been postponed until May 20, 2025, the next regularly scheduled Planning Commission meeting. The Public Hearing will be rescheduled and advertised in accordance with South Carolina Statutory law.

Planning Staff received an email request to have this item postponed to the May 20th meeting. Staff has cancelled the Public Hearing, and the notice was properly submitted to the media and was posted in the lobby of the County Administration building, as well as the front and back doors of the Historic Courthouse building.

Can I get a motion to postpone this item until the May 20th Planning Commission meeting?

ATTACHMENT 2: CAPITAL IMPROVEMENT PLAN

- Handout: Planning Improvement Tools article re: Capital Improvement Plan
- Email comment from Commissioner Judianna Tinklenberg (public hearing comment)
- 2022-2031 Capital Improvement Plan: Project Prioritization List (2 pages)
- FY26 CIP Request Summaries (20 pages)



Planning Implementation Tools Capital Improvement Plan



Center for Land Use Education

www.uwsp.edu/cnr/landcenter/

September 2008

TOOL DESCRIPTION

A capital improvement plan (CIP) is a community planning and fiscal management tool used to coordinate the location, timing and financing of capital improvements over a multi-year period — usually 4-6 years. Capital improvements refer to major, non-recurring physical expenditures such as land, buildings, public infrastructure and equipment. The CIP includes a description of proposed capital improvement projects ranked by priority, a year-by-year schedule of expected project funding, and an estimate of project costs and financing sources. The CIP is a working document and should be reviewed and updated annually to reflect changing community needs, priorities and funding opportunities.

COMMON USES

Annual Capital Budgeting

Preparation of the CIP and annual budget are closely linked. The first year of the CIP, known as the capital budget, outlines specific projects and appropriates funding for those projects. It is usually adopted in conjunction with the government's annual operating budget. Projects and financing sources outlined for subsequent years are not authorized until the annual budget for those years is legally adopted. The out years serve as a guide for future planning and are subject to further review and modification.

Plan Implementation

The CIP is a powerful tool for implementing a community's comprehensive plan, strategic plan, and other planning documents. Capital investments such as utility extensions, highway improvements, and the purchase of parkland or environmental corridors can have a substantial impact on patterns of growth and development. By providing funding for strategic investments at a given time and location, the CIP helps ensure that development occurs consistent with a community's plans and vision.

Purposes of Capital Improvement Planning:

- ◆ Ensure the timely repair and replacement of aging infrastructure.
- ◆ Provide a level of certainty for residents, businesses and developers regarding the location and timing of public investments.
- ◆ Identify the most economical means of financing capital improvements.
- ◆ Provide an opportunity for public input in the budget and financing process.
- ◆ Eliminate unanticipated, poorly planned, or unnecessary capital expenditures.
- ◆ Eliminate sharp increases in tax rates, user fees and debt levels to cover unexpected capital improvements.
- ◆ Ensure that patterns of growth and development are consistent with the comprehensive plan.
- ◆ Balance desired public improvements with the community's financial resources.



Figure 1: The capital improvement plan is used to identify, prioritize and assign funding to major capital expenditures such as land, buildings, public infrastructure and equipment.

What is a Capital Improvement?

Most communities define capital improvements as major public expenditures, usually physical in nature.

Local policies may specify the *cost* and *useful life* of qualified projects. For example, a small community may set minimum project costs at \$1,000 or \$2,500, while larger communities set the threshold at \$10,000 or \$25,000. Expenses below this level are considered “operational” and appear in the annual budget. The Government Finance Officers Association recommends a useful service life of at least three to five years.

Common categories of capital expenditures include:

1. Purchase of major equipment (*ex. playground equipment, snow plow, computers*).
2. Acquisition of land for a public purpose (*ex. park, landfill, industrial site*).
3. Construction, expansion or major renovation of a public building or facility (*ex. library, roads, sewage treatment plant, building retrofit for energy efficiency*).
4. Related planning, engineering, design, appraisal or feasibility costs (*ex. LEED certification, architectural fees*).

Note: Some communities specifically exclude vehicles and equipment from the CIP.

IMPLEMENTATION

CREATION

The following general steps are involved in preparing a capital improvement plan:

1. *Project Submission* – Local agencies and departments are asked to submit a list of capital improvement projects in order of priority. Project request forms may prompt the applicant to provide a project description and justification, an estimate of initial project costs, ongoing operating and maintenance costs, and recommended funding sources.
2. *Evaluation and Selection* – The CIP team reviews, prioritizes and selects projects based on specific criteria, such as:
 - desired service level standard
 - project demand, as determined by an inventory of existing land, equipment and facility conditions
 - number of residents or geographic area served
 - return on investment, cost savings or revenue generation
 - sustainability or energy efficiency improvements
 - economic, environmental, aesthetic or social impacts
 - public health, safety or other legal concerns
 - consistency with community plans and policies
 - public or political support
3. *Financial Analysis* – Financial data, including historic and projected local government revenues, expenditures and debt service are used to assess the community’s ability to pay for proposed projects and to select appropriate financing tools.
4. *Plan Preparation* – The draft CIP includes a list of recommended projects by funding year, project and scheduling details, and financing sources. Detailed maps, photos, graphs, timelines and other illustrations may accompany the plan.
5. *Review and Adoption* – Following public review and revisions, the governing body adopts the CIP and capital budget.

ADMINISTRATION

A single official is usually responsible for coordinating preparation of the CIP. This task may be assigned to the chief executive or administrative officer (mayor, president, manager, administrator), a budget officer, or a member of the planning, finance or public works departments. The CIP coordinator often works with an advisory committee which may consist of local officials, citizens, or key departmental staff. It is also a good idea to refer the CIP to the plan commission for review and approval. In most communities, the CIP is prepared in the months preceding adoption of the annual government budget. To provide sufficient time for project solicitation, financial analysis and community input, preparation of the CIP may take on a year-round function in some communities. The CIP should be reviewed and updated annually.

Report Card: Capital Improvement Plan

Cost	Money or staff resources required to implement tool.
B	Once approved, projects recommended in the CIP are funded through the annual capital budget. A variety of funding mechanisms may be used to fund individual projects such as property taxes, user fees, impact fees, special assessments, grants or bonds. The presence of a CIP can help a community to achieve other financial goals such as securing a good credit rating (thus lowering borrowing rates), promoting economic development, avoiding unexpected expenditures, and competing more successfully for state or federal funds. The team assembled to prepare the CIP must be skilled in financial management (i.e. budgeting, cost estimation and forecasting), project management, and public participation.
Public Acceptance	The public's positive or negative perception of the tool.
B	The CIP helps to keep the public informed about future public improvements, thus providing a level of certainty to residents, developers and business owners regarding community vitality, tax burdens, and service costs.
Political Acceptance	Politician's willingness to implement tool.
B	The CIP provides a rational, defensible and analytical approach for scheduling public improvements, thus reducing pressure on politicians to implement projects that are not highly ranked. Politicians that are uncomfortable sharing control with the public or other levels of government may shy away from this tool.
Equity	Fairness to stakeholders regarding who incurs costs and consequences.
A	Ranking projects based on pre-determined, measurable criteria such as number of residents served, geographic area served, or socioeconomic needs can help ensure that public improvements are strategically located where public needs and priorities are greatest.
Administration	Level of complexity to manage, maintain, enforce, and monitor the tool.
B	Developing and implementing a CIP takes a considerable amount of work from local officials, administrative staff and departmental staff, particularly upfront. After the first year, the work becomes more familiar and less demanding. An annual review process and project request forms can make the process run more smoothly.
Scale	The geographic scale at which tool is best implemented.
City, Village, Town, County	Use of the CIP is most common among cities and villages, and growing among counties. Town use is limited but also appropriate.

GRADING EXPLANATION

A - Excellent
B - Above Average

C - Average
D - Below Average

F - Failing

Grades are subjective ratings and should be considered in light of local circumstances.

Figure 2: This excerpt from the Marshfield CIP shows common CIP features such as a project description and justification statement; expected capital, operating and other impacts; detailed funding sources by year; project rank; and graphic details.

WISCONSIN EXAMPLES

Marshfield, WI - Since the 1990s, the City of Marshfield has prepared an annual five-year capital improvement plan with the stated purpose of providing for the timely renewal and extension of the city's physical plant, controlling the city's long-term debt, and coordinating capital development. The CIP serves as a link between the city's comprehensive plan and annual budget process.

Capital Improvement Program

City of Marshfield, Wisconsin

2008 thru 2012

Contact: Ed Englehart

Department: Parks & Recreation

Category: L - Parks

Useful Life: Unassigned

Priority: Level 1

Project Name: Wildwood Station-McMillan Marsh Trail

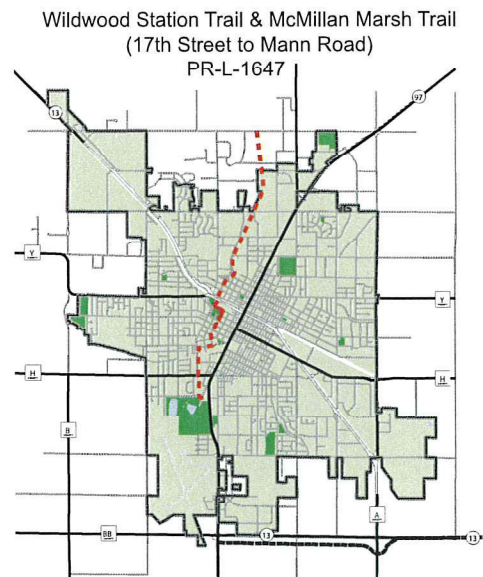
Project #: PR-L-1647

Description: The project would complete a pedestrian/bicycle trail from Wildwood Park on the south to McMillan Avenue near Fig Avenue on the north. This project narrowly missed 80/20 funding by the State of Wisconsin in 2006 and will be resubmitted in the next round of state trail funding allocations in 2008. The project will require acquisition of the former Texas Spur rail corridor from 7th Street south to Wildwood Park and cooperation from the School District of Marshfield for the trail segment on the west boundary of Grant School. A segment of the trail from Depot Street to Cleveland Street will consist of a combination of on road bike lanes and sidewalks. The remainder of the trail is proposed to be 10' asphalt surface.

Justification: This would provide a key connector segment to other existing trails through the center of the trail system plan, including the Veteran's Parkway pedestrian overpass, and would create a connection to the medical complex area, Security Health, and Grant School. This project was suggested by the Friends of the Trails and is supported by staff. Design and R.O.W. acquisition will occur in 2010 and construction in 2011. It will be important to continue to include St. Joseph's Hospital, the Marshfield Clinic and the School District of Marshfield in the planning of the project.

Operational Impact/Other: Increased maintenance cost for mowing, snow removal, and other trail and grounds maintenance.

Expenditures	2008	2009	2010	2011	2012	Total
Design			100,000			100,000
Right of Way			157,000			157,000
Construction				725,000		725,000
Total			257,000	725,000		982,000
Funding Sources	2008	2009	2010	2011	2012	Total
Non-Local Revenue			207,000	580,000		787,000
Operating Funds				25,000		25,000
Room Tax			50,000	120,000		170,000
Total			257,000	725,000		982,000



FOR MORE INFORMATION

Bowyer, Robert A. (1993). Capital Improvement Programs: Linking Budgeting and Planning. American Planning Association, Planning Advisory Service Report 442.

Chandler, Michael. (1996-97). Capital Improvement Programs – Parts I, II and III. Planning Commissioners Journal, Numbers 25, 26 and 27.

Tigue, Patricia. (1996). Capital Improvement Programming: A Guide for Smaller Governments. Government Finance Officers Association.

Vogt, A. John. (2004). Capital Budgeting and Finance: A Guide for Local Governments. International City/County Management Association.

ACKNOWLEDGEMENTS

Document prepared by Rebecca Roberts, 2008. Design and layout by Robert Newby. We gratefully acknowledge the contributions of Anna Haines and Linda Stoll, Center for Land Use Education; Bonnie Curtiss and Keith Strey, City of Marshfield; Alan Probst, Local Government Center; and Rob Burke, UW-Extension, Door County. Figure 1 photos from Bonestroo.com. Figure 2 excerpted from the City of Marshfield Capital Improvement Program, 2008-2011.

April M. Williams

From: Judianna Tinklenberg <j.tinklenberg@outlook.com>
Sent: Tuesday, April 15, 2025 3:30 PM
To: lafullhouse69@gmail.com; jaysson2@gmail.com; Yokima.cureton@yahoo.com; shellyrichards81@comporium.net; Sheila Hinson; uslius@aol.com; April M. Williams
Subject: CIP general information & meeting tonight
Attachments: capital_improvement_plan.pdf

THIS IS AN EXTERNAL E-MAIL — Use caution when clicking on links as they could open malicious websites.
—IT Helpdesk, lancastersc.supportsystem.com

Hi everyone! Please find and read (pages 1-3) of the attached general information on CIP budgets. It is enlightening and perhaps what is missing in some of the development process of our County's CIP budget... Take it for what you will, but the CIP funds are not supposed to be glorified 'Christmas wish lists from department heads' (these are staff's words, not my own from our last workshop meeting) that we rank. Last year the planning commission requested a more thorough approach to the development of these CIP projects and involvement in the process with citizen input and adequate research. Unfortunately, this did not take place in any capacity. At this time, I do not believe I have been provided with information on projects that meet a true CIP goal and do not feel comfortable making a recommendation to council using citizen's money in this way. While the provided lists are true needs within the County, this is not how the CIP monies should be utilized.

A thought, just because something has always been done a certain way at the County does not mean it is the right way or the only way...

I will not be able to make it this evening due to some last-minute adjustments to our family schedule and my husband being across the country for work. I encourage you all to ask the hard questions and speak with every citizen's best interest on your hearts, these are big decisions that impact everyone. I apologize in advance for my absence, you all know I hate missing the meeting.

Additionally, the private school up in District 4, I do not oppose a private school but am extremely concerned with the additional traffic and burden onto Harrisburg road. The road is deteriorating and is far past safe, please come drive between 160 heading all the way into Pineville on Harrisburg Road and you may lose a tire! Adding traffic to this already busy road prior to improvements and traffic calming seems irresponsible.

Please add this email and attachment to our meeting minutes as needed and feel free to call me if you have any questions. Thank you all, I will be praying for your discernment during the meeting on all agenda items!

Thanks,
Judianna Tinklenberg

2022-2031 Capital Improvement Plan: Project Prioritization List

1

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.

ATTACHMENT 3

Handout by Angela Davis re: RZ-2024-0367 Old Hickory rezoning

CITY OF LANCASTER - FUTURE DEVELOPMENT DISCUSSION

Name	TMS	Nearby Street	Developer	Estimates				Commercial	Notes
				Acres	SF Units	TH Units	Apts		
Scarlet Grove	0068-00-049.00	Hwy 521 / Old Dixie Rd	Forestar	110	300				Adjacent to AR Rucker Middle School
Granite Falls	0049-00-149.00	Hwy 521 / Arrowood	Forestar	72	300				East side of Charlotte Hwy, across from Arrowood
Red Rose Village	0049-00-147.00	Hwy 521 / Arrowood	Forestar	72	mix	mix		mix	Adjacent to Arrowood; reaches to W Shiloh Unity; water/sewer issues
Basilidon	0062-00-083.00	University Dr / Coyote Creek Trl	Ryan Homes	130+	355				3 phases; phase 1 is platted; requires upgrade to Hubbard Dr/University
None Yet	0062-00-084.00	University Dr / Charles Ave	Undetermined	22			undecided		Formerly owned by Frankie Faile
Anderson	0062-00-086.01	Anderson Dr	Homes of Lancaster	42		160			May also add single family homes
Rosegate	0067-00-035.04	Hwy 9 / Commerce Blvd	Ryan Homes	50	179				Located behind Applebees; on final phase
Old Airport Property	0086-00-011.00	Airport Rd / Hillcrest	Forestar	308	1080	266		on Airport Rd	In planning phase
Reece Rd	0081J-0A-002.00	Reece Rd / Lynwood Dr	Earl Coulston	8		66			Infill development
Chesterfield Ave	0081C-0C-015.00	Chesterfield / Kershaw / Eula Sts	Earl Coulston	7+			88 duplex		Infill development

Potential to date 2,794 units

2214 492 88

Lancaster County Subdivision Development Summary								
Subdivision	PDD/DA #	Year Prelim. Plat Approved	# Approved Lots	# Vacant Lots	# Lots Built or Under Construction	Percentage Built	Area within County	Notes
Active Building Sites								
Avondale	PDD-27	2017, Updated: 2019	511	30	481	94%	Panhandle	Single-Family and Townhomes Allowed up to 950 detached and 250 attached units by DA
Bridgemill	PDD-11	2003	840	57	783	93%	Panhandle	
Traditions at Bretagne Ridgecrest (Chateau Ridge)	DA #20181551	2018	108	12	96	89%	Panhandle	
		2018	129	0	132	102%	Panhandle	
Covington North	DA #2015-1360	2015	187	25	162	87%	Panhandle	Cluster Subdivision Allowed up to 320 lots (Split between North and South) Cluster Subdivision
Farrington		2007	45	0	45	100%		
Harris Mill		2019	383	355	28	3%	Panhandle	
Kinsdale		2011	281	222	56	20%	Panhandle	
Longbrooke		2005	67	35	32	48%	Panhandle	
Millstone Creek		2003	85	7	78	92%	Panhandle	
Prestwick		2017	167	28	139	83%	Panhandle	
Queensbridge	PDD-26	2014	249	7	242	97%	Panhandle	
Riverchase Sec I	DA 2008	2008	378	173	204	54%	Panhandle	Allowed up to 1,250 if on septic, or 1,939 if on sewer by DA. Some lots have been combined.
Somersett	PDD-21	2010	110	1	109	99%	Panhandle	Cluster Subdivision
Sugar Creek (Estates and Pines)		2018	512	293	169	33%	Panhandle	
Tree Tops	DA #2014-1315	2015	786	29	757	96%	Panhandle	Allowed up to 835 lots by DA
Walnut Creek	PDD-8	2006	2312	205	2107	91%	Panhandle	Allowed up to 2353 lots by DA
Edgewater	PDD-2	1999	1324	410	1023	77%	Lancaster	
Roselyn		2018	1860	1785	75	4%	Lancaster	
Wilson Creek		2011	308	211	97	32%	Panhandle	Cluster Subdivision
Grading/ Sitework Underway								
Preliminary/ Civil Phase								
The Exchange (Townhomes)	DA #2021-1773	2021	320	320	0	0%	Panhandle	
Creek Water (Townhomes)	PDD-26	2022	411	411	0	0%	Panhandle	
Shiloh Woods		2022	379	379	0	0%	Lancaster	Cluster Subdivision
Alcott Village		2022	72	72	0	0%	Lancaster	
Arbor Meadows		2021	92	92	0	0%	Lancaster	
Sunset Point (Edgewater)	DA #2021-1769	2022	856	856	0	0%	Edgewater	
Pettus Pond aka Pettus Farm		2023	99	99	0	0%	Panhandle	
Riverchase Section 3	Preliminary Plat :07/17/2023	2023	251	251	0	0%	Greater Lancaster	
Boone Village		2024	17	17	0	0%	Greater Lancaster	
The Sands at Kershaw		2024	71	71	0	0%	Southern Lancaster	
Asbury		2024	78	78	0	0%		
Single Family Total			13,288	6,531	6,807	51%		

Last Update: March 31, 2025

ATTACHMENT 4

Comprehensive Plan Implementation: Annual Report 2025

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 four 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 graphic consisting of a red and white wavy line is positioned horizontally across the middle of the image, partially obscuring the building and the clock tower.

Lancaster 2040

COMPREHENSIVE PLAN

**ANNUAL REPORT OF
IMPLEMENTATION STRATEGIES**

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

April 2025 Update:

- Public Works has completed the first draft of an inventory of all roads in Lancaster County, including ownership/responsibility. Data will be provided in list and map format. This information will help with future decisions regarding infrastructure priorities.
- The Lancaster County Transportation Committee (CTC), as part of the penny sales tax proposal, identified over \$400 million in transportation infrastructure needs. Even though the referendum did not pass, the information was collected and will be used in future infrastructure upgrade planning.
- Lancaster County and Lancaster City will hold a joint meeting on April 15, 2025 to discuss the challenges of growth in both municipality and county areas. Topics include the City's consideration to close the solid waste transfer station to outside customers (due to the facility growing close to full); the City's water rights areas and agreements with the Lancaster County Water & Sewer District; potential for the County to take over all 911 dispatch operations (the City currently dispatches their police officers but the County dispatches all fire and EMS); and growth impacts to the fire service.

- Staff is keeping up with LCWSD expansions as they are implemented, including the new service lines that allow the Roselyn community to begin pulling building permits.

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

April 2025 Update:

- Staff has put the future land use plan to work in each rezoning petition that the Planning Commission has reviewed since the Comp Plan was adopted.
- As part of the Unified Development Ordinance (UDO) update, staff will present zoning map amendments at the end of the process that will better align properties with the future land use map and rectify any issues that arise during the UDO drafting process (for instance, if a rule makes a use non-conforming in a certain zone).

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

April 2025 Update:

- This has been completed. The SCDOT, LCWSD, and the Lancaster County School District (LCSD) all participate in plan and permit review.

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

April 2025 Update:

- This project is on hold until the UDO rewrite is ready for public review. Staff has targeted some amendments to the UDO to better support a wider range of housing options, and if they are passed, will lead to opportunities that the proposed committee could engage with.

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

April 2025 Update:

- This is in progress. As staff receives requests for rezoning of or near industrial areas, we note the need to maintain as much industrially-zoned land as possible.

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

April 2025 Update:

- As part of the Unified Development Ordinance (UDO) update, staff will present zoning map amendments at the end of the process that will better align properties with the future land use map and rectify any issues that arise during the UDO drafting process (for instance, if a rule makes a use non-conforming in a certain zone).

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

April 2025 Update:

- The Economic Development department will lead this project.

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

April 2025 Update:

- County Council heard from an economic development expert during the 2025 Budget Retreat, who provided information to the Council about how successful partnerships between city and county boards can benefit both jurisdictions.
- Lancaster County and Lancaster City will hold a joint meeting on April 15, 2025 to discuss the challenges of growth in both municipality and county areas. Topics include the City's consideration to close the solid waste transfer station to outside customers (due to the facility growing close to full); the City's water rights areas and agreements with the Lancaster County Water & Sewer District; potential for the County to take over all 911 dispatch operations (the City currently dispatches their police officers but the County dispatches all fire and EMS); and growth impacts to the fire service.
- County staff from the Planning Department participates in RFATS policy and technical teams to look for opportunities to improve Lancaster County's road infrastructure for business and residents alike.

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

April 2025 Update:

- Councilwoman Charlene McGriff is the Lancaster County representative on the I-77 Alliance and participates on behalf of Lancaster County.
- Planning staff participate with Catawba COG on transportation-related committees including the Rock Hill – Fort Mill Area Transportation Study (RFATS) area, which covers the northern part of Lancaster County

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

April 2025 Update:

- Lancaster County EMS has created a program through which high school students can take medical-related courses during high school to be eligible to sit for EMT certification after graduation. This program has successfully increased the number of EMTs in the county staff.
- Staff utilizes the USC-Lancaster online training opportunities to enhance their knowledge of job-related topics including real estate and accounting.

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

April 2025 Update:

- This is an ongoing project. Staff identifies trail connections when developments are proposed in the areas outlined in the master plan.

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

April 2025 Update:

- County staff from the Planning Department participates in the Carolina Thread Trail (CTT) initiative to help increase the multimodal opportunities for pedestrians and bicyclists through a designated master trail plan.
- County staff from the Planning Department participates in RFATS policy and technical teams to look for opportunities to improve Lancaster County's road infrastructure for business and residents alike.

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

April 2025 Update:

- This is being implemented. The Comprehensive Plan adopted the Collector Streets Plan by reference, and staff used the Plan to identify needed collectors in the proposed Cresswind development discussion.

LC 3.4						
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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
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April 2025 Update:

- This is an ongoing project. Staff participates with RFATS, who is a connection to the Charlotte public transportation system, on projects that will increase public transportation opportunities.
- The Area Council on Aging (ACOA) provides public transportation to the public Monday-Friday between 9am – 3pm. Seniors and Veterans ride free; all others pay a prorated charge depending on the trip distance.

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
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April 2025 Update:

- Public Works has completed the first draft of an inventory of all roads in Lancaster County, including ownership/responsibility. Data will be provided in list and map format. This information will help with future decisions regarding infrastructure priorities.

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
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April 2025 Update:

- This project has been discussed by staff but no action as yet.

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
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April 2025 Update:

- The Lancaster County Transportation Committee (CTC), as part of the penny sales tax proposal, identified over \$400 million in transportation infrastructure needs. Even though the referendum did not pass, the information was collected and will be used in future infrastructure upgrade planning.

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
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April 2025 Update:

- **Module 3 of the UDO rewrite contains the infrastructure standards for the County, and is on schedule for review in the summer of 2025.**

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

April 2025 Update:

- **This is ongoing. In particular, staff evaluates the capacity of each department during budget workshops and reviews, and makes requests as needed to continue to serve the citizens of Lancaster County to the highest ability.**

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

April 2025 Update:

- **The City and County will meet on April 15 to discuss the City of Lancaster's transfer station use.**
- **Public Works has asked for additional solid waste hours at the convenience sites, based on citizen**

requests for more operational hours.

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

April 2025 Update:

- The Lancaster County School District participates in plan review, and provides input regarding school capacity to handle proposed changes.
- Lancaster County Staff and Council recently met with the Lancaster County School Board to discuss growth in the County and how to assist the school board in planning for it.

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

April 2025 Update:

- This year, staff worked with MUSC planners to expand buildable area in an Indian Land development to accommodate a 10,000 sq ft medical building.

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

April 2025 Update:

- The County Administrator's office will lead this project.

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

April 2025 Update:

- This project will start after the UDO rewrite is completed.

LC 4.7

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

Growth

Balance

Vibrance

Service

Sustainability

Prosperity

Mobility

April 2025 Update:

- The Old Bailes drainage project was completed in 2024.
- The culvert project for Ander Vincent Rd was completed with funds received from Hurricane Helene.
- The UDO rewrite contains proposals to make the development landscape more sustainable and resilient.

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

April 2025 Update:

- This is ongoing. As opportunities arise, staff works to connect property owners with KVLТ to protect sensitive lands.

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

April 2025 Update:

- A representative from KVLТ is on the committee for the UDO rewrite.

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

April 2025 Update:

- The Lancaster County Water and Sewer District (LCWSD) has installed increased buffers in their regulations for water quality. These buffers are noted during plan review and Lancaster County staff won't issue permits unless LCWSD signs off that the buffers requirements have been met.
- In 2024, County Council passed a buffer rule that required asphalt plants to be located no closer than 1 mile from the Catawba and Lynches Rivers.

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

April 2025 Update:

- This is an ongoing discussion in the UDO rewrite process.

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

April 2025 Update:

- In 2024, the Nisbet property conversion to state park was finalized. This will provide additional access to the Catawba River to the public when completed.

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

April 2025 Update:

- This is ongoing. The staff continues to support the Carolina Thread Trail organization and master plan.

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
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April 2025 Update:

- This has been discussed with the Director of Parks and Recreation; the plan is in their budget for FY 2025-2026.

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
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April 2025 Update:

- This is ongoing. This month, the Parks & Rec Director reached out to the Depty Administrator and Development Services Director with another potential site. It is under review.

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
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April 2025 Update:

- This is ongoing. For example: after the public complained about lack of parking at the Heath Springs fields, the Parks & Rec staff reorganized how the fields were used to better separate games and allow parking to rotate.

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
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April 2025 Update:

- This is ongoing. The Parks & Rec Department continue to request additional staff.

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

April 2025 Update:

- County Council recently granted the Historical Commission space to expand by moving the Clemson Extension agent to a different location and allowing the Historical Commission to take over the building next to their offices.

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

April 2025 Update:

- This is ongoing. The County and City staff are increasing their opportunities for collaboration.

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

April 2025 Update:

- This is ongoing. Currently the UDO requires open space and park space in new major subdivisions. Staff discussed with Council the option of pooling resources for more regional park facilities during the budget retreat.

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

April 2025 Update:

- This is ongoing. The City and County elected officials and staff are meeting April 15 to discuss options for funding that would involve assistance from Lancaster County.

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

April 2025 Update:

- The Public Works and Stormwater departments regularly work with volunteer groups for litter cleanup.
- The UDO rewrite contains language to allow volunteer groups to pick up nonregulatory signs placed illegally in public rights-of-way.

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

April 2025 Update:

- This is ongoing. In FY 2025, the Code Enforcement division has, so far, processed 533 inspections of 157 violations, resulting in all but six cases being mitigated before going to the citation process.

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

April 2025 Update:

- This has not started at this time.

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

April 2025 Update:

- County Council approved increased landscaping requirements for large retailers in the Highway Corridor Overlay in 2024 as part of a package of amendments for the Costco project.

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

April 2025 Update:

- This will begin after the UDO rewrite is complete.

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

April 2025 Update:

- This has not started at this time.



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

April 2025 Update:

- This is ongoing. Staff regularly supports proposed development located in growth areas and does not support proposals that conflict with the Future Land Use Map.

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

April 2025 Update:

- This is ongoing. Staff regularly supports proposed development located in growth areas and does not support proposals that conflict with the Future Land Use Map.
- A standing committee to monitor the effectiveness of growth management efforts will be created after the UDO rewrite is complete.

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

- April 2025 Update:

 - County Council attempted to pass a penny tax in November 2024 that failed at the ballot. The County still has the capital sales tax funds and road improvement funds, but is in dire need of larger funds to significantly affect the road network.

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

- April 2025 Update:

 - This is proposed in the UDO rewrite as a requirement for major subdivisions. In the meanwhile, staff provides this as a recommendation to developers who are proposing large changes in the code or landscape.

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

- April 2025 Update:

 - This is ongoing. Staff continues to implement the Carolina Thread Trail plan as development occurs in the area.

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

April 2025 Update:

- This is a proposal in the UDO rewrite.

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

April 2025 Update:

- SCDOT staff regularly attend the Technical Review Committee (TRC) weekly meetings and provide valuable insight into development challenges in Lancaster County.
- Staff also partners with SCDOT staff through RFATS and other regional transportation committees.

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

April 2025 Update:

- This is proposed in the UDO rewrite.
- Additionally, staff is participating in a regional bicycle/pedestrian safety program development with RFATS (the Strategic Highway Safety Plan) that will target a net goal of zero deaths of pedestrians and bicyclists in the service area.

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

April 2025 Update:

- This is ongoing with the assistance of RFATS.

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

April 2025 Update:

- In 2024, the Nisbet property conversion to state park was finalized. This will provide additional access to the Catawba River to the public when completed.

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

April 2025 Update:

- The concurrency measures that did not pass through with the Comp Plan in 2024 are now a state bill to require adequate facilities prior to development (H 4050; S 227). Staff is in support of this bill and is monitoring it as it moves through both House and Senate.

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

April 2025 Update:

- This is ongoing, with County administration taking the lead.

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

April 2025 Update:

- The FY 2025-2026 budget requests reflects the goal of adding public safety staff to the County roster.

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.

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

April 2025 Update:

- This is included in the UDO rewrite.

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

April 2025 Update:

- This has been discussed but no committee formed yet.

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

April 2025 Update:

- This is in the UDO rewrite.

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

April 2025 Update:

- The Marketing and Communications Department would be the lead for this.



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

April 2025 Update:

- City and County leaders will meet on April 15 to discuss growth impacts, and the negotiated water/sewer growth area around the City Limits of Lancaster.

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

April 2025 Update:

- Staff continues to support the rural designation of the Future Land Use Map during plan and application review.

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

April 2025 Update:

- Staff is working with the Economic Development department to retain properties zoned for economic development, including in the Old Bailes industrial park.

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

April 2025 Update:

- The Planning Department has hired a planner with grant experience to help us achieve this goal in the coming years.

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

April 2025 Update:

- This is part of the discussions with the UDO rewrite, the City of Lancaster, and developers as opportunities arise.

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

April 2025 Update:

- This will commence after the UDO rewrite is complete.

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

April 2025 Update:

- The County currently partners with several agencies that provide cultural opportunities, and is meeting with the City of Lancaster on April 15 to discuss ways we can assist with redevelopment that may include cultural events and venues.

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

April 2025 Update:

- The Marketing and Communications department will be the lead on this.

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

April 2025 Update:

- The City and County will meet on April 15 to discuss this, among other topics.

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

April 2025 Update:

- The City and County will meet on April 15 to discuss this, among other topics.

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

April 2025 Update:

- The Economic Development department will lead this project.

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

April 2025 Update:

- The City and County will meet on April 15 to discuss this, among other topics.

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

April 2025 Update:

- This is ongoing. The staff has prioritized the Carolina Thread Trail and implementation of the master plan, and addresses this as properties along the trail map propose to develop/redevelop.

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

April 2025 Update:

- This may be discussed at the joint City/County meeting on April 15.

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

April 2025 Update:

- This may be discussed at the joint City/County meeting on April 15.

GL 4.4

Develop corridor plan for SC Highway 5 and SC Highway 9.

Growth

Balance

Vibrance

Service

Sustainability

Prosperity

Mobility

April 2025 Update:

- This will be addressed after the UDO rewrite is complete.



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

April 2025 Update:

- As development opportunities in the Heath Springs and Kershaw areas arise, the staff will do this.
- Staff and the Planning Commission have assisted in Kershaw's growth by processing 29 annexations in this fiscal year.

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

April 2025 Update:

- This may be wrapped into the public education portion of the UDO rewrite.

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
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April 2025 Update:

- This will be accomplished after the UDO rewrite.

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

April 2025 Update:

- The Community Development Block Grant (CDBG) program is being used to support the Kershaw water treatment plant. The County is part of the process as a pass-through agency (the funds go through the County to the municipalities).

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

April 2025 Update:

- Road improvements are included in CTC priorities annually. The bridge project has not started.

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

April 2025 Update:

- The Parks & Rec Department partner with Heath Springs and Kershaw staff; the Planning department will help identify areas around the community as we assist with their comprehensive plan updates.

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

April 2025 Update:

- This is ongoing. Staff has had discussions with property owners in the Kershaw area regarding the requirements to set aside easements for the trail.

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

April 2025 Update:

- The Economic Development department will be the lead on this.

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

April 2025 Update:

- This has not yet been addressed.

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

April 2025 Update:

- The Community Development Block Grant (CDBG) program is being used to support the Kershaw water treatment plant. The County is part of the process as a pass-through agency (the funds go through the County to the municipalities).

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

April 2025 Update:

- This is coordinated by the County Administration. The quarterly Intergovernmental luncheons serve to assist with communication at this time.