

The background of the entire page is a photograph of the Lancaster County Administration Building. The building is a two-story brick structure with a prominent portico supported by four white columns. Above the columns, the words "LANCASTER COUNTY ADMINISTRATION BUILDING" are inscribed. The central entrance features a large arched window above a set of double glass doors. To the right of the entrance, there is a tall, ornate clock tower with two clock faces. In the foreground, there is a circular brick planter filled with red flowers. A decorative graphic consisting of a white and red wavy line with a yellow-to-red gradient is positioned across the middle of the image, partially overlapping the building and the clock tower.

Lancaster 2040

COMPREHENSIVE PLAN

COUNTY COUNCIL DRAFT
MARCH 2024

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PLANS ADOPTED BY REFERENCE

The following plans are adopted by reference and will be implemented as indicated by each:

- Lancaster County Local Government Comprehensive Plans (City of Lancaster, Town of Van Wyck, Town of Kershaw, Town of Heath Springs)
- RFATS 2050 Long Range Transportation Plan
- RFATS Collector Street Network Plan
- RFATS Bicycle and Pedestrian Connectivity Plan
- SCDOT Plans, including the State Transportation Improvement Program
- Carolina Thread Trail Master Plan
- Lancaster County Hazard Mitigation Plan

INTRODUCTION



OVERVIEW

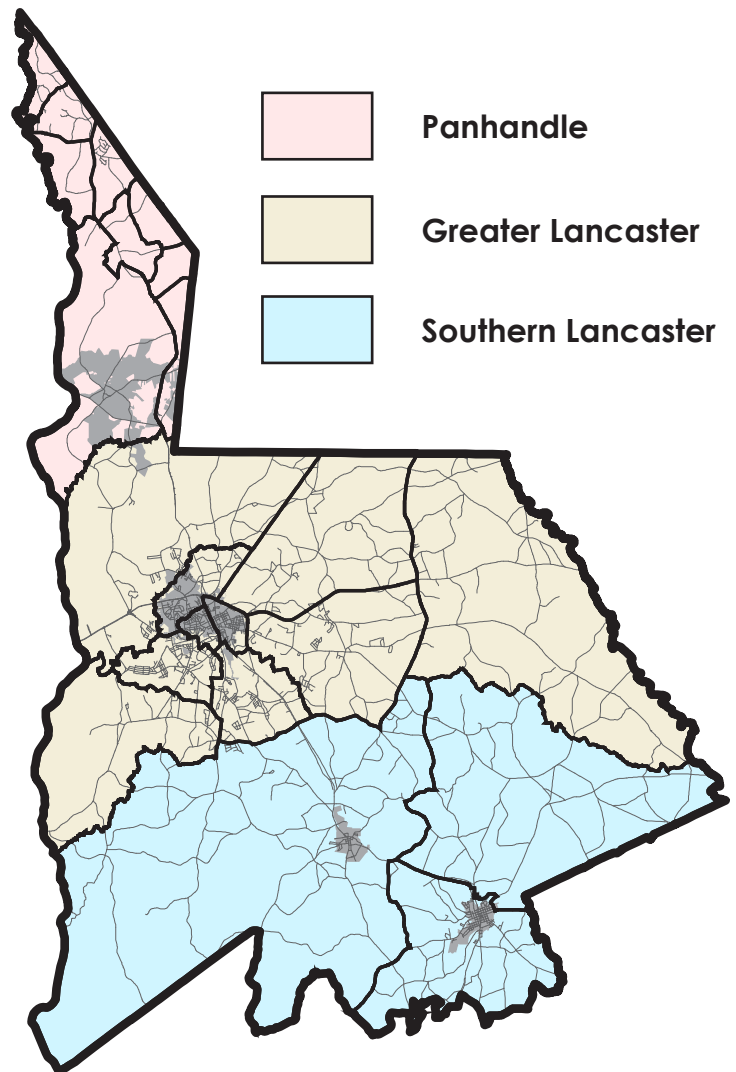
In recent years, Lancaster County has experienced significant growth in jobs, housing, and population; making it one of the fastest growing counties in the region and United States. Its proximity to Charlotte, as well as its location in the Carolinas, has caused this historically rural community to develop at exponential rates in recent years. Yet, much of the County remains rural today and the differences amongst the geographic regions of the County are stark.

As the Comprehensive Plan was developed, those geographic differences were considered as they relate to planning for future growth and development, while also protecting the County's character and resources. This Plan meets the requirements of South Carolina's Planning Enabling Act, providing data related to the required planning elements and establishing a direction for the County to pursue in the coming years.

The Plan is unique in its evaluation of the County by three sub-regions: the Panhandle, Greater Lancaster, and Southern Lancaster.

The Panhandle region is generally the northern arm of the County. It includes much of the Town of Van Wyck, as well as unincorporated areas north of the Town, including Indian Land. In the past 20 years, the majority of the County's growth has occurred here, where much of the land is subdivided into moderately dense neighborhoods, with commercial primarily concentrated along US-521.

Greater Lancaster is central Lancaster County, including the City of Lancaster and areas around the City. The eastern part of this region is rural, including the community of Buford. Greater Lancaster has seen growth, particularly around the City, but some areas have also experienced population loss, resulting in a relatively low population growth trend.



Southern Lancaster is the southern most portion of the County, including the Towns of Heath Springs and Kershaw. It is the most rural portion of the County and has had a relatively stagnant population in recent years. The primary industries here are agriculture and mining.

WHAT IS A COMPREHENSIVE PLAN?

A comprehensive plan serves as the foundational planning document for a community, guiding all aspects of growth and development management. The Plan also provides guidance and long-range strategic direction to elected bodies, appointed officials and administrative staff as they develop and implement projects, programs, and policies that affect the future of Lancaster County.

In 1994, the South Carolina Legislature passed the South Carolina Government Comprehensive Planning Enabling Act, which granted authority to prepare and maintain comprehensive plans to local governments as set forth in South Carolina Code of Laws Title 6, Chapter 29. This Act consolidated formerly separate state legislative acts regarding local authority to create comprehensive plans. In order to implement zoning and development impact fees, the State requires communities to fully update their comprehensive plan every ten years, with an interim mandated review during the 5th year following adoption. The required reviews and updates help to ensure the relevancy of the information and direction that the Plan provides, ensuring its ongoing applicability to the community. However, the Comprehensive Plan may be updated as often as necessary.

In South Carolina, local governments are required to prepare and adopt a Comprehensive Plan prior to implementing land use regulation through zoning. The plan must be regularly reviewed and updated at least every 10 years.

While a comprehensive plan is not a legally binding “ordinance,” it does inform land use and development ordinances and regulations, particularly as the Planning Commission and the County Council carry out their duties in guiding and facilitating growth. In fact, the State requires that zoning regulations be made in accordance with the Comprehensive Plan and that the Planning Commission review the compatibility of development proposals with the Comprehensive Plan.

HOW TO USE THIS PLAN?

As mentioned previously, this Comprehensive Plan can be used by elected and appointed officials to review proposed developments and similar projects related to the future of Lancaster County. The Plan includes a vision, guiding principles, and implementation strategies relevant to the entire County. It also includes implementation strategies for individual regions of the County. Lancaster County's leadership is primarily responsible for the implementation of the strategies in this Plan.

The County's leadership can also consider the vision and guiding principles when considering proposals outside of the scope of this plan, to ensure compatibility. This Plan also includes a Future Land Use Map, which provides a physical depiction of how the county should grow in the coming years. This tool will be particularly helpful when reviewing development proposals.

Lastly, there is a large amount of information pertinent to the County contained in the elements of this Plan. This can be used to provide insight on particular conditions, and how they might change in the coming years. As the County continues to navigate change over the next twenty years, circumstances can vary in unexpected ways. Therefore, the State-mandated updates are particularly important to consider, as elements of this Plan may need to be modified.



PLANNING PROCESS

This project was completed over the course of two-and-a-half years. The project was launched with a background research phase that included a baseline review of data, which included a detailed analysis of information pertinent to the Plan's development and meeting the requirements of the state law. The County was also particularly concerned about some regionally specific characteristics. These include growth management strategies, recreation and open space, transportation, economic development, loss of agricultural and rural lands, community beautification, and natural resource extraction. Much of the information developed during this phase, which was launched in November of 2021, is included in the Plan Elements. The baseline review also included small group interviews, or listening sessions, with more than 40 subject experts. Interviewees included local developers, County staff, and various other representatives who provided their feedback on a range of topics related to Lancaster County.

COMMUNITY SURVEY

At the end of this phase, in March of 2022, a community survey was conducted. The survey was available online for one month, as well as in print at a number of locations across the County. Information about how to participate in the survey was published in the newspaper, broadcast through the County's social media pages, and shared through County mailing lists. In total, almost 2,000 people participated in the survey, providing feedback on their hopes for the future of Lancaster County.

The community survey included 23 questions surrounding a range of topics pertinent to respondents' perceptions of the County today and their desire for its future. A few highlights from the responses received are presented below (the full community survey results can be reviewed in the Appendix).

When asked about quality of life, almost 60% of respondents indicated that they have an average quality of life in the County, while about 30% described their quality of life as "high" and 11% described their quality of life as "low." The highest rated quality of life factors were proximity to larger cities, access to full-service grocery stores, overall cost of living, and public safety. The lowest scoring attributes were recreation / entertainment and community character / appearance.

The issues which concerned survey respondents the most were growth and development, traffic congestion, schools / education, and public infrastructure. The majority of respondents



40+
ATTENDEES

Listening Sessions
February 2022



2,000+
RESPONSES

Community Survey
March - April 2022



12
MEETINGS

Regional Focus Groups
March 2022 - July 2023



9
MEETINGS

Steering Committee
December 2021-Jan 2024



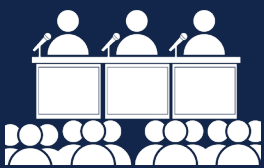
90+
ATTENDEES

Public Drop-In Meetings
June - July 2022



250+
PARTICIPANTS

Virtual Public Engagement
July 2022



200+
ATTENDEES

Topic Area Forums
September - October 2022

290+
ATTENDEES

Draft Plan Public Meetings
January 2024



1,000+
SUBSCRIBERS

Email Update List
Ongoing



7,200+
REACHES

Project Website Hits
Ongoing

(63%) indicated that they feel the County is growing too fast, while 23% indicated it is growing at the right pace and 14% indicated that it is growing too slowly. Of course, this response varied greatly by region; with 82% of respondents from the Panhandle indicating that the County is growing too quickly and a much more-evenly divided perspective in the Greater and Southern Lancaster regions (just 31% and 37% thinking the County is growing too fast, respectively).

Many respondents (72%) are concerned about the loss of forests and farms lands, and the majority of respondents think the County should develop policies to conserve forest land (69%), conserve farmland (60%), and develop accessible green spaces (76%). Almost two-thirds (63%) of respondents are unsatisfied with the parks and recreation available to them, and the types of parks, recreation, and amenities they would like to see in each region are shown below.

When asked about opportunities to improve the aesthetic quality of their regions of the County, the most common responses were to clean up litter, conserve land / protect forests, improve landscaping along roads, and improve design standards. A very small portion of respondents (20%) are unsatisfied with the services offered by the County. Yet, when asked about potential new services, there was significant support for more parks, outdoor spaces, recreation, and public transportation.

Lastly, respondents were asked to share a vision for the future of Lancaster County. This was a written response and a summarized version of those comments received are shared on the following page. The column on the left summarizes the comments received and the column on the right indicates how many respondents shared a similar thought.

COMMUNITY SURVEY RESULTS - PARKS AND RECREATION NEEDS



COMMUNITY SURVEY RESULTS - VISION FOR LANCASTER COUNTY

RESPONSE	NUMBER OF RESPONSES
Control Growth / Slow Down Development	326
Build / Improve Roads	295
Parks / Green Spaces	222
Improve Schools	199
Encourage More Commercial Businesses	172
Stricter Zoning / Design Regulations	132
Economic Development	117
Keep Small Town Feel	105
Improve Aesthetic Appearance	103
Improve / Support Public Safety	99
Habitat and Farmland Preservation	88
Bicycle and Pedestrian Facilities	83
Ensure Adequate Infrastructure / Utilities	77
Revive Downtown	72
Entertainment	61
Public Transportation	52
Create a Plan / Improve Planning	52
Address Different Regions Separately / Equitably	48

FULL COMMUNITY SURVEY RESULTS CAN BE REVIEWED IN THE APPENDIX

INITIAL PUBLIC INPUT MEETINGS

Following the community survey, a series of public input meetings were held in various locations of the County in June and July of 2022. The meetings, which were conducted in Indian Land, the City of Lancaster, and the Town of Heath Springs, were all public drop-in meetings, where information from the baseline review and community survey were displayed, and participants were asked to share their thoughts on preliminary findings. In total, about 90 people came out to these meetings, with about 30 residents attending at each location. The interactive components of these meetings were available online for a few weeks afterward and an additional 254 people participated virtually. Respondents shared their preferences for recreation, trails, transportation improvements, economic development initiatives, neighborhood amenities, community appearance, and growth management. They also provided feedback on the draft vision and guiding principles, which were eventually incorporated into this Plan.

KEY TOPIC FORUMS

As information related to key topics was being further defined through research, a series of key topic forums were held in the fall of 2022. In the first week of September, a forum on agriculture and natural resources was held in Kershaw. This involved short presentations from panelists representing the Catawba Valley Land Trust, the Palmetto AgriBusiness Council, Oceana Gold, and agribusiness owners and consultants. Panelists outlined key trends and foresights on agriculture and natural resources in Lancaster County and attendees could ask any questions about these topics. All forums were recorded and made available for viewing online.

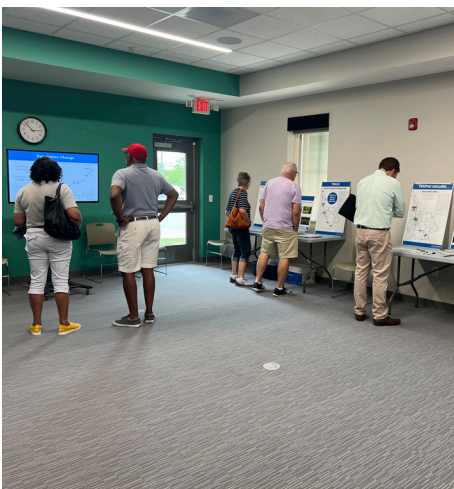
At the end of September, a forum on economic development was held in the County Administration Building. Panelists for this forum included an economic developer, the Interim Lancaster County Economic Development Director, the Director of Research and Marketing at the I-77 Alliance, the Senior Advisor to the SC Secretary of Commerce, and the Lancaster



County Administrator. Panelists shared insights on economic development in the County and attendees were able to ask questions about their particular interests and concerns.

In mid-October, a forum on land use and growth management was held at USC-Lancaster. Panelists included a land use attorney working on rewriting the County's Unified Development Ordinance, a local developer, the Lancaster County Water and Sewer District, the Lancaster County School District, a Lancaster County Planning Commissioner, and the County's Planning Director. Each panelist presented a presentation on land use and growth trends and factors, and a facilitated discussion with attendees followed.

The final forum, which took place at the end of October, focused on transportation, and was held in the Panhandle at CrossRidge. Panelists included a transportation consultant, a representative from the Rock Hill - Fort Mill Area Transportation Study, and two representatives from the South Carolina Department of Transportation. This forum followed a similar pattern to the previous three, including information sharing and facilitated discussion.



Images from public drop-in meetings conducted in June and July 2022

2023

DRAFT PLAN DEVELOPMENT

UPDATE MEETINGS

April

Planning Commission & County Council

2024

ADOPTION PROCESS

ONLINE INPUT

January

Public Meetings

February - April

Adoption

At the conclusion of the primary public outreach phase at the end of 2022, the initial formulation of the draft Comprehensive Plan began. Throughout the entire project, a steering committee was engaged in regular meetings to review information developed by the consultants and to guide the Plan's direction. In addition to this 15-member steering committee, focus groups were created for each region of the County. After the steering committee's review of major Plan components, the focus groups (one for the Panhandle, one for Greater Lancaster, and one for Southern Lancaster), weighed in on the draft and how it impacted their region of the County. Steering committee presentations, as well as other project updates, were posted on the project website, Lancaster2040.com, and email updates were sent to the 1,000+ residents who signed up for them.

In January 2024, after releasing the draft to the public, three public input meetings were held throughout the County. Almost 300 people attended the meetings, and others were invited to participate online. The draft Plan was available on the project website, and emails were sent out inviting the public to share their feedback on the Plan. The feedback received at the conclusion of the project largely echoed feedback heard throughout the process.



Public input meetings were held for the draft plan during the month of January 2024 in Kershaw, Lancaster, and Indian Land. Nearly 300 residents attended the meetings.

ADOPTION PROCESS

In addition to the steering committee and focus groups, the Plan findings and draft recommendations were presented to the Lancaster County Planning Commission and County Council at major milestones during the project. In total, the Plan was presented to these elected and appointed boards on four separate occasions. At the end of the two year process, the adoption of the Plan was carried out as required by the Comprehensive Planning Enabling Act, with additional public meetings and hearings being conducted with the Planning Commission and County Council.



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3.5

LANCASTER

2040

PLAN VISION

The combination of background research, public input, steering committee meetings, and focus group feedback, led to the development of an overarching vision for Lancaster County. This vision is a statement that aims to reflect the primary goal for the entire County to pursue in the coming years. It is further refined through a set of guiding principles, which establish objectives for the County to pursue. Implementation strategies were also developed for the County as a whole. Though they may be implemented differently in each regional planning area. Thus, there are recommendations applicable countywide, as well as recommendations applicable solely in each planning area.

The vision statement developed for the Comprehensive Plan is:

COMPREHENSIVE PLAN VISION STATEMENT

*Lancaster County
respects and celebrates
its diverse communities
as it continuously plans for the future,
protects the environment,
promotes healthy lifestyles,
and provides exemplary services
for its residents.*

GUIDING PRINCIPLES

As mentioned previously, the vision for the County is directed by a set of guiding principles. The guiding principles are applicable to the entire County, and are presented on the following pages. These guiding principles were used to lead the development of implementation strategies for the County as a whole, as well as for each individual geography within the County.

GROWTH

Lancaster County welcomes responsible growth that brings opportunity and choice to our residents, and, as we continue to grow, we will ensure that our policies support the creation of a livable and sustainable built environment.

BALANCE

We will strive to ensure that our policy choices and allocation of resources create the opportunity for balanced and equitable outcomes throughout Lancaster County, without regard to geography or residents' socioeconomic status.

VIBRANCE

We will create and sustain a vibrant community through policies and investments that support the economic, cultural, and social vitality of Lancaster County, including fostering the development and renewal of the places and spaces that allow residents and visitors to gather and experience a shared civic and cultural identity.

SERVICE

The provision of high-quality public services and infrastructure is a key responsibility of Lancaster County government, and we will work, both internally and externally, in cooperation with our partners, to ensure that these are provided in an efficient and fiscally responsible manner that meets the needs of our community.

SUSTAINABILITY

We will take into account the human, environmental, and fiscal outcomes of our policy decisions and the growth that we attract to our community as we work to ensure that Lancaster County grows in a sustainable and resilient manner.

PROSPERITY

We will seek to ensure that our residents and businesses have the opportunity to prosper and thrive in an environment that supports their economic success, including access to high-quality education, local employment opportunities, healthcare, and attainable housing.

MOBILITY

Our policies and investments will support the ability to move people and goods within and through Lancaster County at all scales, from residents walking safely to their communities to industries moving their finished products efficiently to market.

PLAN STRUCTURE

This **Introduction** provides information on the context and content of the Plan; the planning process conducted in order to develop Lancaster 2040, expanding on public outreach methods and feedback received from community members; the vision, which sets the foundation for this Plan; and the guiding principles, which direct the recommendations included herein.

The **Countywide** section provides highlights on the County's recent growth and other major trends which have primarily framed the development of the Plan. This section includes recommendations which are applicable to the entire County, including a Future Land Use Map and general implementation strategies.

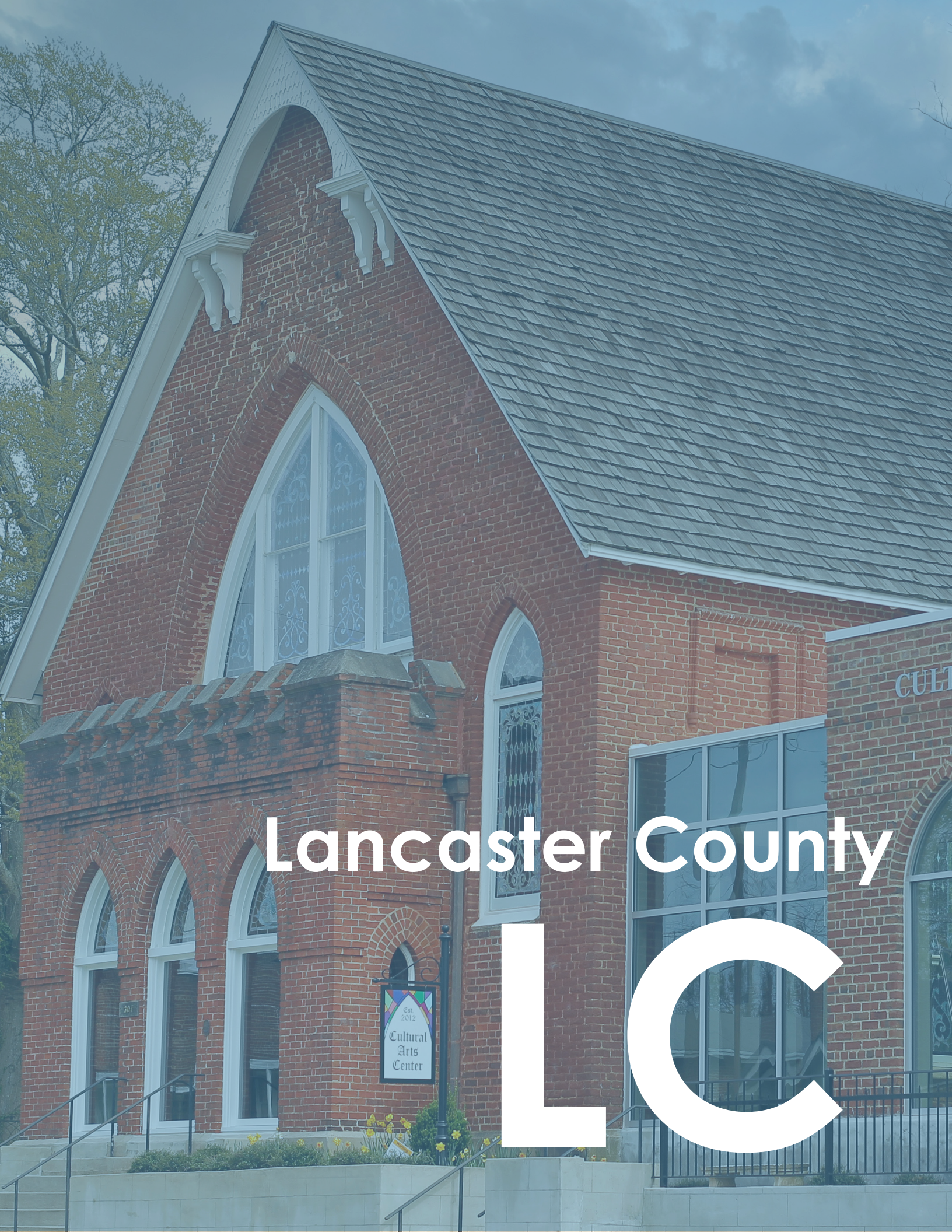


The Countywide section is followed by three sections that highlight key trends associated with the geographies utilized during the planning process. This includes a section on **The Panhandle Planning Area**, which details characteristics of the most northern region of Lancaster County; a section on **The Greater Lancaster Planning Area** for information subject to the center of the County; and a section on **The Southern Lancaster Planning Area** with data related to the most southern portion of the County. These sections include implementation strategies for each specific planning area.



Finally, the **Plan Elements**, which are required by the State of South Carolina and provide a range of data necessary to help develop the Plan, are included at the end of this document. The Planning Elements are followed by a table which illustrates how all of the Plan's implementation strategies correspond with the Elements.





Lancaster County

LC

LANCASTER COUNTY

The story of Lancaster County over the last 20 years has been one of significant growth. That growth, however, has been disproportionately focused on the Panhandle. Prior to the beginning of the spillover of suburban development from south Charlotte, York County, and Union County (NC) in the early 2000s, the Panhandle was a generally rural and agriculturally focused part of Lancaster County - lacking much of the infrastructure that would be required to support the degree of urbanization that was on the horizon. Prior to the emergence of explosive growth in the Panhandle, the City of Lancaster and surrounding areas had been the location and primary beneficiary of previous rounds of economic and population growth.

The shift of growth and prosperity from the City of Lancaster to the Panhandle was also coupled with the loss of a significant share of the County's industrial base and employment with the closure of textile giant Springs Industries' facilities in and around the City. In contrast to the Panhandle and the Greater Lancaster areas, Southern Lancaster County and the small towns of Kershaw and Heath Springs have remained rather stable in contrast to the significant changes that have occurred elsewhere in the County, the primary exception to that being the reopening of the Haile Gold Mine, which has had a generally positive economic influence on this part of the County, but has not led to any significant changes in growth patterns. With its relatively small population and lack of growth, the rural southern end of the County has, at times, struggled to acquire and retain, jobs, businesses, infrastructure, and services necessary to support residents' quality of life.

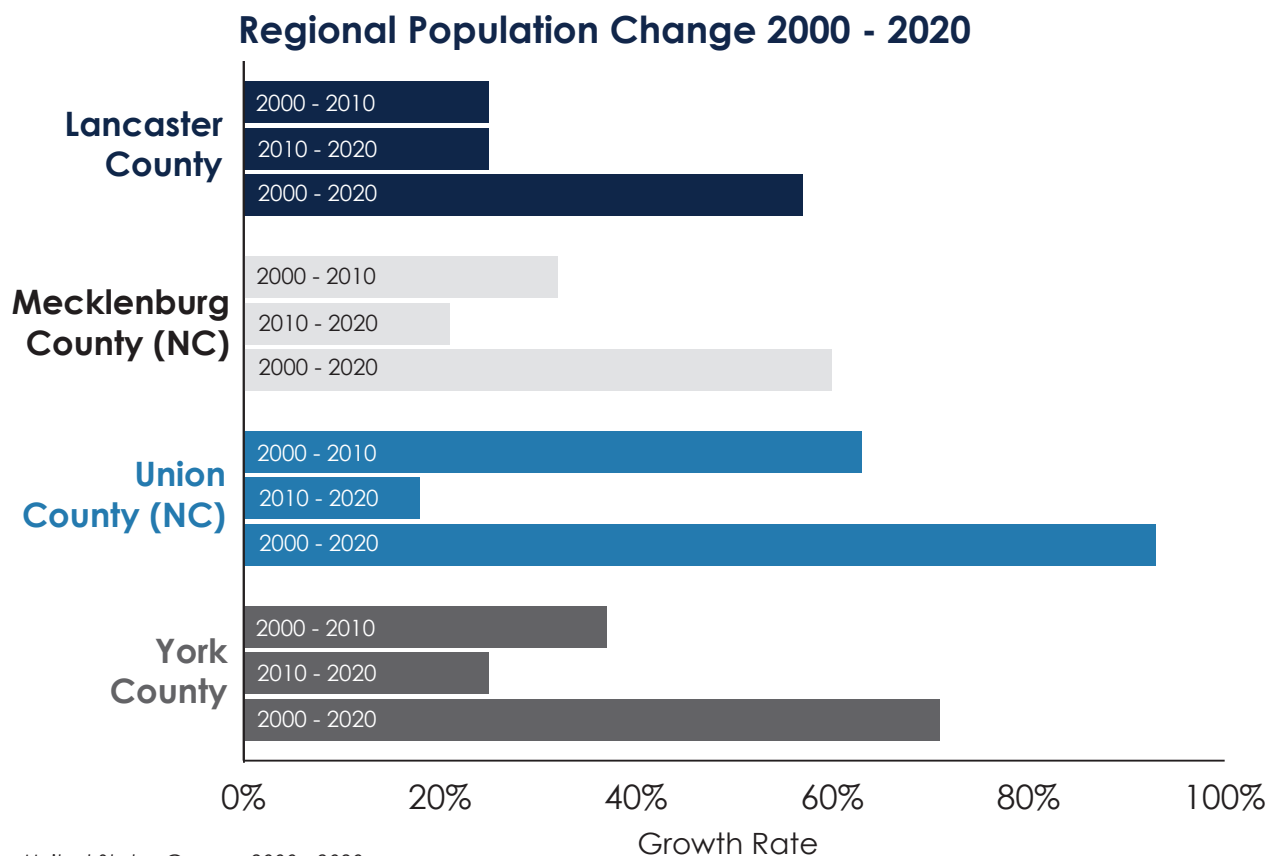
The disparities in growth and economic fortunes have led to disparate outcomes for residents and communities throughout the County. While growth and associated economic prosperity has transformed the once rural landscape of the Panhandle, this area continues to experience deficits in public services and infrastructure necessary to support its ongoing urbanization. Although a cycle of new growth is emerging in and around the City of Lancaster, there isn't a guarantee that current residents will see the benefits that are hoped to follow it through reinvestment and economic development. Although Southern Lancaster is anticipated to remain relatively stable population-wise, outside investments in jobs and community services will be required to maintain the viability of its small towns and rural communities.

Addressing these observed changes and disparities in a way that brings greater prosperity to the County as a whole is the focus of the plan. The implementation of the plan is focused on achieving the Lancaster 2040 Vision in adherence with the Guiding Principles developed to support that vision. The following pages detail the implementation strategies, including the Future Land Use Map, that have been developed to achieve the County's vision for its future.

POPULATION GROWTH

As mentioned previously, the County's recent growth is greatly influenced by its proximity to the Charlotte metropolitan region. The map on the following page shows the rate of population change in the region between 2000 and 2020 (according to the United States Census). Lancaster County is the most southern county that has experienced growth in the region, with rates meeting or exceeding those of York, Union, and Mecklenburg counties. The primary difference between the other three counties and Lancaster County is that the municipalities within the other counties (particularly in North Carolina) have grown at greater rates than the counties overall. However, if the Panhandle region of Lancaster County was a separate entity, it's growth rate would be 476%, making it one of the fastest growing entities in the region. Note that the Town of Van Wyck is not shown on this map, as it was not yet incorporated in the year 2000.

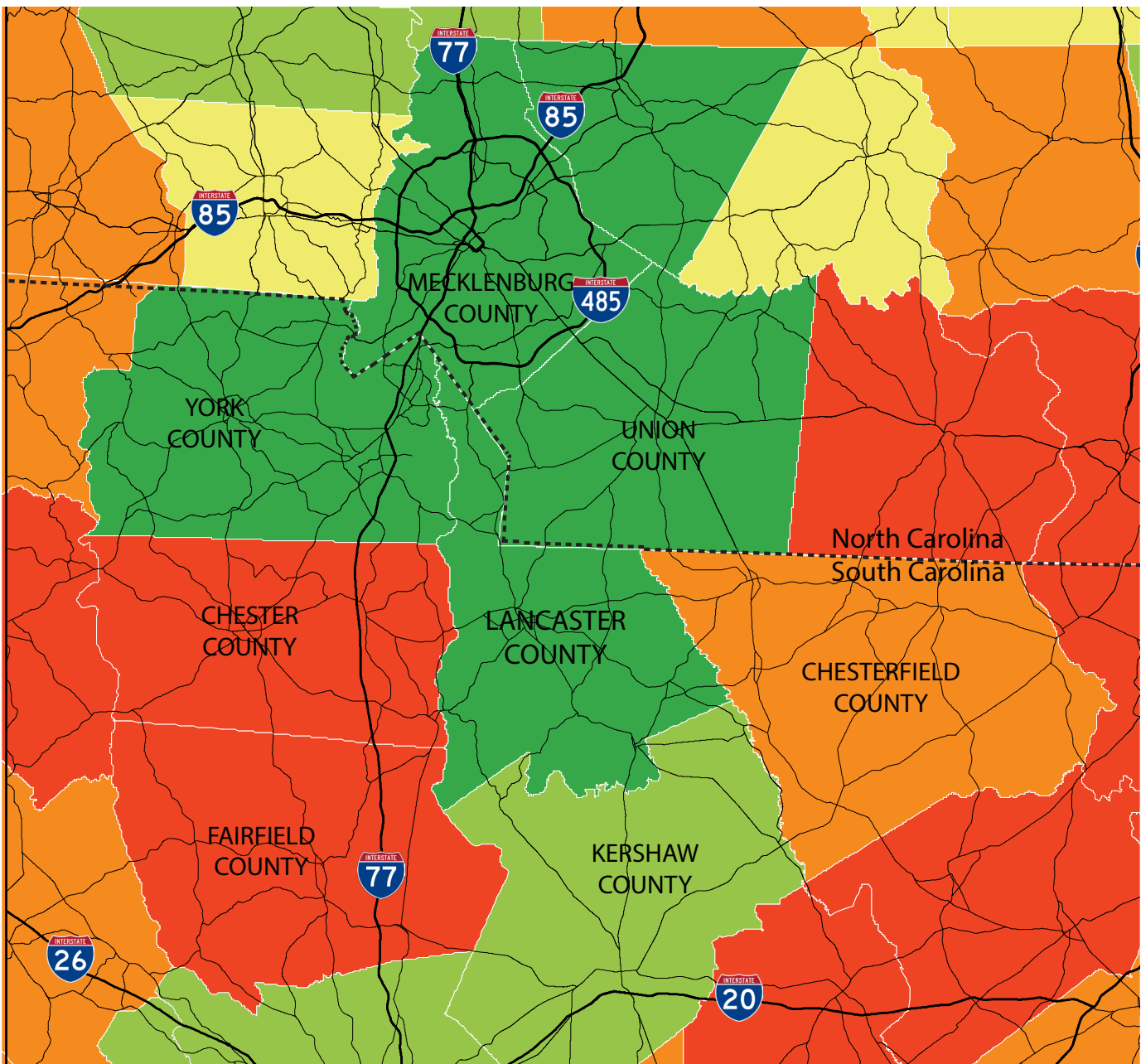
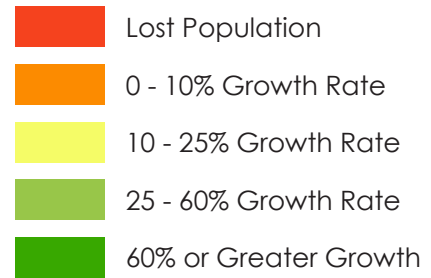
Lancaster County has consistently grown since at least 1960, though the big jumps in population started around 2000. There was a large rate of growth between 1970 and 1980, when the County's population grew by approximately 10,000 residents. The following decade witnessed minimal growth, but the County grew again by almost 8,000 residents between 1990 and 2000. Between 2000 and 2010, the County gained more than 15,000 new residents, and between 2010 and 2020, it grew by an additional almost 20,000 residents.



Source: United States Census, 2000 - 2020

Today, Lancaster County's population is estimated at around 100,000 residents, with thousands of additional homes already permitted for construction in the next decade. The State of South Carolina anticipates that this rate of growth will continue into the future, with the County reaching a population of almost 130,000 residents by 2035. This would mean a continuation of growth and development similar to what has been experienced over the last two decades.

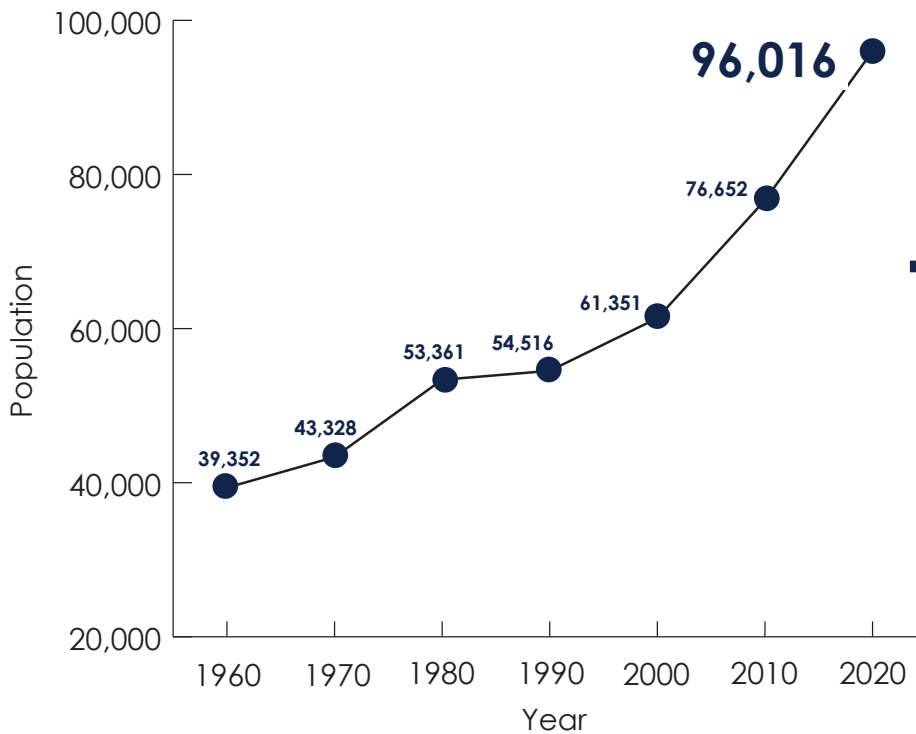
Regional Population Change 2000 - 2020



Source: United States Census, 2000 - 2020

It should be noted that the State initially projected the County to grow to almost 160,000 residents by 2035, but that initial projection was modified to a more modest 128,294. Regardless, the location and scale of new growth is important to consider, so that Lancaster County can ensure it provides for new residents without compromising the quality of life and services of existing citizens and business owners.

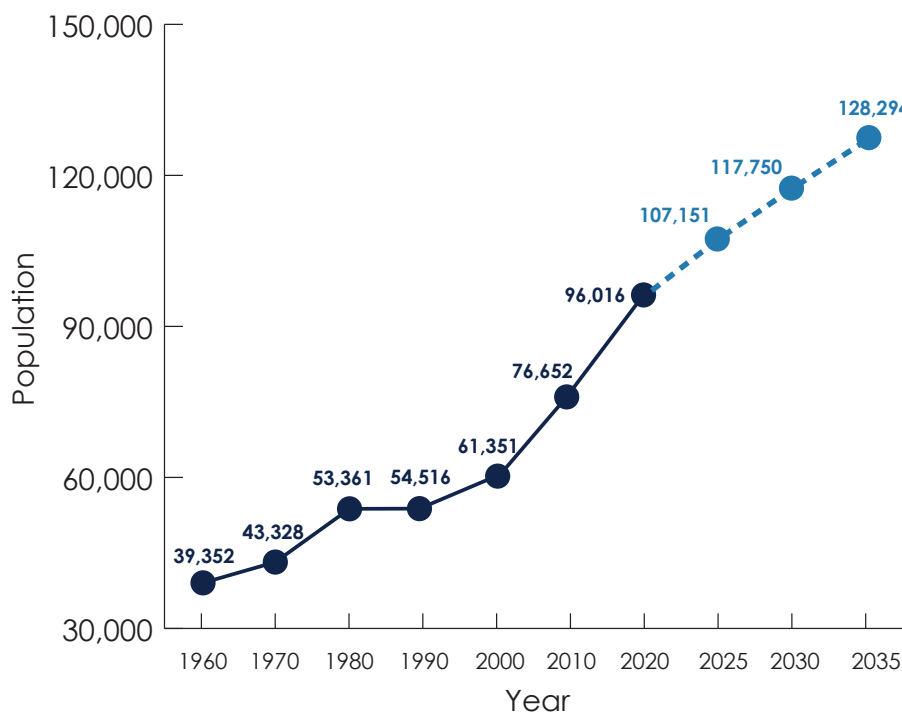
HISTORIC GROWTH



+ 34,665
RESIDENTS
SINCE
2000

Source: United States
Census, 2000 - 2020

PROJECTED GROWTH



+ 32,278
RESIDENTS
PROJECTED BY
2035

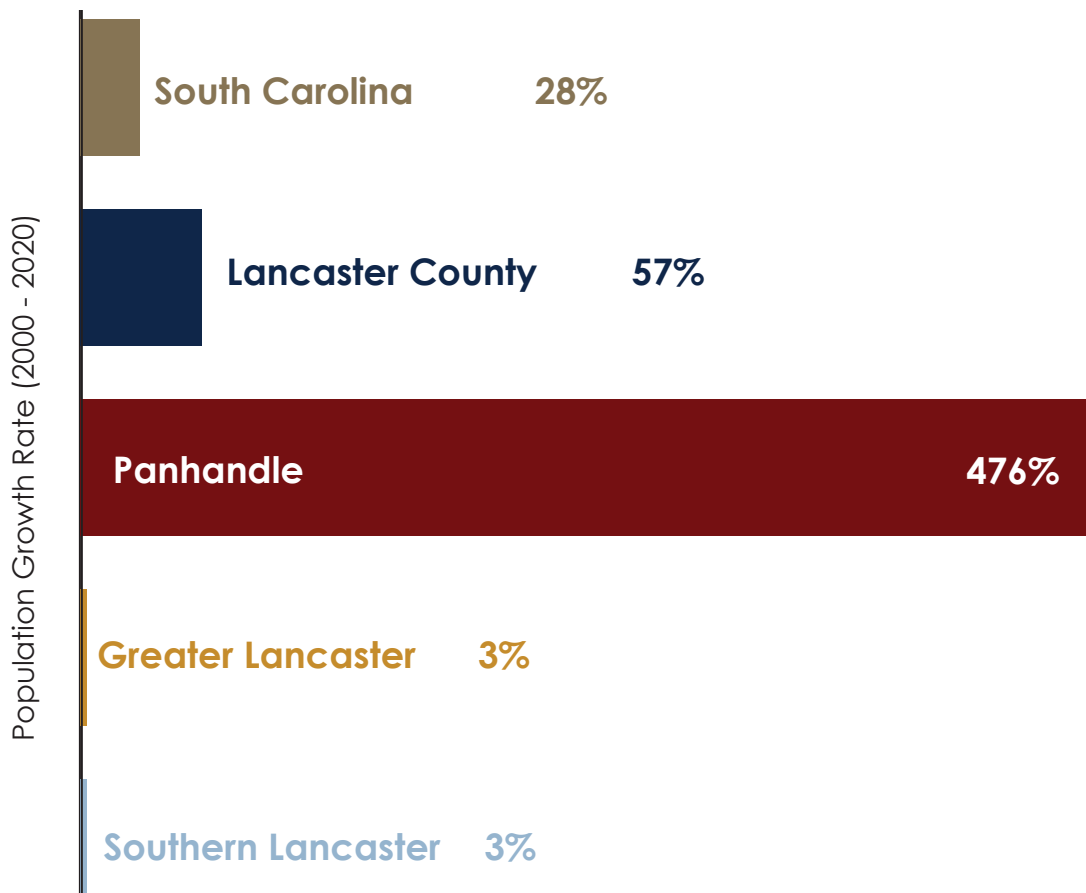
Source: South Carolina
Revenue and Fiscal Affairs
Office, 2021

GROWTH DISPARITIES

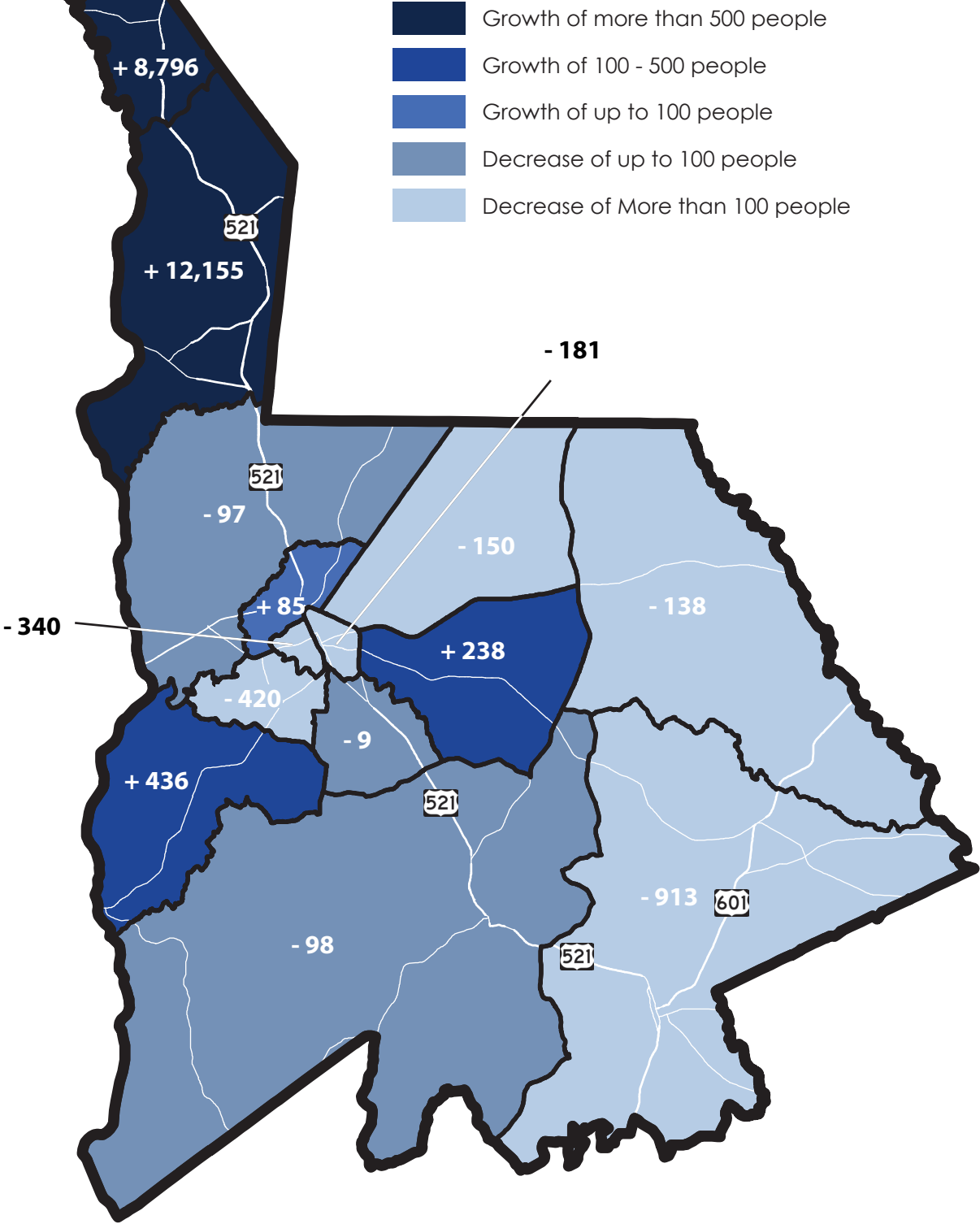
While Lancaster County as a whole has witnessed exponential growth over the last couple of decades, the growth has not been equally dispersed across its large geographic base. The vast majority of recent growth has occurred in the Panhandle, where more than 30,000 new residents have moved since 2010. Greater Lancaster has grown at a slower pace, with portions of this area actually losing a little population. Meanwhile, the most southern part of the County has not grown at all.

Much of the Panhandle growth has occurred in relation to the City of Charlotte (people who would like to commute there for work or access the City for other purposes), and the implications of this growth will be discussed more in the Panhandle section of this Plan.

Greater Lancaster is a mixture of urban, suburban, and rural growth patterns, with the City of Lancaster representing the primary focal point of population in that area. Meanwhile, Southern Lancaster remains a very rural area with two small towns and a number of agricultural operations. The linear form of Lancaster County's geography augments these disparities, as a commute from Kershaw to Indian Land (Southern Lancaster to the Panhandle) averages over an hour.



Population Change 2010 - 2020



Source: United States Census, 2010 - 2020

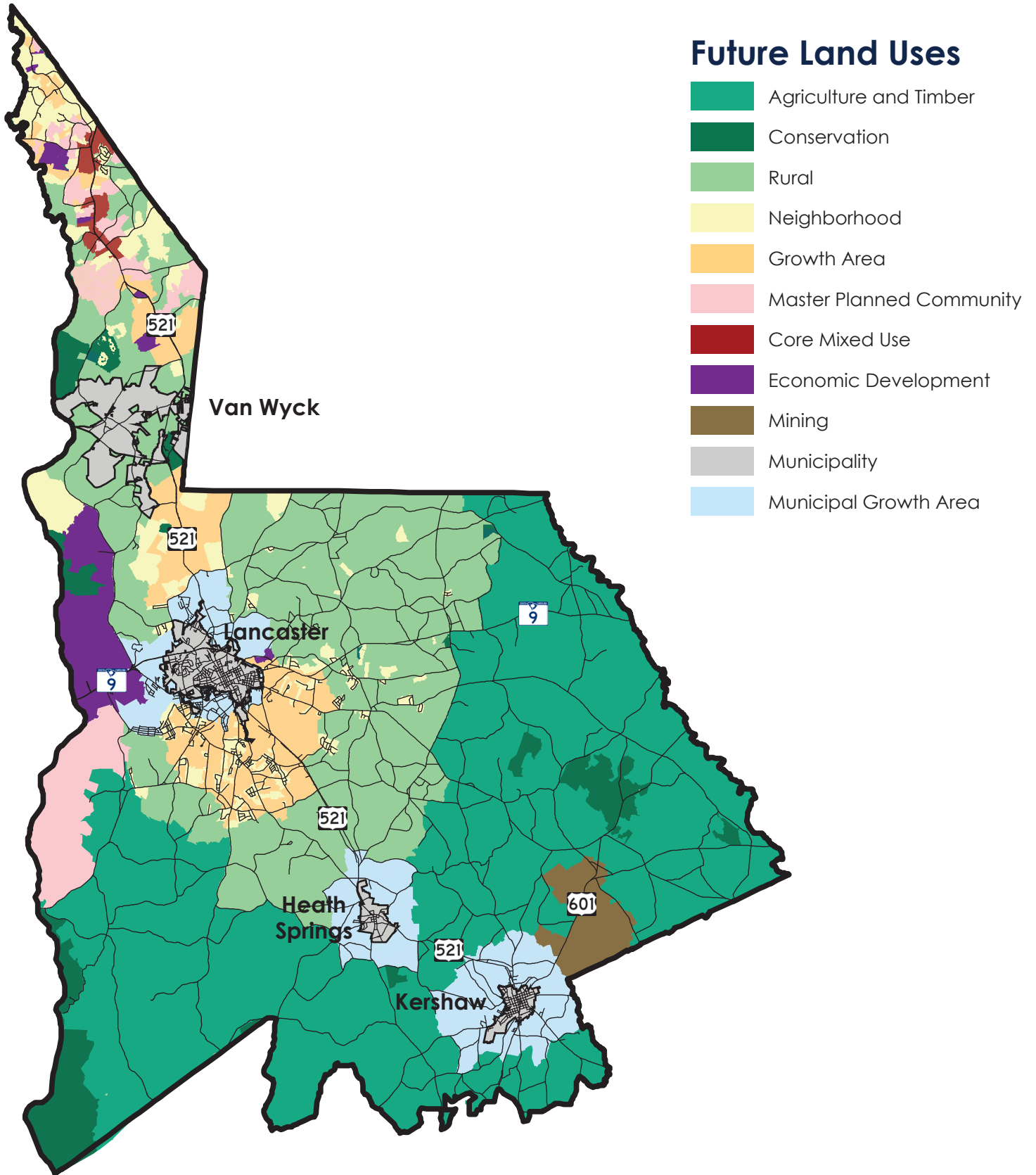
FUTURE LAND USE

The Future Land Use Map, which is shown on the following page, is one of the primary tools the County has to provide direction on future land use and development decisions. Though this map is not regulatory, like the Zoning Map, it must be used by the Planning Commission and County Council when considering rezonings and similar development decisions. The Future Land Use Map is intended to provide general direction on land uses permitted throughout the County in the future. The County may also consider proactively rezoning properties to ensure they align with the vision as established in the Future Land Use Map.

Though more general than the Zoning Map, the Future Land Use Map was developed based on the extensive planning process conducted during the development of this Plan, through the review of existing land use and development approvals, and by considering existing utilities and services. The general concept for the Future Land Use Map is to proactively plan for the anticipated growth in the County, accommodating some additional growth in the Panhandle but pushing the majority of the future growth into Greater Lancaster. Though much of the growth anticipated through 2040 will be in the form of residential growth, the Future Land Use Map also plans for the development of a core mixed use area in the Panhandle, some scattered economic development areas, and a large economic development area on the western edge of Greater Lancaster. It is intended that these economic development areas will provide needed jobs to residents while reducing commute times and increasing quality of life. Another key component of the Future Land Use Map is intentional coordination between Lancaster County and its municipalities: Van Wyck, Lancaster, Heath Springs, and Kershaw. As these municipalities provide services and utilities, it is important to rely on them to support a large portion of the anticipated population growth.

As growth continues and circumstances change, it will be imperative that the County continue to review and update the Future Land Use Map to ensure that it aligns with its vision. For instance, the Panhandle is currently at a breaking point in terms of the County's ability to provide adequate services and utilities. Additional growth is intentionally limited in this portion of the County until it can accommodate more. After this Plan's horizon, it is possible that additional services and infrastructure have been put in place to support further growth in some of the rural areas throughout the County. Though the State projects the population of Lancaster County growing by only 33,000 residents by 2040, this Future Land Use Map can support a significantly larger population.

Future Land Use Map



FUTURE LAND USE CATEGORIES

As noted previously, the Future Land Use Map should be used when considering any rezoning or development application in unincorporated Lancaster County. If a proposed change to land use or development is not consistent with the Comprehensive Plan, the Planning Commission and County Council should carefully consider whether or not the proposal should move forward, and if circumstances have changed which impact a revision to the Comprehensive Plan. There are 11 future land use categories, as described on the following pages. In areas identified as Municipal Growth Area on the map, the County should work closely with its municipalities in reviewing proposals.

AGRICULTURE AND TIMBER

The Agriculture and Timber future land use category is primarily applied to Southern Lancaster and the eastern portion of Greater Lancaster. This area is characterized by significant concentrations of contiguous parcels greater than 50 acres in size and it is intended to preserve land for farming and forestry. To preserve this land, the use of the major subdivision process for residential development should not be allowed and the minimum lot size should be five acres. Scattered residences, crossroads commercial areas that serve basic needs, and rural businesses (such as agricultural and forestry businesses) should be permitted supporting uses.

CONSERVATION

This future land use category is applied to land owned by public agencies, non-profits, and others and is in use for conservation purposes. This also includes large contiguous tracts of permanently protected conservation land associated with development. Major examples include Forty Acre Rock and Liberty Hill Wildlife Management Areas. The largest concentration of Conservation areas is in Southern Lancaster.

RURAL

This category is generally applied to lands that lack wastewater access, have accessibility challenges, or have insufficient infrastructure to support urban growth. This category is also assigned to areas which should provide a transition between growth areas or serve as a buffer when more dense development would present compatibility challenges. Major subdivisions should be allowed in Rural areas, with a three acre minimum lot size, and minor subdivisions should have a one acre minimum lot size. Low density residential development, agriculture, rural and crossroads commercial uses should all be permitted so long as they maintain the rural character of the area.

NEIGHBORHOOD

The Neighborhood category is applied to both existing and in-progress residential development. In rural areas, this category is only applied to major subdivisions. Neighborhoods are not likely to change in the future and the intent of this category is to preserve the character and direct incompatible uses away from formal residential neighborhoods.

GROWTH AREA

Growth Areas are intended to designate areas where growth should occur based on the availability of supportive infrastructure and land. These areas are intended to support suburban scale residential development along with supportive commercial development at major crossroads and along arterial streets and thoroughfares. Supportive infrastructure required to provide development includes adequate roadways, water and sewer availability, school capacity, emergency services, and similar services.

MASTER PLANNED COMMUNITY

Master Planned Communities identify previously approved subdivisions that were developed or entitled under a Planned Development District zoning designation. Given the nature of the approval of these developments, change in the overall development pattern within their boundaries is inherently unlikely for those that have been completed. From a compatible growth perspective, these communities tend to be primarily residential in composition, and should be protected from adjacent incompatible development, such as high intensity industrial uses. Included in this category is the Edgewater community in the Greater Lancaster planning area, which has approximately 8,000 approved dwelling units; the majority of which have yet to be constructed. The size of this planned community, encompassing nearly 2% of the County's entire land area, is equivalent to a large town or small city, and it is expected to have a significant impact on the western portions of Greater and Southern Lancaster, as well as the City of Lancaster once completed.

CORE MIXED USE

The Core Mixed Use category is intended to facilitate the ongoing development of the primary urban centers in the Panhandle. These areas should accommodate a wide range of higher density housing, as well as major commercial and mixed use developments. These areas should help to support a transition to a more "urban" environment over time, with improved transportation connections, greater walkability, and more amenities for residents.

ECONOMIC DEVELOPMENT

The Economic Development areas are intended to protect major industrial development and provide economic development opportunities for the County. The largest economic development area is along the Catawba River, in Greater Lancaster, between SC-9 and SC-5, west of the City of Lancaster. This area should have less competition for housing; is located within and around existing industrial uses, including the airport; and may provide needed employment for residents of the City of Lancaster. Rural economic development can be more flexible in the type of uses that are accommodated, though all of these areas should be open to more modern uses.

MINING

The Mining future land use category describes the location of high-intensity extractive industry with the goal of limiting incompatible development in close proximity to these uses. These areas are generally applied to land designated with the Mining Zoning District and are primarily concentrated in Southern Lancaster County.

MUNICIPALITY

Municipality designates land within the corporate limits of the County's four municipalities. These areas are not subject to the zoning and land use regulations of Lancaster County and are thus excluded from the Future Land Use Map recommendations.

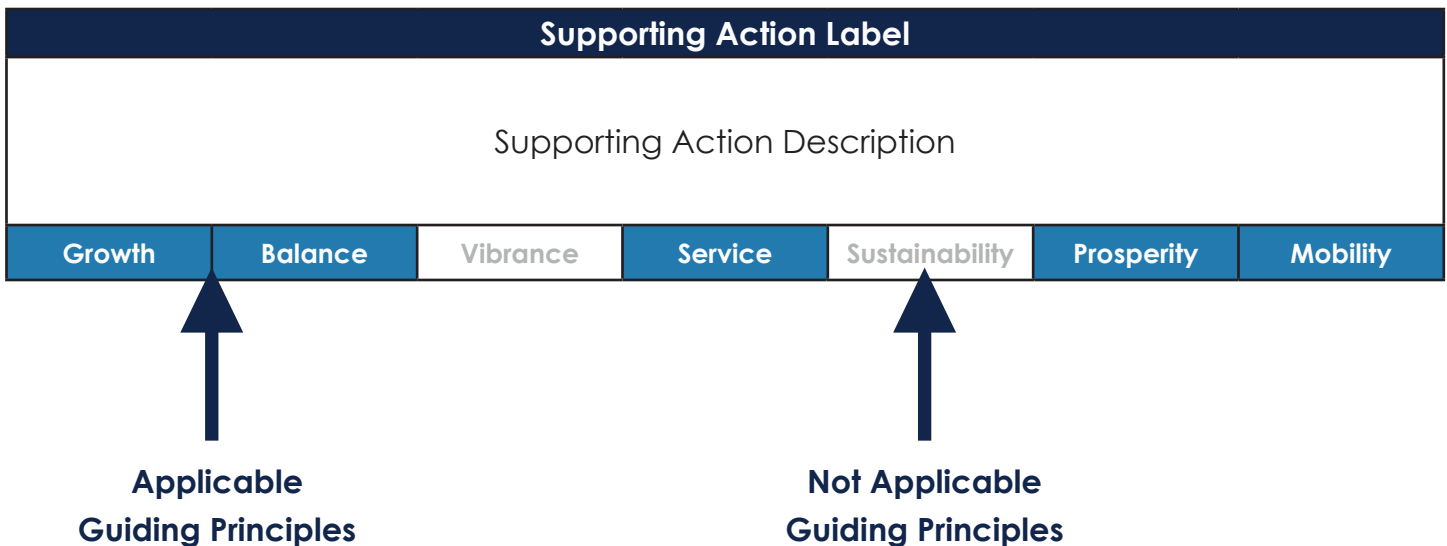
MUNICIPAL GROWTH AREA

Municipal Growth Areas designate future growth areas of the three municipalities which have local wastewater collection systems. The Municipal Growth Area around the City of Lancaster is a formal agreement for wastewater service between the City of Lancaster and Lancaster County. The Municipal Growth Areas around the Towns of Kershaw and Heath Springs are informal, designating areas in which urban growth is possible due to the availability of utilities. It is the intention of the Future Land Use Map to direct growth to these areas through annexation requirements, as appropriate. The County should work with the municipalities to review development proposals in these areas in the future, to ensure that any development that may end up in municipalities in the future is compatible with those municipalities' regulations.

IMPLEMENTATION STRATEGIES

The vision and guiding principles, which were previously described, form the basis for which all implementation strategies were formed. The vision to respect and celebrate the County's diverse communities as it continuously plans for the future, protects the environment, promotes healthy lifestyles, and provides exemplary services for its residents can only be done by focusing on the guiding principles: growth, balance, vibrance, service, sustainability, prosperity, and mobility. While the descriptions provided for each of these serve as tenets with which to make decisions, the implementation strategies described on the following pages are the way in which the County will act toward meeting these tenets. Each implementation strategy includes a description of its purpose, with related supporting actions, which are also described in the Priority Investment Element of this Plan.

The implementation strategies in this section are generally applicable to the entire County. Strategies for the planning areas are listed later and are contained within their respective sections of the plan; the Panhandle, Greater Lancaster, and Southern Lancaster areas. Each of the supporting actions are contained within a box, with a label on top, a description, and the applicable guiding principles highlighted in blue boxes. Though all of the guiding principles are listed, those which do not directly apply to the supporting action are shown in gray text in a white box, as shown below.



On an annual basis, the Planning Commission and County Council should review the progress made toward the implementation strategies within this Plan, developing an implementation status report. This tool shall be used to monitor the ongoing implementation of the Plan, ensuring the County moves toward its vision for the future.

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 new concurrency 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 serve as a framework for developing concurrency standards. Prepare and adopt development concurrency standards and related policies for the identified public infrastructure and service needs to manage growth County-wide.						
Growth	Balance	Vibrance	Service	Sustainability	Prosperity	Mobility

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

LC 1.3						
Formalize the involvement of the Lancaster County Water and Sewer District, SCDOT, the Lancaster County School District, and other utility and service providers in the plan review process to ensure that concurrency requirements are being met in accordance with recommendation LC 1.1.						
Growth	Balance	Vibrance	Service	Sustainability	Prosperity	Mobility

LC 1.4

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

Growth	Balance	Vibrance	Service	Sustainability	Prosperity	Mobility
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LC 1.5

Consider the development of a Transfer of Development Rights (TDR) program that would help to protect agricultural lands while promoting greater density in identified growth areas in the County.

Growth	Balance	Vibrance	Service	Sustainability	Prosperity	Mobility
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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
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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
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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
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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
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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
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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
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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

Consider creating a County Transportation Planner position to pursue more proactive policies related to development review for traffic impacts, helping to assist state and regional transportation partners in the review process for existing projects and planning for future initiatives.

Growth	Balance	Vibrance	Service	Sustainability	Prosperity	Mobility
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LC 3.2

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
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LC 3.3

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
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LC 3.4

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
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LC 3.5

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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LC 3.6

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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LC 3.7

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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LC 3.8

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

Growth	Balance	Vibrance	Service	Sustainability	Prosperity	Mobility
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LC 3.9

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

Growth

Balance

Vibrance

Service

Sustainability

Prosperity

Mobility

LC 4 - RESILIENT SERVICES

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

Supporting Actions:

LC 4.1

As staffing continues to be a major challenge for service delivery, consider the preparation of a compensation study to determine the ability of the County to compete for human resources in the regional marketplace and explore whether flexible work options will help to attract and retain employees.

Growth

Balance

Vibrance

Service

Sustainability

Prosperity

Mobility

LC 4.2

Coordinate with all County departments and agencies to ensure resources are in place to meet the demands of the rapidly growing population.

Growth

Balance

Vibrance

Service

Sustainability

Prosperity

Mobility

LC 4.3

Continue to evaluate plans for solid waste disposal to ensure that sufficient capacity is available to meet the needs of the growing population.

Growth

Balance

Vibrance

Service

Sustainability

Prosperity

Mobility

LC 4.4

Work with the Lancaster County School District to ensure that high quality educational facilities have adequate capacity to support the number of students projected to live across the County in the coming years.

Growth

Balance

Vibrance

Service

Sustainability

Prosperity

Mobility

LC 4.5

Identify ways to work with MUSC and other healthcare providers to improve access to healthcare for all residents, with a particular focus on meeting the needs of rural residents.

Growth

Balance

Vibrance

Service

Sustainability

Prosperity

Mobility

LC 4.6

Explore opportunities with community partners to develop greater resources within the County to address homelessness, substance abuse, and mental health challenges.

Growth

Balance

Vibrance

Service

Sustainability

Prosperity

Mobility

LC 4.7

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

Growth

Balance

Vibrance

Service

Sustainability

Prosperity

Mobility

LC 4.8

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

Growth

Balance

Vibrance

Service

Sustainability

Prosperity

Mobility

LC 5 - NATURAL ENVIRONMENT

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

Supporting Actions:

LC 5.1

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

Growth

Balance

Vibrance

Service

Sustainability

Prosperity

Mobility

LC 5.2

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

Growth

Balance

Vibrance

Service

Sustainability

Prosperity

Mobility

LC 5.3

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

Growth

Balance

Vibrance

Service

Sustainability

Prosperity

Mobility

LC 5.4

Consider the adoption of regulations within the Unified Development Ordinance to promote the preservation of the existing tree canopy, and ensure that legacy trees which are outside of forestry management areas are protected from clear cutting practices.

Growth

Balance

Vibrance

Service

Sustainability

Prosperity

Mobility

LC 6 - PARKS & RECREATION

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

Supporting Actions:

LC 6.1

Identify opportunities to provide access to, and recreation on and along, the Catawba River, while protecting the health of the river and its tributaries, as discussed in other areas of the Comprehensive Plan.

Growth

Balance

Vibrance

Service

Sustainability

Prosperity

Mobility

LC 6.2

Continue to expand, connect, fund, and maintain the completion of the Carolina Thread Trail throughout the County.

Growth	Balance	Vibrance	Service	Sustainability	Prosperity	Mobility
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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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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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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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LC 6.6

Plan and budget for increased staff capacity to provide more programming and support of additional park facilities.

Growth	Balance	Vibrance	Service	Sustainability	Prosperity	Mobility
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LC 7 - COMMUNITY BUILDING

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

public and private sector partners to develop cultural resources, related amenities, uses, and activities to help build a strong sense of place and identity for the County.

Supporting Actions:

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

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

LC 7.3						
Work with residential developers to guide the creation of usable open space and parks within residential and mixed-use neighborhoods and include provisions for such in the UDO update.						
Growth	Balance	Vibrance	Service	Sustainability	Prosperity	Mobility

LC 7.4						
Work with the City of Lancaster on implementing the City's Downtown Revitalization Plan to help strengthen its position as the cultural center of Lancaster County.						
Growth	Balance	Vibrance	Service	Sustainability	Prosperity	Mobility

LC 8 - COMMUNITY BEAUTIFICATION

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

Supporting Actions:

LC 8.1

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

Growth	Balance	Vibrance	Service	Sustainability	Prosperity	Mobility
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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
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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
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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
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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
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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
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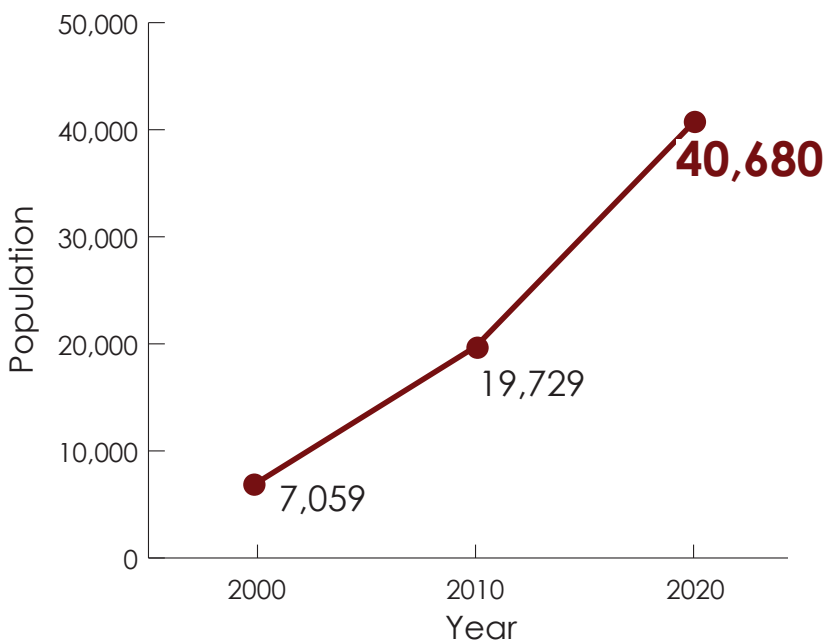
Panhandle Planning Area

PA

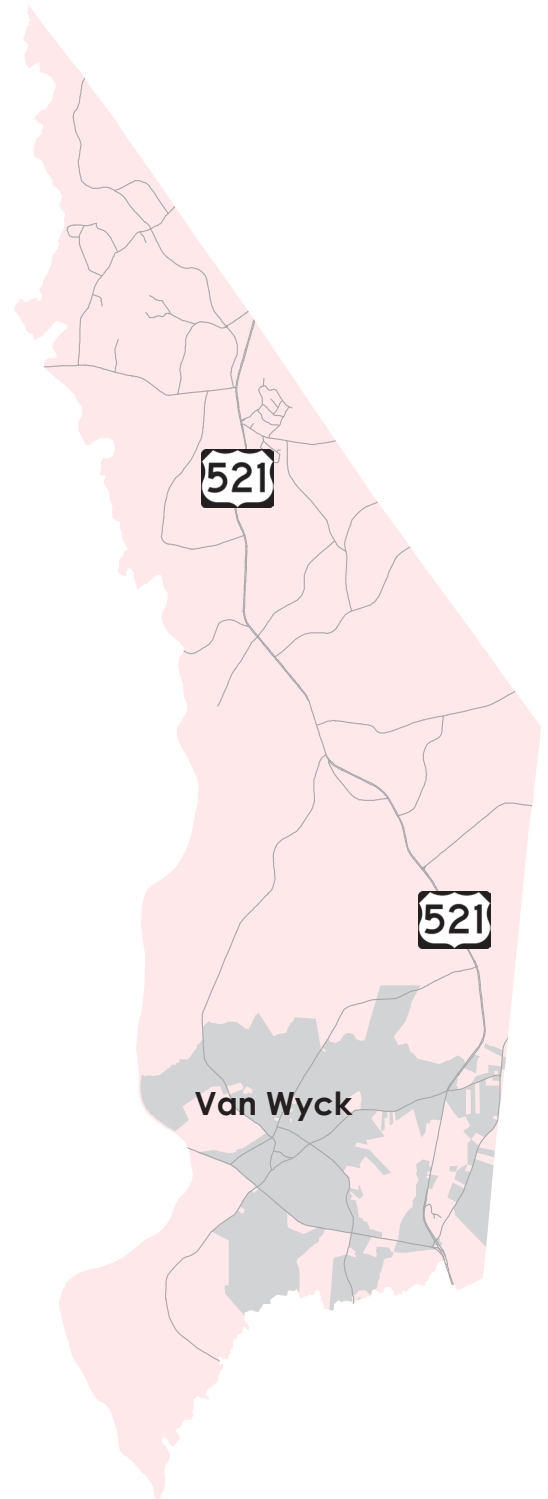
PANHANDLE PLANNING AREA

The implementation strategies developed for the Panhandle Planning Area are focused primarily on addressing the significant growth that the area has experienced over the past two decades. As noted previously, this part of Lancaster County was largely rural with an agricultural centered economy until residential housing development began to spill over from south Charlotte, York County and Union County.

The infrastructure and public services necessary to provide a high quality of life the 40,000 residents of this newly urbanized region have lagged growth in the absence of concurrency requirements for new development. To address this, the implementation strategies specific to the Panhandle focus on growth management, improving mobility and connectivity, addressing service deficiencies, and adding urban amenities. While generally applicable throughout the Planning Area, the majority of the most intensive growth that these strategies is focusing on addressing is located north of Highway 75, as the Future Land Use Map envisions maintaining a more rural landscape in the southern Panhandle as the north urbanizes further.



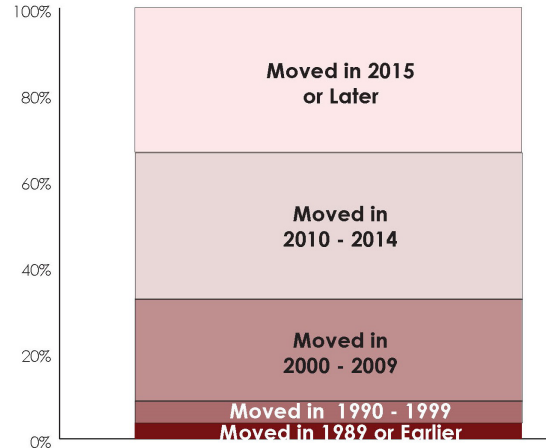
Source: United States Census, 2000 - 2020



HOUSING BOOM

During the period between 2000 and 2022, approximately 14,400 new homes were constructed in the Panhandle, accommodating 30,000 new residents. At the present time (November 2023), there are over 3,200 single-family subdivision lots and 2,160 multi-family dwelling units that have been approved which are pending development. Alone, these previously approved homes are expected to bring another 13,000+ new residents to the Panhandle in the coming years.

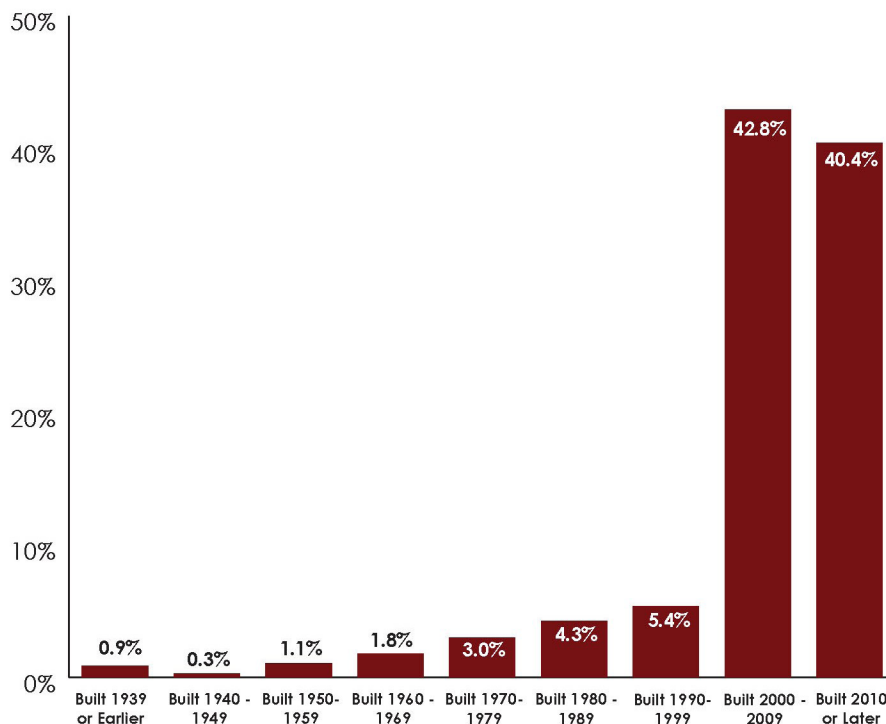
YEAR HOUSING UNITS WERE OCCUPIED



Source: United States Census, American Community Survey

As the chart below demonstrates, the growth in housing units in the Panhandle was historically unprecedented, with 85% of the current dwellings in the planning area constructed over this two-decade period. The popularity of the housing market in the Panhandle is further evidenced by the relatively short time that most housing units have been occupied by their current residents, with nearly 70% of the dwellings being occupied by their current residents since 2010. With the deep reserve of approved dwelling in the development pipeline, it can reasonably be anticipated that this housing boom will continue, especially in the face of ongoing utility challenges in other suburban markets in the Charlotte region.

HOUSING UNIT YEAR OF CONSTRUCTION



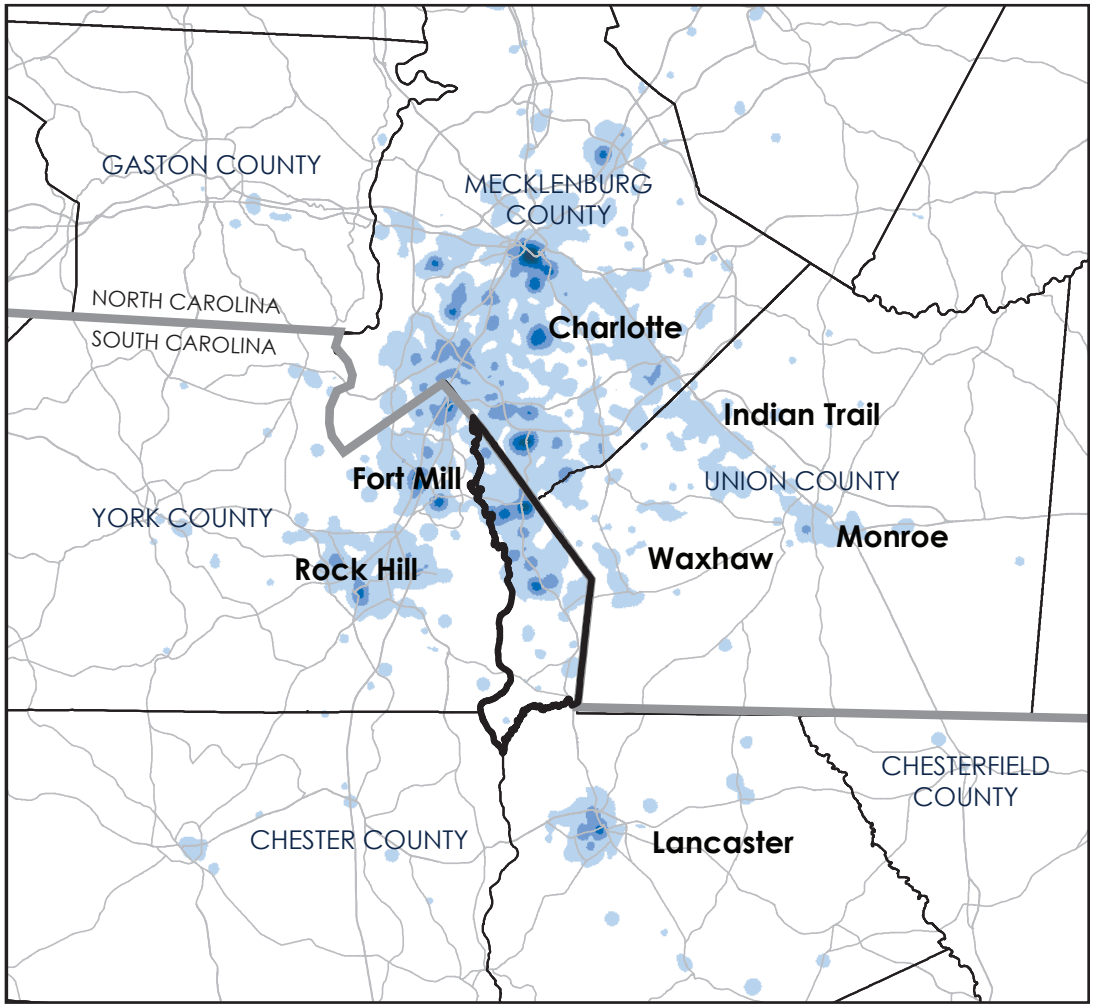
Source: United States Census, American Community Survey

CHANGING DEMOGRAPHICS

The new residents moving to the Panhandle are a bit different than the residents in Greater and Southern Lancaster. Many of the people who live here commute into Mecklenburg County, the City of Charlotte, Fort Mill, and Rock Hill for work (as shown on the map below). On this map, the darker areas indicate where large numbers of Panhandle residents work. The average commute type is around 30 minutes and the jobs they commute to tend to be higher-earning careers, particularly in finance, health care, and other professional fields. In the Panhandle, median incomes are almost \$113,000 (as compared to \$72,186 in the County and \$63,623 in the State).

The median age of Panhandle residents is 46.9, almost seven years older than the average Lancaster County resident. This is largely influenced by Sun City. Almost 20% of the Panhandle's residents are children under the age of 14 and a similar portion are middle-aged adults, between the ages of 40 and 55.

Where Panhandle Residents Commute to Work



46.9

Median Age

5 years older than Lancaster County

NUMBER OF JOBS

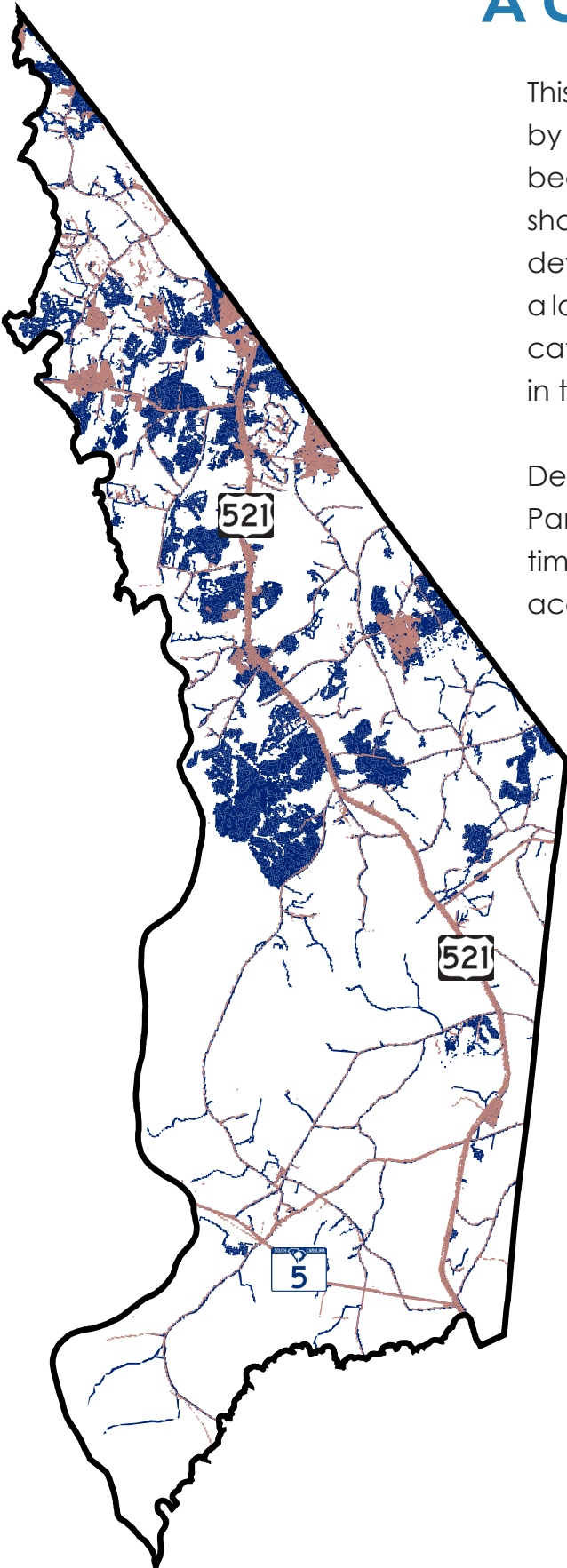


Source: United States Census Bureau Local Employment Dynamics (LED) Partnership, 2021

A CHANGING LANDSCAPE

This map combines the land cover data collected by the USDA in 2010 and 2020 to determine what has been developed in the past decade. Here, the areas shaded in dark blue are properties which have been developed between 2010 and 2020. You can see that a lot of the area in the northern Panhandle falls into this category, with some additional small developments in the southern portion of the Panhandle.

Developed land increased by almost 12% in the Panhandle during the last decade. At the same time, forested land and pasture land decreased to accommodate this growth.



CHANGE IN LAND COVER

- Developed Land (2010)
- Land Developed Since 2010

Source: United States Department of Agriculture, 2010 - 2020

GROWING SERVICE NEEDS

With all of this growth comes an increased demand for services. To better accommodate new residents, the County has developed impact fees for schools, required transportation impact assessments, and increased bonds for schools. Yet, based on the most recent projected school capacity developed by the Lancaster County School District, almost all of the schools in the Panhandle will be over capacity by 2030.

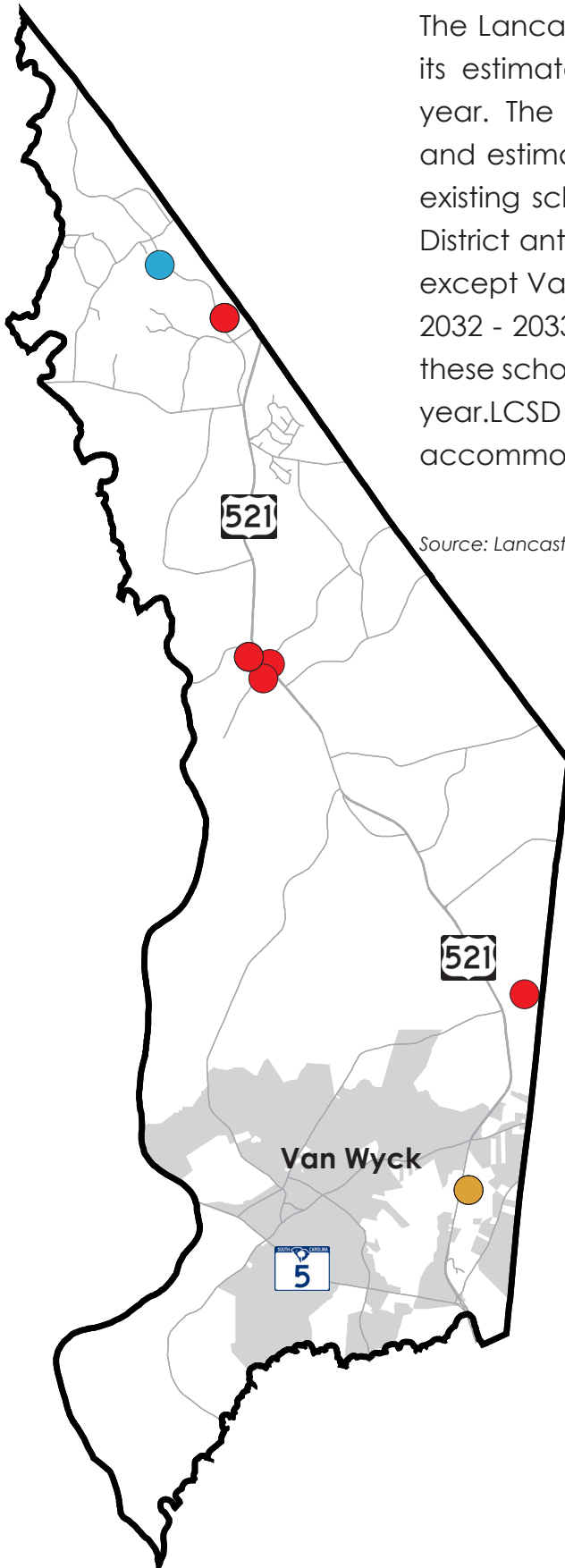
Similar concerns have been voiced about public safety, as the County relies on volunteer fire districts, and as the County's Sheriff's Department attempts to pivot toward more urban types of service needs. These increased service demands have largely arisen from significant growth occurring in an unincorporated area. If Indian Land were incorporated, municipal taxes and services could help to alleviate some of these service needs. However, a ballot attempt to incorporate the area failed years ago. As additional development has been approved, these services will continue to be strained in the coming years, leaving many gaps in terms of public safety, education, and infrastructure.

Indian Land Fire Department - Six Mile Creek Road



The Lancaster County School District (LCSD) has projected its estimated enrollment through the 2032 - 2033 school year. The projections are based on historic attendance and estimated population growth throughout the District's existing schools. According to their most recent study, the District anticipates that all of the schools in the Panhandle, except Van Wyck Elementary, will be over capacity by the 2032 - 2033 school year. In fact, the study shows that all of these schools are either at or over-capacity as of this school year. LCSD recently purchased property in the Panhandle to accommodate capacity issues.

Source: Lancaster County School District



PROJECTED SCHOOL CAPACITY

- At Capacity
- Over Capacity
- Recently Acquired Property

TRANSPORTATION INFRASTRUCTURE

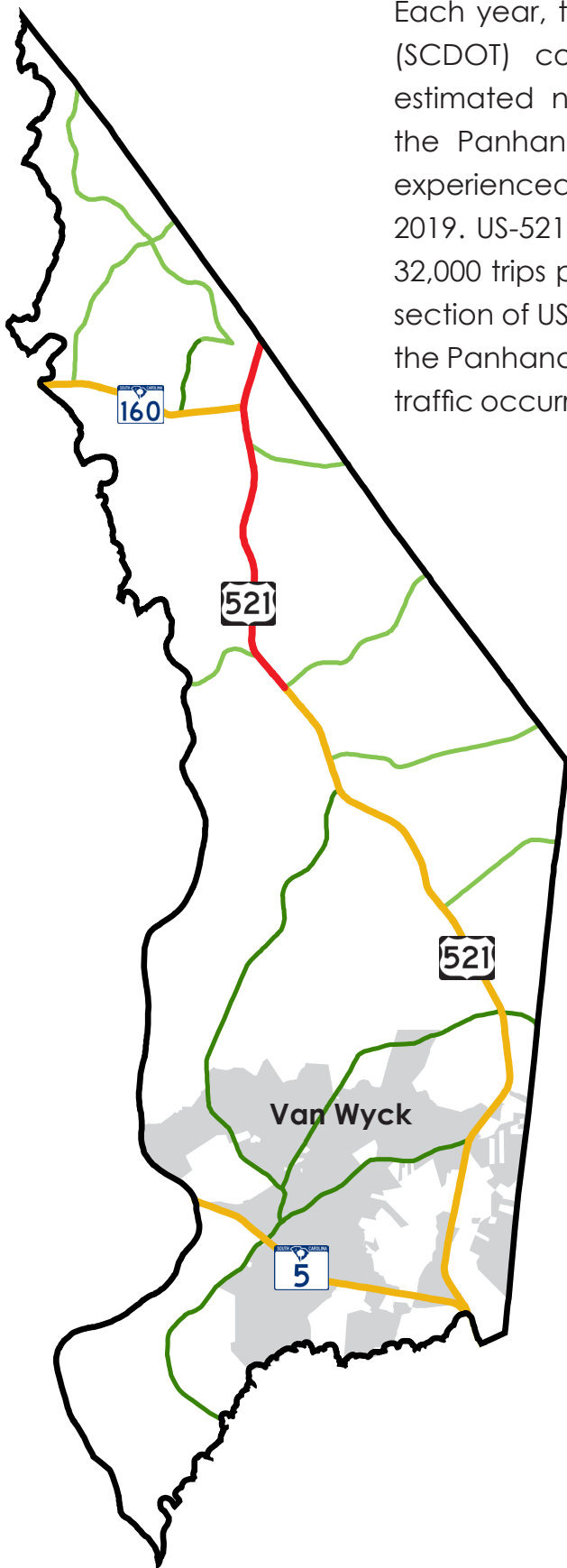
The Panhandle largely received its name based on its geography, shaped like a panhandle above the skillet of Lancaster County. This arm of the County reaches upward into North Carolina, bounded by the state line on the north and east, and by the Catawba River to the west. While this location makes it beneficial for getting into North Carolina, and across the river to York County; it has some limitations when it comes to the road infrastructure.

US-521 is the primary arterial route that travels north - south across the Panhandle, it connects North Carolina to the City of Lancaster just south of Van Wyck. The primary roads, which are shown on the traffic map to the right, limit cross movements beyond this corridor. There is not a single route that connects directly east - west across the Panhandle, and there is also no parallel route to US-521.

As development has continued to occur in this part of the County, traffic on this limited transportation network have posed problems for residents and employees. However, because of its geography, the future provision of new routes is limited. The County will need to implement recommendations from the Collector Road Study, which can be found in the Transportation Element of this Plan.



Each year, the South Carolina Department of Transportation (SCDOT) collects traffic counts on state roadways. The estimated number of car trips per day on state roads in the Panhandle are shown here. US-521, SC-160 and SC-5 experienced an average of more than 10,000 trips per day in 2019. US-521 received the most traffic in the Panhandle, with 32,000 trips per day. A majority of these trips occurred on the section of US-521 north of Marvin Road. All of the state roads in the Panhandle carried at least 1,000 trips per day, with heavier traffic occurring in the most northern portion of the Panhandle.



AVERAGE DAILY TRAFFIC

- Up to 1,000 Trips Per Day
- 1,001 - 5,000 Trips Per Day
- 5,001 - 10,000 Trips Per Day
- 10,001 - 30,000 Trips Per Day
- More Than 30,000 Trips Per Day

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 and enforce concurrency standards to ensure that sufficient infrastructure and service capacity exists prior to development approval. This will include transportation infrastructure, utilities, emergency services, and schools.						
Growth	Balance	Vibrance	Service	Sustainability	Prosperity	Mobility

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

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

PA 1.4

Commit to holding neighborhood meetings to discuss potential changes in land use patterns prior to considering rezonings.

Growth

Balance

Vibrance

Service

Sustainability

Prosperity

Mobility

PA 2 - CONNECTING DEVELOPMENT

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

Supporting Actions:

PA 2.1

Prioritize the development of the Carolina Thread Trail in accordance with the adopted Master Plan.

Growth

Balance

Vibrance

Service

Sustainability

Prosperity

Mobility

PA 2.2

Require the dedication of recreational land and/or amenities (such as greenways) in all new major subdivisions.

Growth

Balance

Vibrance

Service

Sustainability

Prosperity

Mobility

PA 2.3

Work to improve coordination between the County and the South Carolina Department of Transportation on the planning and implementation of transportation improvements and projects.

Growth

Balance

Vibrance

Service

Sustainability

Prosperity

Mobility

PA 2.4

Ensure that the Unified Development Ordinance includes provisions for the requirement of bicycle and pedestrian connections between new development and existing commercial and recreational uses, as applicable.

Growth

Balance

Vibrance

Service

Sustainability

Prosperity

Mobility

PA 2.5

Study the feasibility of extending CATS express bus service to the Panhandle to connect the growing population with Ballantyne and the Lynx Blue Line I-485 station.

Growth	Balance	Vibrance	Service	Sustainability	Prosperity	Mobility
--------	---------	----------	---------	----------------	------------	----------

PA 2.6

Explore opportunities to provide recreational access / park land on the Catawba River to connect the community to the river, while maintaining protections discussed in other sections of this plan.

Growth	Balance	Vibrance	Service	Sustainability	Prosperity	Mobility
--------	---------	----------	---------	----------------	------------	----------

PA 3 - SERVICE NEEDS

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

Supporting Actions:

PA 3.1

As part of the evaluation and implementation of concurrency standards and land use policies in the County as a whole, ensure that the urban service needs of the Panhandle are given an appropriate level of consideration.

Growth	Balance	Vibrance	Service	Sustainability	Prosperity	Mobility
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PA 3.2

Coordinate closely with the Lancaster County School District to identify opportunities to reduce overcrowding and improve school capacity levels in the Panhandle.

Growth	Balance	Vibrance	Service	Sustainability	Prosperity	Mobility
--------	---------	----------	---------	----------------	------------	----------

PA 3.3

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

Growth	Balance	Vibrance	Service	Sustainability	Prosperity	Mobility
--------	---------	----------	---------	----------------	------------	----------

PA 4 - URBAN AMENITIES

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

Supporting Actions:

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

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

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

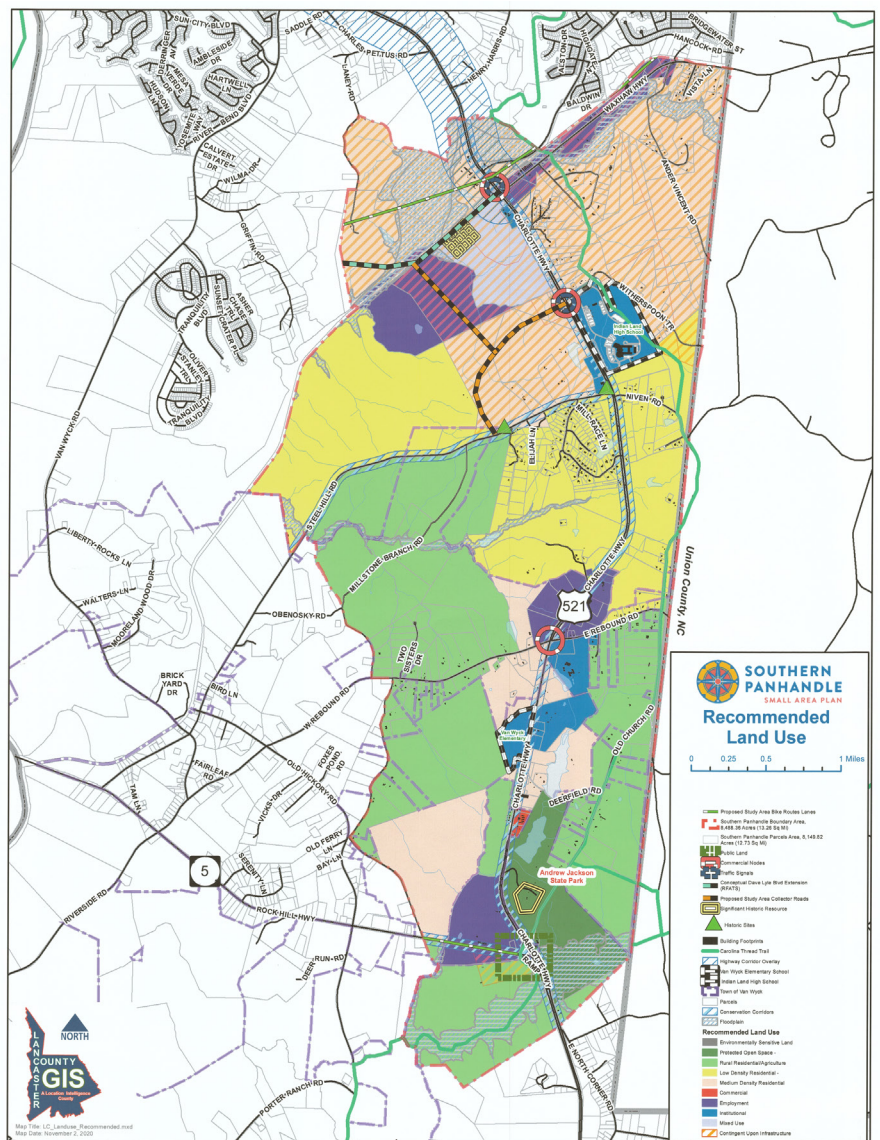
PA 4.4						
Coordinate with civic organizations in the Panhandle to develop a campaign centered around branding and identity for the Panhandle.						
Growth	Balance	Vibrance	Service	Sustainability	Prosperity	Mobility

PANHANDLE FUTURE LAND USE

As a result of the significant growth occurring in the Panhandle, the County recognized a need for a consistent vision for land use and transportation. Thus, in 2021, prior to the development of this Comprehensive Plan, Lancaster County adopted a Small Area Plan for the Southern Panhandle area. This plan provided an assessment of infrastructure needs and a guide for future growth in a study area which includes approximately 8,500 acres of rural land south of Indian and north of Van Wyck. The area includes Van Wyck Elementary School, Indian Land High School, Andrew Jackson State Park, the Millstone Creek Neighborhood, sections of the Carolina Thread Trail, significant undeveloped assets, and abundant natural and cultural resources. Almost one-quarter of the study area is within the Town of Van Wyck. The recommended land uses which came out of this plan are shown below.

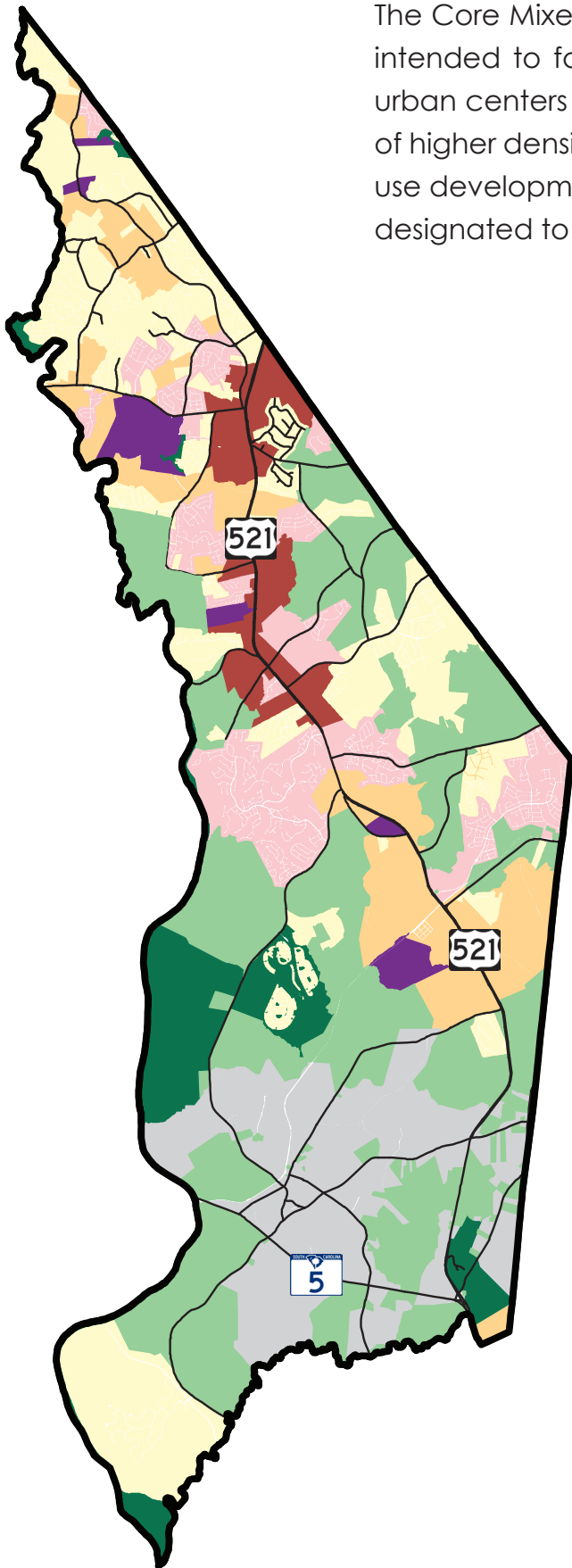
Since the development of this map, significant changes have occurred in terms of approved development and the interest in future development gauged during this planning process. Thus, while it was used as a point of reference during the development of the Future Land Use Map, it did not directly dictate the final Future Land Use Map.

The entire northern portion of the Panhandle is designated as Neighborhoods, Growth Areas, or Master Planned Communities. Neighborhoods are existing residential communities, while Master Planned Communities are those which have already been entitled under a Planned Development District zoning designation and Growth Areas will allow the development of future (largely) residential neighborhoods. Additional Neighborhoods, Master Planned Communities, and Growth Areas exist throughout the Panhandle.



The Core Mixed Use area, which is concentrated along US-521, is intended to facilitate the ongoing development of the primary urban centers in the Panhandle, accommodating a wider range of higher density housing, as well as major commercial and mixed use developments. A few Economic Development areas are also designated to protect development which already exists.

Much of the southern portion of the Panhandle is designated as Conservation or Rural. The Conservation areas include large contiguous tracts which are protected from development. The Rural areas should permit low density residential development, agriculture, and crossroads commercial use so long as they maintain the rural character of the area. In the Panhandle, a number of these rural areas also serve as a transition between growth areas and places with compatibility issues, or areas which do not have the proper infrastructure to support growth. The Town of Van Wyck is designated as a Municipality, as it is not subject to the County's zoning and land development regulations.



Future Land Uses

- Conservation
- Rural
- Neighborhood
- Growth Area
- Master Planned Community
- Core Mixed Use
- Economic Development
- Municipality

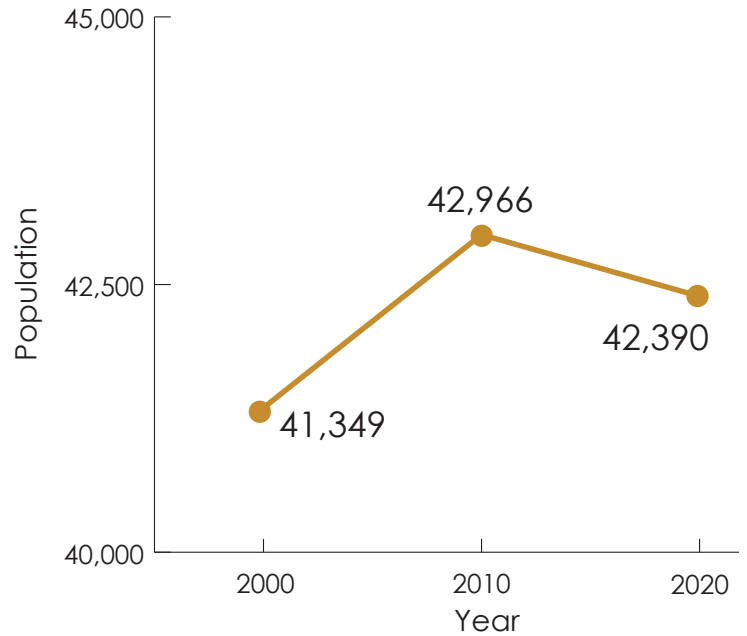


Greater Lancaster Planning Area

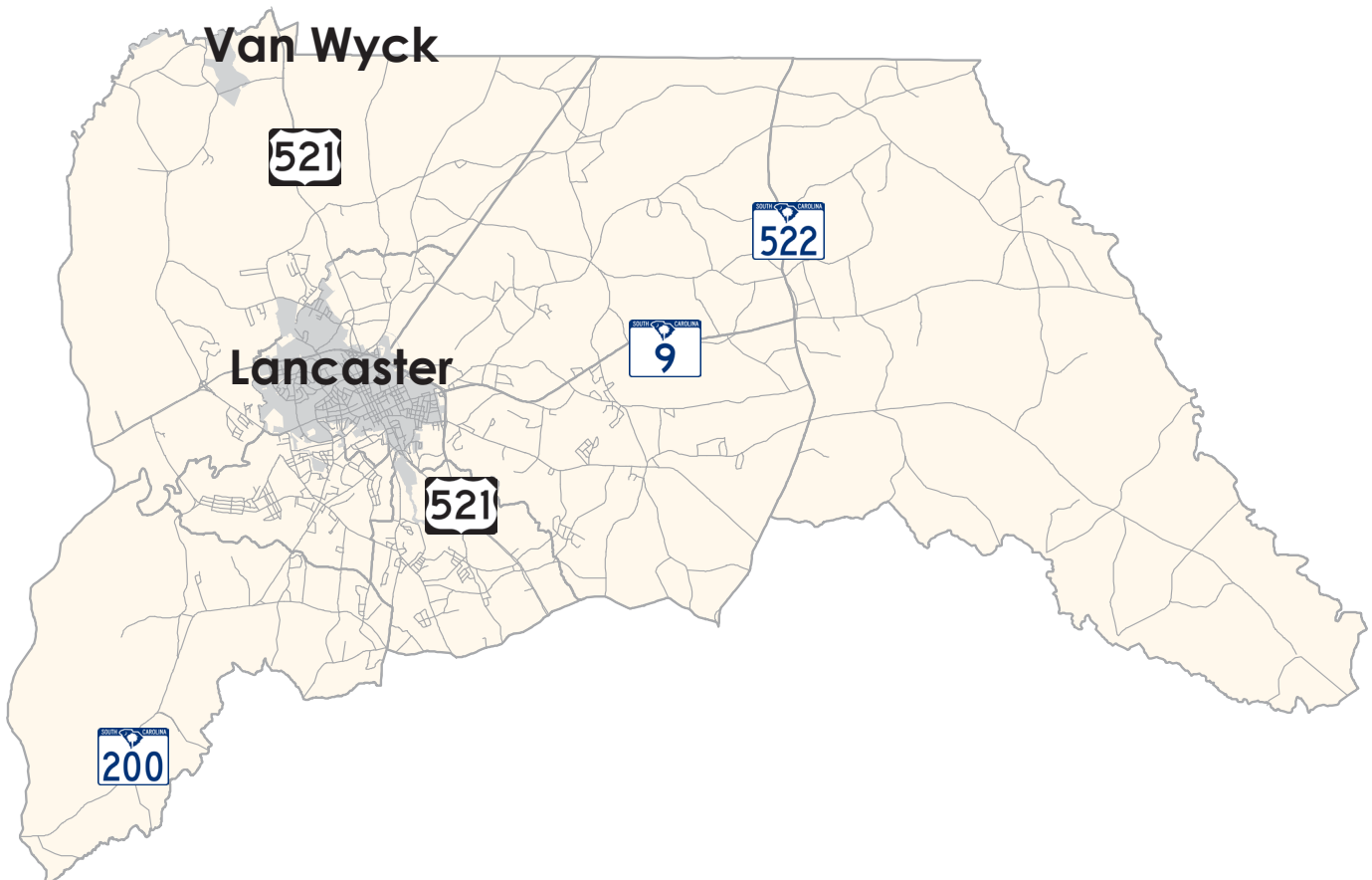
GL

GREATER LANCASTER PLANNING AREA

With the City of Lancaster anchoring the Greater Lancaster Planning Area, there is a significant opportunity to take advantage of the urban infrastructure investments that were developed to support the City and its industries during times of greater prosperity. The presence of the seat of Lancaster County Government, the MUSC Lancaster hospital, numerous cultural institutions, the USC Lancaster campus, major commercial developments and a diverse employment base make the City and surrounding area attractive for new investment and revitalization. Although the area has seen only a small population increase since 2000, major development is now occurring north of the City at Roselyn while the Edgewater planned community, located southwest of the City, has the potential to bring thousands of new homes to the region in the coming years. The implementation strategies outlined for the planning area are intended to prepare the region to take advantage of shifting growth patterns as development returns to the area.



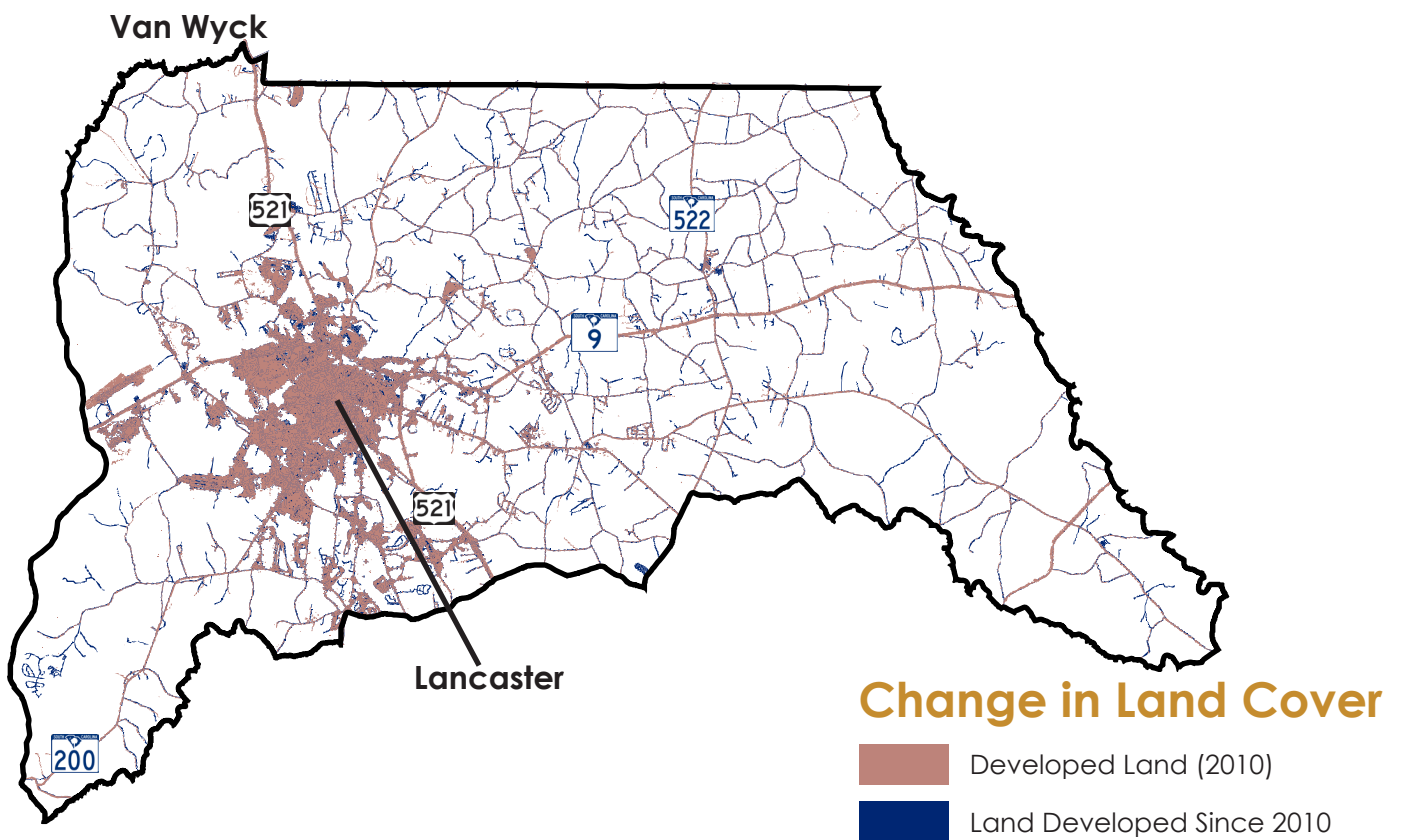
Source: United States Census, 2000 - 2020



GROWTH OPPORTUNITY

Though the Greater Lancaster region of the County has not experienced the amount of growth seen within the Panhandle, there has been an observed southward shift in growth pressure southward from the Panhandle toward Greater Lancaster. The City of Lancaster, which is also the County seat, has witnessed a notable increase in development interest in recent years, while unincorporated areas north of the City along the US 521 corridor have seen growing interest as well, as evidenced by the Roselyn planned development.

The Future Land Use Map for the Greater Lancaster Planning Area advocates for growth in the City's utility service area and surrounding areas as a deliberate strategy to help relieve pressure on the Panhandle while simultaneously bringing greater economic opportunity to the planning area as a whole via reinvestment in the City. The proposed economic development area along the Catawba River between Highway 9 and Highway 5 is also intended to provide additional employment opportunities close to home for residents of the City and surrounding area.



Source: United States Department of Agriculture, 2010 - 2020

DOWNTOWN LANCASTER

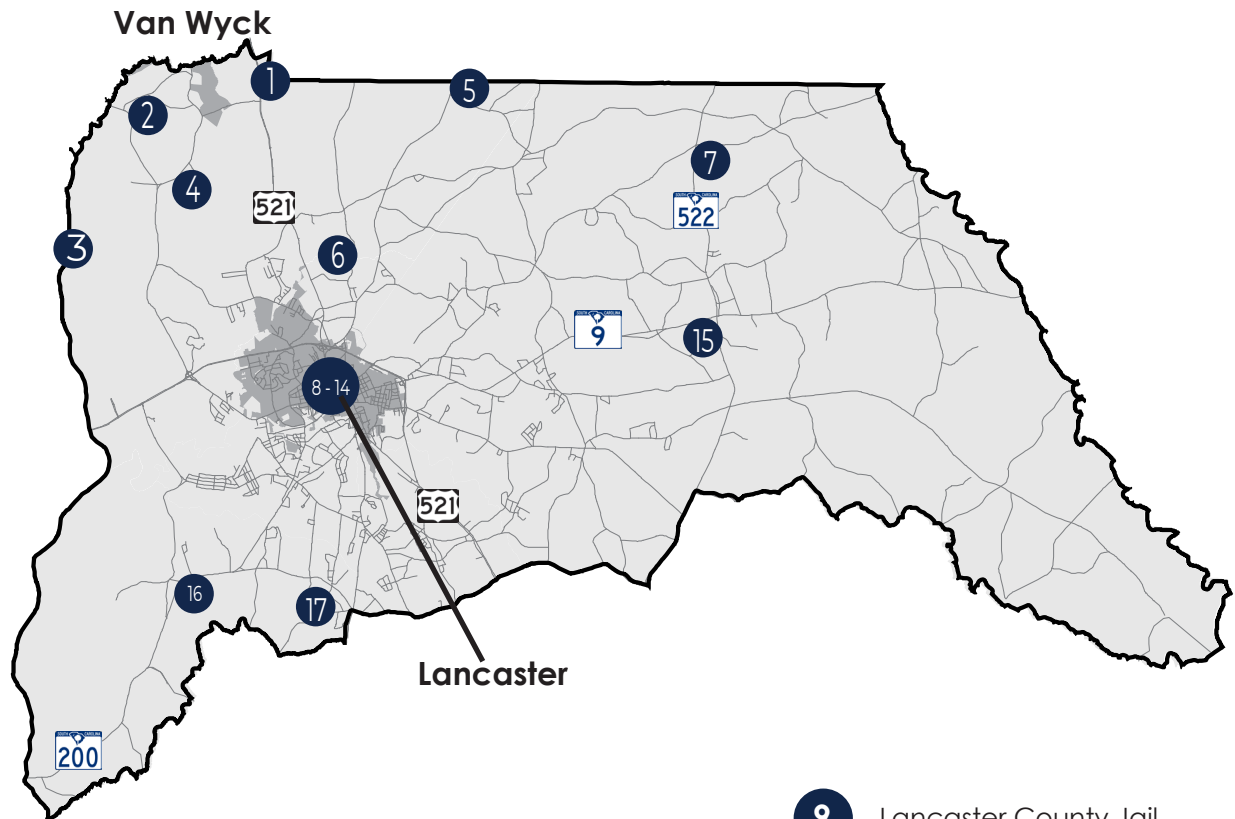
Though outside of the County's jurisdiction, Downtown Lancaster is at the heart of the Greater Lancaster region. The City recently adopted a Downtown Revitalization Plan, which outlined steps to renew the historic downtown at the center of Lancaster County. While this is outside of the County's direct purview, the success of Downtown Lancaster, and the City as a whole, is beneficial to the County.

As a municipality and the County seat, the City of Lancaster is home to a historic downtown, a number of cultural and historic resources, and numerous parks and recreational amenities. The greenway system in this part of the County is well developed, with plans to eventually connect to the Panhandle and Southern Lancaster, and then to the greater region.



CULTURAL HERITAGE

There are seventeen historic sites and districts that are on the National Register of Historic Places in Greater Lancaster. Seven of these historic places are within the City of Lancaster, but the remainder are scattered throughout Greater Lancaster. These are labeled on the map below, and a detailed list is provided.

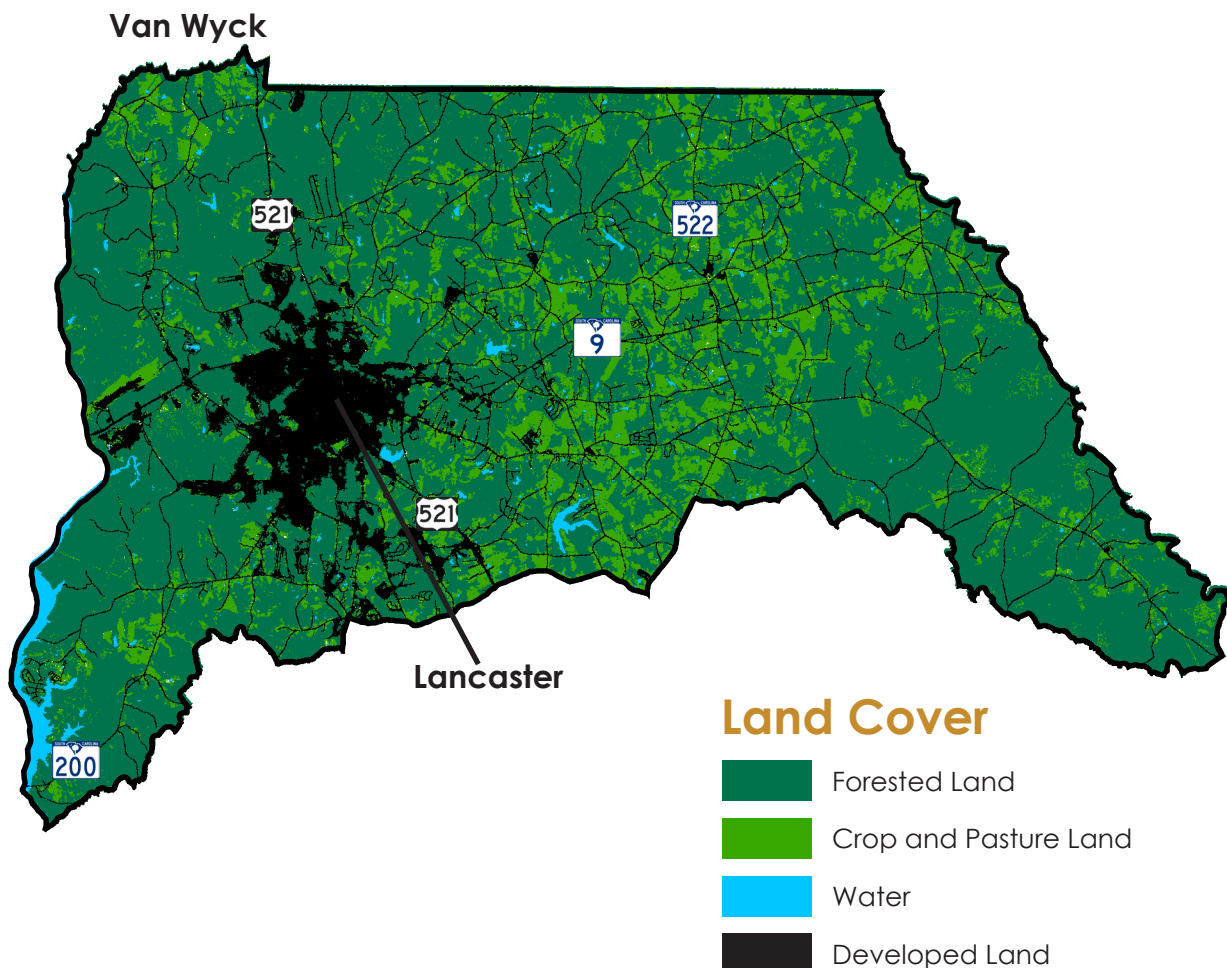


- 1 North Carolina - South Carolina Cornerstone
- 2 Cureton House
- 3 Landsford Canal
- 4 Waxhaw Presbyterian Church Cemetery
- 5 Thomas Walker Huey House
- 6 Craig House
- 7 William Harrison Sapp House
- 8 Lancaster County Courthouse
- 9 Lancaster County Jail
- 10 Leroy Springs House
- 11 Lancaster Presbyterian Church
- 12 Lancaster Downtown Historic District
- 13 Robert Barnwell Allison House
- 14 Lancaster Cotton Oil Company
- 15 Buford's Massacre Site
- 16 Wade-Beckham House
- 17 Perry-McIlwain-McDow House

A DIVERSE LANDSCAPE

While the Panhandle is largely urbanizing, Greater Lancaster offers a very diverse set of communities. This area includes the City of Lancaster, with its historic downtown and urban amenities as mentioned on the previous page; a large rural area, including rural communities such as Buford; and significant forested land and other natural lands.

The map below displays a generalized version of the land cover data collected by the United States Department of Agriculture (USDA) in 2020. It aims to show the difference in major uses of land; notably forested land, crop and pasture land, water, and developed land. Here you can see that much of Greater Lancaster is either forested or agricultural land. The City of Lancaster and the immediately surrounding area is largely developed. There is also a noticeable amount of water in Greater Lancaster.



IMPLEMENTATION STRATEGIES

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

GREATER LANCASTER AREA IMPLEMENTATION STRATEGIES

GL 1 - BALANCING GROWTH

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

Supporting Actions:

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

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

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

GL 1.4

Encourage renovations/redevelopment of existing housing and neighborhoods, where infrastructure already exists and housing stock needs to be improved or made code compliant. Seek out grant opportunities to help implement this goal.

Growth	Balance	Vibrance	Service	Sustainability	Prosperity	Mobility
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GL 1.5

Add a grant writing position to Development Services or Admin staff and direct them to research, seek, and secure grants to improve housing conditions.

Growth	Balance	Vibrance	Service	Sustainability	Prosperity	Mobility
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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
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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
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GL2 - TRADITIONAL CENTER

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

Supporting Actions:

GL 2.1

Participate in public private partnerships with the City and private entities in the development of cultural and entertainment venues and events that will support the needs of all County residents.

Growth	Balance	Vibrance	Service	Sustainability	Prosperity	Mobility
--------	---------	----------	---------	----------------	------------	----------

GL 2.2

Consider opportunities for the County Historical Commission to partner with the City of Lancaster to promote historic property renovation and market historic properties in downtown.

Growth	Balance	Vibrance	Service	Sustainability	Prosperity	Mobility
--------	---------	----------	---------	----------------	------------	----------

GL 2.3

Coordinate with the City of Lancaster on the implementation of Downtown Revitalization Plan. Identify and pursue County projects that can help boost ongoing revitalization efforts.

Growth	Balance	Vibrance	Service	Sustainability	Prosperity	Mobility
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GL 3 - ECONOMIC RENEWAL

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

Supporting Actions:

GL 3.1

Coordinate with the City of Lancaster to ensure that the area along the Catawba River identified for Economic Development is adequately prepared and marketed for economic development growth.

Growth	Balance	Vibrance	Service	Sustainability	Prosperity	Mobility
--------	---------	----------	---------	----------------	------------	----------

GL 3.2

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

Growth	Balance	Vibrance	Service	Sustainability	Prosperity	Mobility
--------	---------	----------	---------	----------------	------------	----------

GL 3.3

Coordinate with the City of Lancaster to ensure both the City and County Zoning Maps direct commercial development and employment generators toward the growth areas around the City.

Growth	Balance	Vibrance	Service	Sustainability	Prosperity	Mobility
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GL 4 - CONNECTING DESTINATIONS

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

Supporting Actions:

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

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

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

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

GREATER LANCASTER FUTURE LAND USE MAP

The intention of the Future Land Use Map in Greater Lancaster is to facilitate significant growth in and around the City of Lancaster while continuing to promote the protection of rural and agricultural lands on the eastern side of Greater Lancaster. Development has already begun spreading south from the Panhandle into Greater Lancaster, and the intention is to ensure this continues in locations where it can be supported by adequate services and infrastructure.

Everything east of Rocky River Road is designated for Agriculture and Timber uses. This future land use category is intended to preserve land for farming and forestry, restricting major subdivisions, and requiring lots to remain at least five acres in size. Scattered residences, crossroads commercial areas that serve basic needs, and rural businesses should be permitted supporting uses. A few scattered Conservation areas designate land which is owned by public agencies, non-profits, and others that is in use for conservation purposes. Large contiguous tracts of permanently protected conservation land, such as the 40 Acre Rock Heritage Preserve on the southeastern edge of Greater Lancaster, is also identified as Conservation.

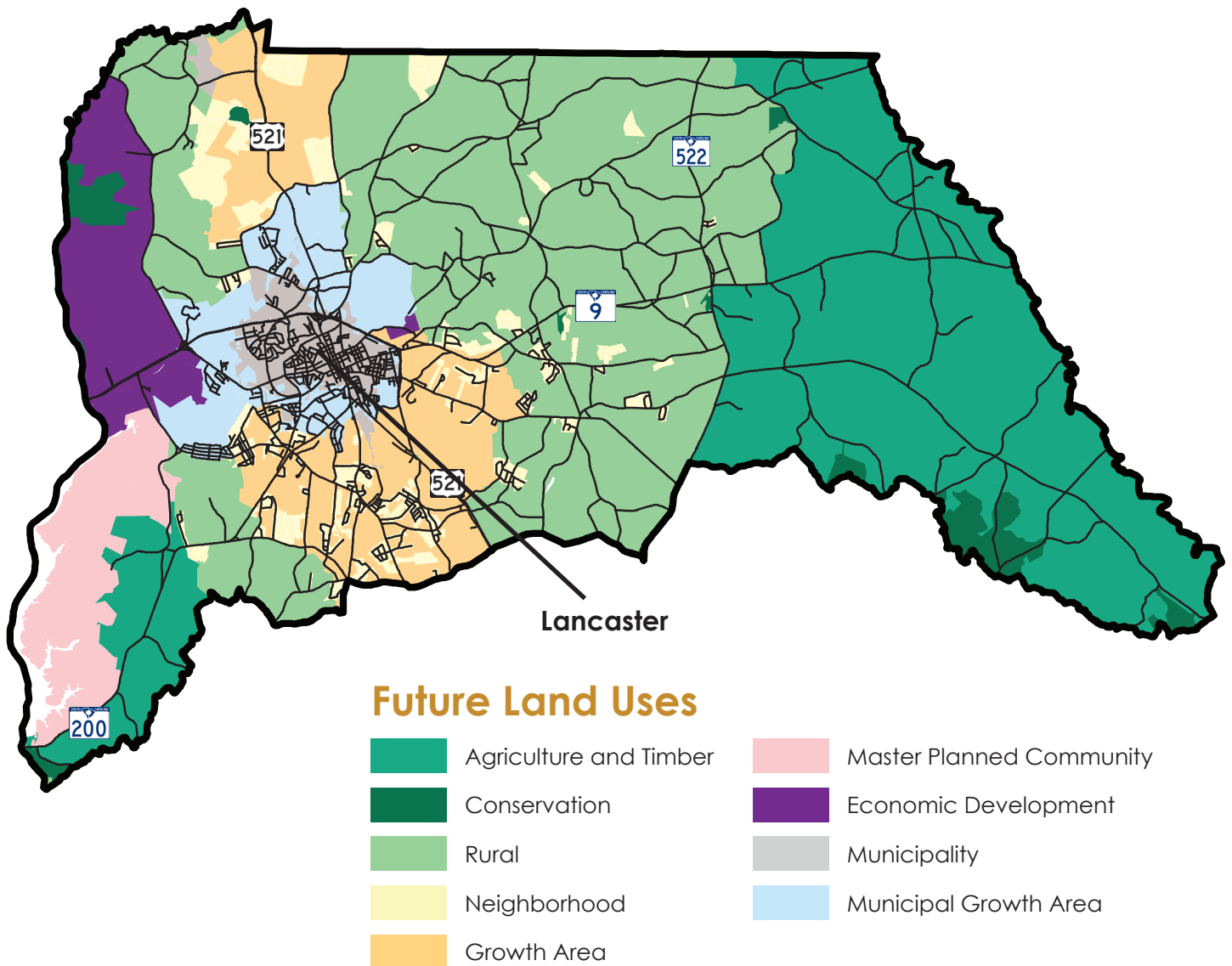
Much of the land between the City of Lancaster, future growth areas, and agricultural areas are designated as Rural on the Future Land Use Map. These areas generally lack wastewater access, have accessibility challenges, or have insufficient infrastructure to support urban growth. Low density residential development, agriculture, and crossroads commercial uses should all be permitted in Rural areas as long as they maintain the rural character of the area.

Existing and in-progress residential development is shown as Neighborhoods on the Future Land Use Map. In rural areas, this designation is only applied to major subdivisions. Neighborhoods are not likely to change in the future and the intent of this category is to preserve their character by directing incompatible uses away from formal neighborhoods. Growth Areas are assigned to areas along US-521 between the Panhandle and the City of Lancaster, as well as to a large area south of the City. This is where suburban scale residential growth should occur based on the availability of supportive infrastructure and land. Supportive commercial development should also occur at major crossroads and along arterial streets and thoroughfares.

Edgewater is the only Master Planned Community in Greater Lancaster. This area has approximately 8,000 approved dwelling units which were entitled under a Planned Development District zoning designation. The size of this planned community, encompassing nearly 2% of the County's entire land area, is equivalent to a large town or small city, and it is expected to have a significant impact on the western portions of Greater Lancaster, as well as the City of Lancaster once completed.

The Economic Development areas are intended to protect major industrial development and provide economic development opportunities. The largest economic development area is along the Catawba River, between SC-9 and SC-5, west of the City. This area should have less competition for housing; is located within and around existing industrial uses, including the airport and an air an rail served business park; and may provide needed employment for residents of the City of Lancaster.

The City of Lancaster is designated as a Municipality on the Future Land Use Map as it is not subject to the County's zoning and land use regulations, or the Future Land Use Map. The Municipal Influence Area around the City of Lancaster is a formal agreement for wastewater service between the City of Lancaster and Lancaster County. The Future Land Use Map intends to direct growth to the Municipality and the Municipal Growth Area through annexation requirements and other coordination.





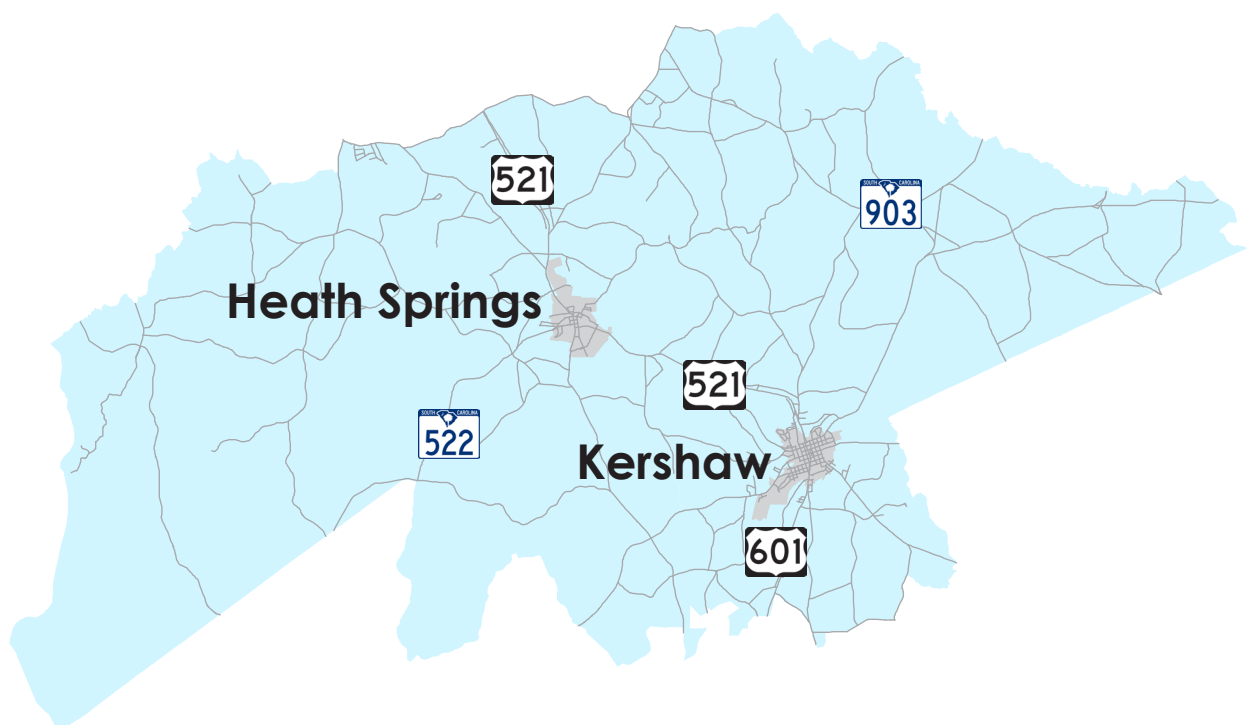
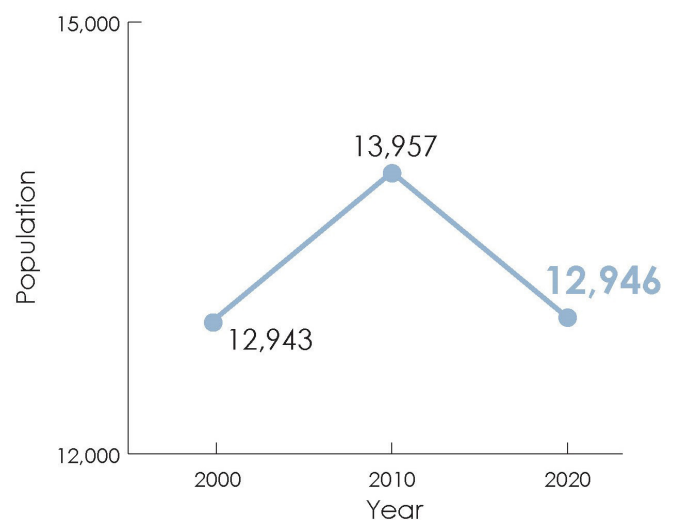
**Southern Lancaster
Planning Area**

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SOUTHERN LANCASTER PLANNING AREA

The Southern Lancaster Planning Area is the most rural of the three geographic regions of the County. Its relative distance from Charlotte and the I-77 corridor has isolated it from the growth pressures that have been observed, or are emerging, in the northern parts of the County. Outside of the towns of Kershaw and Heath Springs, the Southern Planning Area is characterized primarily by large tracts of forestland and scattered rural residences. The most notable exception to this is the recently redeveloped and expanded Haile Gold Mine, which has provided a boost to the local economy through increased employment opportunities in the region.

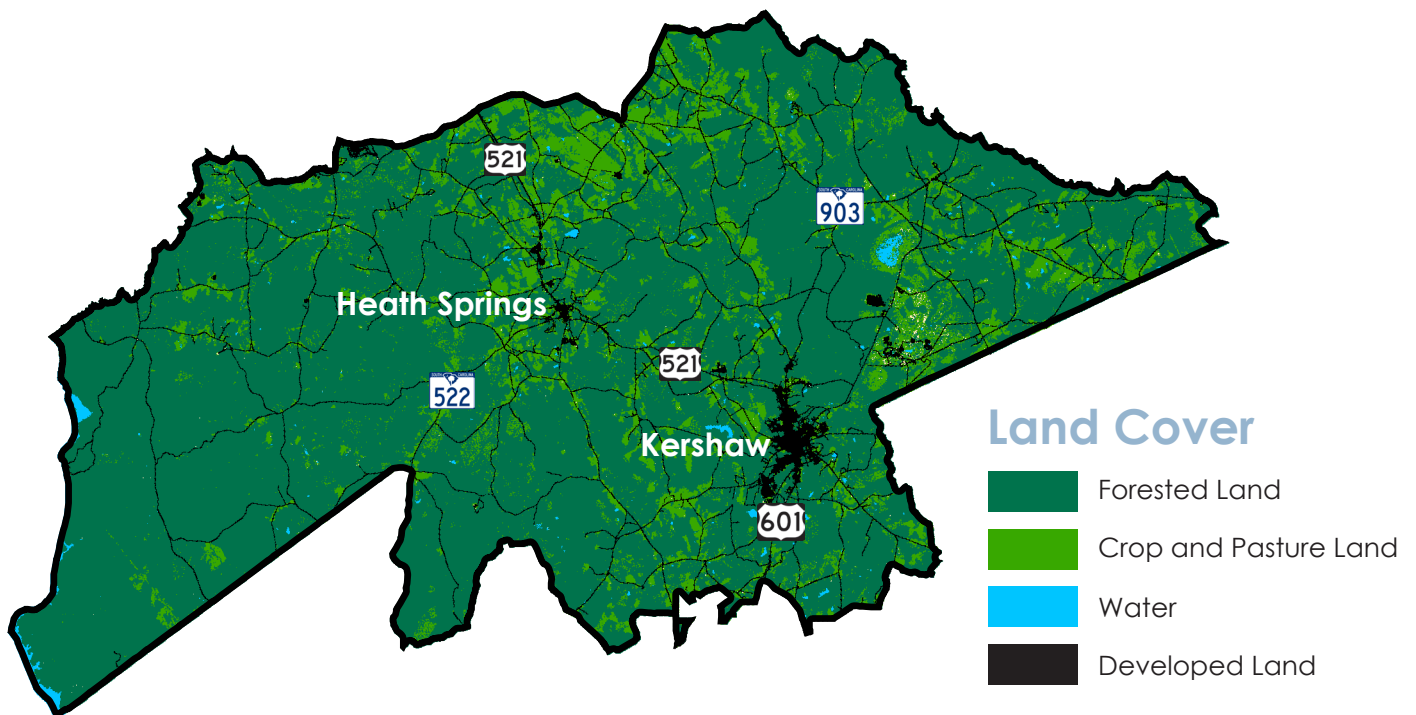
In pursuing the implementation of the County's vision for the future, those strategies aligned with the Southern Planning Area are focused on renewing interest in growth, particularly in Kershaw and Heath Springs, supporting economic opportunities for rural residents, and ensuring that the region receives equitable and proportional investment in infrastructure and services in the face of growth in the more urbanized regions of the County.



FORESTS AND FARMS

According to the United States Department of Agriculture's National Agricultural Statistics Service (NASS), Lancaster County lost approximately 20% of its farmland in the five years between 2002 and 2007. While much of this has occurred in the Panhandle, it has had an impact on the remaining rural lands in Southern Lancaster as well. The 2017 NASS remains the best source of agricultural data and trends available, as the 2022 survey is currently underway. While farmland acreage seems to be relatively stable, the actual number of farms is decreasing. Lancaster County's overall farming operations center on livestock and poultry production, ranking the County 15th overall in the State in this category. Thirty-six farms were in poultry and egg production in 2017, with sales valued in excess of \$50 million annually. However, local information indicates that several producers have stopped operations since the 2017 census.

COUNTYWIDE - NATIONAL AGRICULTURAL STATISTICS SERVICE DATA					
TOTAL	ACRES IN FARMLAND	TOTAL # OF FARMS	# OF FULL TIME FARMERS	AVERAGE FARM SIZE (AC)	AVERAGE ANNUAL CROP SALES
2002	81,468	637	307	128	\$44,050,000
2007	65,210	573	219	114	\$65,692,000
2012	65,079	577	272	113	\$74,514,000
2017	63,084	534	279	118	\$53,597,000

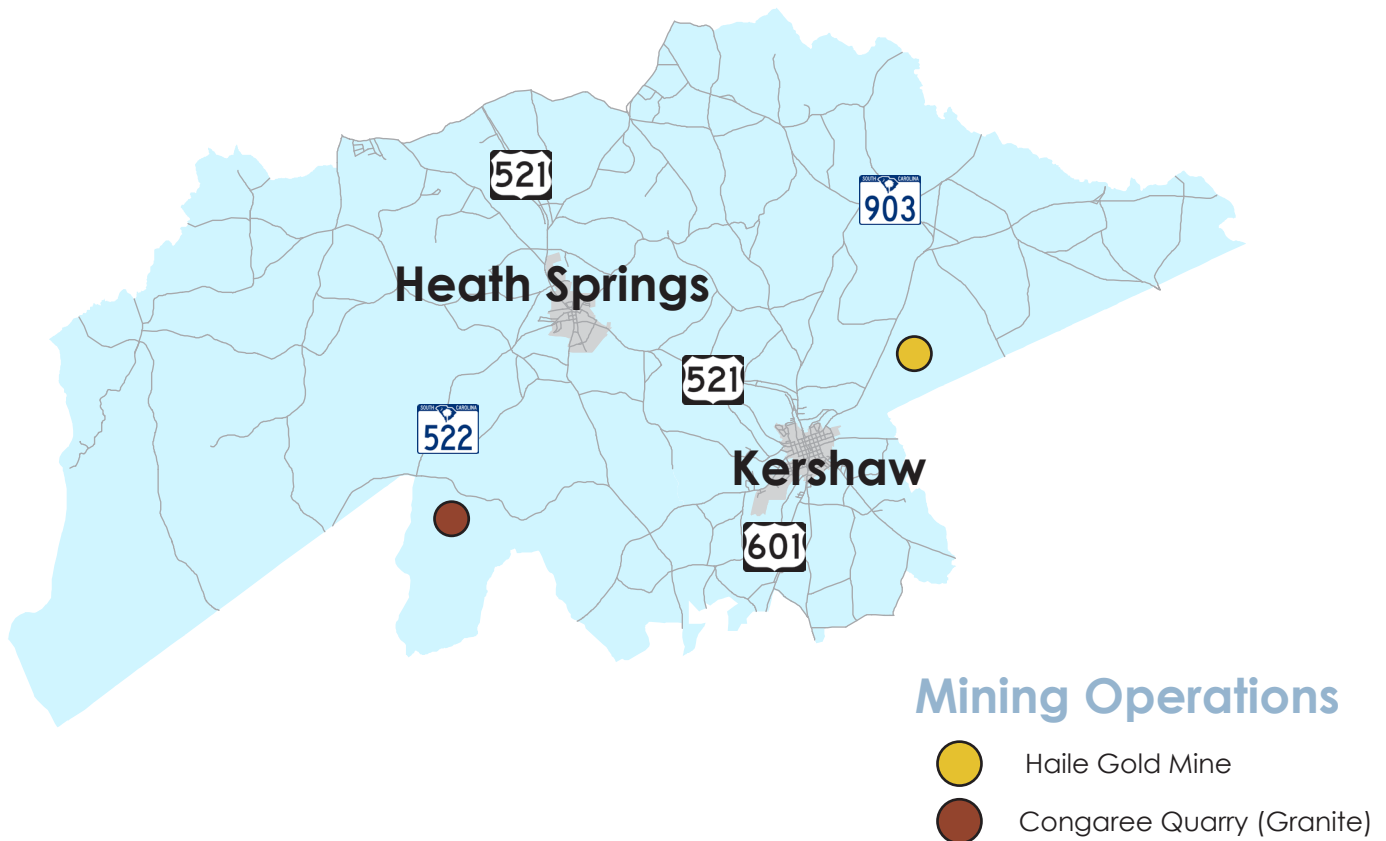


MINERAL WEALTH

As described in the Natural Resources Element, Lancaster County falls within the Carolina Slate Belt, and historically, Lancaster and Chesterfield counties have been the most productive counties in terms of gold mining. The County is also home to other minerals and valuable materials, including sand and granite.

The South Carolina Department of Health and Environmental Control (SCDHEC) monitors the state of active mines throughout South Carolina. According to SCDHEC, there are currently three mines within the County; two of which are in Southern Lancaster, as shown below. Congaree Quarry, which is located just off Sate Road S-29-763 on the southwestern edge of Southern Lancaster is a granite mine operated by Georgia Stone Industries.

The more well-known mine, on the southeastern edge of Southern Lancaster, is Haile Gold Mine. Based on a study conducted by the University of South Carolina Darla Moore School of Business, Haile Gold Mine has an \$87 million impact on Lancaster County, with \$3.7 billion in anticipated impacts to South Carolina through 2032. In 2021, Haile Gold Mine produced about 190,000 ounces of gold.



The Haile Gold Mine is currently anticipated to remain open until 2035. It is possible that this date could change, as new opportunities to extend the life of the mine arise regularly. However, as part of the eventual mine closure, the site would be reclaimed and a transition period would occur in which the mine operators, OceanaGold Corporation, determine the future use of the site. Though this decision has not yet been determined, potential future uses of the mine include wildlife, recreation, or alternative energy production (solar, wind, etc.).

When the mine is eventually closed (potentially at or beyond the horizon of this Plan), it will adhere to the reclamation standards outlined in the South Carolina Mining Act, which was passed to ensure all mined lands would be returned to some useful purpose and for the protection of people and the environment. These standards must be met by all mines in the State of South Carolina.



SMALL TOWN LIVING

Southern Lancaster is home to two small Towns: Heath Springs and Kershaw. According to the most recent American Community Survey, the Town of Heath Springs has less than 800 residents and Kershaw is home to more than 2,000 residents.

Heath Springs was incorporated in 1890, named after the natural springs in the area. The Town has witnessed almost no population growth in its 1.6 mile jurisdiction since 2010, though the population has ebbed and flowed, reaching as high as 873 residents in 2014. The incorporated Town has a Council form of government and day-to-day operations are managed by the Town Clerk and supervised by the Town Administrator. Given its small size, the Town contracts a number of services through Lancaster County, including law enforcement, development review, and recreation.

Kershaw was incorporated in 1888 and is largely influenced by its proximity to the Haile Gold Mine. The Town has grown by more than 400 residents since 2010, though it too has witnessed an ebb and flow of population, growing to 2,375 residents in 2017 and then losing population shortly after. Similar to Heath Springs, Kershaw has a government separate from the County but does rely on the County for a number of services.

DOWNTOWN HEATH SPRINGS - HISTORIC GAS STATION



Both Heath Springs and Kershaw provide their own water and sewer utilities, separate from Lancaster County Water and Sewer District. This has helped to spur some annexation and development around the Towns in recent year. Given the presence of the mines and other large agricultural industries, such as the SMC Global Industrial Services Division, there does appear to be a need for additional, new housing development at an affordable price. There is a limited amount of retail in this portion of the County and residents of these communities tend to access commercial needs from either of two larger cities within a half hour drive - Lancaster or Camden. This portion of the County also benefits from its close proximity (about one hour drive) to the City of Columbia.

HISTORIC KERSHAW TRAIN DEPOT - CURRENTLY OCEANA GOLD OFFICES



IMPLEMENTATION STRATEGIES

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

SOUTHERN LANCASTER AREA IMPLEMENTATION STRATEGIES

SL 1 - FACILITATING GROWTH

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

Supporting Actions:

SL 1.1						
Coordinate with the municipalities to direct development, particularly in the form of residential subdivisions, towards the designated Municipal Growth Areas around Heath Springs and Kershaw.						
Growth	Balance	Vibrance	Service	Sustainability	Prosperity	Mobility
SL 1.2						
Educate owners of agricultural properties and timberland on the opportunities and benefits of land conservation, agritourism, outdoor recreation, and other options that will help to preserve the rural landscape.						
Growth	Balance	Vibrance	Service	Sustainability	Prosperity	Mobility
SL 1.3						
Review the County's Zoning Map to ensure that properties adjacent to the Haile Gold Mine and the Congaree Quarry restrict uses which are not compatible with such noxious uses.						
Growth	Balance	Vibrance	Service	Sustainability	Prosperity	Mobility
SL 1.4						
Coordinate with Heath Springs and Kershaw to ensure that water and wastewater systems can adequately support development in the Municipal Growth Areas and work to determine a strategy for the future development of these areas.						
Growth	Balance	Vibrance	Service	Sustainability	Prosperity	Mobility

SL2 - SUPPORTING RURAL COMMUNITIES

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

Supporting Actions:

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

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

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

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

SL 3 - EQUITABLE SERVICES

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

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

Supporting Actions:

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

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

SL 3.3						
Consider initiating 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

SOUTHERN LANCASTER FUTURE LAND USE MAP

In Southern Lancaster, the Future Land Use Map directs much of the area to remain similar to as it is today. As this includes the most rural and lowest populated areas of the County, it is important to maintain these rural qualities, continue to support the agricultural activity which is active here, and protect the small towns which are the major centers of Southern Lancaster.

The largest portion of Southern Lancaster is designated for agricultural and timber uses in the coming years. To preserve this land, the use of the major subdivision process for residential development should not be allowed and the minimum lot size should be five acres. Scattered residences, crossroads commercial areas that serve basic needs, and rural businesses (such as agricultural and forestry businesses) should be permitted supporting uses.

Conservation areas include land owned by public agencies, non-profits, and others that is used for conservation purposes. A few large continuous tracts of permanently protected conservation land (like the 40 Acre Rock Heritage Preserve on the northeastern edge of the area) are also designated as Conservation on the Future Land Use Map.

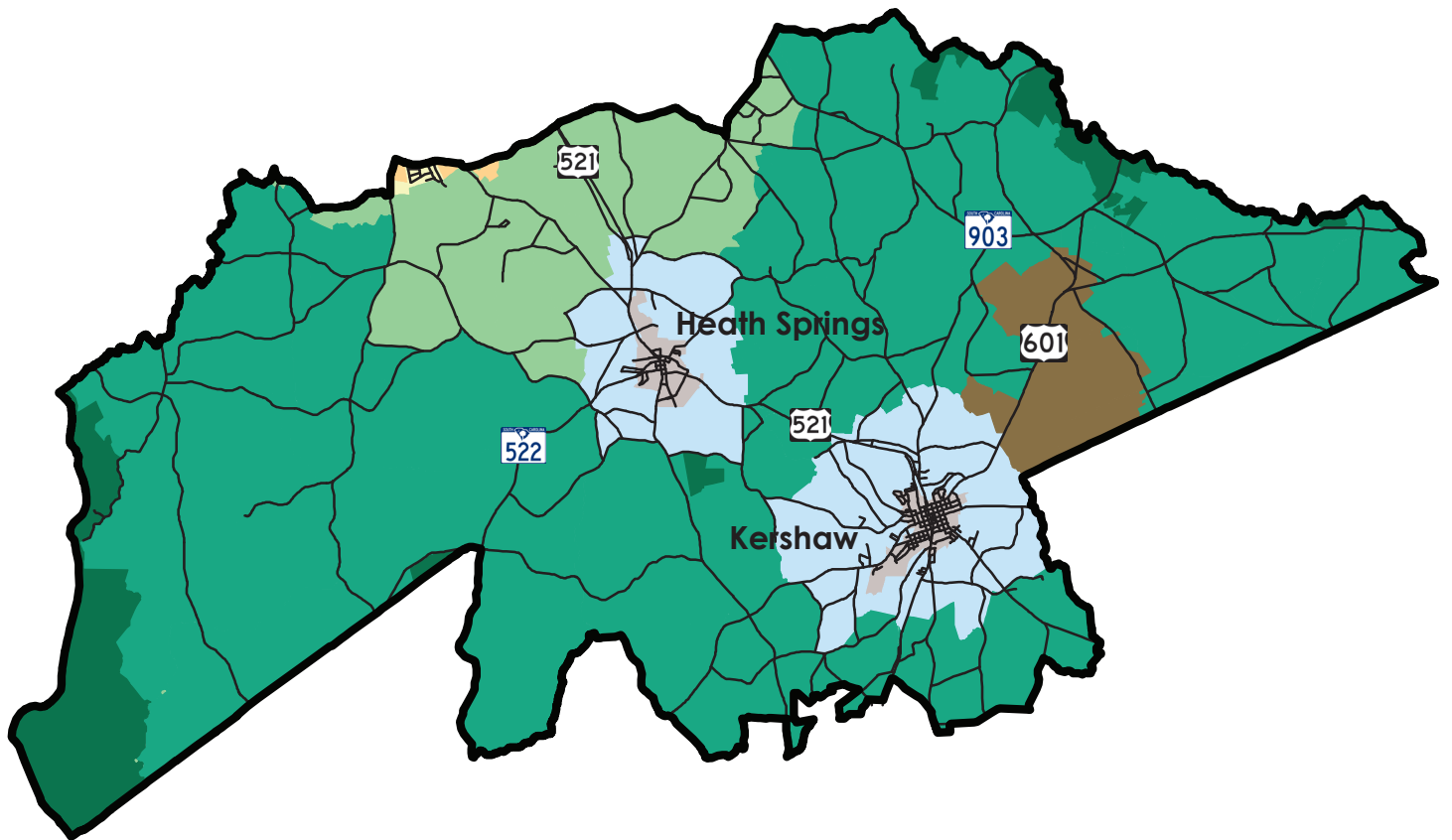
The areas between Greater Lancaster and Heath Springs are designated for Rural uses, which should permit a mixture of low density residential uses, agricultural activities, and supporting commercial and civic enterprises. Major subdivisions should be allowed in Rural areas, so long as minimum lot sizes are three acres. Minor subdivisions should have a one acre minimum lot size and all development in these areas should maintain its rural character.

A small Neighborhood and Growth Area that is primarily in Greater Lancaster does appear on the northern edge of the Southern Lancaster Future Land Use Map.









The area encompassed by Haile Gold Mine is designated for Mining purposes in the coming years. As mentioned earlier, it is likely that this property will eventually change uses, but not until the end of this Plan's horizon. The other mine in Southern Lancaster is not designated as Mining on the Future Land Use Map, as it is not as intensive in scale or extraction as the gold mine. The County should limit incompatible development in close proximity to Mining areas.

The municipalities of Heath Springs and Kershaw are designated as Municipality on the Future Land Use Map. These areas are not subject to the zoning and land use regulations of Lancaster County and are further thus excluded from the Future Land Use Map recommendations. The towns of Heath Springs and Kershaw have separate zoning ordinances which are each administered by Lancaster County.

Significant areas around both of the towns in Southern Lancaster are identified as Municipal Growth Areas on the Future Land Use Maps. As both towns have wastewater collection systems, they utilize this utility to pursue annexation. The areas designated as Municipal Growth Area are informal, designating areas in which urban growth is possible due to the presence of utilities. It is the intention of the Future Land Use Map to direct growth to these areas through annexation requirements, as appropriate, and to work with the municipalities to review development proposals in these areas in the future. The County should ensure that any development that may end up in municipalities in the future is compatible with those municipalities' regulations.



Future Land Uses

- | | |
|--|---|
|  Agriculture and Timber |  Growth Area |
|  Conservation |  Mining |
|  Rural |  Municipality |
|  Neighborhood |  Municipal Growth Area |

PLAN ELEMENTS



INTRODUCTION

The Lancaster County 2040 Comprehensive Plan is unique in its evaluation of the County by three sub-regions: The Panhandle, Greater Lancaster, and Southern Lancaster. The Plan includes sections on the introduction, the planning process, implementation of the plan, and key trends associated with these three geographies, as well as the County as a whole (plan elements). To develop this Plan, extensive background research and analysis was conducted for each individual region, as well as for the County as a whole. A separate document, titled “Baseline Review” provides extensive knowledge on each sub-region of the County.

The State of South Carolina, through its Planning Enabling Act, requires that local governments prepare and update “...those elements considered critical, necessary, and desirable to guide the development and redevelopment of its area of jurisdiction.” While the Plan present highlights from this extensive analysis, this appendix provides the full planning elements, as required by the State of South Carolina. The ten required elements include:

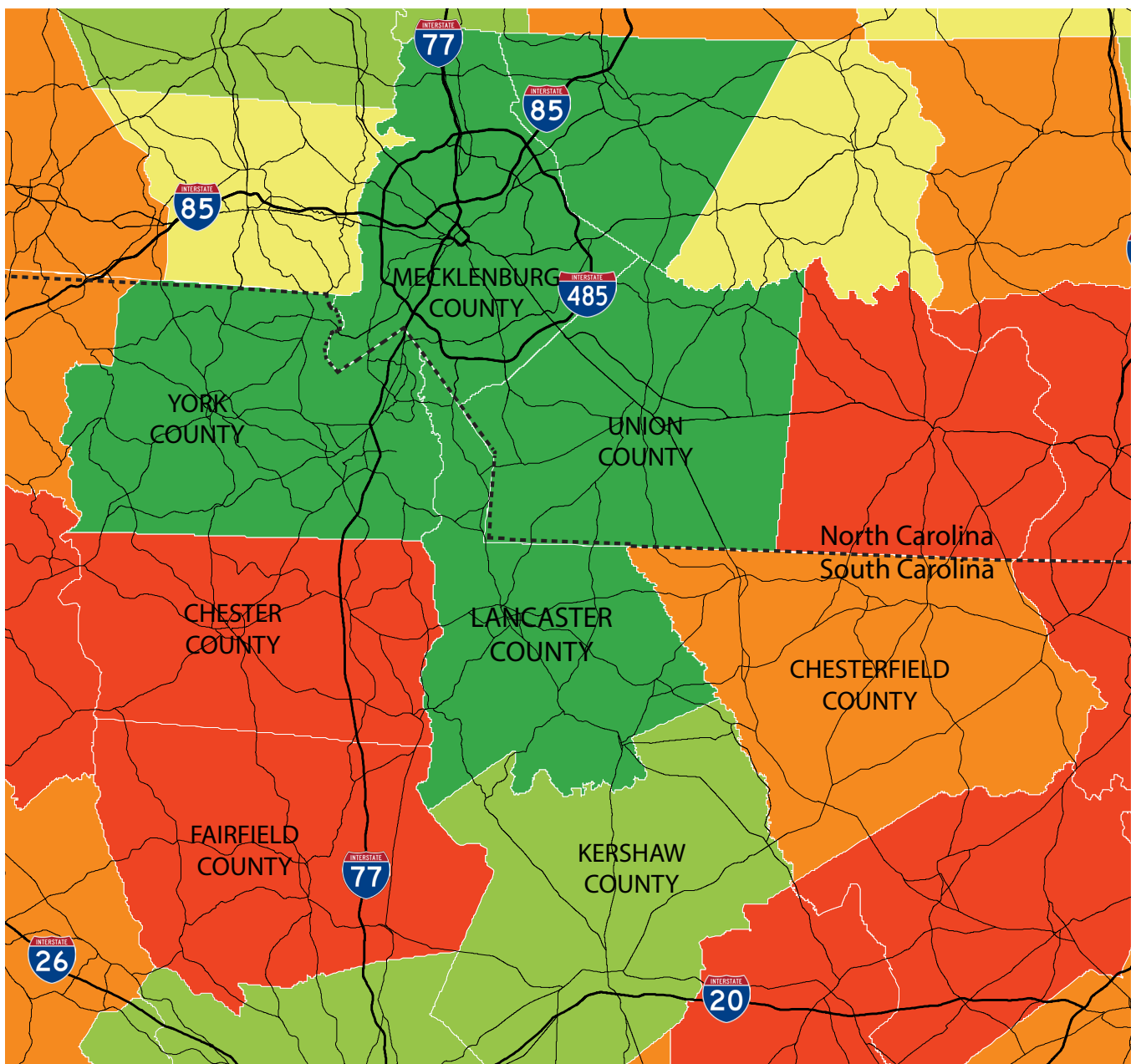
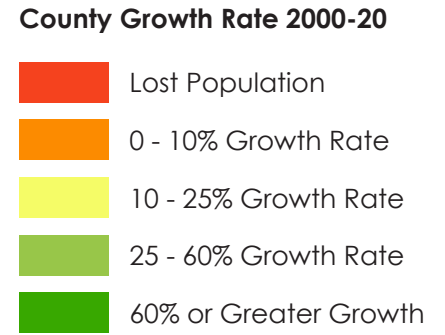
- Population
- Economic Development
- Natural Resources
- Cultural Resources
- Community Facilities
- Housing
- Land Use
- Transportation
- Priority Investment
- Resiliency

Generally, the demographic and economic data presented here is from the United States Census Bureau. 2020 housing and population counts are sourced from the 2020 United States Census, while much of the remaining demographic and economic data is pulled from the 2019 American Community Survey. Additional sources used throughout the document include Lancaster County, the North Carolina Department of Transportation (NCDOT), the United States Geological Survey (USGS), the Federal Emergency Management Agency (FEMA), and other state and federal resources.

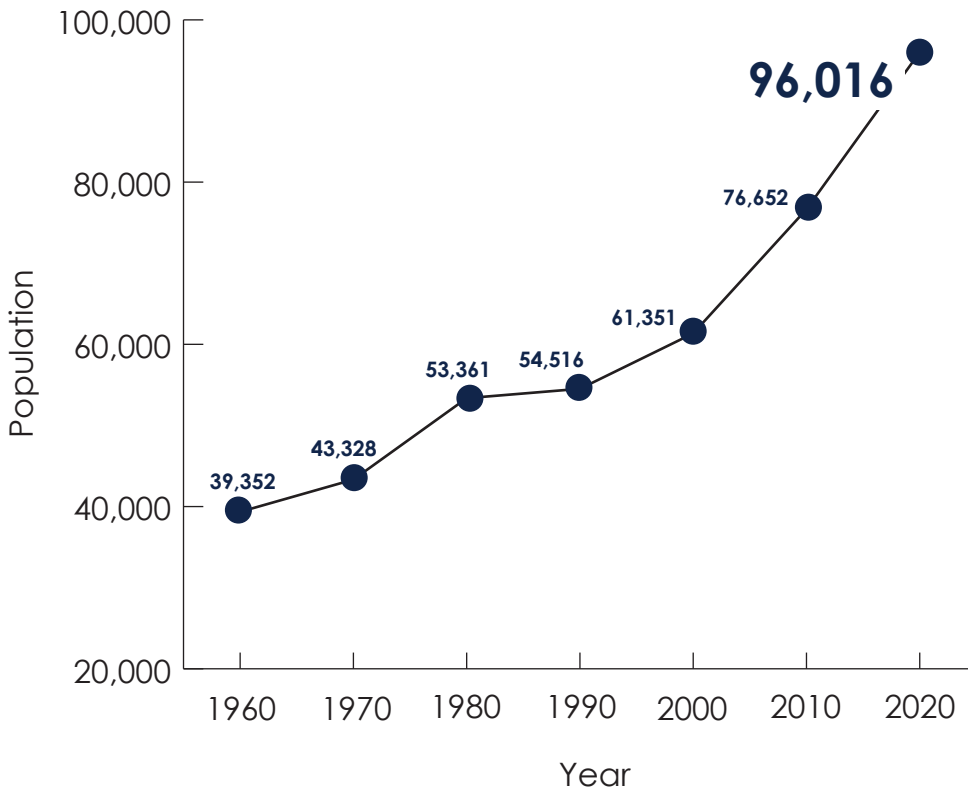
All data presented here is reflective of the most recent data attainable at the time of writing. Certain impacts of the COVID-19 pandemic, such as changes in transportation, location of employment, and similar statistics have been considered. For instance, the South Carolina Department of Transportation (SCDOT) did produce traffic count data in 2020. However, as these numbers were slightly lower than the 2019 traffic counts (reduced by the work-from-home impacts of the pandemic), the 2019 traffic counts were used in an effort to examine the more likely future traffic trends in the County. Note that this data is specific to the entirety of Lancaster County, including all of the municipalities within it.

POPULATION

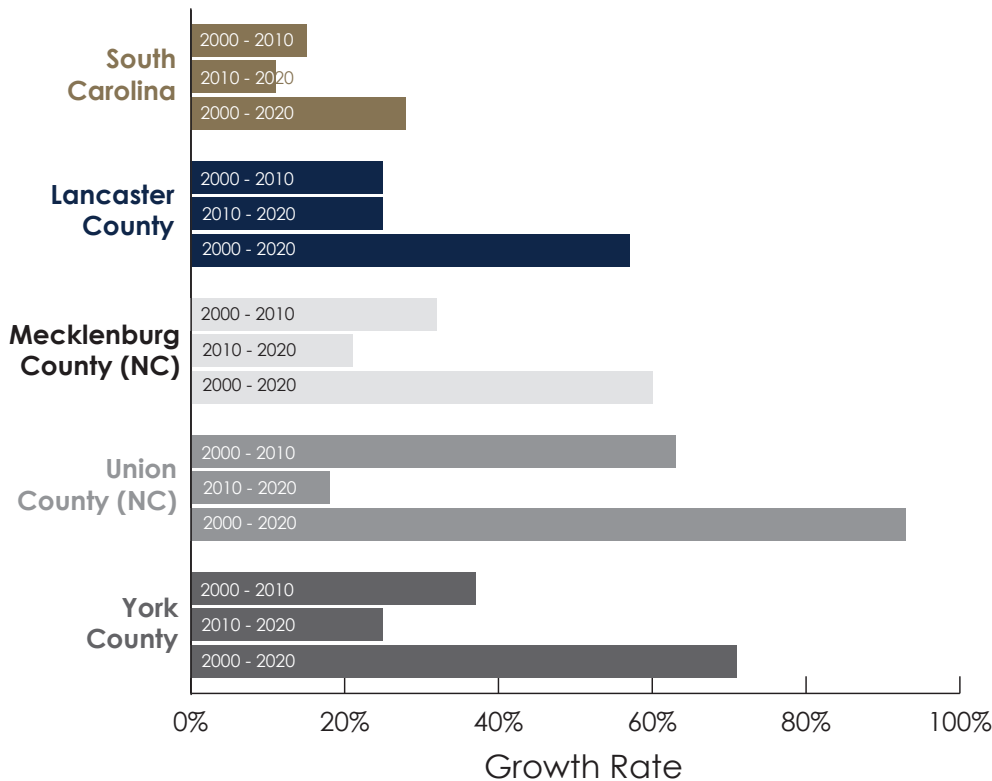
The Population Element considers historic trends and population projections, household numbers and sizes, educational levels, and other factors which describe the population of Lancaster County. Lancaster is on the southern edge of Mecklenburg County and is the last in a line of counties which experience growth pressures related to the City of Charlotte's metro region. As shown below, the County has experienced significant growth over the last twenty years but is the only county where the majority of the growth is occurring in unincorporated areas.



Historic Population



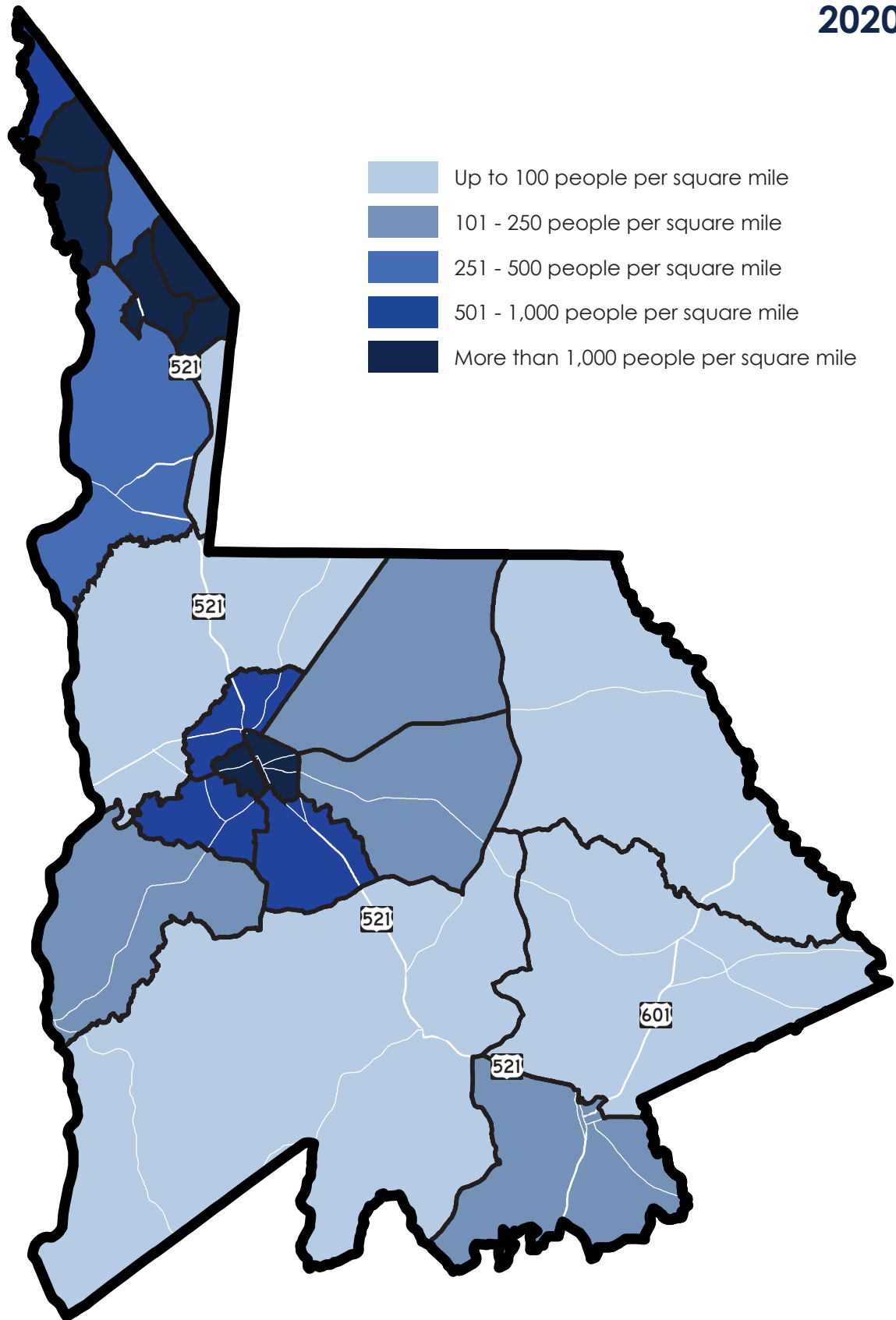
Lancaster County has grown substantially over the past decades, almost tripling its population between 1960 and 2020. The greatest rate of growth has occurred in the past decade, when the number of people in the County grew by almost 20,000. This rate of growth is much higher than the State's, though it is comparable to much of the region. Between 2000 and 2020, Lancaster County grew by 57%. During this same time period, Mecklenburg County grew by 60%, Union County grew by 93%, and York County increased their population at a rate of 71%. While Lancaster County saw a relatively even rate of growth between 2000 and 2010 as it did between 2010 and 2020, the remaining counties in the region saw greater growth between 2000 and 2010 than they did in the previous decade. Lancaster County's 2020 population is likely higher, as the census under counted.



Source: United States Census, 2000 - 2020

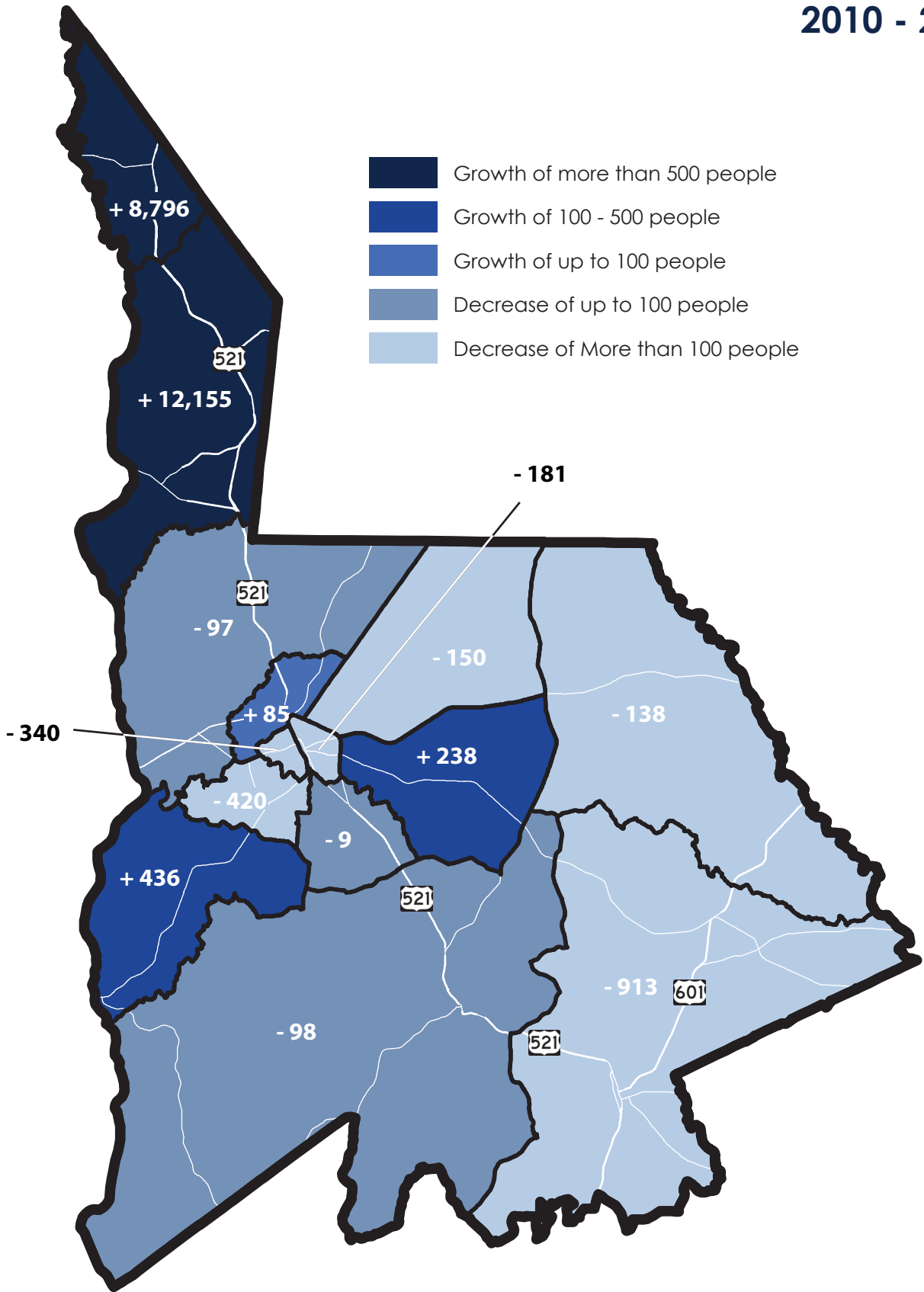
Population Density

2020

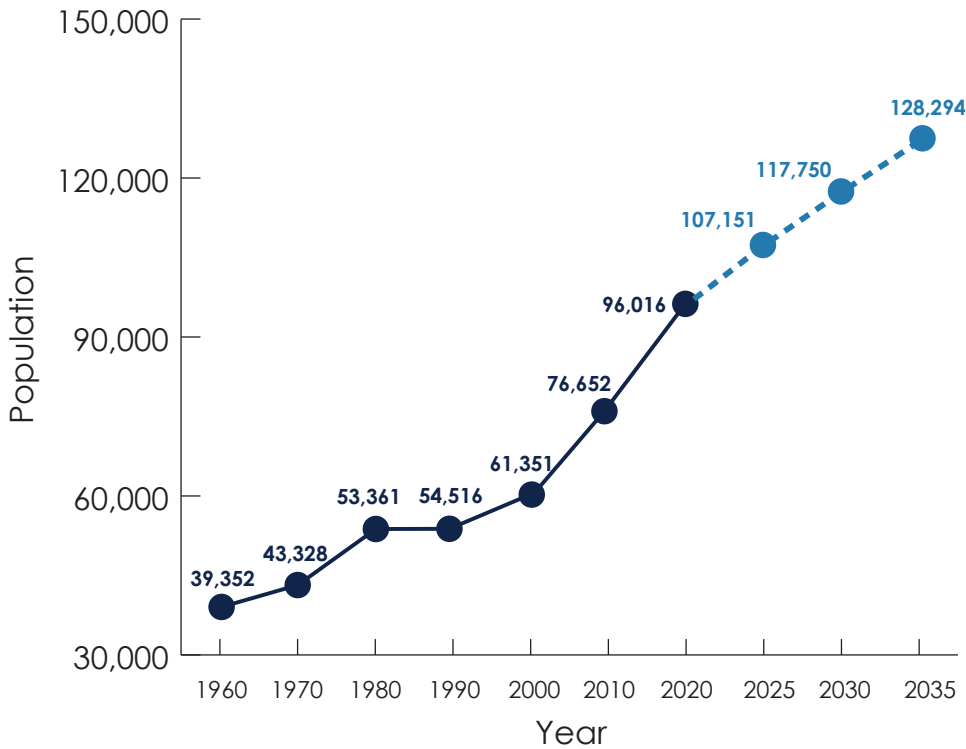


Population Change

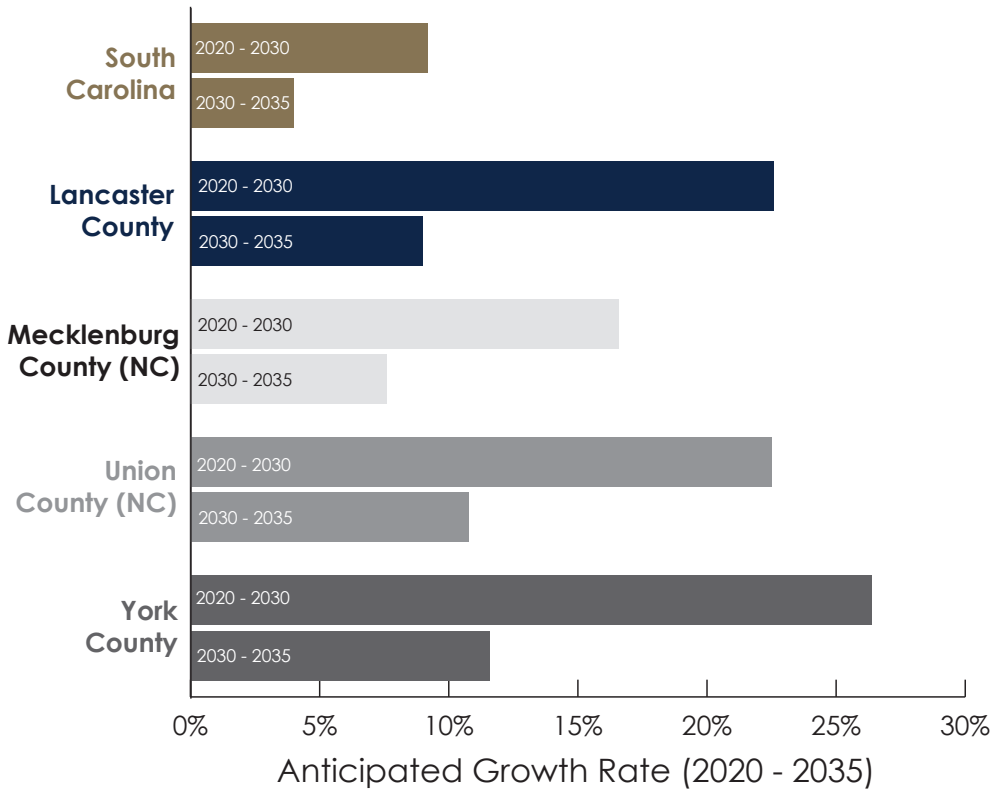
2010 - 2020



Population Projection



The South Carolina Revenue and Fiscal Affairs Office maintains updated population projections for all of the counties in the State. To date, the State has projected Lancaster County's growth through 2035, and anticipates the County growing to almost 130,000 in the next fifteen years. The State's projections were recently modified (September 2021) to reduce the initial projection of more than 160,000 residents in the County in 2035. Based on both the Plan analysis and State data analytics, the updated estimate is more likely to occur. There are a number of factors which can alter expected growth, including (but not limited to) strategic planning, growth policies, environmental regulations, and market factors.



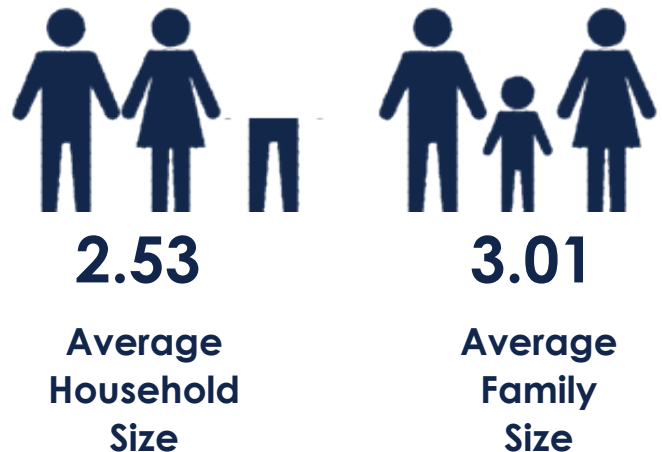
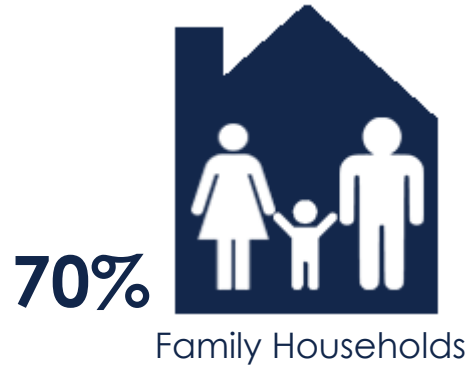
Source: South Carolina Revenue and Fiscal Affairs Office, 2021; North Carolina State Demographer, 2022

Households and Families

In 2022, 70% of all households in Lancaster County were families. Just under one-third of the households had children under the age of eighteen and the average family size was 3.01. The vast majority of the remaining households (26%) were people living alone. Almost half of all Lancaster County households included a person over the age of 60. While about one third of households were those living alone, only about 13% of households are residents over the age of 65 that lived alone. This means that the portion of the County's population which depends on others (in terms of age-related needs) is relatively small.

In 2022, the average household size in Lancaster County was a little larger than the State's, with about 2.53 people per household in the County and an average of 2.47 people per household in the State.

Source: American Community Survey, 2022



Age

The graphic below is a population pyramid, which shows various age cohorts in Lancaster County. The larger the bar, the larger that age group. The largest segments of the population in the County were between the ages of 25 and 54, as well as between 65 and 74. Each of these groups contained between 11.9% and 13.3% of the total population, making the population between ages 25 and 54 comprise about 38% of the total residents. The smallest age cohort was those over the age of 85, which made up only 2.8% of the total population. The median age was 41.2, which is higher than the State's median age by just over one year.

Source: American Community Survey, 2022

LANCASTER COUNTY

41.2

Median Age

SOUTH CAROLINA

40

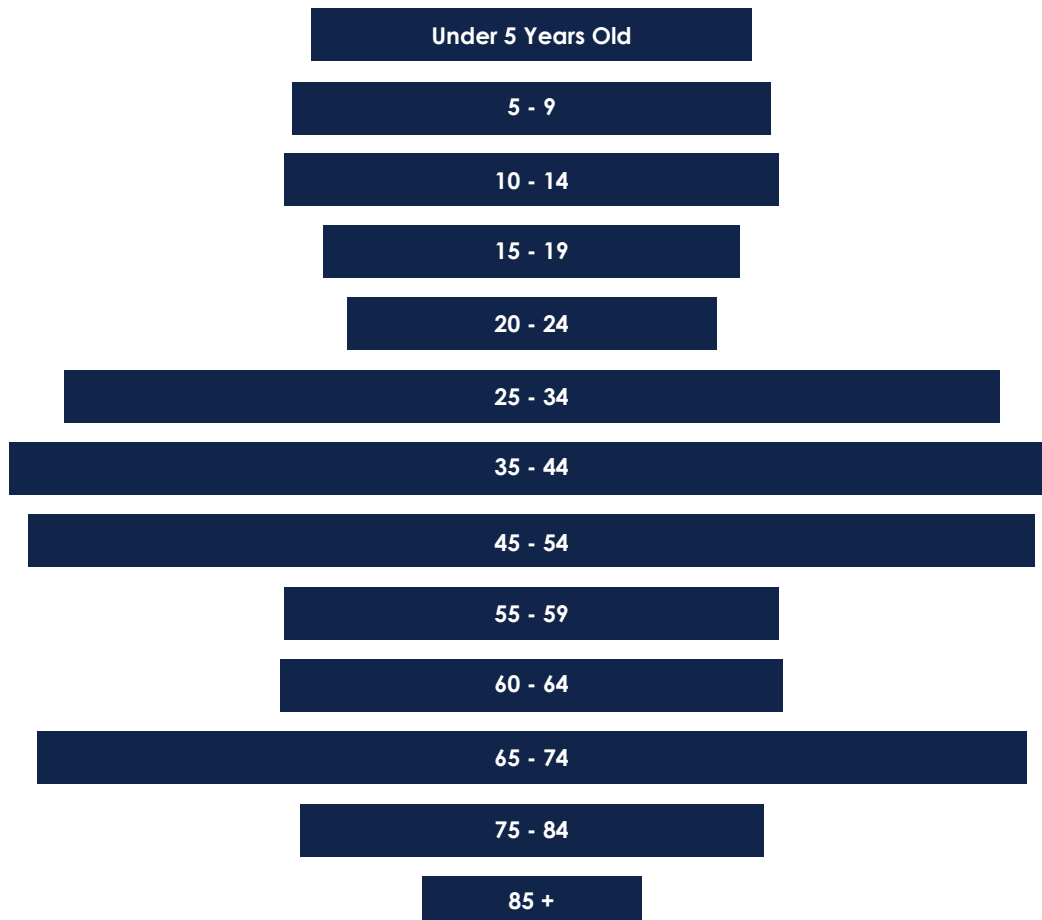
Median Age

UNITED STATES

39

Median Age

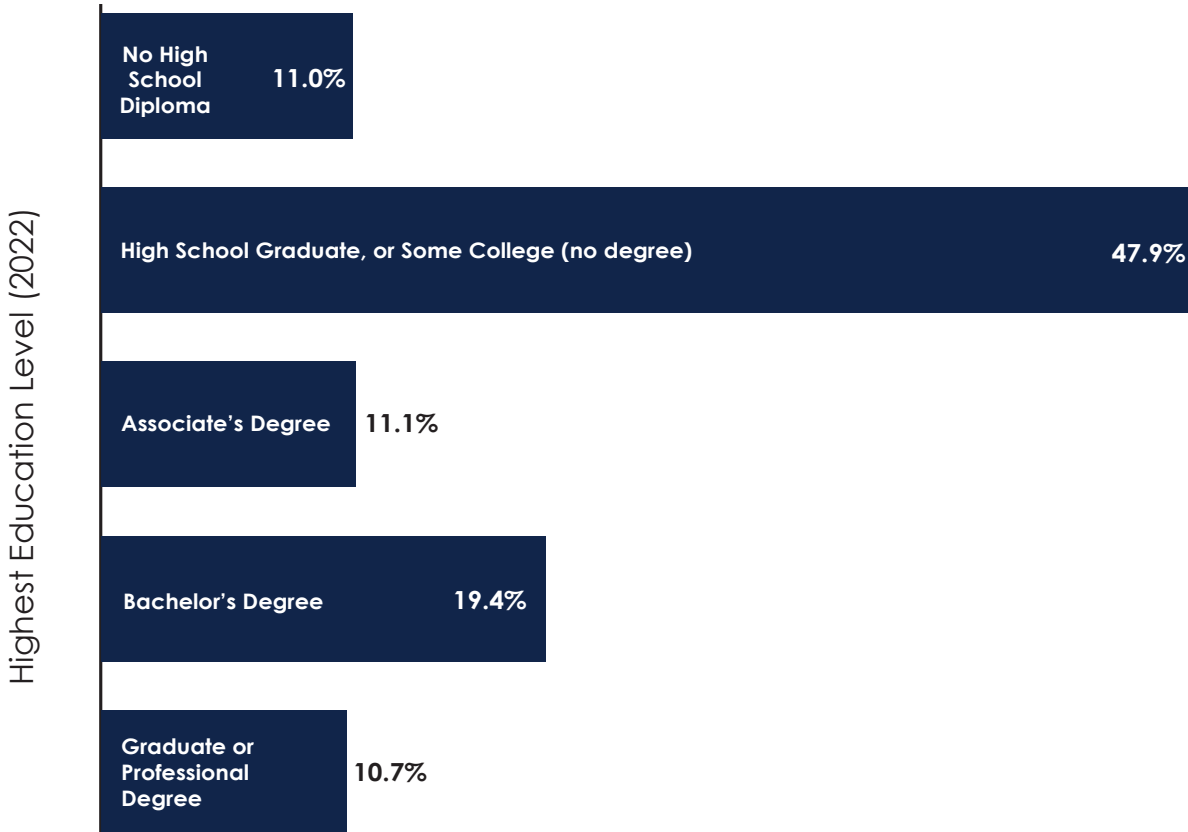
Lancaster County Distribution of Population by Age Group



Educational Attainment

The educational attainment of Lancaster County's population has seen a major shift since 2010, with the share of the population holding at least an Associates degree growing by 72% over this time period (going from 24% to over 41% of the population over the age of 25. At the same time, the share of the population over the age of 25 who did not complete high school has decreased by roughly 50%, going from around 22% in 2010 to 11% in 2022.

Source: American Community Survey, 2010 - 2022 (5 Year Estimate)



CHANGE IN EDUCATIONAL ATTAINMENT 2010 - 2022 (AGE 25+)



50%

Decrease in age 25+ population with no High School Diploma



11%

Decrease in age 25+ population of High School graduates who did not complete a college degree



72%

Increase in age 25+ population with a college degree

Population - Key Observations

- The population has grown by around 20,000 people in the last decade (25% growth).
- The State projects the County will grow to almost 130,000 by 2035.
- Families comprise 70% of households are families and almost 30% are people living alone.
- The County's average household size is slightly above average.
- The County has large middle-aged and early retirement population segments.
- The median age of County residents is slightly older than the State.
- The County's educational attainment levels are average, but trending in a positive direction.
- Higher educational attainment has been increasing in the County over the last decade. This is largely related to in-migration in the Panhandle.
- The share of the County's adult population who did not graduate from high school has decreased by 50% since 2010.
- Overall, those who participated in the community survey feel that the County is growing too quickly. However, most of those who participated in the survey from the Panhandle identified the growth as occurring too quickly, while respondents from Greater and Southern Lancaster had greatly mixed views about the recent pace of growth in their areas of the County.

ECONOMIC DEVELOPMENT

The Economic Development Element considers labor force and labor force characteristics, employment by place of work and residence, and analysis of the economic base. Data included in this element is essential to establish goals and recommendations for future economic development goals throughout the County. While the factors contributing to economic development vary significantly throughout the different sub-regions of Lancaster County, this element includes data pertaining to the economic aspects of the County as a whole. Pressing information related to each sub-region is highlighted in the regions' sub-sections of the Plan.

Employment

In 2022, 58% of the County's residents were in the labor force, which is slightly lower than the State. The unemployment rate dropped just below the State's, which is an improvement, as it has historically been lower. The graph on the following page shows unemployment rates in the United States, the State of South Carolina, and Lancaster County between 2000 and 2022. It can be seen that while the County's unemployment rate has followed the national and statewide trends over the past two decades, it has consistently been higher than both of the other geographies, until around 2018. The County's unemployment rate has generally been at or below the national average the last five years.

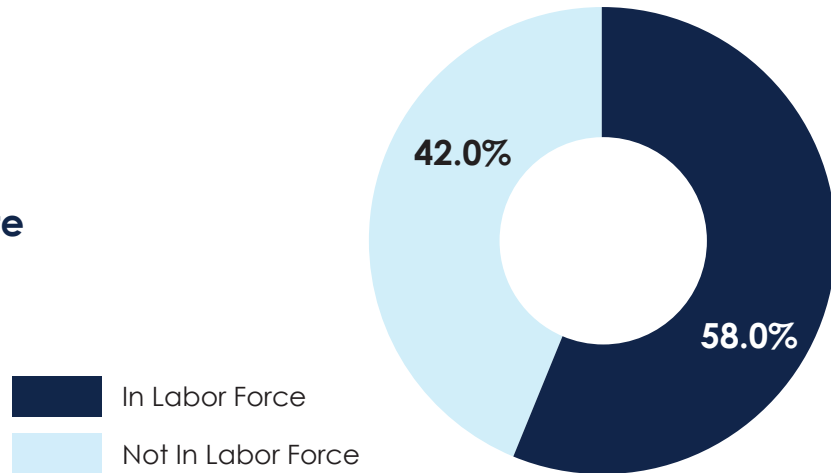
Those who were employed primarily worked in management, business, science, arts, sales, and office occupations. The most common industries are education, health care, social services, manufacturing, and retail trade.



RED VENTURES CORPORATE CAMPUS - PANHANDLE

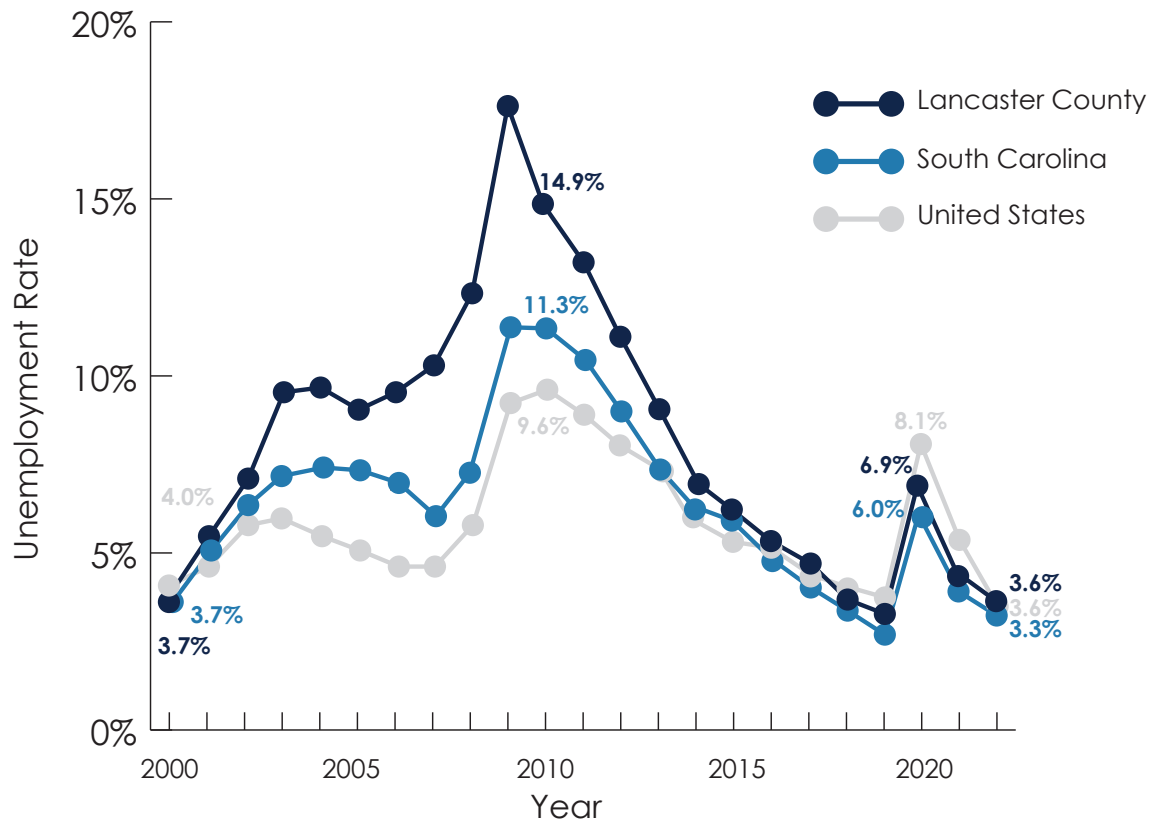
Labor Force

5.0%
Unemployment Rate



Source: American Community Survey, 2022

HISTORIC UNEMPLOYMENT RATE COMPARISONS



Source: Federal Reserve Bank of St. Louis Economic Data, 2000 - 2022 Annual Average Unemployment Rates

The tables below denote the total percent of the work force employed in specific occupational groups and industry sectors. Many healthy economies are evenly divided amongst occupational groups and industry sectors, though they may have a higher concentration in specific fields which they specify in. Lancaster County has a relatively broad range of employment, though it has a limited number of residents working in wholesale trade, information, and agriculture. Information on the County's economic specialization is provided on the following pages.

OCCUPATION	PERCENT OF WORK FORCE
Management, Business, Science, Arts	39.0%
Service Occupations	13.0%
Sales and Office Occupations	21.7%
Natural Resources, Construction, Maintenance	9.0%
Production, Transportation, Material Moving	17.4%

INDUSTRY SECTORS	PERCENT OF WORK FORCE
Agriculture, Forestry, Fishing, Hunting, Mining	0.9%
Construction	6.1%
Manufacturing	16.8%
Wholesale Trade	2.2%
Retail Trade	11.1%
Transportation, Warehousing, Utilities	5.9%
Information	1.9%
Finance, Insurance, Real Estate, Rental	9.5%
Professional, Scientific, Management, Administration	10.8%
Educational Services, Health Care, Social Services	19.5%
Arts, Entertainment, Recreation, Accommodations	7.6%
Public Administration	2.9%
Other Services	4.9%

Employment Specialization

The tables below and on the following page provide detailed information on employment and wages in Lancaster County. Location quotients explain how specialized an industry is. Generally, when location quotients are above 1.0, that indicates an industry in which Lancaster County employs a larger ratio of the population than the national average (employment location quotient), or pays greater wages than the national average (wage location quotient). These two indicators are typically correlated but the higher the location quotient, the greater number of employees and wages in the County. The most specialized private industries in Lancaster County are natural resources and mining, goods-producing, and professional business services. There are also a number of local and state government employees in Lancaster County.

PRIVATE, HIGH-LEVEL INDUSTRIES, 2022 ANNUAL AVERAGE LOCATION QUOTIENTS

HIGH - LEVEL INDUSTRY	EMPLOYMENT LOCATION QUOTIENT (2022)	WAGE LOCATION QUOTIENT (2022)
Total, All Industries	0.97	0.99
Service-Providing	0.94	0.97
Goods-Producing	1.10	1.08
Natural Resources and Mining	2.18	3.31
Construction	0.66	0.63
Manufacturing	1.22	1.07
Trade, Transportation, and Utilities	0.91	0.78
Information	0.76	0.82
Financial Activities	0.91	0.72
Professional and Business Services	1.47	1.53
Education and Health Services	0.62	0.75
Leisure and Hospitality	0.86	0.66
Other Services	0.69	0.62

GOVERNMENT INDUSTRIES, 2022 ANNUAL AVERAGE LOCATION QUOTIENTS

HIGH - LEVEL INDUSTRY	EMPLOYMENT LOCATION QUOTIENT (2020)	WAGE LOCATION QUOTIENT (2020)
All Local Government Industries	1.28	1.19
All State Government Industries	1.50	1.41
All Federal Government Industries	0.24	0.19

Source: United States Department of Labor, Bureau of Labor Statistics, Quarterly Census of Employment and Wages

According to the United States Department of Commerce, Lancaster County produced \$3.8B of goods and services in 2022. The County's gross domestic product (GDP) ranked 16th in the State (out of 46 counties). The twenty largest employers are listed below; many are in professional, health, and service industries. The average wages for people who work in the County were slightly higher than the State, Union County, and York County, and lower than Mecklenburg County.

GROSS DOMESTIC PRODUCT IN LANCASTER COUNTY

YEAR	REAL GROSS DOMESTIC PRODUCT (in 1,000s of 2017 dollars)
2019	3,930,627
2020	3,503,108
2021	3,582,506
2022	3,759,395

**# 16 in South Carolina
in 2020**

Source: U.S. Department of Commerce, Bureau of Economic Analysis, December 2023

TWENTY LARGEST EMPLOYERS (IN ALPHABETICAL ORDER)

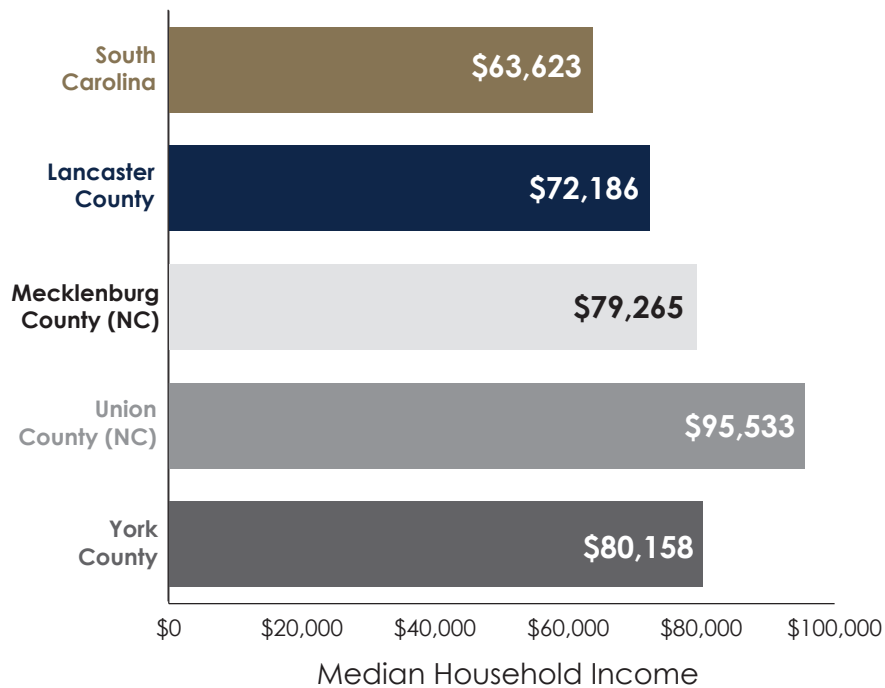
EMPLOYER	
Cardinal Health 200 Inc.	Lowes Home Centers Incorporated
CMHA Primary Care Facilities Inc.	Medical Univ. of SC Hospital Authority
Continental Tire North America Inc.	Movement Mortgage LLC
Food Lion LLC	Newbold Services Lancaster 601 LLC
Founders Federal Credit Union	Nutramax Manufacturing Inc.
Haile Gold Mine Inc.	RBUS Inc.
Kanawha Insurance Company	ServiceMac LLC
Keer America Corporation	The Budd Group Inc.
Lancaster County	TriNet USA Inc.
Lancaster High School	Wal-Mart Associates Inc.

Source: South Carolina Department of Employment & Workforce, 2021 (Quarter 2)

2022 ANNUAL AVERAGE INDUSTRY METRICS

INDUSTRY	ANNUAL ESTABLISHMENTS	ANNUAL AVERAGE EMPLOYMENT	TOTAL ANNUAL WAGES	ANNUAL AVERAGE WEEKLY WAGE	ANNUAL WAGES PER EMPLOYEE
All Industries	1,839	22,601	\$1,374,401,305	\$1,169	\$60,811

Source: United States Department of Labor, Bureau of Labor Statistics, Quarterly Census of Employment and Wages



The median household income of residents who live in Lancaster County was over \$72,000 in 2022. This is higher than the State of South Carolina, though lower than the other counties in the region. This income is different than the previous page, as it accounts for entire households and includes income earned outside of the County. The United States overall had a median household income of \$75,149 in 2022. This means that Lancaster County’s median income was generally average, though on the lower side.

The majority of residents (77.6%) drove alone to work and the average commute was 30.3 minutes. There was also a high percentage of residents working from home in 2022. Less people took public transportation, walked, or biked to work in the County than other communities in the country, and the average commute time was four minutes longer than average.

Source: American Community Survey, 2022



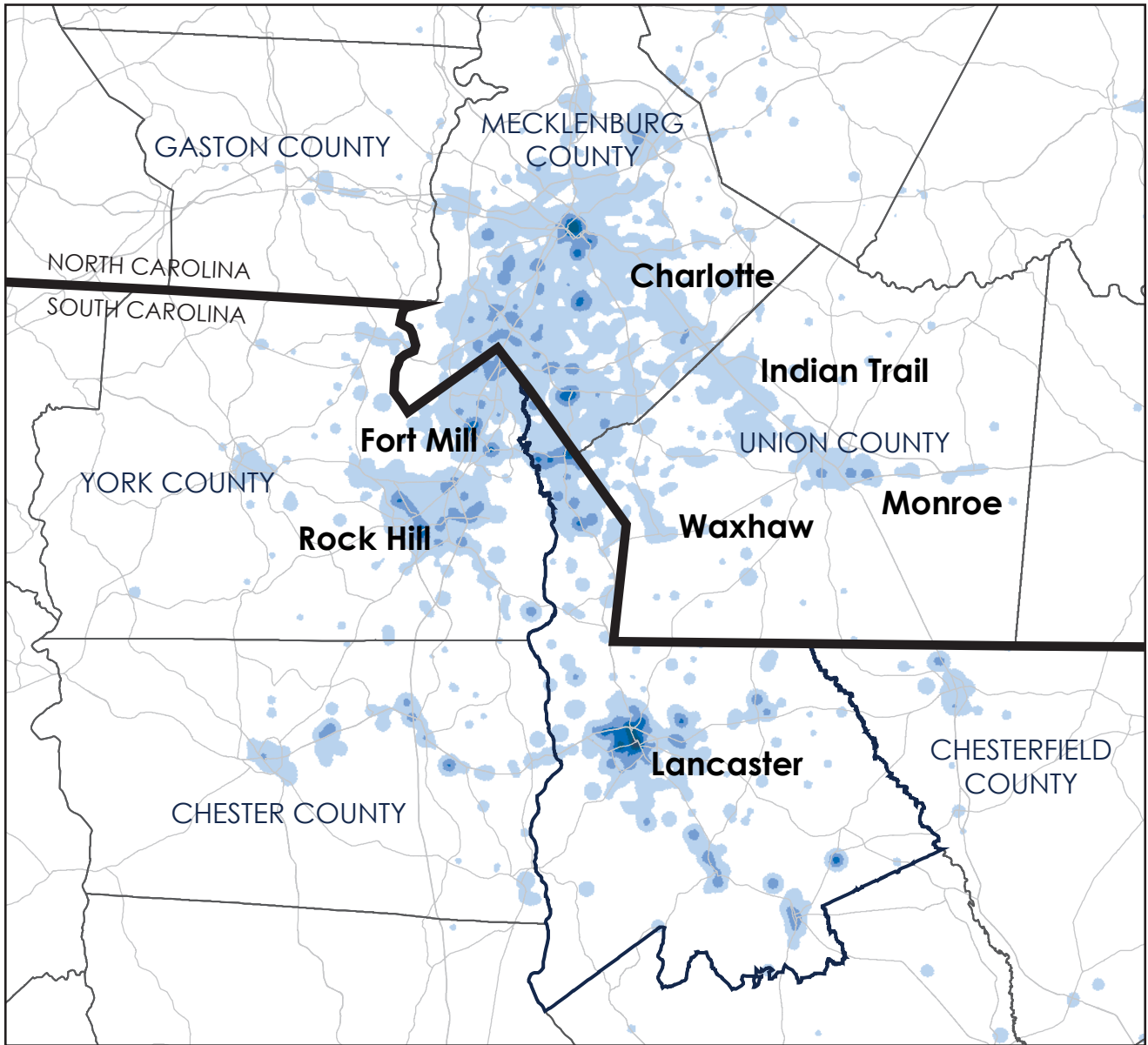
77.6% DROVE ALONE TO WORK



12.5% WORKED FROM HOME

30.3
Minutes

AVERAGE
COMMUTE



EMPLOYMENT LOCATION OF LANCASTER COUNTY RESIDENTS



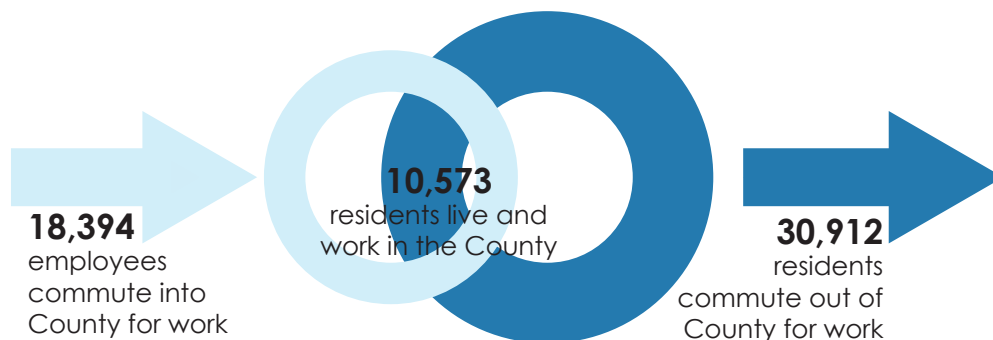
Source: United States Census Bureau Local Employment Dynamics (LED) Partnership, 2021

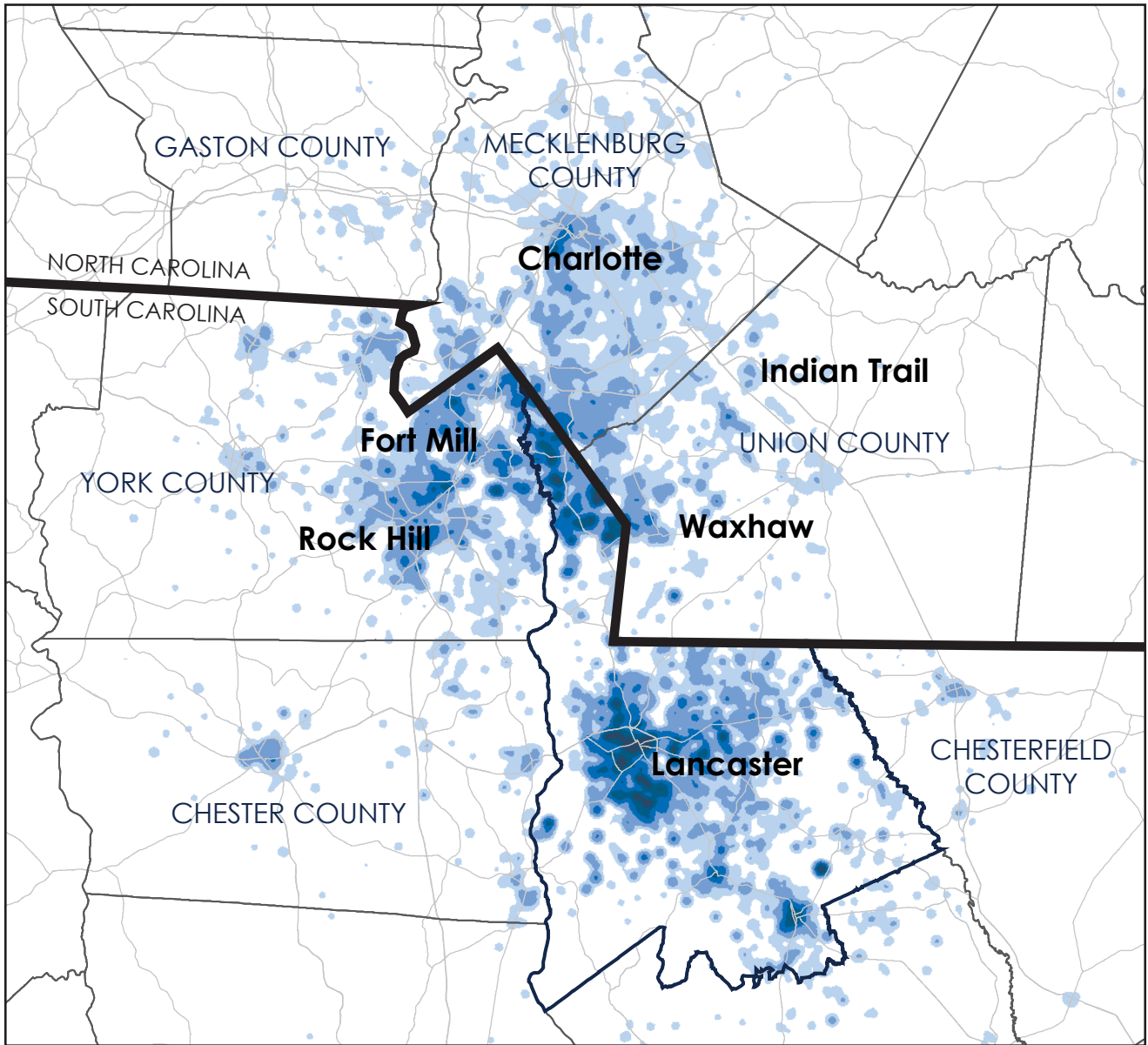
Where workers commute to work is shown on the map to the left. The darker shades of blue reflect areas of greatest employment. Most workers commute within Lancaster County, to York County, and to Union and Mecklenburg Counties in North Carolina. Specifically, residents are commuting into Uptown Charlotte, the hospitals in Charlotte, South Park, Ballantyne, and the industrial parks near Interstates 485 and 77. In Union County, they are commuting to locations along US 74 / Monroe Expressway, and along NC 16 in Waxhaw. In York County, residents worked around the Baxter Town Center in Fort Mill, as well as along SC 5 / SC 906 / Heckle Boulevard in Rock Hill.

The map on the following page displays where people who work in Lancaster County live. Just over one-third of those employed in Lancaster County also live in Lancaster County. There is a high concentration of people employed in Lancaster County living in the Rock Hill / Fort Mill area, the southern portion of Mecklenburg County, and the western area of Union County in North Carolina. Again, the darker dots represent the largest concentrations of employees' homes. It should be noted that the scale of the two maps is different, as there are significantly more residents commuting out of the County for work than people commuting into the County for work, as shown by the graphic below. There is only a portion of the work force (37%) who live and work in Lancaster County.

This data comes from the Local Employment Dynamics (LED) Partnership, which is a partnership between the United States Census Bureau and 53 states / territories. It combines information from the United States Census, the American Community Survey, administrative records, and local business registers to create a new dataset which captures employment and housing data. This dataset is refreshed annually and provides a unique and powerful view of the workforce. However, it should be paired with survey data and local knowledge, as it does not yet include military or self-employed populations, and may mis-represent some employment locations (such as government employees who may identify their employment location as Town Hall, when they work in an office elsewhere for instance).

Source: United States Census Bureau Local Employment Dynamics (LED) Partnership, 2021





RESIDENCE LOCATION OF WORKERS EMPLOYED IN LANCASTER COUNTY

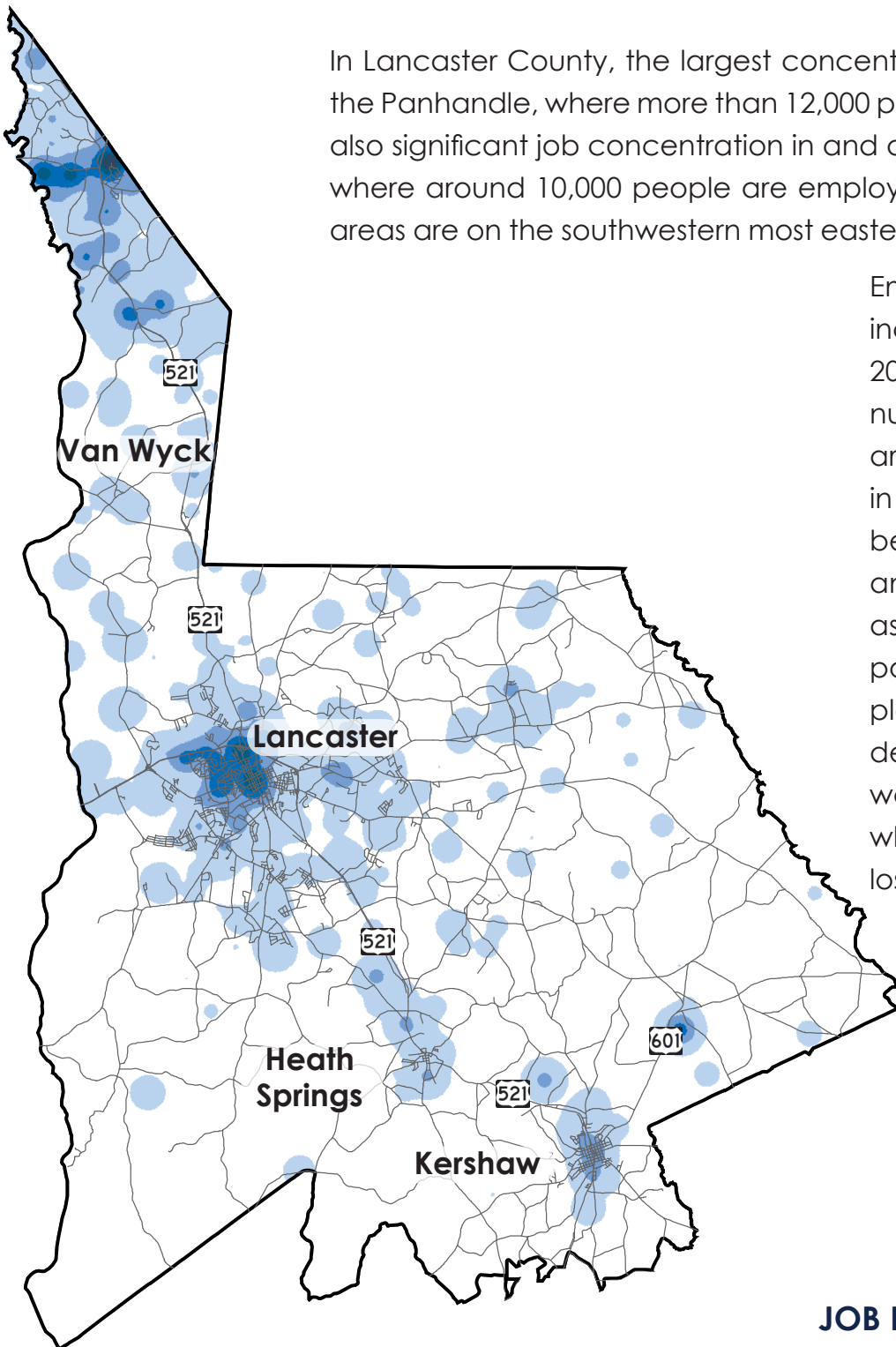
**NUMBER OF WORKERS
BY LOCATION OF
RESIDENCE**



Jobs in Lancaster County

In Lancaster County, the largest concentration of jobs are located in the Panhandle, where more than 12,000 people are employed. There is also significant job concentration in and around the City of Lancaster, where around 10,000 people are employed. The lowest employment areas are on the southwestern most eastern boundaries of the County.

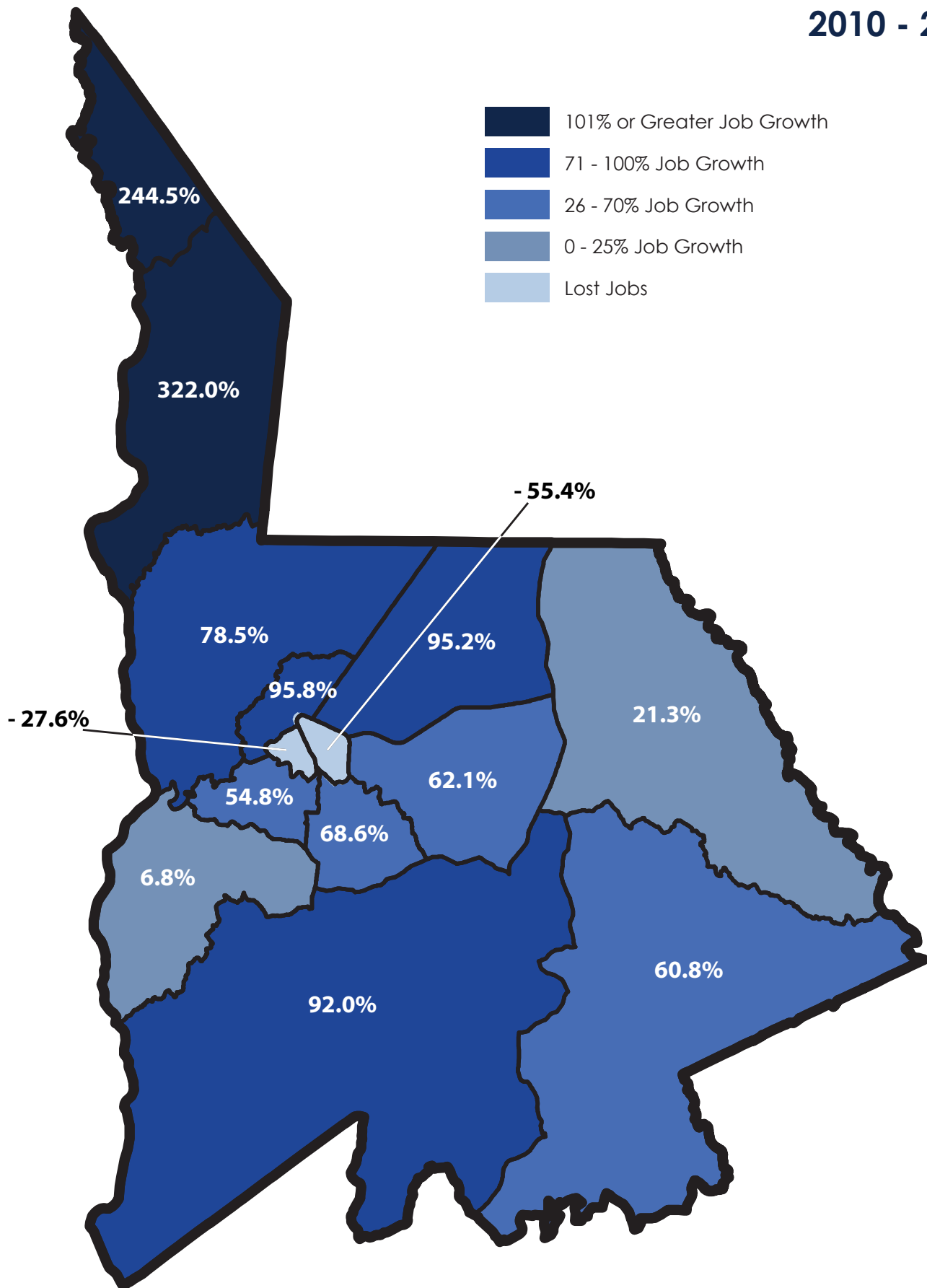
Employment in the Panhandle increased greatly between 2010 and 2021, with the number of jobs increasing from around 3,400 in 2010 to 12,700 in 2021. Employment also grew between the City of Lancaster and the Panhandle, as well as in most of the southern portion of the County. The only place where employment decreased in the past decade was in the City of Lancaster, where about 2,000 jobs were lost between 2010 and 2021.



**JOB DENSITY
BY LOCATION**



Change in Employment 2010 - 2019



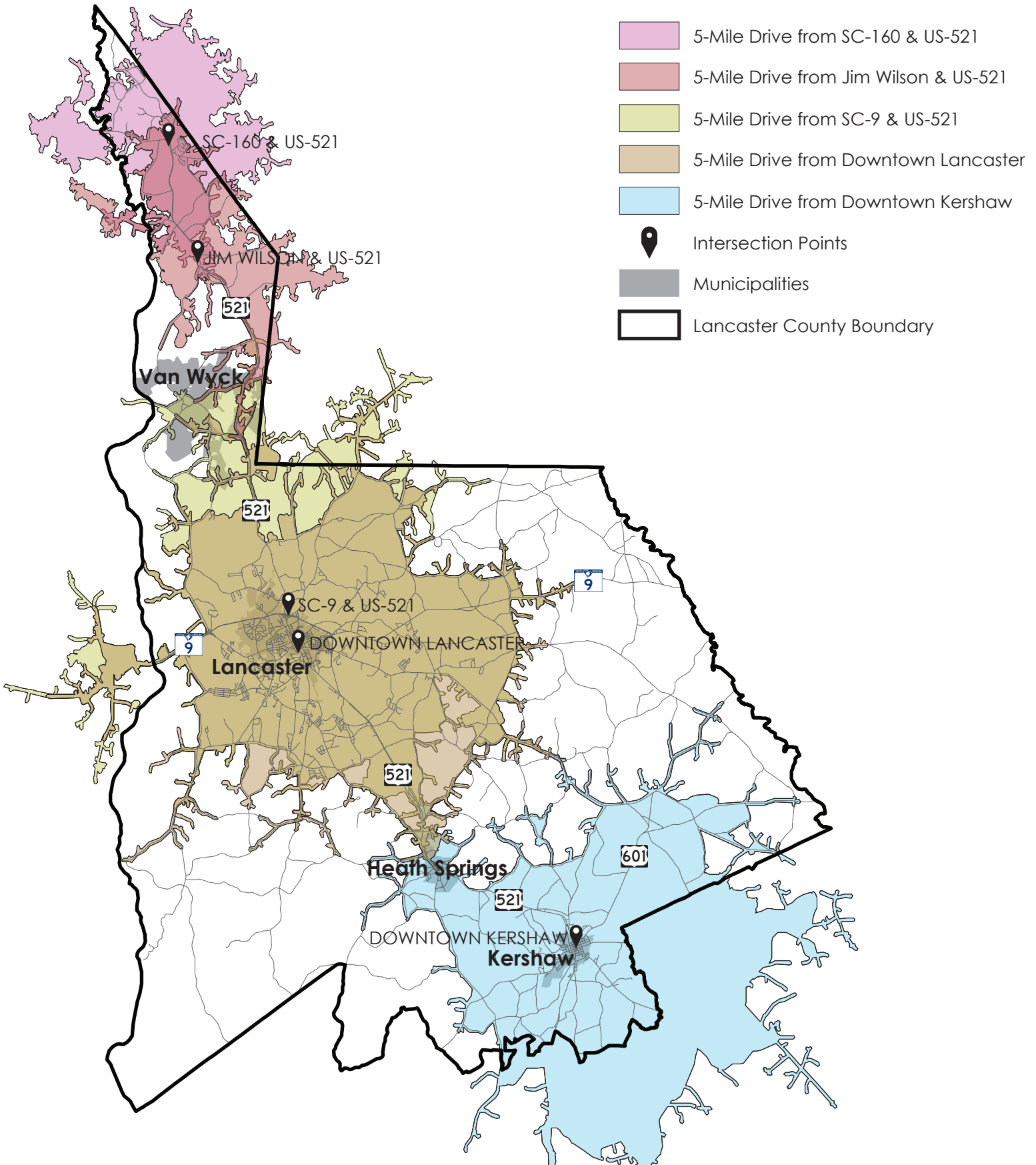
Retail Demand Analysis

Given the massive shift in the manner in which e-commerce, online shopping, and similar virtual transactions now occur, the process of conducting retail analyses has become more complex. While it is difficult to determine the amount of retail in Lancaster County, it is possible to utilize population estimates and income data to determine retail demand. The ArcGIS Business Analyst utilizes 2022 Esri demographic information pulled from the 2020 U.S. Census and the 2020 American Community Survey to calculate the retail demand within different areas. This tool was used to determine the retail demand in Lancaster County, each of the regions of the County, and at five particularly important intersections (as illustrated on the following page). The results of this analysis are presented below. For the County as a whole, and the regions within it, information is presented for the population within these areas. For the intersections, the information is presented for the population within a 5-mile drive of each location. It should be noted that this outlook anticipates the median household income in the County increasing by almost \$9,000 between 2019 and 2022.

2022 RETAIL DEMAND OUTLOOK

GEOGRAPHY	POPULATION WITHIN 5-MILE DRIVE	MEDIAN HOUSEHOLD INCOME	2022 CONSUMER SPENDING
REGION			
Lancaster County	101,771	\$67,660	\$8.5 B
Panhandle	46,812	\$91,975	\$5.6 B
Greater Lancaster	42,162	\$55,472	\$2.5 B
Southern Lancaster	12,797	\$52,740	\$598 M
INTERSECTION / LOCATION			
SC-160 & US-521	13,859	\$104,480	\$1.6 B
Jim Wilson Rd & US-521	5,931	\$83,677	\$754 M
SC-9 and US-521	7,218	\$44,546	\$405 M
Downtown Lancaster	9,364	\$33,920	\$420 M
Downtown Kershaw	2,537	\$48,364	\$69 M

Retail Market Analysis Intersections



Future Retail Demand Analysis

The following two pages detail the anticipated increase in retail expenditures by region and location between 2022 and 2027.

LANCASTER COUNTY

The County's overall consumer spending is projected to grow by more than \$2.2 billion by 2027. The greatest increases are anticipated to occur in financial and home services (\$1.8 billion) and food (\$106,265,136). Financial services include stocks, bonds, retirement plans, other financial assets; while home services include mortgage payments, home maintenance, remodeling, utilities, and public services.

THE PANHANDLE PLANNING AREA

By 2027, the Panhandle's retail demand is anticipated to grow by more than \$1.5 billion. Similar to the County, the greatest increases are anticipated in financial and home service expenses.

THE GREATER LANCASTER PLANNING AREA

The Greater Lancaster Planning Area consumer spending is anticipated to increase by more than \$591 million. The anticipated increase in spending for some of the major retail sectors is shown in the table on the following page.

THE SOUTHERN LANCASTER PLANNING AREA

Consumer spending in Southern Lancaster is anticipated to grow by almost \$150 million dollars between 2022 and 2027. Unlike the other regions of the County, Southern Lancaster's share of expense increases in home services (mortgage payments, home maintenance, remodeling, and utilities) is not as large.

SC-160 AND US-521 INTERSECTION

There are almost 14,000 people living within 5 miles of the intersection of SC-160 and US-521 in the Panhandle. It is estimated that they spend more than \$1.5 billion each year and that figure is anticipated to grow to more than \$2 billion by 2027.

JIM WILSON ROAD AND US-521 INTERSECTION

There are almost 5,000 people living within 5 miles of the intersection of Jim Wilson Road and US-521 in the Panhandle. It's estimated that they spend more than \$750 million each year, and it's estimated that they will spend almost \$1 billion by 2027.

SC-9 AND US-521 INTERCHANGE

There are more than 7,000 people living within 5 miles of the SC-9 and US-521 interchange. Today, they are estimated to spend more than \$400 million per year. This is anticipated to increase to almost \$500 million per year by 2027.

DOWNTOWN LANCASTER

More than 9,000 people live within 5 miles of Downtown Lancaster. They are estimated to spend almost \$420 million each year, and that number is anticipated to grow by almost \$90 million in the next five years.

DOWNTOWN KERSHAW

Approximately 2,500 residents live within a 5-mile drive of Downtown Kershaw. They are estimated to spend almost \$69 million per year and this figure is anticipated to grow to over \$100 million by 2027.

2027 RETAIL DEMAND OUTLOOK

GEOGRAPHY	PROJECTED GROWTH IN MAJOR RETAIL SECTORS			
	APPAREL & SERVICES	ENTERTAINMENT & RECREATION	FOOD	TRANSPORTATION
REGION				
Lancaster County	\$23,550,153	\$38,152,554	\$106,265,136	\$76,780,715
Panhandle	\$15,134,577	\$24,203,097	\$66,908,106	\$47,158,223
Greater Lancaster	\$6,611,023	\$10,736,048	\$30,186,365	\$22,118,617
Southern Lancaster	\$1,758,230	\$3,064,460	\$8,570,520	\$6,733,581
INTERSECTION / LOCATION				
SC-160 & US-521	\$4,545,527	\$6,974,246	\$19,655,081	\$13,782,705
Jim Wilson Rd & US-521	\$1,820,844	\$2,890,014	\$7,917,132	\$5,325,395
SC-9 and US-521	\$950,209	\$1,474,533	\$4,187,467	\$2,892,892
Downtown Lancaster	\$1,051,295	\$1,594,291	\$4,617,289	\$3,204,770
Downtown Kershaw	\$382,661	\$666,866	\$1,852,197	\$1,399,418

*APPAREL & SERVICES: men's, women's, children's, footwear, watches and jewelry, apparel products and services

*ENTERTAINMENT & RECREATION: fees and admissions, tv/video/audio, pets, toys, games, crafts, hobbies, sports, catered affairs, etc.

*FOOD: food at and away from home (groceries and restaurants), alcoholic beverages

*TRANSPORTATION: vehicle payments (excluding leases), gasoline and motor oil, vehicle maintenance and repairs

Economic Development - Key Observations

- Labor force participation in the County is below average.
- The County's unemployment rate has historically been above average.
- Key industries in the County include education, health care, social services, natural resources and mining, manufacturing, and retail trade.
- Those who are employed primarily work in management, business, science, arts, sales, and office occupations.
- Median incomes are slightly above the State average but low for the region.
- Most people drive alone to work, commuting about 30 minutes.
- Most employed residents commute north to Charlotte, Mecklenburg County, Fort Mill, Rock Hill, York County, and Union County.
- People employed in the County tend to reverse commute, coming from the same places residents travel to for work.
- The greatest concentration of jobs is in the Panhandle and in the municipalities.
- The demand for retail is anticipated to grow throughout the County in the coming years; most notably in the Panhandle. The Greater Lancaster planning area is also anticipated to have significant retail demand growth.
- Employment opportunities were not a significant concern for community survey respondents.
- Without being directly asked, many community survey respondents (approximately 80) expressed an interest in reviving downtown Lancaster.
- In June of 2022, public drop-in meetings were held throughout the County. During these meetings, a series of interactive exercises were facilitated and many attendees requested that the County focus on attracting medical services, recreation and tourism, and higher education industries.

NATURAL RESOURCES

The Natural Resources Element provides information on topography, prime agricultural and forest land, plant and wildlife habitats, parks and recreation areas, scenic views and sites, wetlands, soil types, and geology. This element provides a range of details on resources important to protect, as well as those which may be limiting or conducive to development.

The following pages provide summaries of the natural resources throughout the County. For resources which have particular pull on sub-regions of the County, details are provided in that region's section of the Plan.

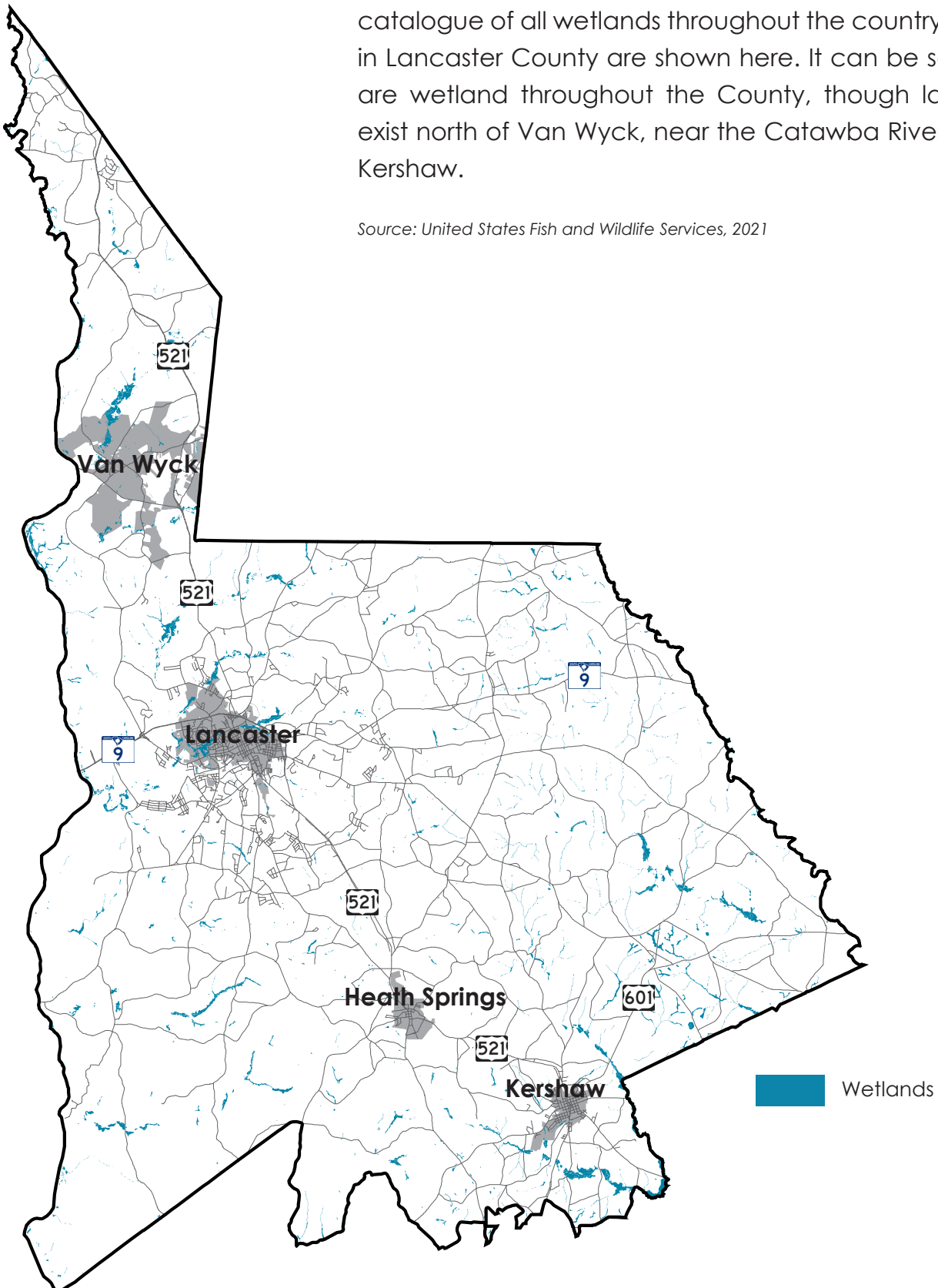
HAILE GOLD MINE



Wetlands

The United States Fish and Wildlife Services (USFWS) maintains a catalogue of all wetlands throughout the country. The wetlands in Lancaster County are shown here. It can be seen that there are wetland throughout the County, though larger wetlands exist north of Van Wyck, near the Catawba River, and south of Kershaw.

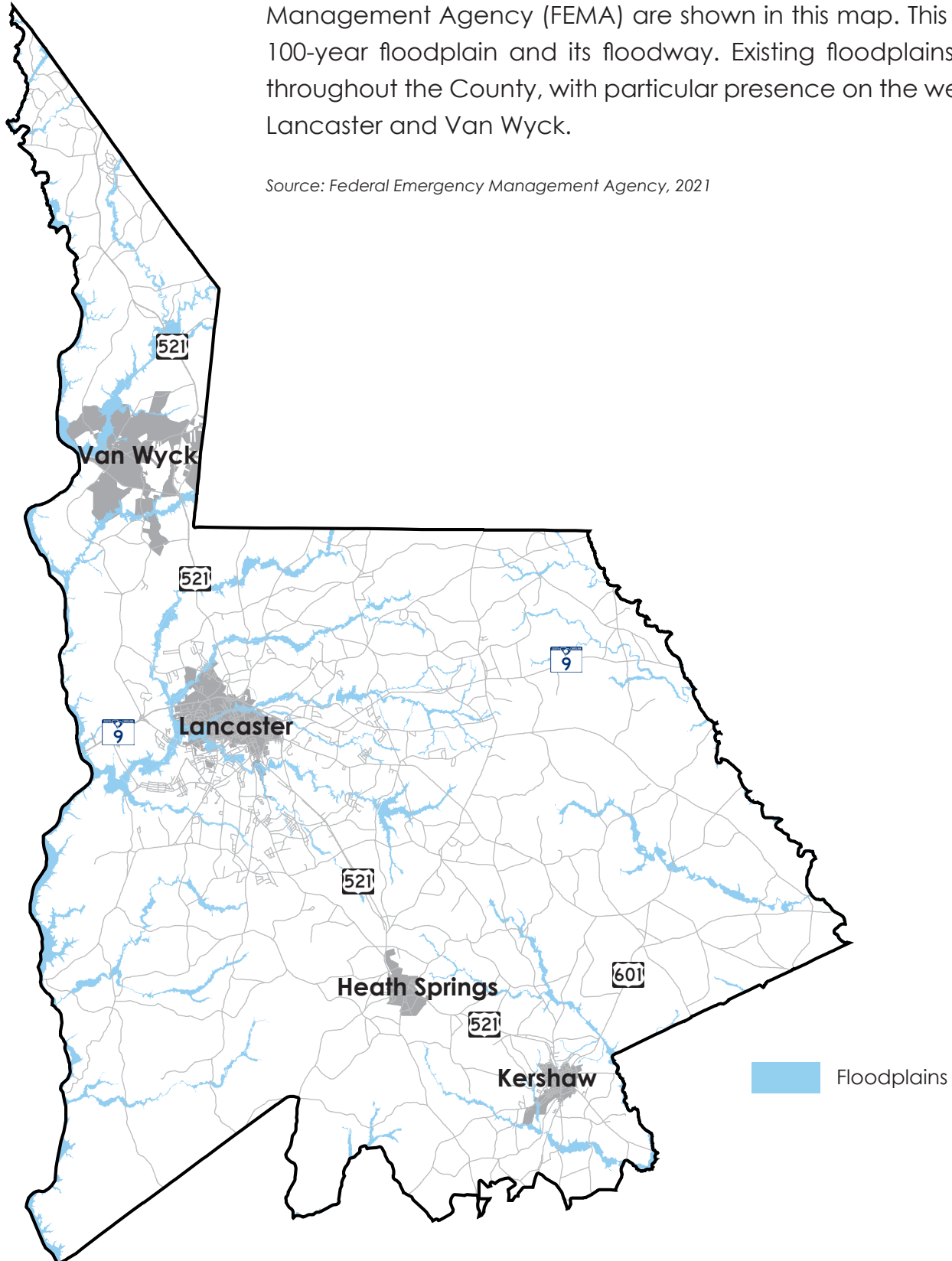
Source: United States Fish and Wildlife Services, 2021



Floodplains

The floodplains which are recognized by the Federal Emergency Management Agency (FEMA) are shown in this map. This includes the 100-year floodplain and its floodway. Existing floodplains are spread throughout the County, with particular presence on the western side of Lancaster and Van Wyck.

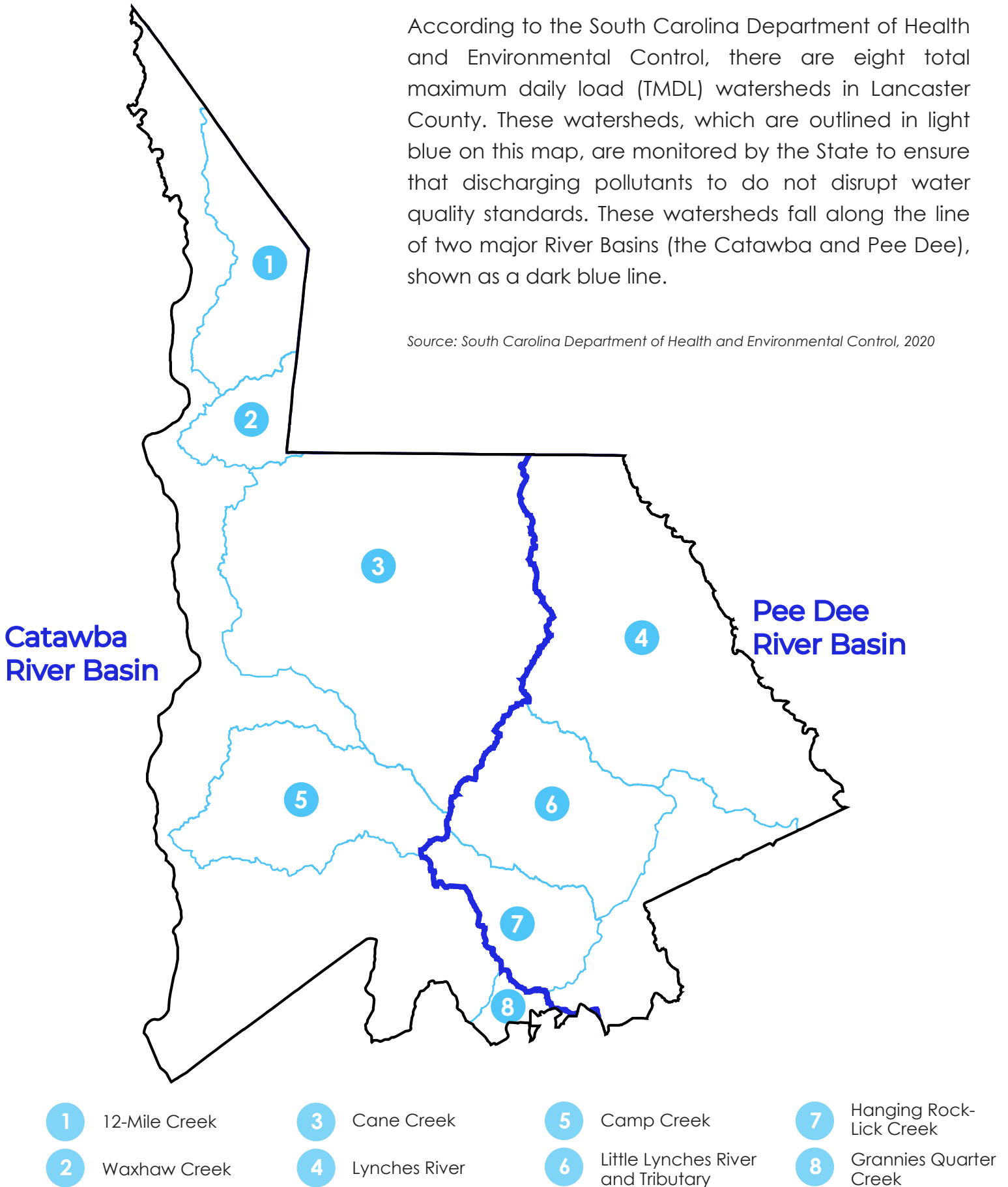
Source: Federal Emergency Management Agency, 2021



TMDL Watersheds

According to the South Carolina Department of Health and Environmental Control, there are eight total maximum daily load (TMDL) watersheds in Lancaster County. These watersheds, which are outlined in light blue on this map, are monitored by the State to ensure that discharging pollutants to do not disrupt water quality standards. These watersheds fall along the line of two major River Basins (the Catawba and Pee Dee), shown as a dark blue line.

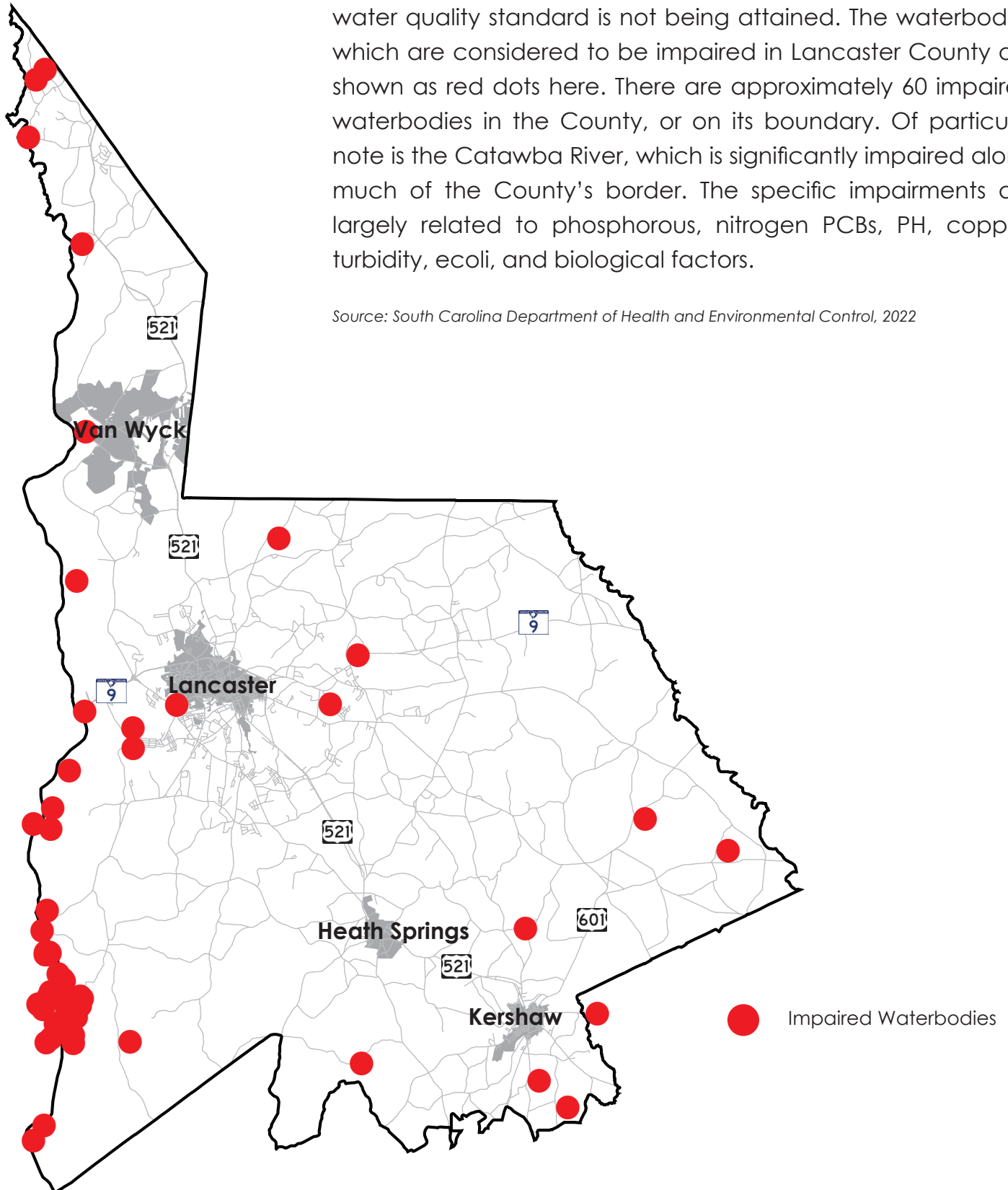
Source: South Carolina Department of Health and Environmental Control, 2020



Impaired Waterbodies

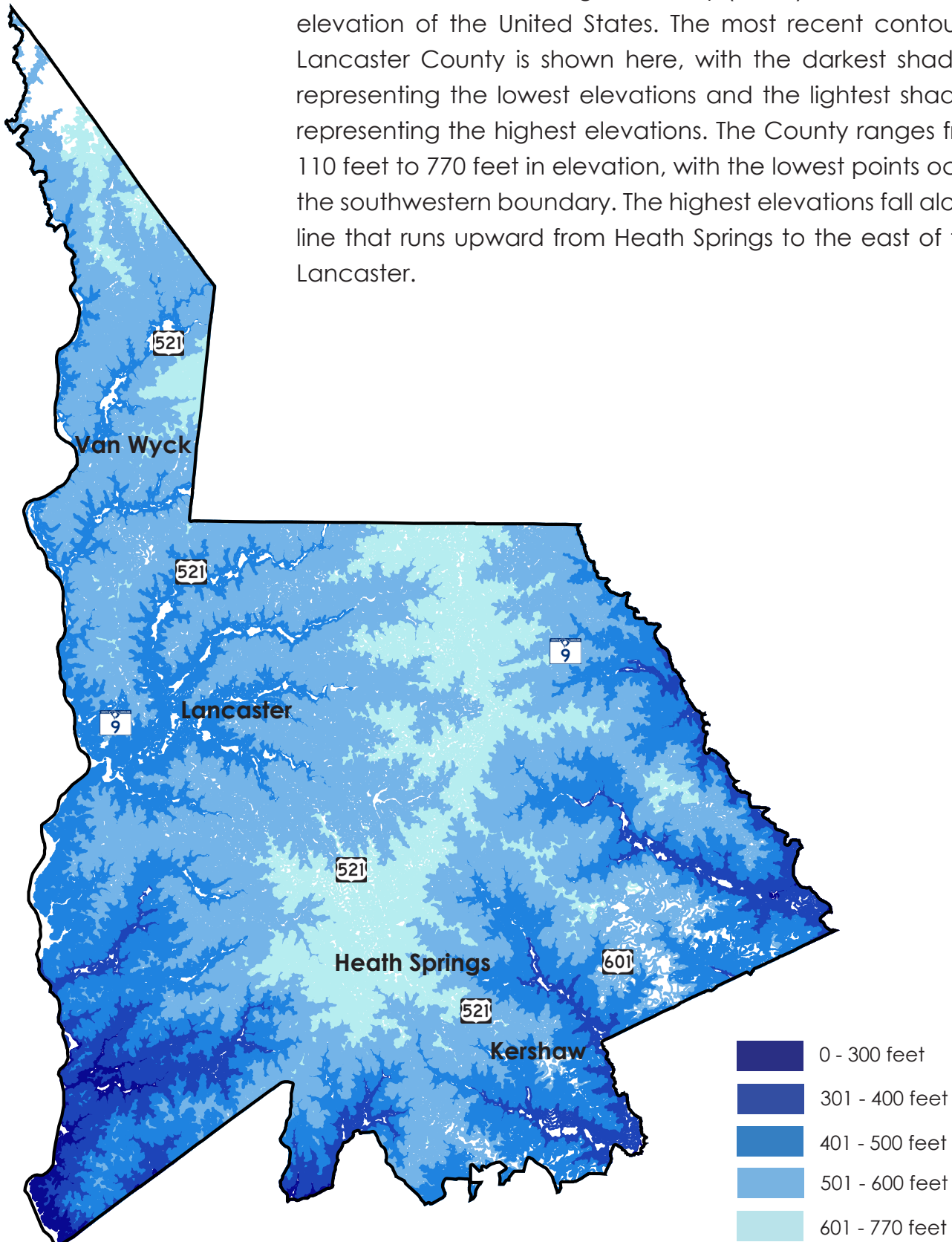
Waterbodies are described to be impaired when an applicable water quality standard is not being attained. The waterbodies which are considered to be impaired in Lancaster County are shown as red dots here. There are approximately 60 impaired waterbodies in the County, or on its boundary. Of particular note is the Catawba River, which is significantly impaired along much of the County's border. The specific impairments are largely related to phosphorous, nitrogen PCBs, PH, copper, turbidity, ecoli, and biological factors.

Source: South Carolina Department of Health and Environmental Control, 2022



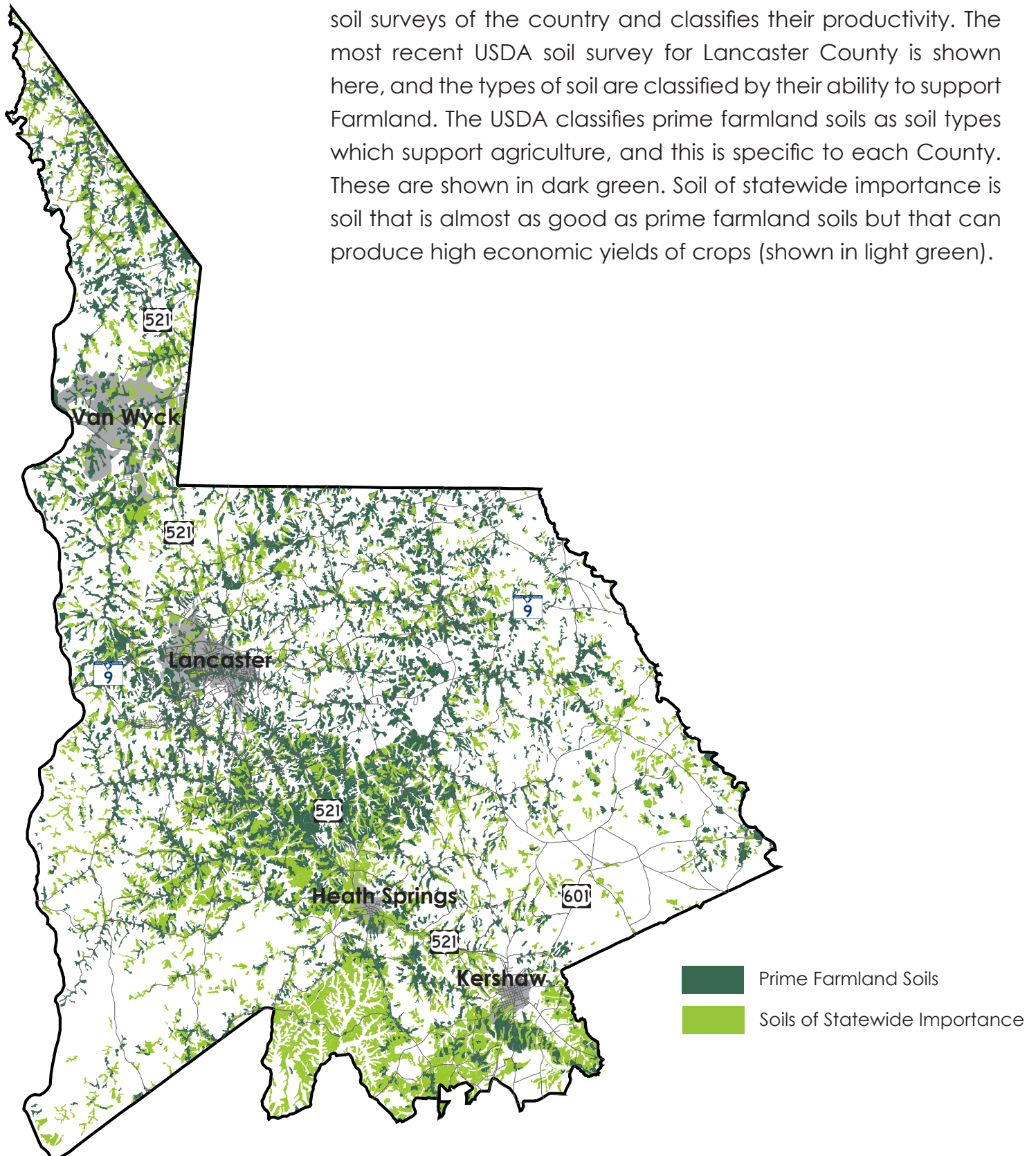
Topography

The United States Geological Survey (USGS) maintains data on the elevation of the United States. The most recent contour data for Lancaster County is shown here, with the darkest shades of blue representing the lowest elevations and the lightest shades of blue representing the highest elevations. The County ranges from about 110 feet to 770 feet in elevation, with the lowest points occurring on the southwestern boundary. The highest elevations fall along a ridge line that runs upward from Heath Springs to the east of the City of Lancaster.



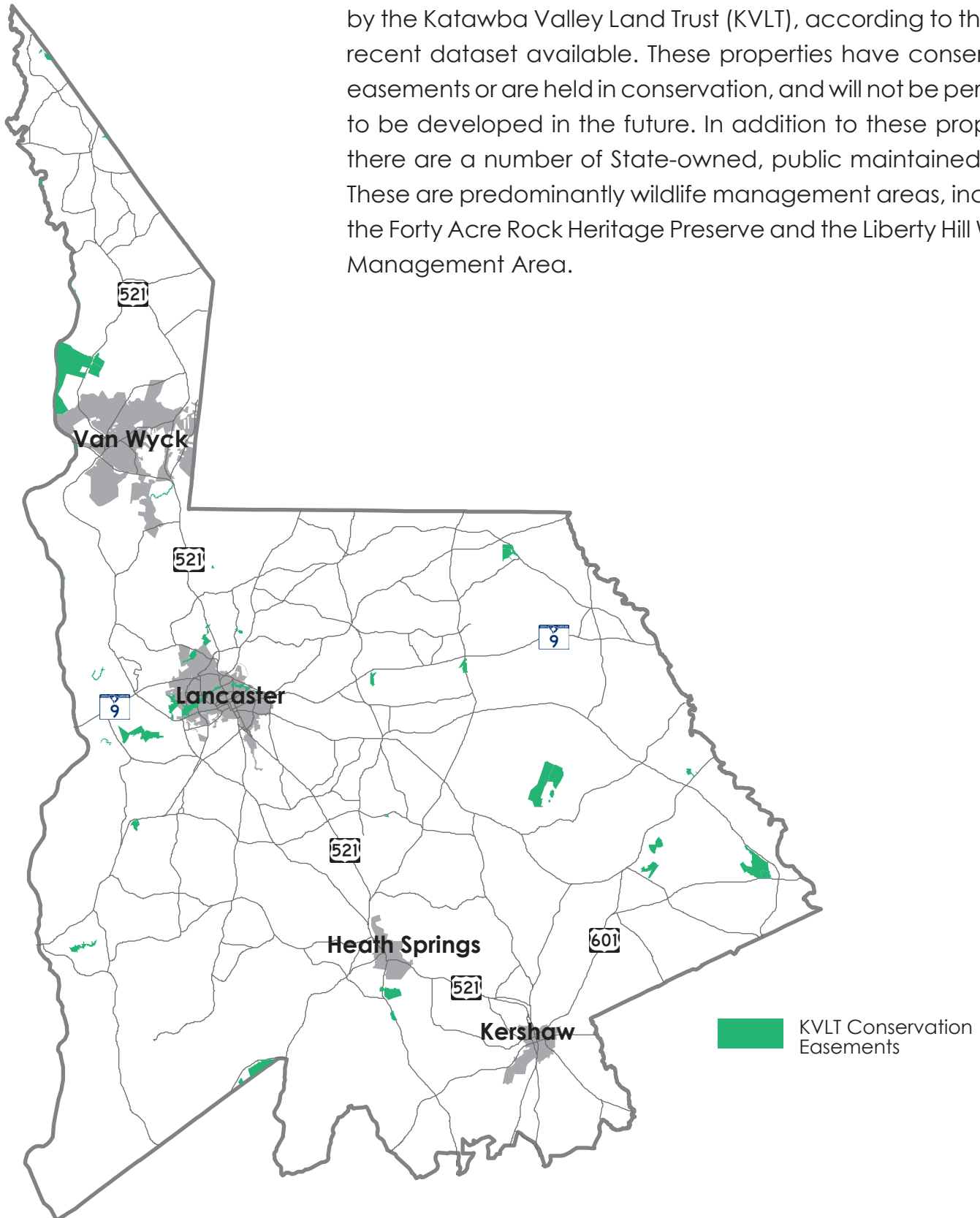
Prime Farmland Soils

The United States Department of Agriculture (USDA) conducts soil surveys of the country and classifies their productivity. The most recent USDA soil survey for Lancaster County is shown here, and the types of soil are classified by their ability to support Farmland. The USDA classifies prime farmland soils as soil types which support agriculture, and this is specific to each County. These are shown in dark green. Soil of statewide importance is soil that is almost as good as prime farmland soils but that can produce high economic yields of crops (shown in light green).



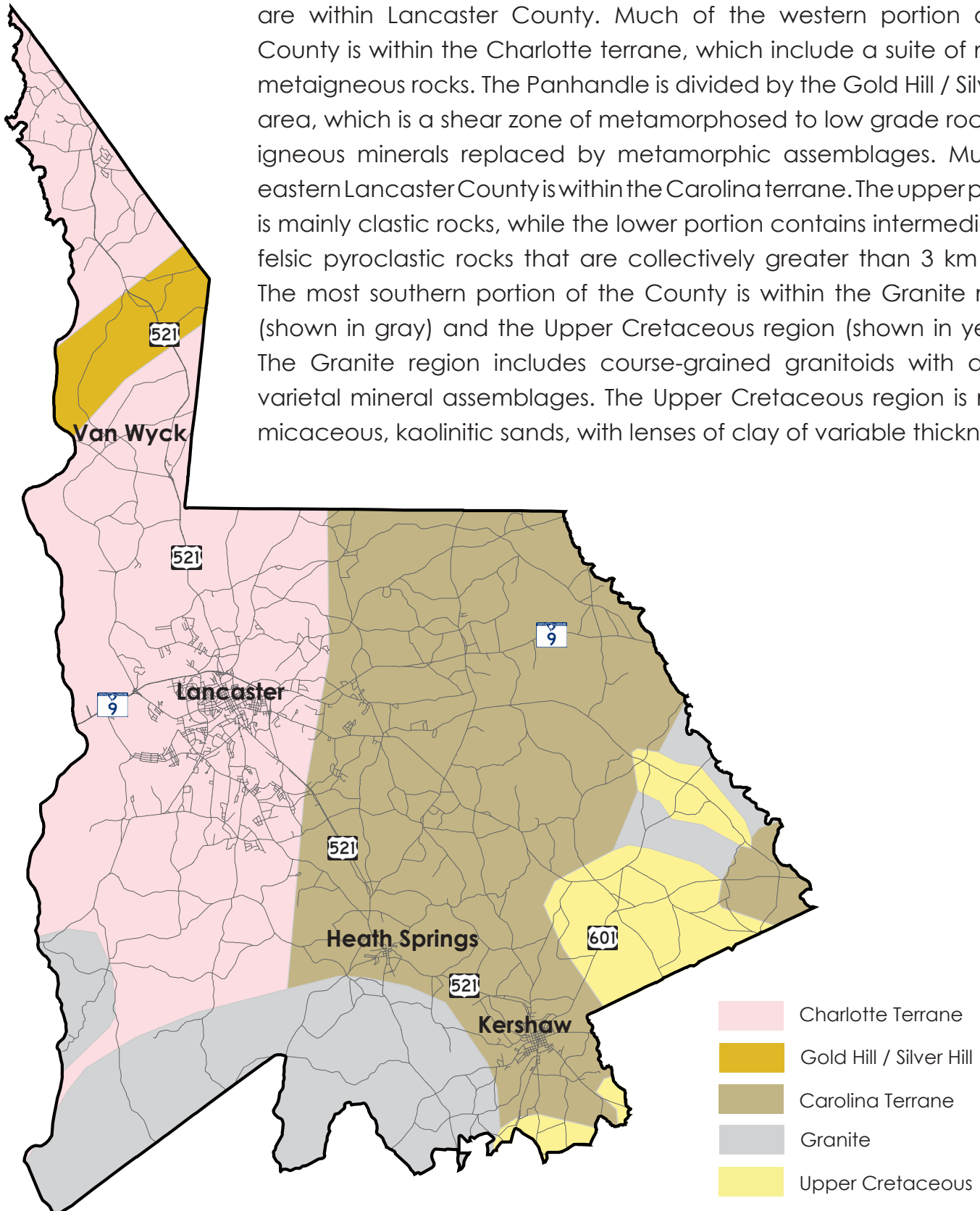
KVLT Conservation Land

The map below displays all of the conservation easements held by the Katawba Valley Land Trust (KVLT), according to the most recent dataset available. These properties have conservation easements or are held in conservation, and will not be permitted to be developed in the future. In addition to these properties, there are a number of State-owned, public maintained lands. These are predominantly wildlife management areas, including the Forty Acre Rock Heritage Preserve and the Liberty Hill Wildlife Management Area.



General Geologic Regions

This map shows the general geologic regions of South Carolina which are within Lancaster County. Much of the western portion of the County is within the Charlotte terrane, which include a suite of mainly metaigneous rocks. The Panhandle is divided by the Gold Hill / Silver Hill area, which is a shear zone of metamorphosed to low grade rock with igneous minerals replaced by metamorphic assemblages. Much of eastern Lancaster County is within the Carolina terrane. The upper portion is mainly clastic rocks, while the lower portion contains intermediate to felsic pyroclastic rocks that are collectively greater than 3 km thick. The most southern portion of the County is within the Granite region (shown in gray) and the Upper Cretaceous region (shown in yellow). The Granite region includes coarse-grained granitoids with diverse varietal mineral assemblages. The Upper Cretaceous region is mostly micaceous, kaolinitic sands, with lenses of clay of variable thickness.



Mineral Resources

Soils are the result of chemical weathering. So, to some extent, whether any soil has gold in it will be determined by whether the original rock contained gold. The soil type which characteristically contains gold is the lateritic type, which has a characteristic color sequence from top to bottom. It contains gold only when the soil is developed by the weathering of an igneous or metamorphic rock that contained gold. The 'stone line' part of this soil profile is the narrow horizontal layer of siliceous material that is precipitated along the fresh water/saltwater boundary and is the zone where the highest concentration of gold is likely to be found.

Gold most often usually occurs in treelike growths, grains, and scaly masses. It rarely occurs as well-formed crystals, but when found these are octahedral or dodecahedral. It is mostly found in hydrothermal veins with quartz and sulfides. Virtually all granitic igneous rocks in which it occurs as invisible, disseminated grains, contain low concentrations of gold. Almost all the gold recovered since antiquity has come from placer deposits of weathered gold particles concentrated in river and stream gravel. Gold found as loose grains in soil or sediment is 'placer' gold. It has been moved from its origin in rocks, to a different location, usually by moving water. Since gold is very dense, it tends to collect in low spots, along with other heavier mineral fragments, so the soil or sediment in which placer gold is found tends to be dark, because most heavier minerals are dark (since they are usually iron-rich, or magnesium-rich, minerals).

Gold occurs in a wide range of geological settings and can be found in various deposit types around the world. Here are some common occurrences of gold within Lancaster County:

- **Quartz Veins:** One of the most common occurrences of gold is in quartz veins. Gold-bearing quartz veins are formed when gold-rich hydrothermal fluids, typically associated with hot, mineral-rich fluids, are deposited in fractures and cracks in the Earth's crust. Over time, these fluids cool and the gold particles precipitate out and accumulate in the quartz veins. Quartz veins are often mined for gold using underground or open-pit mining methods.
- **Placer Deposits:** Placer deposits are another common occurrence of gold. Placer deposits are formed when gold is eroded from its original source rock and transported by water, such as rivers and streams. Gold particles settle in riverbeds, sandbars, or other areas of low energy flow, where they accumulate over time. Placer deposits can be found in rivers, streams, alluvial plains, and beach sands, and are often mined using panning, sluicing, or dredging.

Gold can also be found in other types of deposits, such as alluvial deposits, breccia pipes, skarn deposits, and more. The occurrence of gold is influenced by various geological processes, including hydrothermal activity, erosion, and tectonic movements, and the type of gold deposit can vary greatly depending on the geological setting.

In South Carolina, gold was first discovered in 1802 in Greenville County, and discoveries soon spread out across the State. However, for the discovery to be anywhere tangible it took close to three more decades, and the first shipment of gold from South Carolina to the United States mint is recorded in 1829.

Much of the gold in South Carolina was found along the Carolina Slate Belt, running across the State and parallel to the Atlantic Ocean. The gold-bearing zone actually starts in southern Virginia, and extends diagonally southwards to some portions of Georgia and Alabama, including both Carolinas. Within South Carolina, the belt runs Northeast from Anston and Union counties. Historically, Lancaster and Chesterfield have been the most productive counties in terms of gold mining.

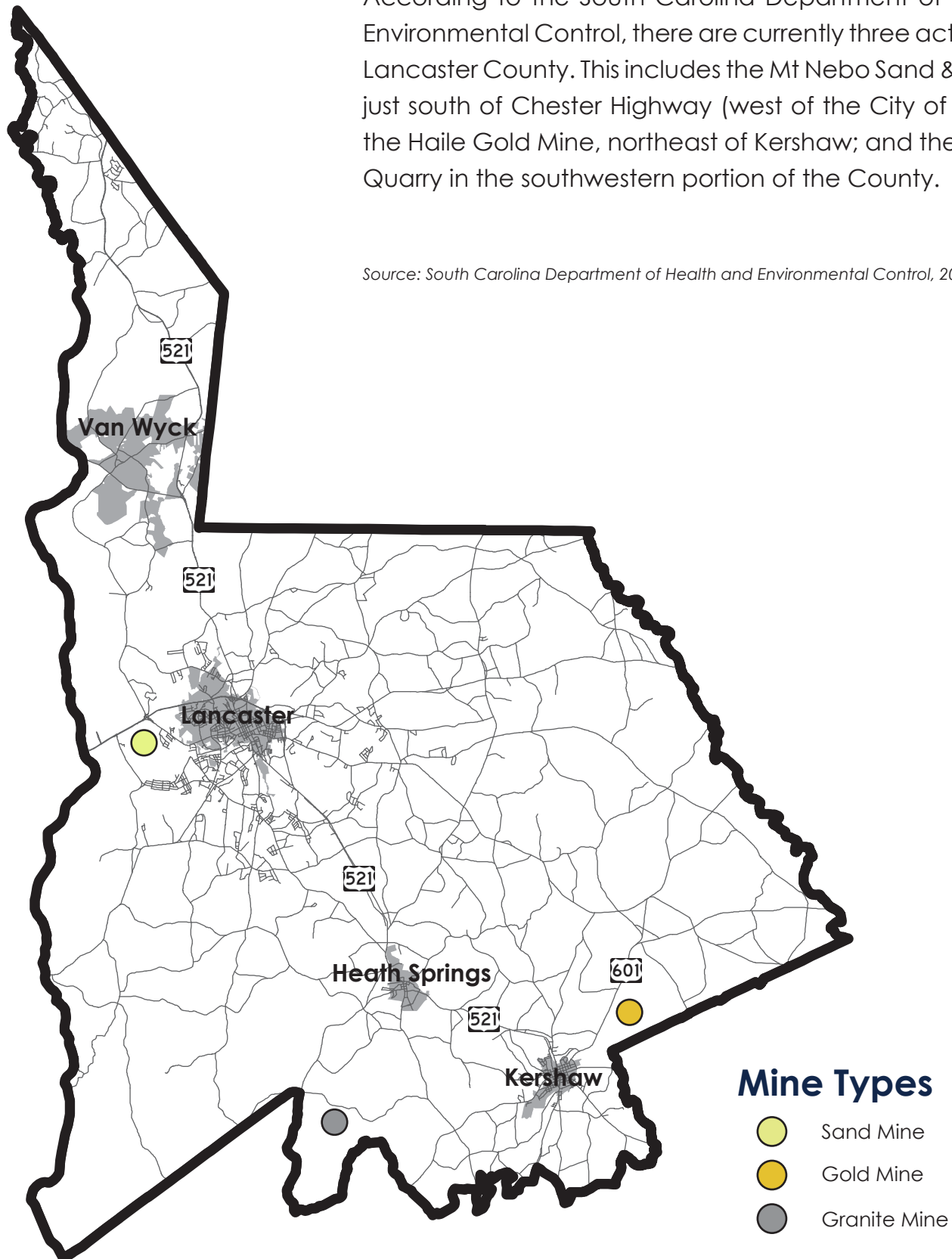
These gold-bearing areas of South Carolina had similarities in geological formations and origins to those of the Slate Belt throughout the southeast. There are many creeks, streams, terraces, and benches within the belt that produced placer gold.

The Haile gold mine, in the eastern part of the County, was one of the first operating gold mines in the United States. The mine has operated only sporadically since 1908. The mine is named for the original property owner, Benjamin Haile, who found gold there in 1827. A historical marker commemorating the mine is placed at the intersection of Haile Gold Mine Road and U.S. Highway 601. The modern day mine is approximately 12,500 acres in size and has produced more than 170,000 ounces of gold in 2022. Current projections indicate another 12 years of productivity for the mine.

Active Mines

According to the South Carolina Department of Health and Environmental Control, there are currently three active mines in Lancaster County. This includes the Mt Nebo Sand & Clay Mine, just south of Chester Highway (west of the City of Lancaster); the Haile Gold Mine, northeast of Kershaw; and the Congaree Quarry in the southwestern portion of the County.

Source: South Carolina Department of Health and Environmental Control, 2020



Natural Resources - Key Observations

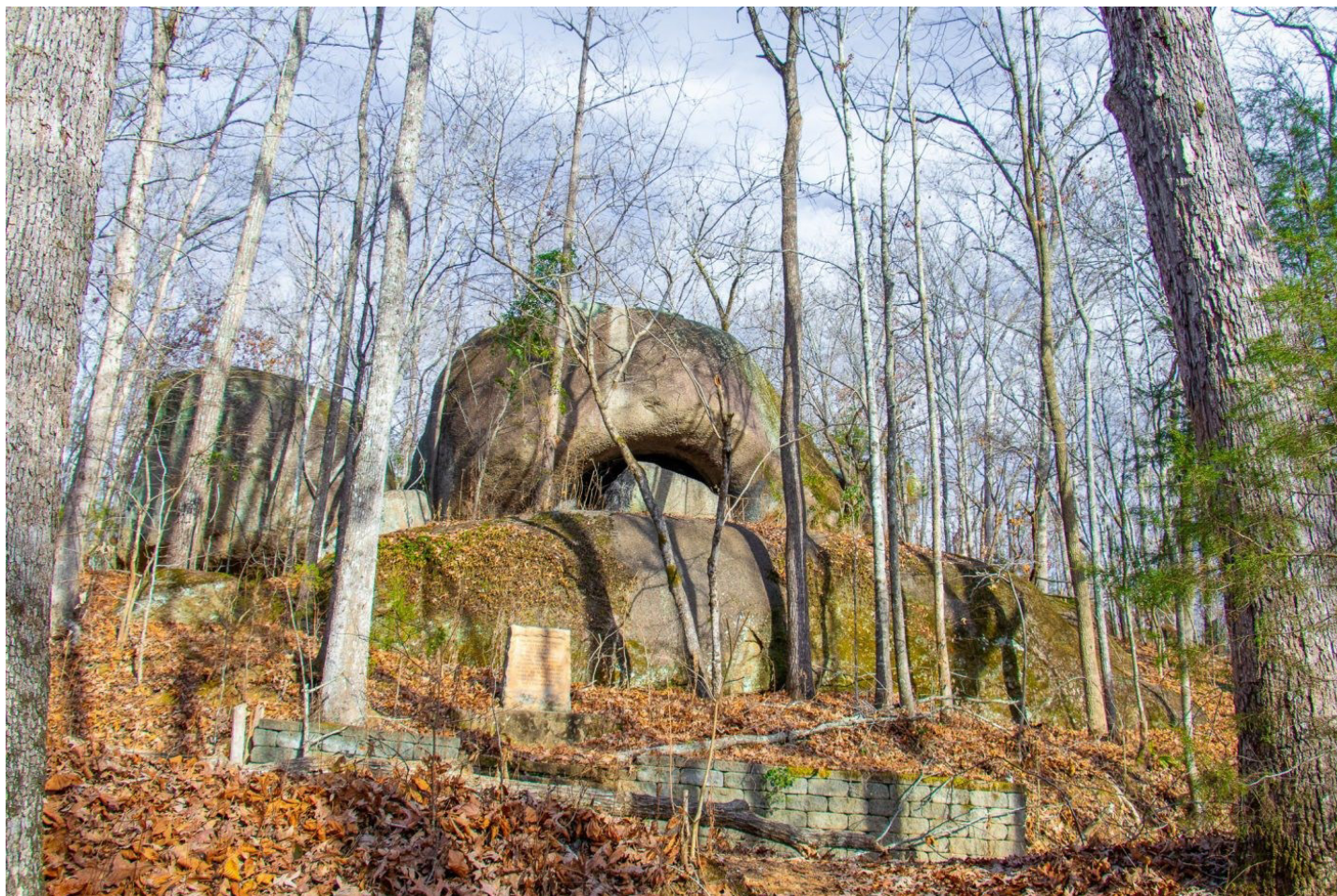
- Small wetlands run throughout the County. Larger wetlands exist north of Van Wyck, near the Catawba River, and south of Kershaw.
- Floodplains are spread throughout the County, with greater presence on the western sides of Lancaster and Van Wyck.
- Two major river basins are present in the County (the Catawba and Pee Dee). Within them, there are eight TMDL watersheds.
- Approximately 60 impaired waterbodies are in the County, or on its boundary. The Catawba River is significantly impaired along much of the County's border.
- The County ranges from 110 feet to 770 feet in elevation, with the lowest points occurring on the southwestern boundary and the highest falling along a ridge that runs upward from Heath Springs to the east of the City of Lancaster.
- There are significant areas of prime farmland soil and soil of statewide importance.
- Five general geologic regions exist within Lancaster County.
- Three active mines are within the County; each extracting a different resource (sand, granite, and gold).
- Almost three-fourths of those who participated in the community survey are concerned about the loss of farms and forest lands. These concerns were held across all three geographies of the County.
- The majority of community survey participants believe that Lancaster County should develop policies to provide accessible green spaces, conserve forested land, and conserve farmland.
- Survey respondents are not particularly concerned with the loss of wildlife habitat, air pollution, water quality, loss of open space, stormwater, or soil erosion.

CULTURAL RESOURCES

The Cultural Resources Element considers historic buildings and structures, commercial and residential historic districts, unique or scenic resources, archaeological, and other cultural resources. Generally speaking, these resources will need to be protected, and doing so will provide coordination with a range of organizations, including non-profits and other local governments.

In Lancaster County, there are many national register sites, historic markers, publicly managed lands, and parks and greenways. Though not all of these are owned or maintained by the County, they provide significant benefits to residents and visitors alike. Details on these cultural resources follow.

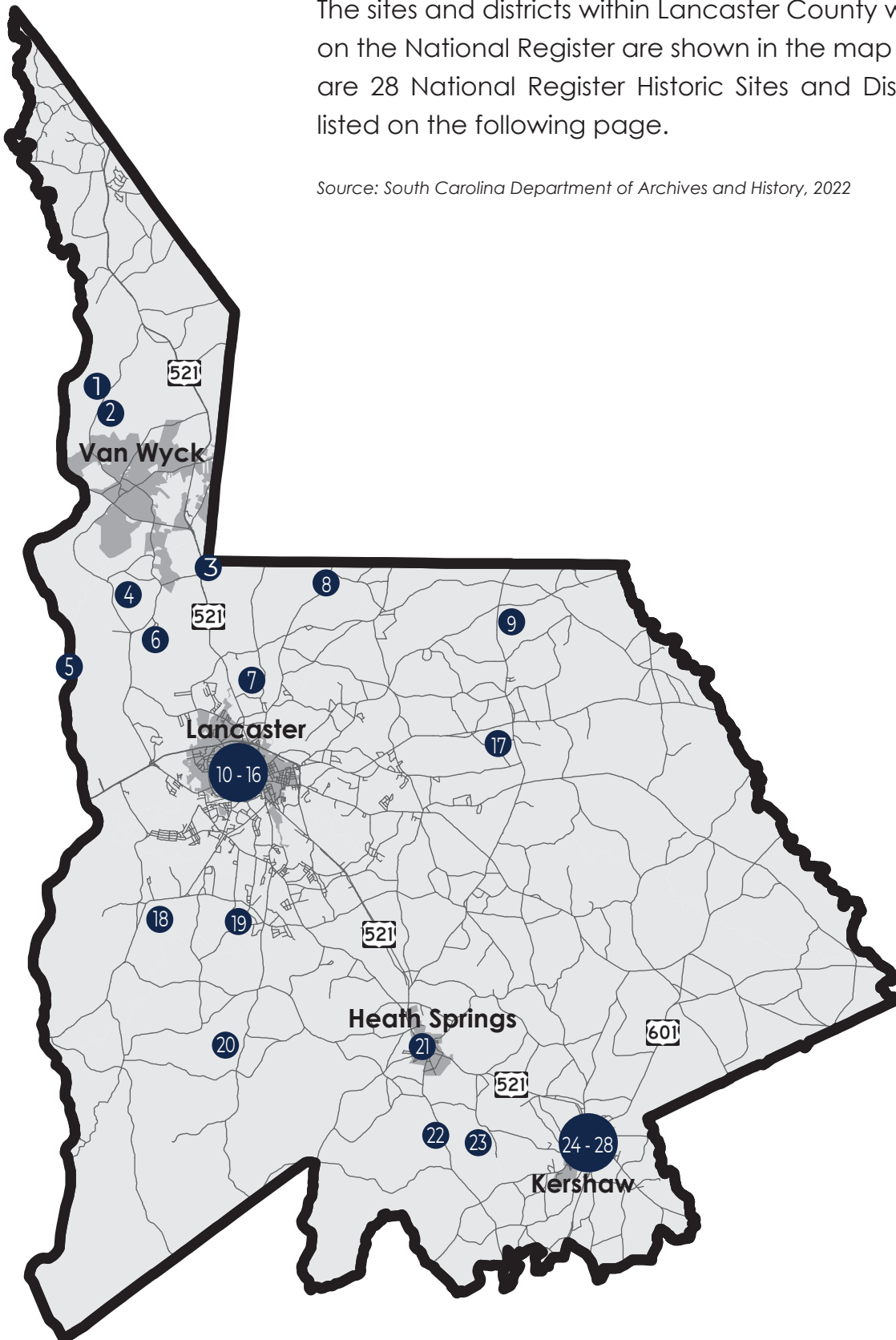
HANGING ROCK STATE PARK AND REVOLUTIONARY WAR BATTLEFIELD (HEATH SPRINGS)



National Register Sites

The South Carolina Department of Archives and History maintains an online map of historic properties and districts throughout the State. The sites and districts within Lancaster County which are recognized on the National Register are shown in the map below. In total, there are 28 National Register Historic Sites and Districts, and these are listed on the following page.

Source: South Carolina Department of Archives and History, 2022

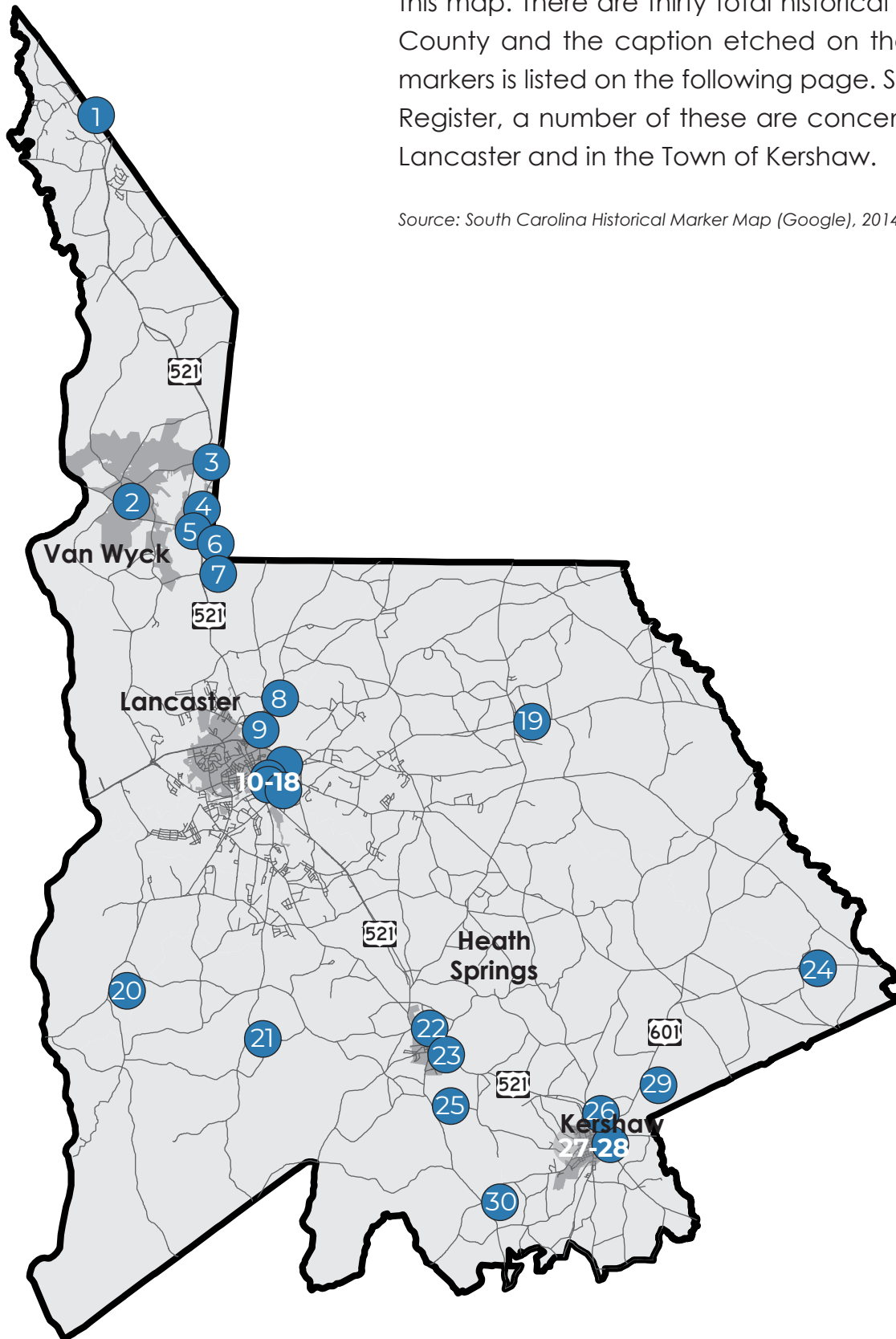


- 1 Adam Ivy House
- 2 Massey-Doby-Nisbet House
- 3 North Carolina - South Carolina Cornerstone
- 4 Cureton House
- 5 Landsford Canal
- 6 Waxhaw Presbyterian Church Cemetery
- 7 Thomas Walker Huey House
- 8 Craig House
- 9 William Harrison Sapp House
- 10 Lancaster County Courthouse
- 11 Lancaster County Jail
- 12 Leroy Springs House
- 13 Lancaster Presbyterian Church
- 14 Lancaster Downtown Historic District
- 15 Robert Barnwell Allison House
- 16 Lancaster Cotton Oil Company
- 17 Buford's Massacre Site
- 18 Wade-Beckham House
- 19 Perry-McIlwain-McDow House
- 20 Mount Carmel A.M.E. Zion Campground
- 21 Heath Springs Depot
- 22 Battle of Hanging Rock Historic Site
- 23 Dr. William Columbus Cauthen House
- 24 Clinton A.M.E. Zion Church
- 25 Madison Street Historic District
- 26 Kershaw Depot
- 27 Unity Baptist Church
- 28 East Richland-East Church Street Historic District

Historic Markers

This State of South Carolina's Historical Markers are shown on this map. There are thirty total historical markers in Lancaster County and the caption etched on the front side of these markers is listed on the following page. Similar to the National Register, a number of these are concentrated in the City of Lancaster and in the Town of Kershaw.

Source: South Carolina Historical Marker Map (Google), 2014

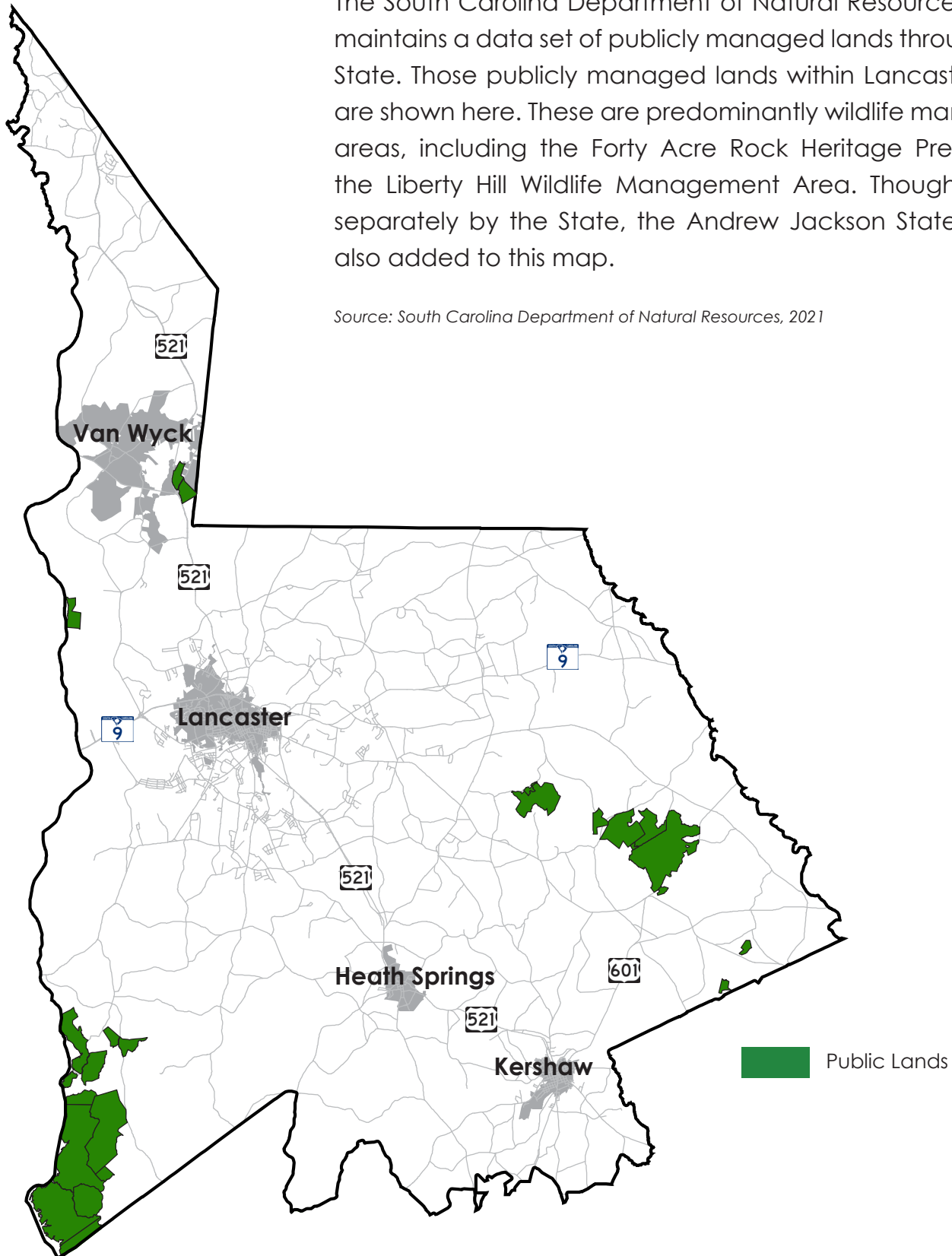


- 1 The Revolution in the Backcountry
- 2 King Hagler's Murder
- 3 Stephen Decatur Miller
- 4 Birthplace of Andrew Jackson
- 5 Major Crawford's Home
- 6 Boundary Line
- 7 Waxhaw Presbyterian Church
- 8 Kilburnie
- 9 Barr's Tavern Site
- 10 The Courthouse Lancaster County
- 11 The Jail
- 12 Lancaster Normal and Industrial Institute
- 13 Franklin Academy
- 14 Lancasterville Presbyterian Church
- 15 Leroy Springs House
- 16 Clinton Memorial Cemetery
- 17 Lancaster
- 18 Lancaster & Chester Railway
- 19 Buford's Bloody Battleground
- 20 Camp Creek Methodist Church
- 21 Mt. Carmel Church and Campground
- 22 Birthplace of Dr. James Marion Sims
- 23 Battle of Hanging Rock
- 24 Flat Creek Baptist Church
- 25 James Ingram Home
- 26 Kershaw
- 27 Kershaw's First Library
- 28 Welsh's Station
- 29 Haile Gold Mine
- 30 Beaver Creek Skirmish

Publicly Managed Lands

The South Carolina Department of Natural Resources (SCDNR) maintains a data set of publicly managed lands throughout the State. Those publicly managed lands within Lancaster County are shown here. These are predominantly wildlife management areas, including the Forty Acre Rock Heritage Preserve and the Liberty Hill Wildlife Management Area. Though classified separately by the State, the Andrew Jackson State Park was also added to this map.

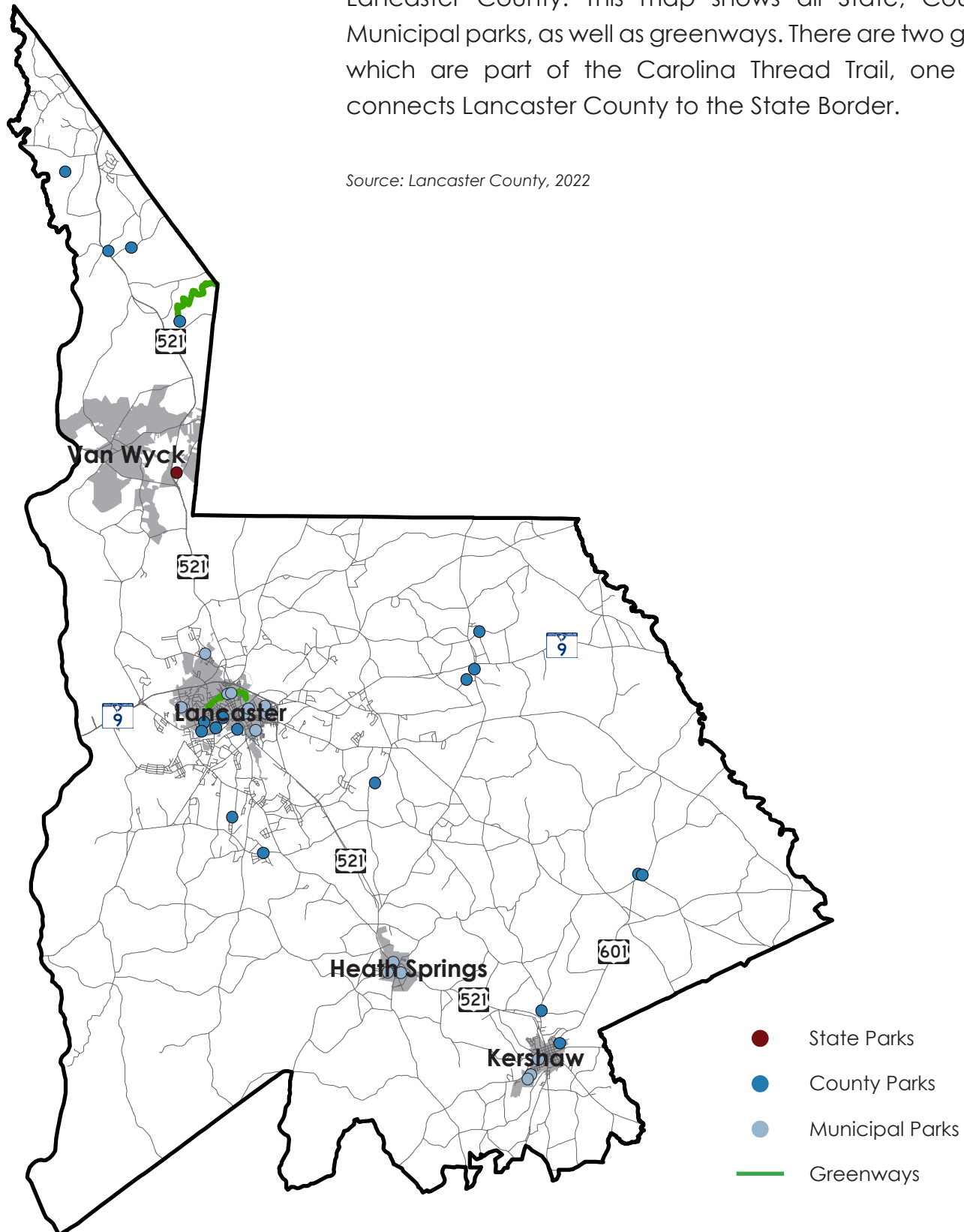
Source: South Carolina Department of Natural Resources, 2021



Parks and Greenways

There are multiple types and scales of recreation throughout Lancaster County. This map shows all State, County, and Municipal parks, as well as greenways. There are two greenways which are part of the Carolina Thread Trail, one of which connects Lancaster County to the State Border.

Source: Lancaster County, 2022



Cultural Resources - Key Observations

There are many cultural resources in Lancaster County. Most notable are the 28 national register site and the 30 historic markers. In addition to those mentioned throughout this element, there are a range of cultural organizations and events which take place in Lancaster County.

KEY TAKEAWAYS

- There are 28 national register historic sites and districts within Lancaster County. While they are certainly concentrated in urban areas like the City of Lancaster and the Town of Kershaw, they are spread throughout the County.
- The County has 30 historic markers. Similar to national register sites, these are spread throughout Lancaster County.
- Multiple publicly-managed lands are present in the County. Wildlife management areas, including the Forty Acre Rock Heritage Preserve and the Liberty Hill Wildlife Management Area, are most prevalent.
- While there are many recreation facilities and trails throughout the County, there are a limited number of parks for residents to actively use.
- Without being directly asked, many community survey respondents (approximately 80) expressed an interest in reviving downtown Lancaster.

COMMUNITY FACILITIES

The Community Facilities Element considers water supply, treatment, and distribution; sewage system and wastewater treatment; solid waste collection and disposal; fire protection; emergency medical services; and general government facilities, education facilities, and libraries and other cultural facilities.

As growth continues at a rapid rate, Lancaster County faces a significant challenge to meet the needs for equitable distribution of services and community facilities to all of its citizens. Access to recreation, schools, water and sewer utilities, and public health and safety services should be expanded as the County works to accommodate its population growth throughout the County.

Within Lancaster County, there are a range of organizations responsible for these facilities including the County, the Lancaster County Water and Sewer District (LCWSD), Lancaster County Fire Rescue, Lancaster County Sheriff's Office, the City of Lancaster, the City of Lancaster Police Department, the Town of Van Wyck, the Town of Health Springs, the Town of Kershaw, the Lancaster County School District, the Medical University of South Carolina, and Lancaster County Library (amongst others). The following pages detail information on community facilities throughout the County.

LANCASTER COUNTY COURTHOUSE



Fire Protection and Emergency Services

Lancaster County is served by the Lancaster County Fire Rescue, Lancaster County Sheriff's Office, and the Medical University of South Carolina. In addition to these county-wide departments, the City of Lancaster has its own police and fire protection.

FIRE PROTECTION

Lancaster County Fire Rescue has a dual service with both career fire personnel and volunteers. The Fire Rescue consists of 18 volunteer fire departments and one career department, with policies and procedures implemented by the County Council appointed 19 members of Fire Commission. The size and scope of the County necessitate the continued reliance on a predominant volunteer force; though they are considering efforts to become a fully professional operation. Fire Rescue works as a cohesive partner with all other emergency service agencies in the County, while also fulfilling obligations with state agreements for mutual aid response.

LAW ENFORCEMENT

The Lancaster County Sheriff's Office is located near the City of Lancaster. The Department also has two substations; one in Indian Land and the other in Kershaw. The Sheriff's Office also runs a detention center near the City of Lancaster, which houses unsentenced inmates awaiting trial as well as inmates sentenced to less than 90 days incarceration. The Sheriff's Office has departments for administration, crime, law enforcement, and safety. They also provide patrols, court security, and criminal investigations. The Sheriff's Office works closely with the City of Lancaster's Police Department and other emergency service agencies.

EMERGENCY MEDICAL SERVICES

Lancaster County Emergency Medical Services (EMS) is comprised of 60 full-time staff, 26 part-time staff, and 5 auxiliary workers. Twenty-five medics are cross-trained in High Angle / Low Angle Rescue, Search and Rescue, Swift Water Rescue, and make up the Lancaster County EMS STAR Team, which can be deployed for these specialized rescues. EMS covers 79,000 residents in 540 square miles, providing Advance Life Support care 24/7, including aggressive care of potential heart attacks, Rapid Sequence Intubation, Continuous Positive Airway Pressure (CPAP), and Code ICE.

Government and Cultural Facilities

With an area of over 550 square miles, Lancaster County is home to numerous government and cultural facilities. A summary of those which are County-owned or maintained is provided below.

GOVERNMENT BUILDINGS

According to the most recent (2022) Hazard Mitigation Plan, there are 10 public facilities in Lancaster County (three of these are in unincorporated Lancaster County, two are in Heath Springs, one is in Kershaw, and four are in the City of Lancaster). There are also 28 schools, three judicial facilities, 14 electric utility facilities, and 29 emergency service stations (Fire, EMS, Sheriff, and Police stations).

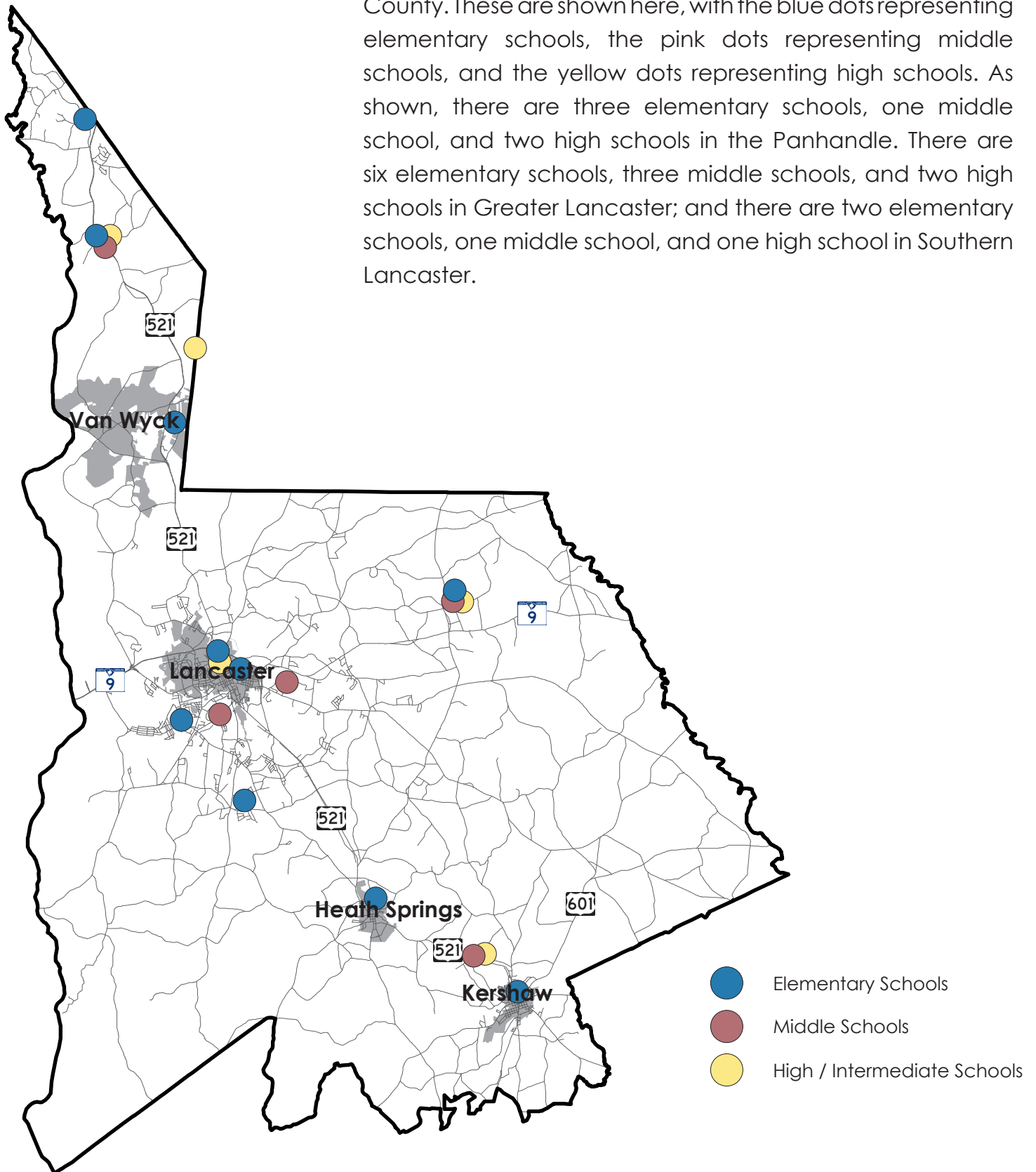
Public facilities include the Department of Parks and Recreation buildings in Indian Land, Kershaw, Buford, and the City of Lancaster; as well as properties used by the Lancaster County Council on Aging in Indian Land, Heath Springs, and the City of Lancaster. The 27 schools are dispersed throughout the County, 23 of which are public schools belonging to Lancaster County School District, two are privately-owned Christian schools, one is an adult education center, and one is the University of South Carolina at Lancaster. There are two judicial facilities in the City of Lancaster and one in unincorporated Lancaster County. The emergency service facilities, which also include the hospital and County jail, are dispersed throughout the County, with the greatest concentration in and around the City of Lancaster.

LANCASTER COUNTY LIBRARY SYSTEM

The Lancaster County Library runs three library branches in the County: Lancaster County Library in the City of Lancaster, Kershaw Branch Library in Kershaw, and Del Webb Library in Indian Land. The libraries offer children's programs, reference assistance, online databases, internet access, Wi-Fi, local history, and genealogy. In addition to the materials available for checkout at the three library locations, there is an interlibrary loan system which permits residents to borrow books or other materials from other libraries.

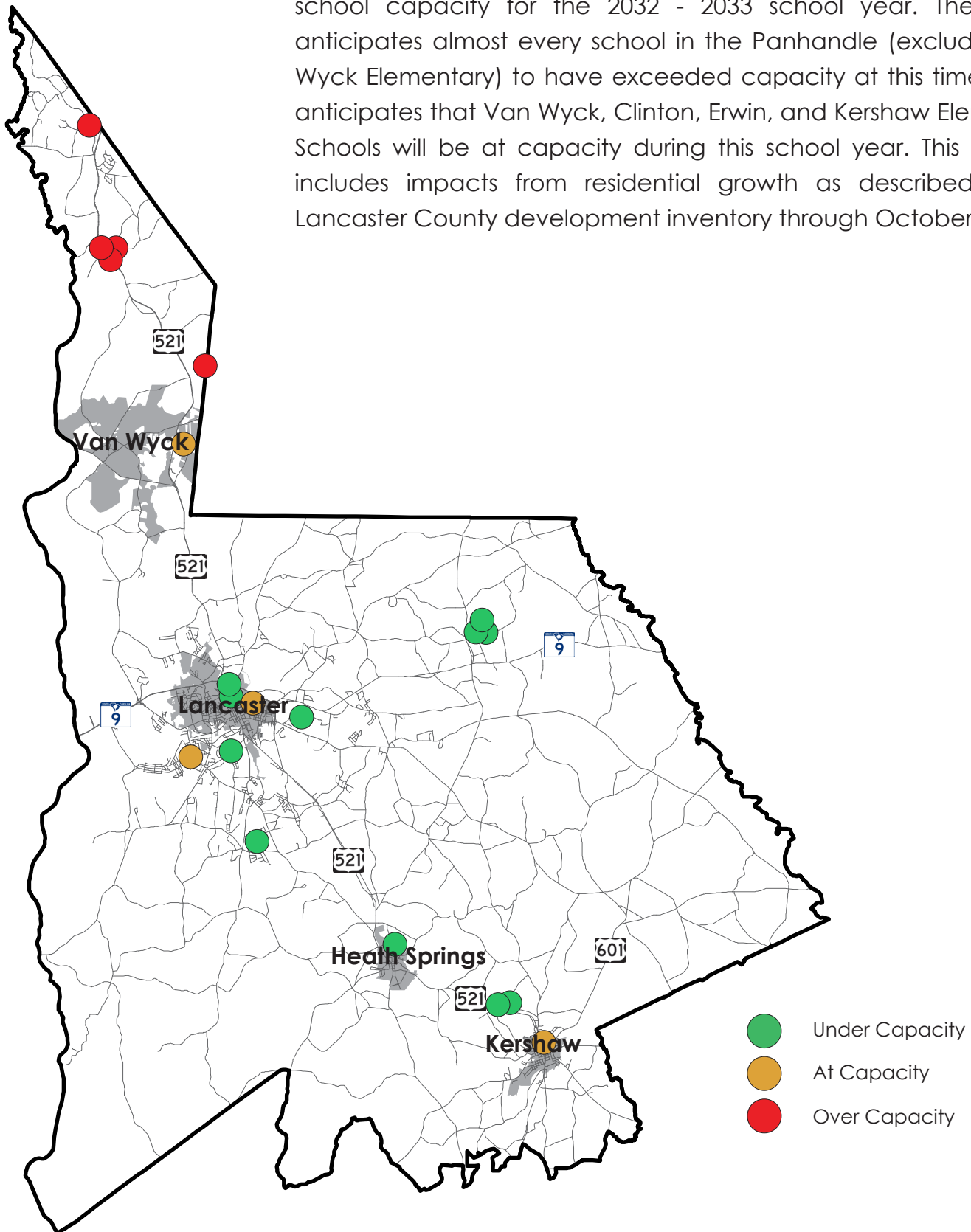
Lancaster County Schools

There are more than twenty public schools in Lancaster County. These are shown here, with the blue dots representing elementary schools, the pink dots representing middle schools, and the yellow dots representing high schools. As shown, there are three elementary schools, one middle school, and two high schools in the Panhandle. There are six elementary schools, three middle schools, and two high schools in Greater Lancaster; and there are two elementary schools, one middle school, and one high school in Southern Lancaster.



Projected (2033) School Capacity

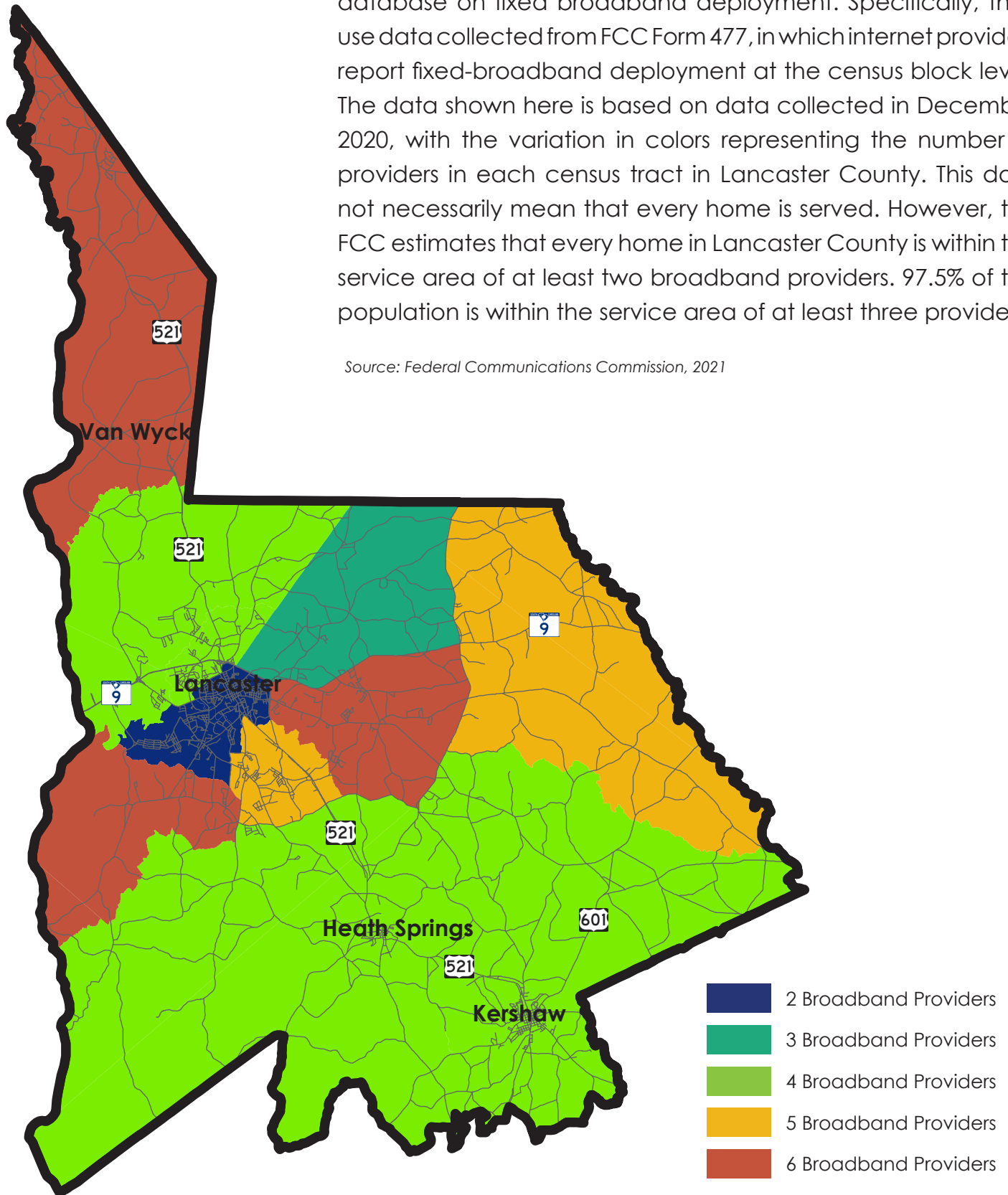
This map shows the Lancaster County School District's forecasted school capacity for the 2032 - 2033 school year. The District anticipates almost every school in the Panhandle (excluding Van Wyck Elementary) to have exceeded capacity at this time. It also anticipates that Van Wyck, Clinton, Erwin, and Kershaw Elementary Schools will be at capacity during this school year. This forecast includes impacts from residential growth as described in the Lancaster County development inventory through October 2022.



Broadband Service

The Federal Communications Commission (FCC) maintains a database on fixed broadband deployment. Specifically, they use data collected from FCC Form 477, in which internet providers report fixed-broadband deployment at the census block level. The data shown here is based on data collected in December 2020, with the variation in colors representing the number of providers in each census tract in Lancaster County. This does not necessarily mean that every home is served. However, the FCC estimates that every home in Lancaster County is within the service area of at least two broadband providers. 97.5% of the population is within the service area of at least three providers.

Source: Federal Communications Commission, 2021



Water Service

Lancaster County Water and Sewer District (LCWSD) serves nearly 90% of all Lancaster County with necessary water and sewer utilities. This includes water service for both commercial and residential users. LCWSD also provides wholesale distribution to the Town of Heath Springs, the City of Lancaster, the Town of Kershaw and the Carolina Water Service.

In 2013, the Catawba River Water Supply Project was created to provide water to Lancaster and Union Counties. This joint venture between LCWSD and Union County (NC) serves both entities with clean drinking water of 40 million gallons per day (MGD). This capacity was recently expanded to this threshold in 2020.

Water system improvements included in the implementation of LCWSD's Capital Improvements Plan include water transmission and distribution system improvements during the next five year time frame, with an estimated cost of approximately \$7,000,000. Currently planned capital improvement projects include the following:

LCWSD CAPITAL IMPROVEMENT PLAN FOR WATER SYSTEM

PROJECT	OVERVIEW	TIMEFRAME
US-521 20" Transmission Main Phase 3	Extension of approximately 11,400 LF of water main	Spring 2024
Rocky River Road and Taxahaw Road Roundabout	1,159 LF of 12" and 688 LF of 6" water main was installed as part of DOT contract to relocate existing mains	TBD
US-521 and Marvin Road Intersection Realignment	SCDOT intersection improvements will require relocation of 2,300 LF of existing 4" and 6" water mains in project area	2024
Regional Water Transmission Riverside Road	More than 30,000 LF of 24 inch water transmission main from Hwy-521 to Riverside Road to improve capacity, redundancy, and reliability needs in support of all residential, industrial, and wholesale users south of Hwy-5	2026
Craig Farm Road Waterline Extension	Waterline extension of 4,703 LF of 6" waterline and one roadway bore to serve residents with poor water quality	2023
Fork Hill Road Waterline Relocation at Horton Creek Bridge Project	SCDOT planned bridge replacement on Fork Hill Road at Horton Creek requiring 1,400 LF of 6" waterline relocation	TBD

Wastewater Service

LCWSD provides sewer service to the Panhandle and portions of Greater Lancaster. By way of an agreement with the City of Lancaster, all wastewater south of Highway-5 and within the proximity of the City is collected by LCWSD and treated by the City of Lancaster's Wastewater Treatment Plant.

In 2001, LCWSD constructed a new wastewater treatment facility to accommodate the wastewater treatment needs of the growing Indian Land community. This facility includes enhanced and advanced secondary treatment and has continually met or exceeded State and Federal Regulations for discharge into the Catawba River. In 2008, LCWSD, the Town of Fort Lawn, and the City of Lancaster entered into an agreement to provide transportation and treatment of the Town of Fort Lawn's wastewater. The Town of Heath Springs provides wastewater treatment service for LCWSD by way of an agreement for service within the Pleasant Hill Community.

Wastewater improvements include system improvements and extensions over the next five year time frame with an estimated cost of more than \$7,000,000. These system improvements include installation of wastewater collection lines to serve areas with failing septic systems; expansion of master-planned gravity sewer systems; and implementation of a new force main interceptor in the north end of the Panhandle to provide capacity, redundancy, and reliability of system demands. Currently planned capital improvement projects include the following:

LCWSD CAPITAL IMPROVEMENT PLAN FOR WASTEWATER SYSTEM

PROJECT	OVERVIEW	TIMEFRAME
Potter Road Gravity Sewer Extension	Approximately 5,500 LF of 8" gravity sewer to address failing septic systems from Continental Drive to Monticello Road area.	2023
Bear Creek-Turkey Creek Gravity Sewer Connector	Approximately 7,400 LF of 12" gravity sewer to eliminate the Turkey Creek Pump Station	Unfunded, TBD
Calvin Hall Intermediate Pump Station	2,204 LF of 12" force main from Calvin Hall Pump Station to Hwy-160	2023
Six Mile Creek Gravity Sewer	6,400 LF of 18" gravity sewer from Collins Road to the Ansley Park Pump Station	February 2024 for first 1,500 LF
Catawba Ridge Parallel Force Main	Parallel the Catawba Ridge Force Main from Meeting Street to Grace Avenue	TBD
Rum Creek Force Main Relocation	Approximately 5,200 LF of 12" force main to tie to Catawba Ridge Force Main and discharge at City WWTP	TBD

Stormwater Management

Managing stormwater runoff is important for the long-term health of all communities. Detaining and retaining runoff improves overall water quality, minimizes downstream impacts, and reduces shock to natural ecosystems. The County has a regulatory environment in place to which new development must adhere. Issued in 2015 and amended subsequently in 2019, Lancaster County updated their stormwater management plan to include the requirements of the federally mandated National Pollutant Discharge and Elimination System (NPDES) Phase II Stormwater Program. In 2014 Lancaster County became a designated SMS4 community.

Best Management Practices exist as recommendations to prevent damage to the water supply. LCWSD regularly updates its 208 Water Quality Management Plan pursuant to Section 208 of the Federal Clean Water Act. The purpose of the 208 Plan is to preserve and enhance water quality and to meet the goals of the Federal Clean Water Act and the South Carolina Pollution Control Act. The 208 Plan serves to guide local decision makers when addressing issues and opportunities related to water quality, including the regulation of discharges by utility providers and industries. In addition to this Plan, Lancaster County developed and implemented a Stormwater Management Program based on EPA regulations. The program is also consistent with the Federal Clean Water Act and South Carolina Pollution Control Act, and requires stormwater discharge permitting to reduce pollutants from stormwater runoff. The State's Department of Health and Environmental Control (DHEC) monitors surface water to make sure it meets water quality standards, identifies locations that need extra attention, determines long term trends, provides background data for permitting and planning, and sets permit limits for wastewater discharge. DHEC monitors macroinvertebrates, fish tissue, and dissolved oxygen to ensure water quality is appropriate for the species that exist within it.

The County's water and wastewater systems rely heavily on the health of the Catawba River and the streams which feed it. This resource is shared with a number of neighboring communities, including the City of Charlotte and Mecklenburg County, North Carolina. As such, additional measures should be explored and developed in partnership with neighboring communities to protect the vital resources of the County.

Continued management of stormwater runoff benefits the County at-large in numerous ways. It ensures that stormwater is properly managed, does not impact adjacent or downstream properties, and minimizes impacts to adjacent water bodies. Slowing the release of stormwater minimizes the changes to the sensitive brackish waterways that surround the community. Properly detaining and/or retaining stormwater allows for suspended solids and pollutants to settle out of runoff prior to discharge into adjacent waterways.

Community Facilities - Key Observations

- The provision of law enforcement, fire, and EMS services throughout the unincorporated area of the County is challenging, particularly with the growing urbanized area in the Panhandle.
- The County and other agencies which provide county-wide service own and maintain a number of government and cultural facilities.
- The Lancaster County School District runs 20 schools throughout the County. According to the District's most recent report, a number of these schools are anticipated to be over capacity by 2030.
- While there are generally a number of choices of broadband internet service in the County, reaching all of the rural residences is a challenging proposition.
- The majority of the County (90%) has water service, provided by Lancaster County Water and Sewer District, with a total capacity of about 20 MGD.
- Lancaster County Water and Sewer District spends approximately \$7 million annually for wastewater improvements, in order to ensure adequate wastewater service is provided to County residents.
- Continued and improved management of stormwater will be important as the County continues to grow and develop in the coming years.
- Community survey participants identified recreation and entertainment as the lowest quality of life attribute within the County. In fact, almost two-thirds of survey respondents are not satisfied with the current parks and recreation facilities available to them. Two-thirds of survey respondents would like to see more trails and greenways.
- Public safety was one of the highest ranking quality of life attributes identified by those who participated in the community survey.
- Education and schools were identified as a major concern by community survey participants.

HOUSING

The Housing Element considers location, types, age, and condition of housing; owner and renter occupancy; and affordability of housing. It also considers changes in housing needs.

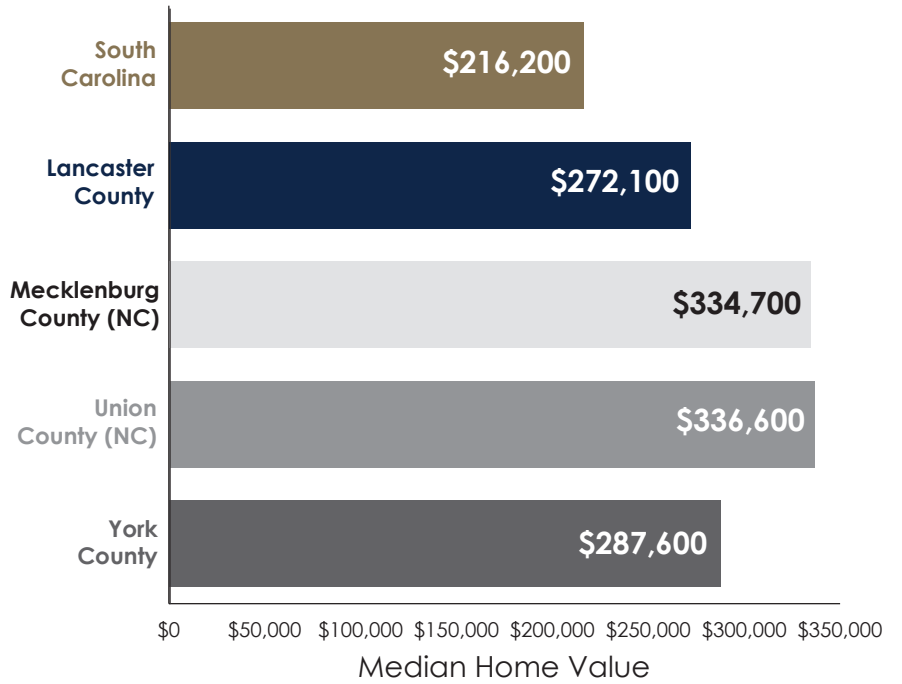
This element provides information on housing throughout Lancaster County. However, there are pretty significant changes in housing characteristics and housing needs in different sub-regions of the County. For instance, housing is most expensive in the Panhandle, and the density of housing is much greater in urbanized regions of the Panhandle and Greater Lancaster, than in Southern Lancaster. However, for the purposes of this element, housing has been considered for the County as a whole.



Housing Units

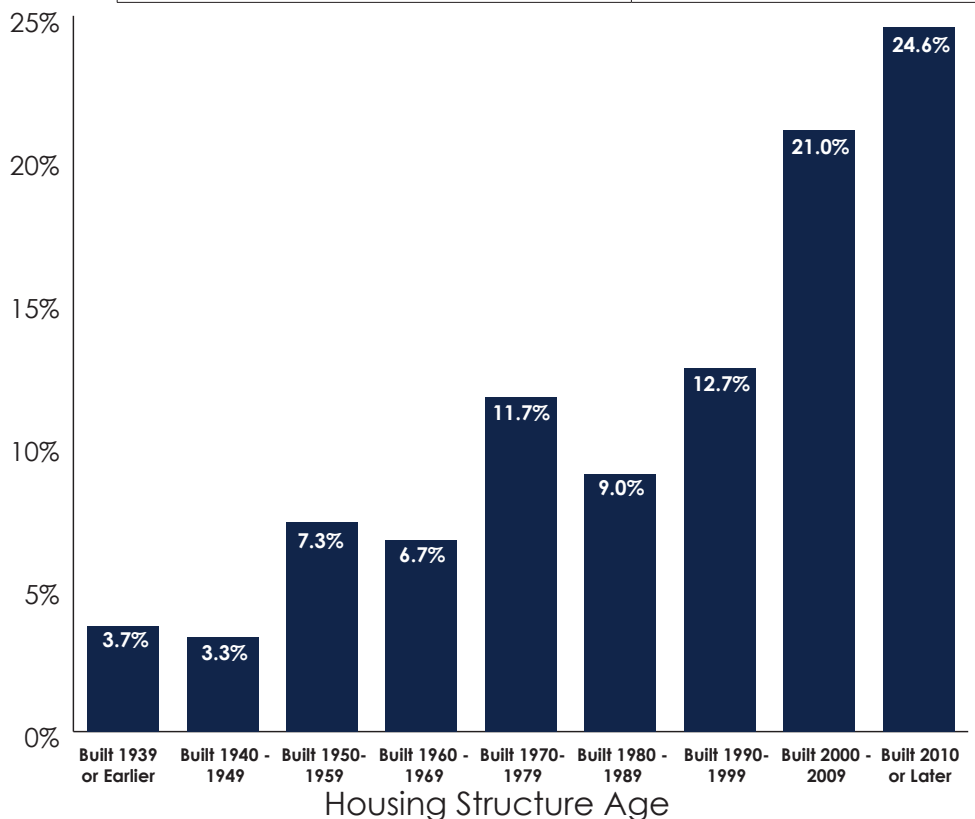
In 2022, the median home value in Lancaster County was over \$270,000. This is about \$56,000 higher than the State, though lower than Union and Mecklenburg Counties, just across the State border. Housing values in York County were similar to Lancaster County.

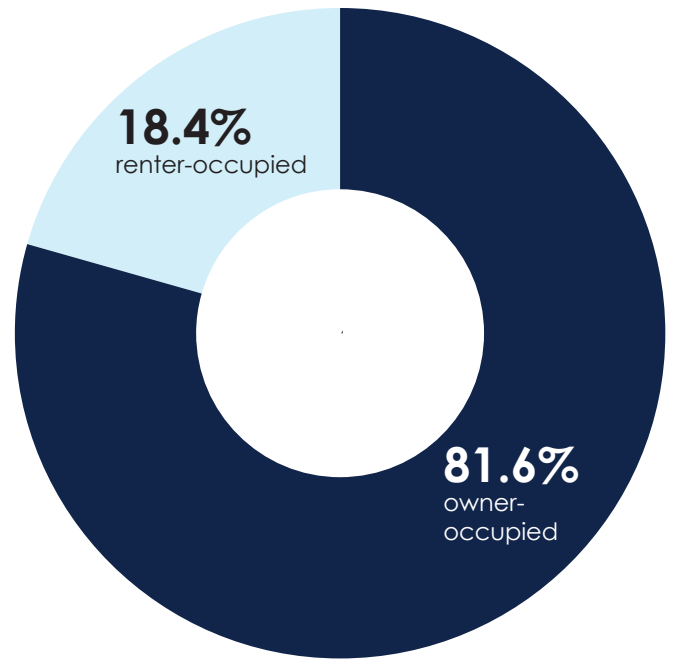
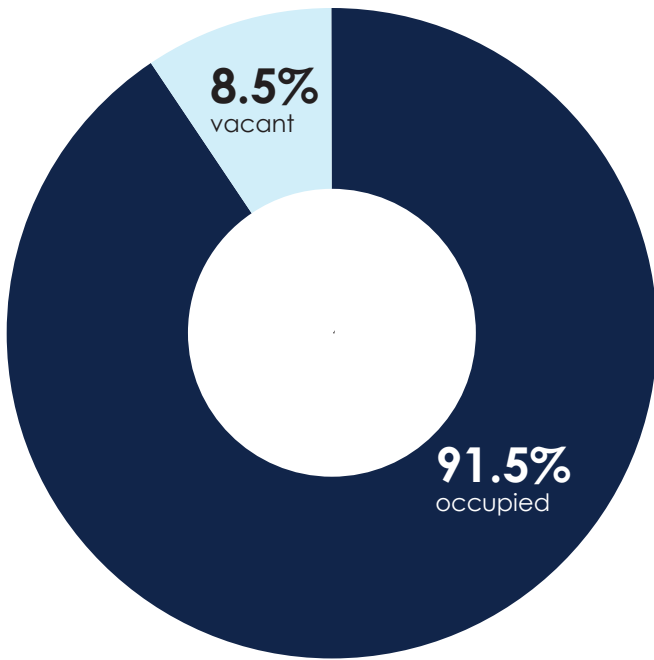
Most of the units are single family detached, though there are also a large number of mobile homes or other structures. The age of housing units in the County ranged broadly, with construction generally increasing over the last 50 years. Almost one-quarter of the housing stock has been constructed since 2010.



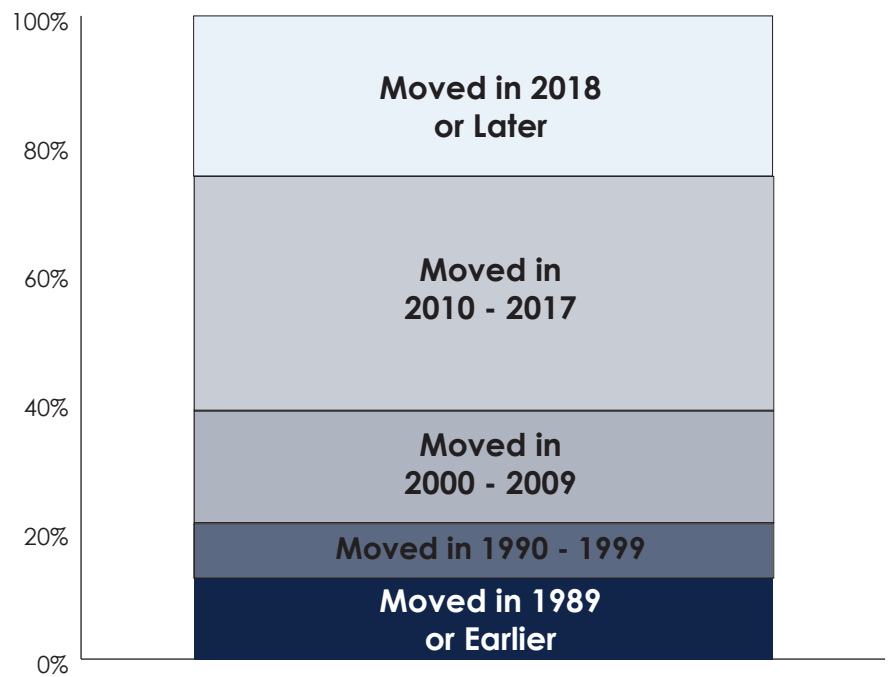
HOUSING TYPE	PERCENT OF UNITS
Single Family, Detached	75.8%
Single Family, Attached	5.5%
2 - 9 Unit Apartments	3.6%
10 or More Unit Apartments	2.3%
Mobile Home or Other Housing	12.9%

Source: American Community Survey, 2022





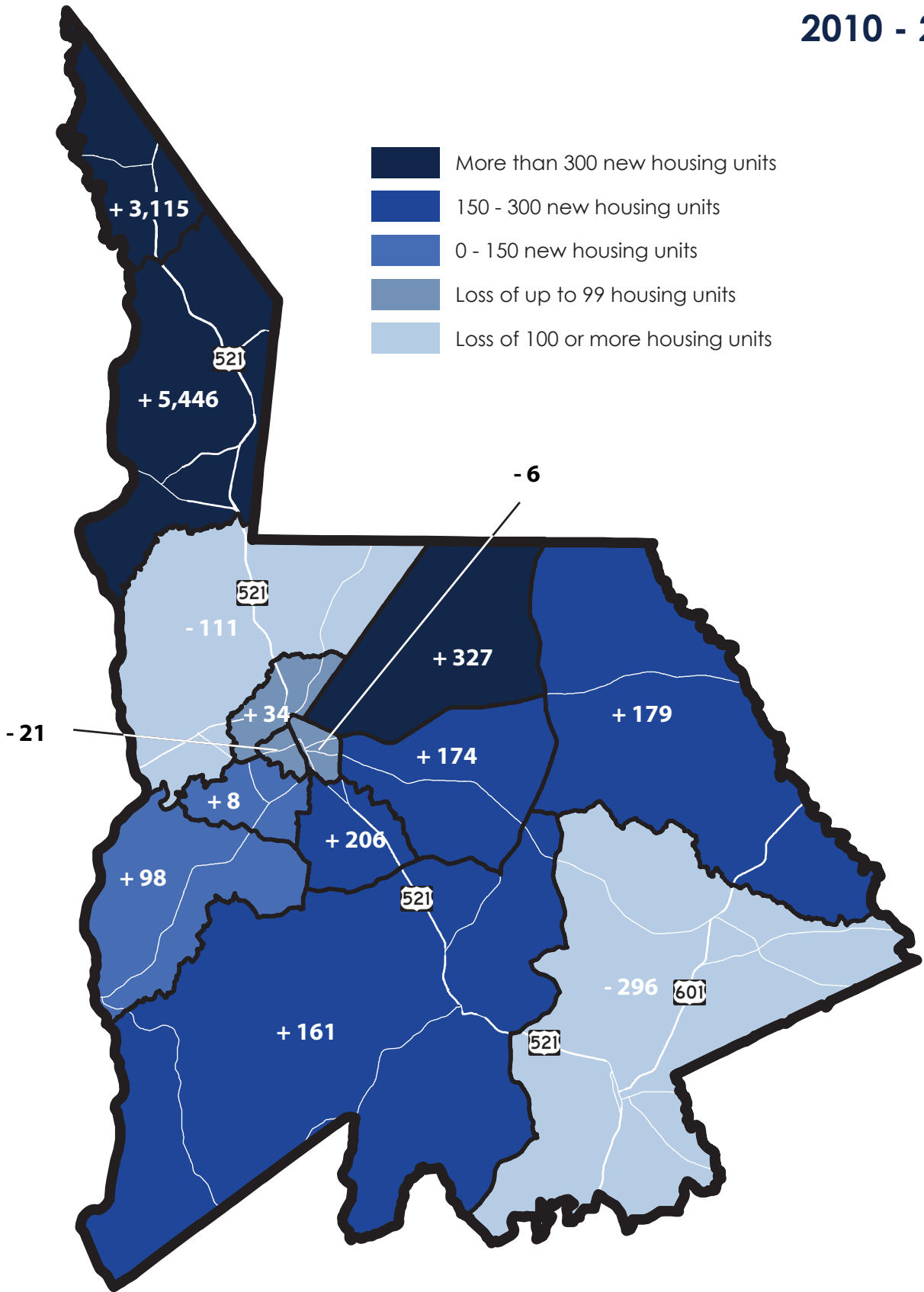
The vast majority (91.5%) of housing units in the County are occupied. About 82% of these are occupied by their owners, with just under 20% being renter-occupied. Almost one quarter of current residents moved into their homes in the last five years, with the greatest portion (36.4%) moving in between 2010 and 2017. Almost 5,000 residents have lived in their homes since at least 1989.



Source: American Community Survey, 2022

Housing Occupancy Change

2010 - 2019



The map on the previous page shows how the number of occupied housing units has changed throughout the County in the last decade. You can see that there has been exponential growth in the Panhandle, where more than 8,000 new homes have been built since 2010. There has also been housing growth in the central portion of the County, particularly east of the City of Lancaster. There were two tracts within the County that saw a decrease in housing occupancy since 2010 and this is the most southeastern tract, as well as the most northwestern tract in Greater Lancaster. While housing growth does typically range from area to area in a community, the stark difference in rates of growth in the Panhandle to the rest of the County is notable.

The table below displays the number of jobs in comparison to the number of housing units in different geographies. The column furthest to the right shows the job to housing ratio, which helps to measure the health of a community. Typically, you want the ratio to be around 1.0, though this metric is usually measured at the metropolitan level, as people commute in and out of urban areas for work. Lancaster County's jobs to housing ratio is one of the lowest in the region, suggesting that there are many people living in the County and commuting elsewhere for work. Mecklenburg County is on the opposite end of this spectrum, providing significantly more jobs than houses, explaining the reduced ratios in adjacent counties.

JOBS / HOUSING UNITS RATIO

GEOGRAPHY	AT-PLACE JOBS	HOUSING UNITS	JOBS / HOUSING
Lancaster County	27,175	41,410	0.66
South Carolina	2,181,593	2,362,253	0.92
Chesterfield County, SC	14,717	20,583	0.72
Kershaw County, SC	18,034	29,223	0.62
York County, SC	102,188	115,366	0.89
Union County, NC	68,133	84,798	0.80
Mecklenburg County, NC	755,918	481,307	1.57

Source: United States Department of Labor, Bureau of Labor Statistics (2022), American Community Survey (2022)

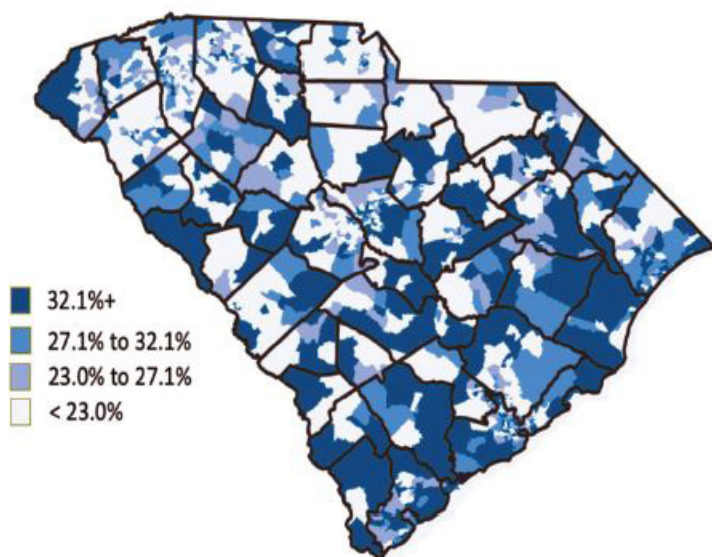
Housing Affordability

The South Carolina State Housing Finance and Development Authority (SC Housing) creates affordable housing opportunities through a broad range of programs. The State Housing Authority developed a State Housing Study in 2023, which included an analysis of housing supply and demand throughout the State of South Carolina.

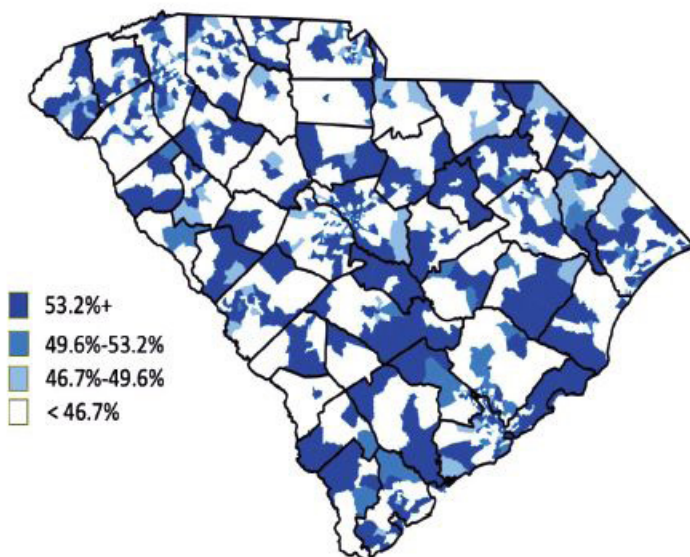
Based on the South Carolina Office of Revenue and Fiscal Affairs' projections, the Authority anticipates for Lancaster County to be one of the fastest growing counties in the State between 2020 and 2030, with a growth rate between 15% and 25%. This growth is likely to cause continued strains on housing supply, which has struggled to keep up with growth in the Palmetto State since 2008. This combination of strong housing demand, coupled with relatively low levels of housing inventory, has led to an imbalanced housing market in South Carolina, creating affordability challenges for many residents.

According to SC Housing, almost 20% of households with mortgages in Lancaster County are cost burdened, meaning that they pay more than 30% of their income on housing. Worse, almost 50% of renters are estimated to be cost burdened within the County. SC Housing mapped these cost burdened households by census tract and the majority of those within the County are in the Panhandle and the northern portion of Greater Lancaster, as shown below. Overall, housing affordability is a challenge throughout the State and country.

**PERCENT OF HOUSEHOLDS (WITH MORTGAGES)
THAT ARE HOUSE COST BURDENED**



**PERCENT OF HOUSEHOLDS (RENTERS)
THAT ARE HOUSE COST BURDENED**



Affordable Housing Resources

There are two major affordable housing providers within Lancaster County: the Housing Authority of Lancaster and the South Carolina Regional Housing Authority No 1.

The Housing Authority of Lancaster is not directly affiliated with the City or County, and does not receive funding from them. The agency receives funding through the Department of Housing and Urban Development to administer the Housing Choice Voucher and Public Housing Programs. The organization oversees the following public housing sites:

- Caroline Courts (1974) includes 36 buildings and 100 units
- Frank L. Roddey Homes (1982) includes 9 buildings and 40 units

The Housing Authority of Lancaster also administers a maximum of 247 Housing Choice Vouchers based upon funding. The South Carolina Regional Housing Authority No. 1 was organized under the laws of the State of South Carolina to serve the sixteen counties in the northwest section of the State, in towns with less than 5,000 people. This Housing Authority only serves the Town of Heath Springs in Lancaster County. Currently, this Housing Authority is not taking online applications for Housing Choice Vouchers in any county.

According to the National Housing Preservation Database provided by the US Department of Housing and Urban Development, there are a total of 18 federally assisted properties within Lancaster County. Most of these are within or proximate to the City of Lancaster. The tables below list the property names and number of assisted units throughout the County. Additional information on these units can be found on HUD's website.

PROPERTY NAME	# ASSISTED UNITS
Lancaster Landing	16
Lancaster Manor	66
Azalea Gardens	36
Parr Place	13
Miller Grove	48
Sycamore Run	48
Caroline Courts	140
Palmetto Place Apartments	165
Cottages at Azalea	48
Northwest Apartments	72

PROPERTY NAME	# ASSISTED UNITS
Old Hickory Apartments	32
Chesterfield Villas of Lancaster	32
Woodcreek Apartments	56
The Manor	16
Foxwood	48
Knolwood I and II Apartments	88
Rutledge Park Apartments	8
9400 Avery Lilac Lane	1

Source: Housing Authority websites and <https://haigroup.maps.arcgis.com/apps/webappviewer/index.html?id=342b0f83b1d145118aab57f7c487158e>

Housing - Key Observations

- The majority of the County's housing stock is single family, detached units. There are also a significant number of mobile homes.
- Average home values are higher than the State but lower than much of the region.
- There has been significant housing development in the last few decades, with almost 50% of all housing being developed between 1990 and 2019, and almost 25% occurring since 2010.
- The majority of housing units are occupied and about 82% are occupied by their owners.
- The majority of housing growth in the last decade has occurred in the Panhandle. Areas northeast of the City of Lancaster have also experienced great housing growth. The most southwestern edge of the County, as well as the area between the City of Lancaster and Van Wyck have lost housing units during this time.
- There are a total of 16 properties within the County which provide some type of housing assistance. Combined, there are more than 900 units with some time of assistance, but the amount and qualifications vary. For instance, some are solely for elderly.
- Community survey participants were generally equally concerned with the quality of housing options and housing affordability. Neither of these concerns were high on the list of community survey respondents' concerns.

LAND USE

The Land Use Element considers existing and future land uses, as well as characteristics related to land use. The following pages contain information related to existing zoning, land use, and development patterns throughout the County. One of the major components of this element is the Future Land Use Map, which is one of the primary tools the County has to guide future land use and development decisions.

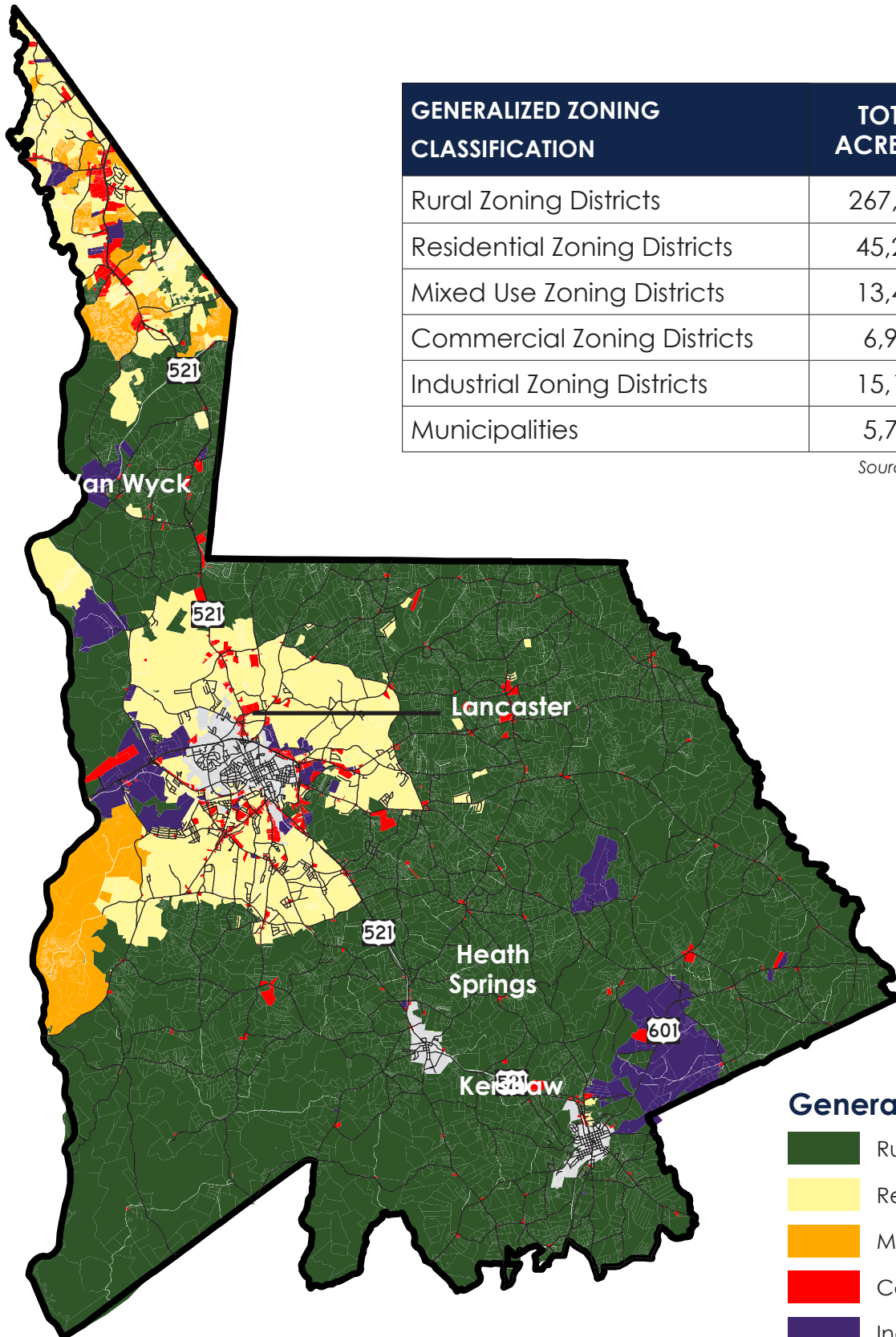
Zoning

In Lancaster County, there are 22 zoning districts, as well as municipalities (which have their own zoning). While each zoning district has different standards in terms of land uses, density, and design standards, these districts can be examined by generalized zoning classifications (based on permitted land uses).

The generalized zoning categories and their corresponding zoning districts are shown to the right. Three-fourths of the total County is in rural zoning districts. Just under 13% of the land is in residential zoning districts, and very little land is zoned for other uses. Almost 4% of the total County is in mixed use zoning districts, 2% is in commercial zoning districts, and 4.3% is in industrial zoning districts. Only 1.6% of the County's total area is in a municipality which have their own zoning designations (Heath Springs, Kershaw, and the City of Lancaster).

GENERALIZED ZONING	ZONING DISTRICTS
Rural	Agricultural Residential Open Space Preservation Rural Neighborhood Rural Residential
Residential	High Density Residential Low Density Residential Medium Density Residential Manufactured Home
Mixed Use Districts	Industrial Mixed Use Mixed Use Planned Development District Residential Mixed Use Urban Residential
Commercial	General Business Institutional Neighborhood Business Professional Business Regional Business Rural Business
Industrial	Heavy Industrial Light Industrial Mining

Zoning Map



GENERALIZED ZONING CLASSIFICATION	TOTAL ACREAGE	% OF TOTAL AREA
Rural Zoning Districts	267,034	75.5%
Residential Zoning Districts	45,284	12.8%
Mixed Use Zoning Districts	13,475	3.8%
Commercial Zoning Districts	6,999	2.0%
Industrial Zoning Districts	15,168	4.3%
Municipalities	5,793	1.6%

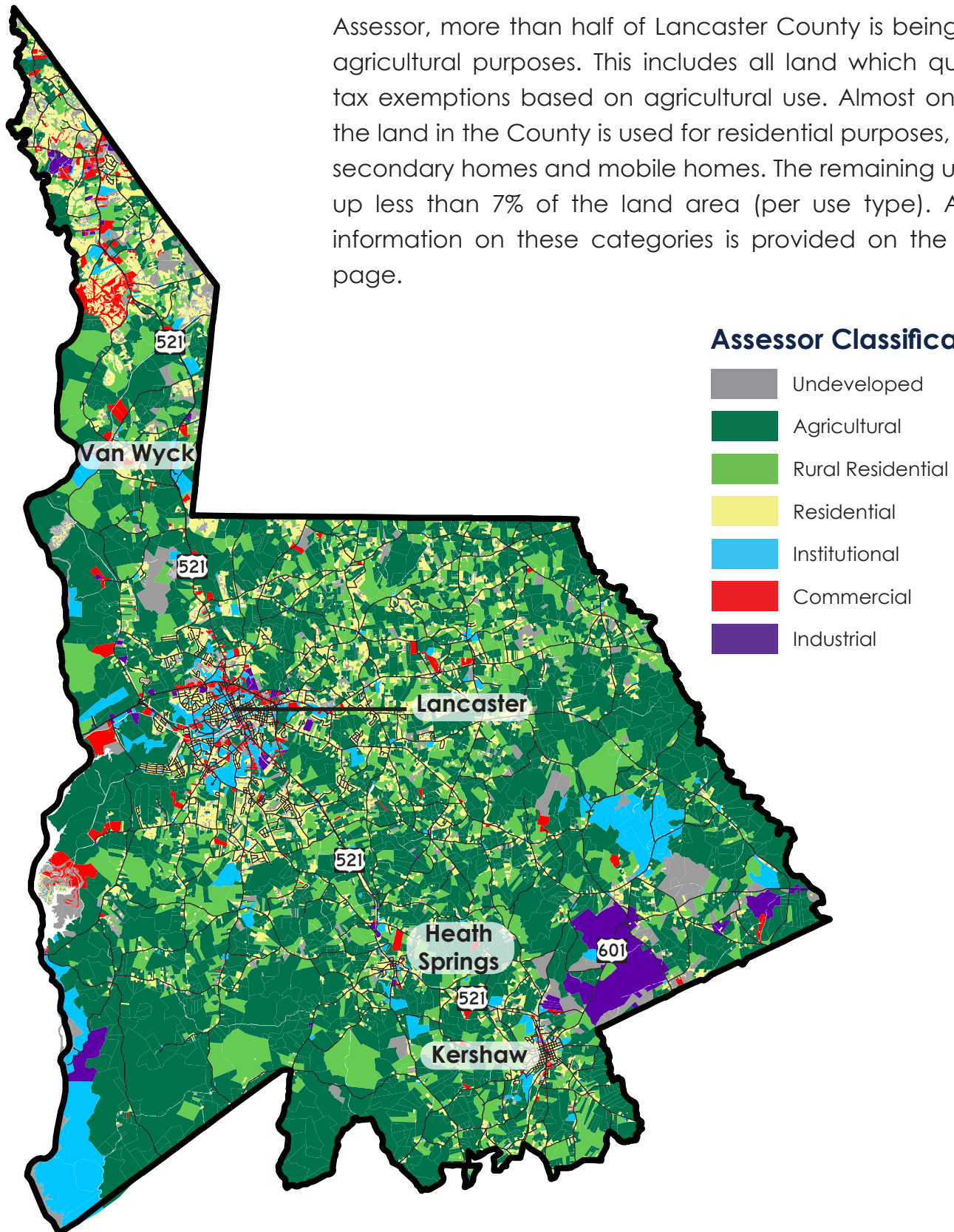
Source: Lancaster County GIS, 2022

Generalized Zoning

- Rural Zoning Districts
- Residential Zoning Districts
- Mixed Use Zoning Districts
- Commercial Zoning Districts
- Industrial Zoning Districts
- Municipalities

Existing Land Use

Based on information obtained from the Lancaster County Assessor, more than half of Lancaster County is being used for agricultural purposes. This includes all land which qualifies for tax exemptions based on agricultural use. Almost one-third of the land in the County is used for residential purposes, including secondary homes and mobile homes. The remaining uses make up less than 7% of the land area (per use type). Additional information on these categories is provided on the following page.



The map shown on the previous page, as well as the table below, lists generalized land use based on the Lancaster County Assessor's classifications. They classify land uses based on their assessment categories. For instance, "undeveloped" land is land that does not have a physically assessed structure on it. Agricultural land is typically registered through the assessor's office in order to be taxed at a discount rate. So while most of the agricultural land is shown here, there is some additional agricultural land which has not applied for this discount, and is thus registered as a residential use. Timber and forestry uses are included as "agricultural." This appears to be a minimal case based on land cover data from 2020. It should be noted that industrial land uses also include major utilities, and that institutional uses include government properties and tax exempt properties, such as schools and churches. In addition to the Assessor's classifications, an additional use, "Rural Residential," has been added to capture residential parcels which are ten acres or larger in size. These were removed from the general "Residential" category and listed separately.

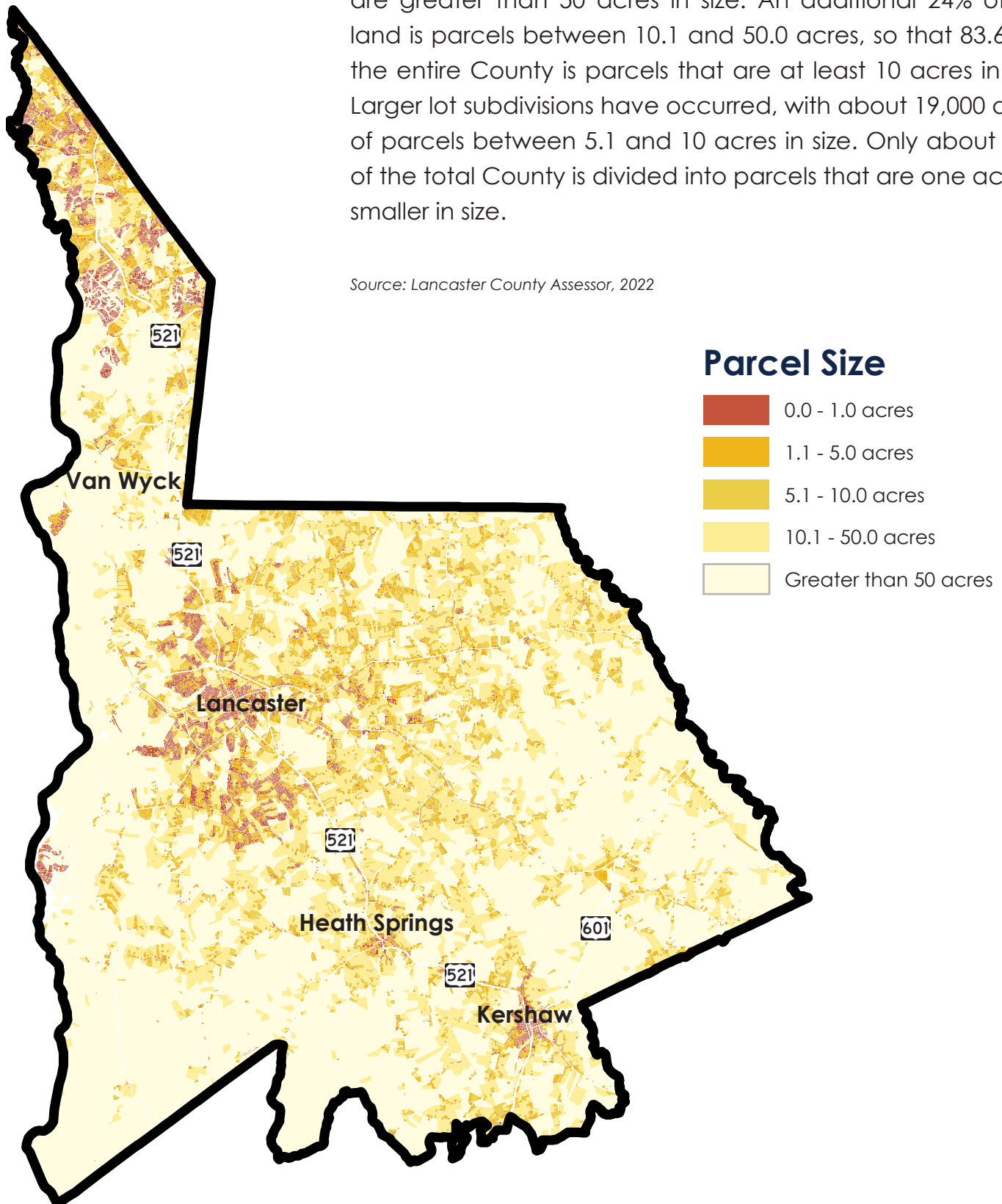
GENERALIZED LAND USE	TOTAL ACREAGE	% OF AREA
Undeveloped	21,878	6.4%
Agricultural	188,144	54.9%
Rural Residential	62,273	18.2%
Residential	37,186	10.8%
Institutional	18,133	5.3%
Commercial	7,750	2.2%
Industrial	7,569	2.2%

PARCEL SIZE	TOTAL ACREAGE	% OF TOTAL AREA
0.0 - 1.0 acres	12,052	3.6%
1.1 - 5.0 acres	24,445	7.3%
5.1 - 10.0 acres	18,697	5.6%
10.1 - 50.0 acres	80,824	24.0%
Greater than 50 acres	200,797	59.6%

Land Subdivision Pattern

Almost 60% of Lancaster's land is subdivided into parcels that are greater than 50 acres in size. An additional 24% of the land is parcels between 10.1 and 50.0 acres, so that 83.6% of the entire County is parcels that are at least 10 acres in size. Larger lot subdivisions have occurred, with about 19,000 acres of parcels between 5.1 and 10 acres in size. Only about 3.6% of the total County is divided into parcels that are one acre or smaller in size.

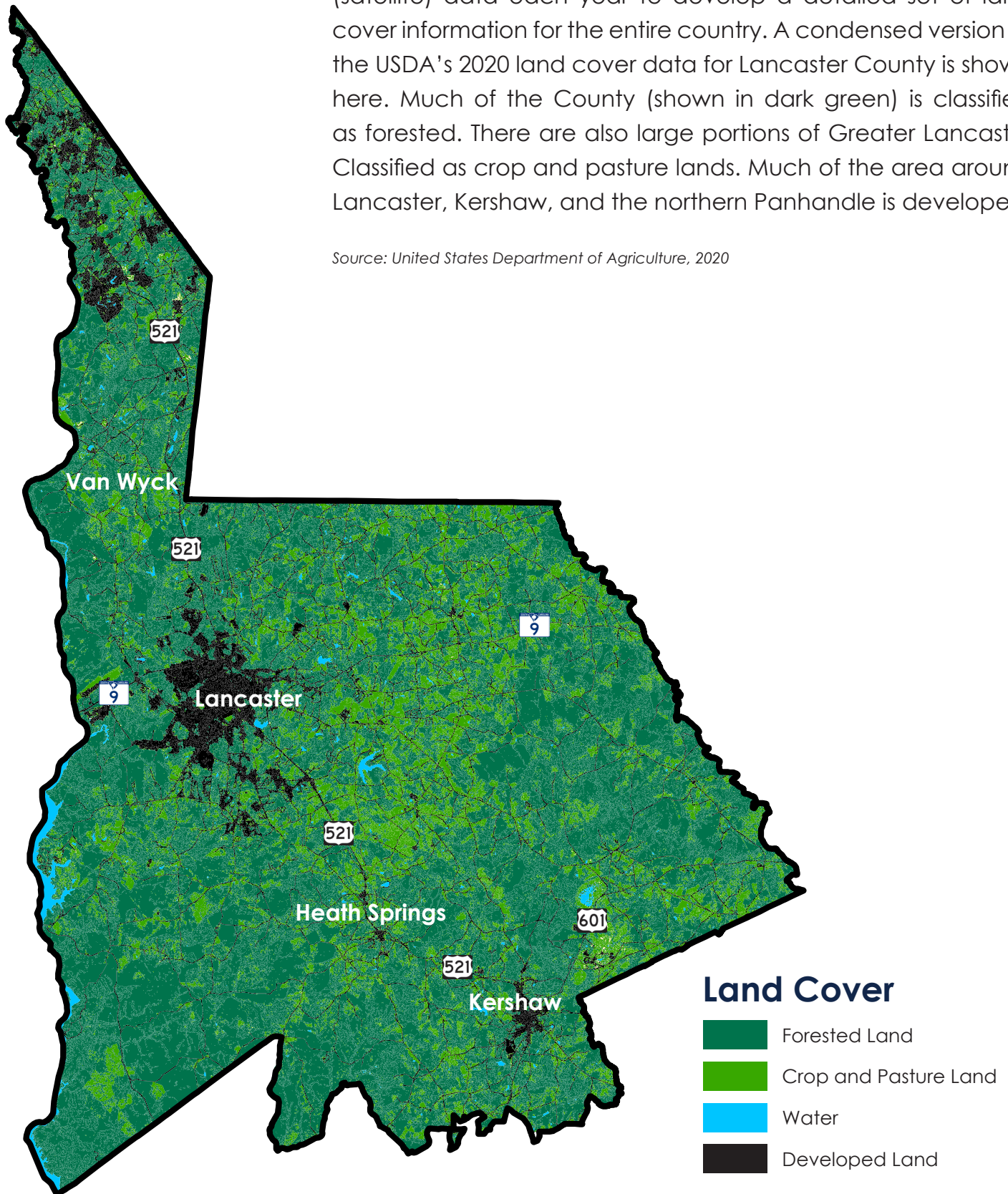
Source: Lancaster County Assessor, 2022



Land Cover

The United States Department of Agriculture collects lidar (satellite) data each year to develop a detailed set of land cover information for the entire country. A condensed version of the USDA's 2020 land cover data for Lancaster County is shown here. Much of the County (shown in dark green) is classified as forested. There are also large portions of Greater Lancaster Classified as crop and pasture lands. Much of the area around Lancaster, Kershaw, and the northern Panhandle is developed.

Source: United States Department of Agriculture, 2020

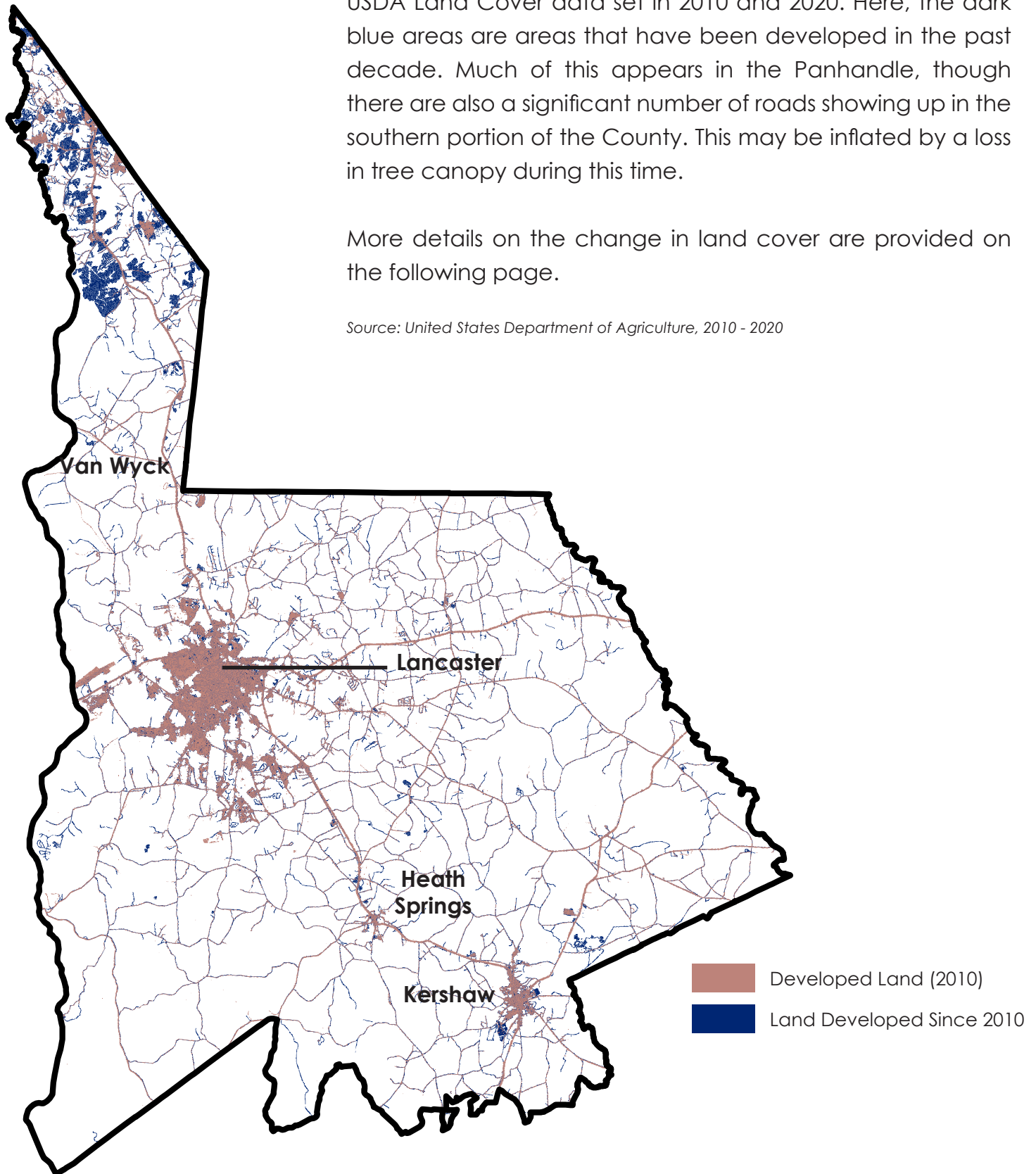


Change in Land Cover

This map displays land classified as “developed” by the USDA Land Cover data set in 2010 and 2020. Here, the dark blue areas are areas that have been developed in the past decade. Much of this appears in the Panhandle, though there are also a significant number of roads showing up in the southern portion of the County. This may be inflated by a loss in tree canopy during this time.

More details on the change in land cover are provided on the following page.

Source: United States Department of Agriculture, 2010 - 2020



The tables below provide details on the total area of the County which is covered in different land types during 2010 and 2020, as well as the ways in which land cover changed over this decade. Here you can see that the largest portion of the County was forested land during both of these time periods, and that forested land has actually increased in size between 2010 and 2020. This likely correlates with the decrease in pasture land, which dropped significantly. The second largest land cover increase was in developed land. Between 2010 and 2020, almost 8,000 acres of land were developed in Lancaster County. Crop land and water also saw slight increases between 2010 and 2020.

LAND COVER TYPE	TOTAL AREA (2010)	TOTAL AREA (2020)	CHANGE IN AREA (2010 - 2020)
Forested Land	247,150.7 AC	263,731.2 AC	+ 16,580.5
Crop Land	8,133.4 AC	13,875.3 AC	+ 5,741.9
Pasture Land	69,022.0 AC	38,068.4 AC	- 30,953.6
Water	4,586.1 AC	5,234.7 AC	+ 648.6
Developed Land	26,427.0 AC	34,410.3 AC	+ 7,983.2

LAND COVER TYPE	PERCENT OF TOTAL AREA (2010)	PERCENT OF TOTAL AREA (2020)	CHANGE IN PERCENT OF AREA (2010 - 2020)
Forested Land	69.6%	74.2%	+ 4.7%
Crop Land	2.3%	3.9%	+ 1.6%
Pasture Land	19.4%	10.7%	- 8.7%
Water	1.3%	1.5%	+ 0.2%
Developed Land	7.4%	9.7%	+ 2.2%

Future Land Use

The Future Land Use Map, which is shown on the following page, is one of the primary tools the County has to provide direction on future land use and development decisions. Though this map is not regulatory, like the zoning map, it must be used by the Planning Commission and County Council when considering rezonings and similar development decisions. The future land use map is intended to provide general direction on land uses permitted throughout the County in the future. As growth continues and circumstances change, it will be imperative that the County continue to review and update the Future Land Use Map to ensure that it aligns with its vision. There are 11 future land use categories, as described on the following pages.

AGRICULTURE AND TIMBER

The Agriculture and Timber future land use category is primarily applied to Southern Lancaster and the eastern portion of Greater Lancaster. This area is characterized by significant concentrations of contiguous parcels greater than 50 acres in size and it is intended to preserve land for farming and forestry. To preserve this land, the use of the major subdivision process for residential development should not be allowed and the minimum lot size should be five acres. Scattered residences, crossroads commercial areas that serve basic needs, and rural businesses (such as agricultural and forestry businesses) should be permitted supporting uses.

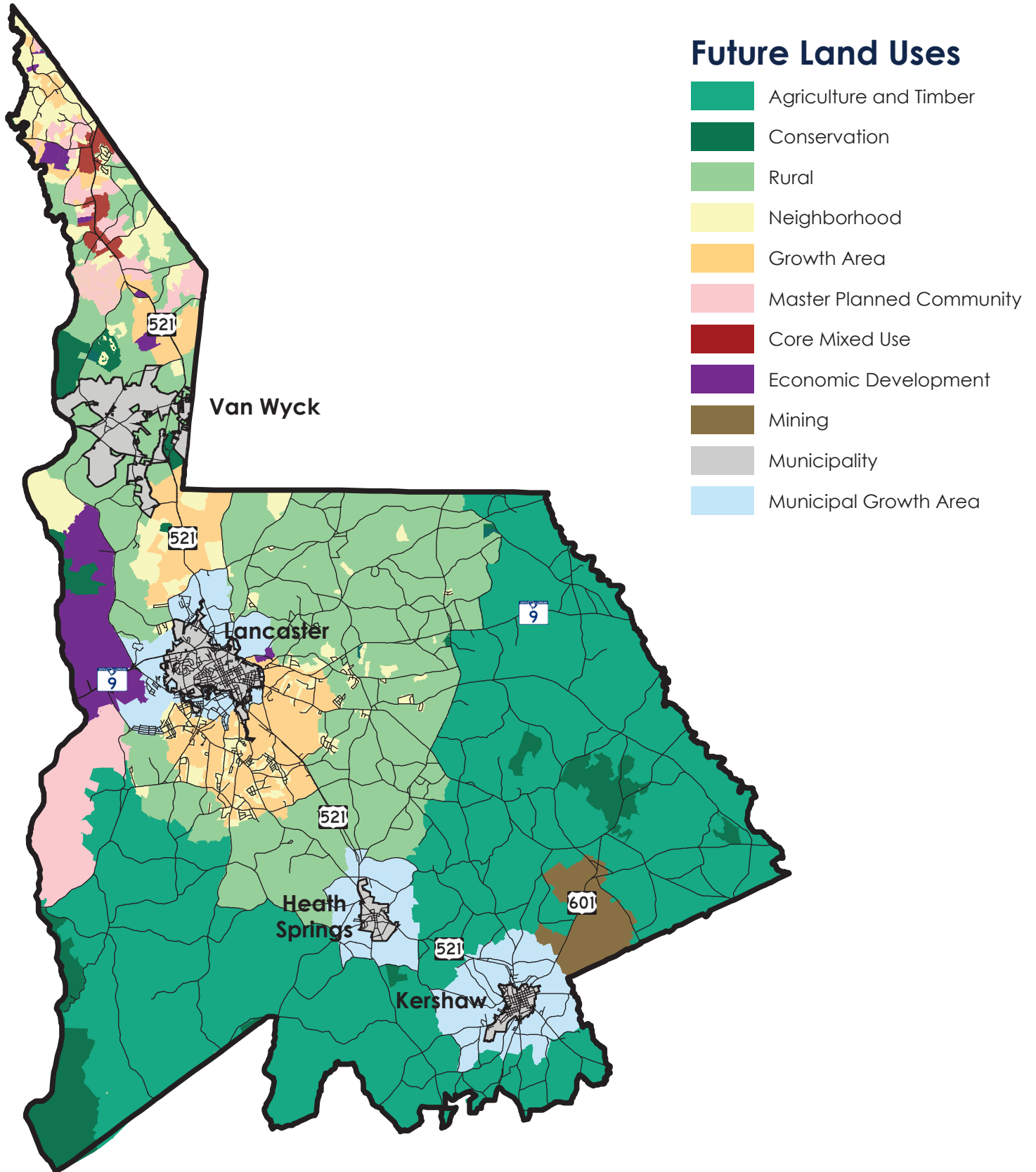
CONSERVATION

This future land use category is applied to land owned by public agencies, non-profits, and others and is in use for conservation purposes. This also includes large contiguous tracts of permanently protected conservation land associated with development. Major examples include Forty Acre Rock and Liberty Hill Wildlife Management Areas. The largest concentration of Conservation areas is in Southern Lancaster.

RURAL

This category is generally applied to lands that lack wastewater access, have accessibility challenges, or have insufficient infrastructure to support urban growth. This category is also assigned to areas which should provide a transition between growth areas or serve as a buffer when more dense development would present compatibility challenges. Major subdivisions should be allowed in Rural areas, with a three acre minimum lot size, and minor subdivisions should have a one acre minimum lot size. Low density residential development, agriculture, rural and crossroads commercial uses should all be permitted so long as they maintain the rural character of the area.

Future Land Use Map



NEIGHBORHOOD

The Neighborhood category is applied to both existing and in-progress residential development. In rural areas, this category is only applied to major subdivisions. Neighborhoods are not likely to change in the future and the intent of this category is to preserve the character and direct incompatible uses away from formal residential neighborhoods.

GROWTH AREA

Growth Areas are intended to designate areas where growth should occur based on the availability of supportive infrastructure and land. These areas are intended to support suburban scale residential development along with supportive commercial development at major crossroads and along arterial streets and thoroughfares.

MASTER PLANNED COMMUNITY

Master Planned Communities identify previously approved subdivisions that were developed or entitled under a Planned Development District zoning designation. Given the nature of the approval of these developments, change in the overall development pattern within their boundaries is inherently unlikely for those that have been completed. From a compatible growth perspective, these communities tend to be primarily residential in composition, and should be protected from adjacent incompatible development, such as high intensity industrial uses. Included in this category is the Edgewater community in the Greater Lancaster planning area, which has approximately 8,000 approved dwelling units; the majority of which have yet to be constructed. The size of this planned community, encompassing nearly 2% of the County's entire land area, is equivalent to a large town or small city, and it is expected to have a significant impact on the western portions of Greater and Southern Lancaster, as well as the City of Lancaster once completed.

CORE MIXED USE

The Core Mixed Use category is intended to facilitate the ongoing development of the primary urban centers in the Panhandle. These areas should accommodate a wide range of higher density housing, as well as major commercial and mixed use developments. These areas should help to support a transition to a more "urban" environment over time, with improved transportation connections, greater walkability, and more amenities for residents.

ECONOMIC DEVELOPMENT

The Economic Development areas are intended to protect major industrial development and provide economic development opportunities for the County. The largest economic development area is along the Catawba River, in Greater Lancaster, between SC-9 and SC-5, west of the City of Lancaster. This area should have less competition for housing; is located within and around existing industrial uses, including the airport; and may provide needed employment for residents of the City of Lancaster. Rural economic development can be more flexible in the type of uses that are accommodated, though all of these areas should be open to more modern uses.

MINING

The Mining future land use category describes the location of high-intensity extractive industry with the goal of limiting incompatible development in close proximity to these uses. These areas are generally applied to land designated with the Mining Zoning District and are primarily concentrated in Southern Lancaster County.

MUNICIPALITY

Municipality designates land within the corporate limits of the County's four municipalities. These areas are not subject to the zoning and land use regulations of Lancaster County and are thus excluded from the Future Land Use Map recommendations.

MUNICIPAL GROWTH AREA

Municipal Growth Areas designate future growth areas of the three municipalities which have local wastewater collection systems. The Municipal Growth Area around the City of Lancaster is a formal agreement for wastewater service between the City of Lancaster and Lancaster County. The Municipal Growth Areas around the Towns of Kershaw and Heath Springs are informal, designating areas in which urban growth is possible due to the availability of utilities. It is the intention of the Future Land Use Map to direct growth to these areas through annexation requirements, as appropriate. The County should work with the municipalities to review development proposals in these areas in the future, to ensure that any development that may end up in municipalities in the future is compatible with those municipalities' regulations.

Land Use - Key Observations

- There are 22 zoning districts utilized by Lancaster County. The majority of the County's land area is in rural zoning districts.
- Based on property appraiser data, more than half of the County is used for agricultural purposes (including forestry) and about one-third of the County's land is comprised of property used primarily for residential purposes.
- The majority of the County's land area is divided into parcels which are at least 10 acres in size.
- Much of the land within the County is considered to be "forested."
- Analysis of satellite imagery shows significant conversion of forests and farmland to a developed land cover status in the northern portion of the Panhandle over the last decade.
- Growth and development was identified as the number one concern by residents who participated in the community survey.
- Many of those who participated in the community survey identified concerns about community appearance, going so far as to request stricter development standards for landscaping and architectural design.

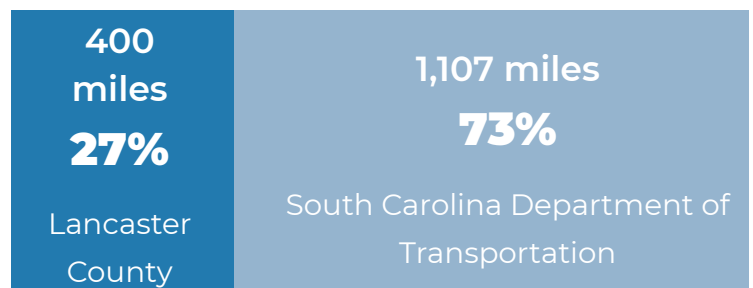
TRANSPORTATION

The Transportation Element considers the existing and anticipated future conditions of the County's transportation network, modes of transportation service, and other elements related to how people move around the community. This element provides information on the existing transportation facilities, including roads, greenways, trails, and sidewalks; as well as the average traffic on these facilities; the number of accidents occurring on roadways; and the transportation improvements planned to take place in the coming years.

Traffic congestion is one of the most noticeable indicators of the growth the County has experienced over the past several decades. This is exacerbated by the fact that the County's overall transportation network has remained relatively unchanged, with no major expansions or new roadways being developed, over the past two decades. There have been some minor capacity improvements associated with new development, such as the widening of US-521, but many of these have not kept pace with the network capacity needs. As a result, Lancaster County is working to invest in enhancements to the system with their agency departments - the South Carolina Department of Transportation (SCDOT) and the Rock Hill Fort Mill Area Transportation Study (RFATS).

As growth continues to occur in the communities surrounding Lancaster County, improvements to the regional network, including increased connections to neighboring communities, are also important. Another important transportation element is multi-modal connections that can be provided to reduce automotive traffic by providing opportunities for residents and visitors to walk or bike to destinations. The expansion of the Carolina Thread Trail, as well as the Lindsay Pettus Greenway, are multi-modal connections that residents have supported throughout this planning process. While there are gaps, this growing trail system will ultimately allow residents, should they choose, to travel to downtown Charlotte without using a motor vehicle.

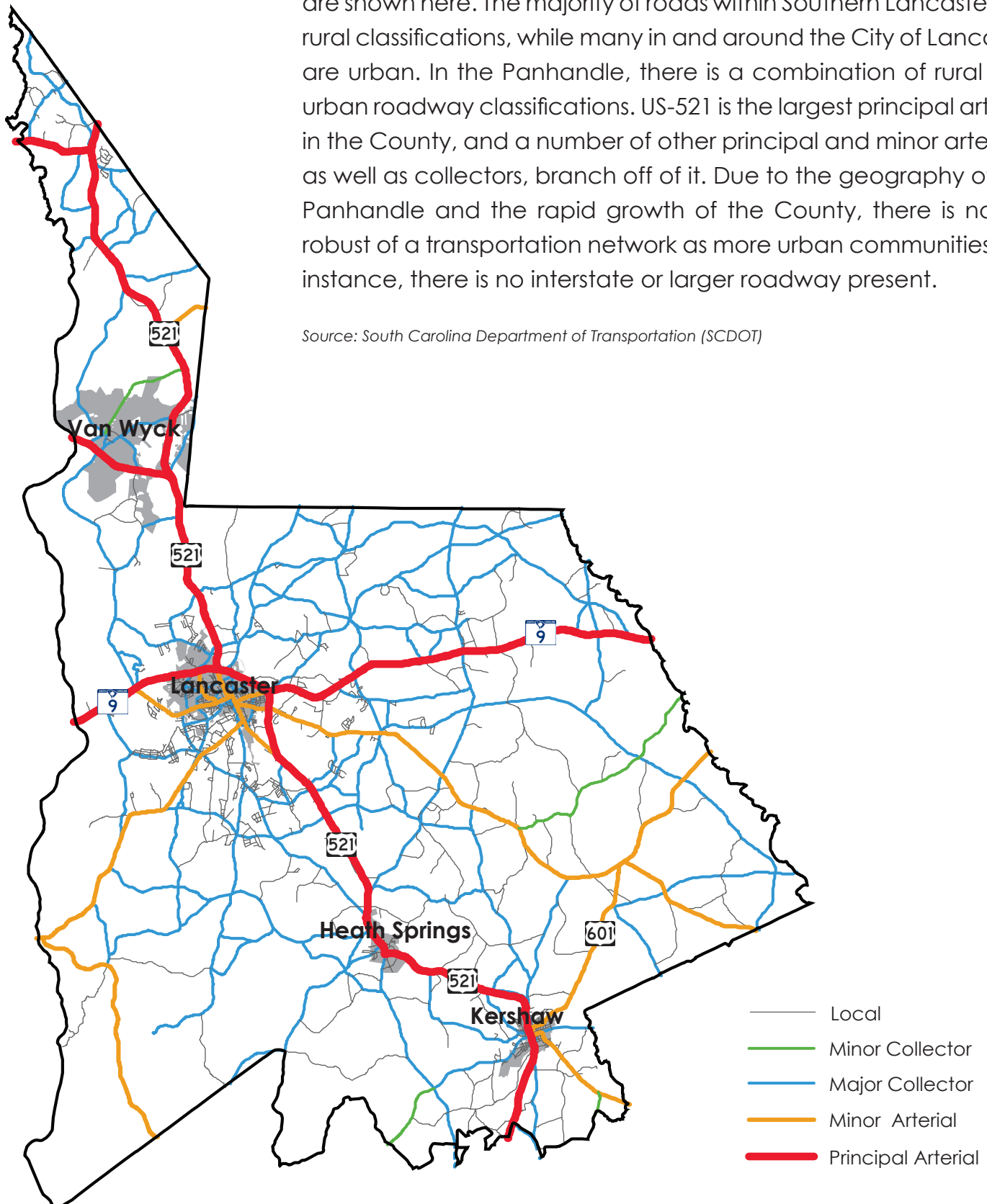
There is currently no public transportation available within the County, and many of the roads are owned by the State of South Carolina. **The State maintains more than 1,000 centerline miles of roads in Lancaster County today, while the County maintains just 72 centerline miles of roads. The County owns 400 miles of paved roads and 400 miles of dirt roads.** The availability of funding at the local, regional, and state level constrain many potential improvements to the transportation network in Lancaster County.



Functional Classification

The functional classification for roadways within Lancaster County are shown here. The majority of roads within Southern Lancaster are rural classifications, while many in and around the City of Lancaster are urban. In the Panhandle, there is a combination of rural and urban roadway classifications. US-521 is the largest principal arterial in the County, and a number of other principal and minor arterials, as well as collectors, branch off of it. Due to the geography of the Panhandle and the rapid growth of the County, there is not as robust of a transportation network as more urban communities. For instance, there is no interstate or larger roadway present.

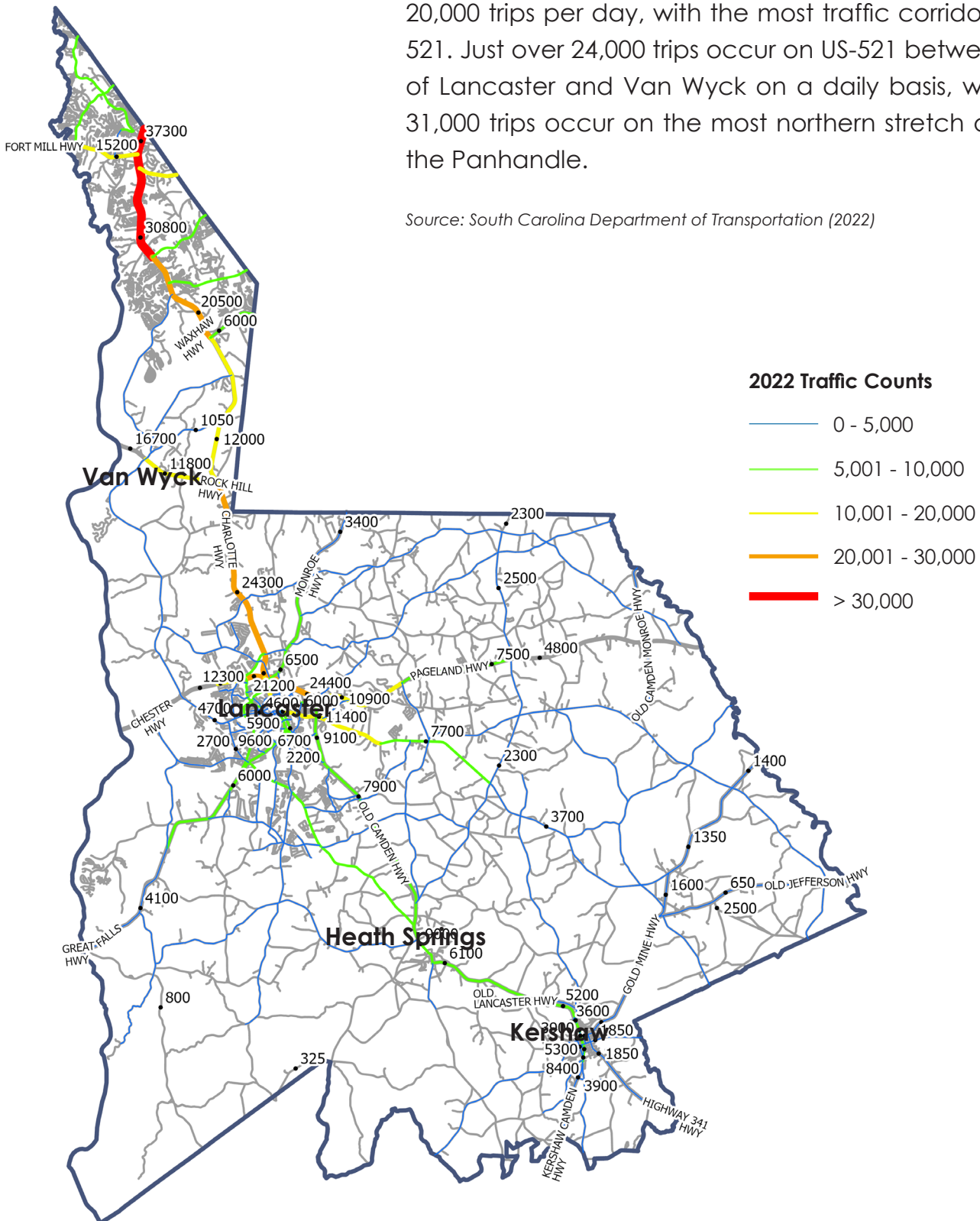
Source: South Carolina Department of Transportation (SCDOT)



Average Daily Traffic Volume

The most recent (2022) traffic volumes for Lancaster County are shown here. The majority of roadways carry less than 20,000 trips per day, with the most traffic corridor being US-521. Just over 24,000 trips occur on US-521 between the City of Lancaster and Van Wyck on a daily basis, while almost 31,000 trips occur on the most northern stretch of US-521 in the Panhandle.

Source: South Carolina Department of Transportation (2022)



Roadway Capacity and Level of Service

Traffic congestion remains a topic of discussion with residents, elected officials, and others within the County and region. Link level of service (LOS) is a traveler-based perception of how well a transportation service or facility operates at a planning level. This approach evaluates comfort for vehicles based on arterial average motorized vehicle travel speeds and density. An analysis of the links was performed for corridors with more than 1,000 vehicle trips per day.

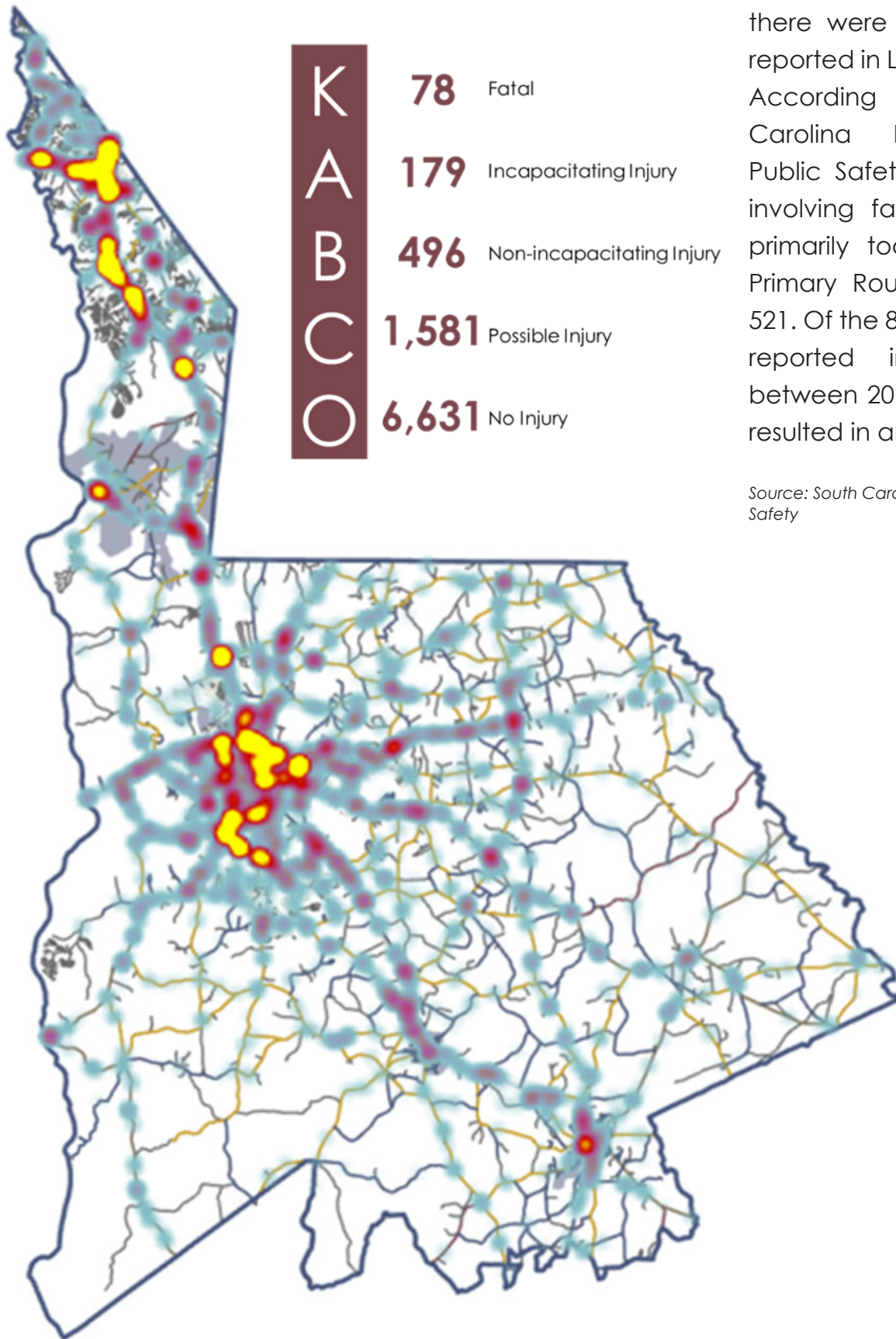
The most common misconception about LOS is that the A through F categories are comparable to school letter grades. For motorized vehicles, LOS A is most likely not a desirable goal from a transportation perspective. LOS A in a peak travel hour could indicate inefficient investment in a corridor (overbuilding). It is simply not cost-effective to design state roadways to operate at LOS A during the peak hour. Overbuilding a corridor can lead to excessive speeds in the off-peak, which could create safety concerns for all roadway users. On the other hand, LOS F represents a point of capacity – the corridor is moving the maximum number of vehicles at peak hour. LOS F means that either the peak hour demand exceeds capacity or that another undesirable condition exists – lack of turn lanes, poor roadway geometry, or other factors. The table on the following pages highlights the current level of congestion and the remaining capacity for corridors throughout Lancaster County. The primary factor for the corridors studied was based on available data, primarily an Annual Average Daily Traffic (AADT) volume.

ROADWAY	FROM	TO	LANES	2022 ADT	% CAPACITY USED	LEVEL OF SERVICE
US-521	NC State Line	SC-160	4	37,300	100%	F
	SC-160	Collins Road	4	30,800	83%	E
	Collins Road	SC-75	4	20,500	55%	C
	SC-75	W North Corner Road	4	12,000	32%	B
	W North Corner Road	SC-9	4	24,300	65%	D
	SC-9	Kershaw Camden Highway	2	9,100	54%	C
	Kershaw Camden Highway	Fairhill Road	2	7,900	46%	B
	Fairhill Road	W North Corner Road	2	12,000	71%	E
	W North Corner Road	W Caston Street	2	9,000	53%	C
	S Main Street	Horton Rollins Road	2	6,100	36%	B
	Horton Rollins Rd	N Maston Street	2	5,200	31%	B
	S Hampton Street	S Hampton Street	2	9,000	53%	C

ROADWAY	FROM	TO	LANES	2022 ADT	% CAPACITY USED	LEVEL OF SERVICE
SC-9	Riverside Road	Crestfield Drive	4	12,700	34%	A
	Crestfield Drive	US-521	4	22,800	61%	D
	US-521	Sunshine Road	2	10,900	64%	D
	Holiday Road	County Line	2	7,500	44%	B
SC-5	Catawba River	Riverside Road	2	16,700	98%	F
	Riverside Road	US-521	2	1,800	69%	D
River Road	SC-5	Old Hickory Road	2	1,400	8%	A
	Old Hickory Road	SC-9	2	2,800	16%	A
SC-280 (Monroe Highway)	NC State Line	Shiloh Unity Road	2	3,400	20%	A
	Shiloh Unity Road	US-521	2	6,500	38%	A
Flat Creek Road	US-521	S Potter Road	2	11,400	67%	D
	Rocky River Road	Duckwood Road	2	3,700	22%	A
US-601	US-521	Blackwell Drive	2	2,900	17%	A
	Duckwood Road	Flatcreek Road	2	1,600	9%	A
	Taxahaw Road	NC State Line	2	1,400	8%	A
SC-75	US-521	NC State Line	2	6,000	35%	B
Jim Wilson Road	US-521	Henry Harris Road	2	6,500	46%	C
Shelley Mullis Road	US-521	Henry Harris Road	2	6,700	39%	B
Doby's Bridge Road	Catawba River	US-521	2	10,400	74%	D
SC-160	Catawba River	US-521	4	15,200	41%	C
Marvin Road	US-521	NC State Line	2	9,600	56%	D
Calvin Hall Road	Karriker Court	Culp Ridge Trail	2	5,500	39%	B
	Culp Ridge Trail	SC-160	2	3,300	19%	A
Harrisburg Road	NC State Line	Barberville Road	2	6,300	37%	A
	Barberville Road	Calvin Hall Road	2	5,200	31%	A
Barberville Road	Harrisburg Road	SC-160	2	7,900	46%	C
Van Wyck Road	W Rebound Road	US-521	2	2,200	13%	A

While most of the corridors are currently operating at an acceptable level of service (LOS D or better), there are several segments and corridors operating at LOS E and F. The corridors within the saturated or over saturated conditions will continue to operate poorly and contribute to additional delay for commuters and residents using the corridors.

Crash History



Between 2017 and 2021, there were 78 fatal crashes reported in Lancaster County. According to the South Carolina Department of Public Safety data, collisions involving fatalities or injuries primarily took place on US Primary Routes, such as US-521. Of the 8,596 total crashes reported in the County between 2017 and 2021, 26% resulted in an injury or fatality.

Source: South Carolina Department of Public Safety

Bicycle and Pedestrian Facilities

Across the country, South Carolina roadway users are among those most at risk for pedestrian and bicycle crashes. South Carolina ranks fifth in the nation for pedestrian fatalities based on population, and from 2009 to 2019, pedestrian fatalities increased by 80% while bicycle fatalities more than doubled across the State. Pedestrian and bicycle fatalities comprised more than 20% of all highway deaths in South Carolina in 2019, despite contributing to less than 1% percent of all crashes. This trend has consistently increased during the past five years.

In 2022, the South Carolina Department of Transportation developed the first Pedestrian and Bicycle Safety Action Plan (PBSAP). The PBSAP provides a framework for focusing statewide attention on improving conditions for the most vulnerable road users: pedestrians and bicyclists. It is intended to help SCDOT and local partners decide where to focus pedestrian and bicycle safety improvements and how to select optimal countermeasures that are appropriate based on roadway environments, policies, and behavioral programs.

Lancaster County currently does not have a Countywide pedestrian or bicycle master plan. However, RFATS has the Walk-Bike RFATS Pedestrian Plan, which covers the urbanized area of Lancaster County – the Panhandle. RFATS commissioned the Bike Walk plan in 2016 to guide short and long-term transportation and land use planning decisions for a safer, more accessible bicycling and walking environment (Bike Walk, 2016). The plan identified proposed network maps which include primary routes for active transportation via bike lanes, shared-use paths, and sidewalks in the Panhandle. Some of these are part o the Carolina Thread Trail, a 15-county bi-state program to create an interconnected trail system with major regional trails. A guiding principle of the Carolina Thread Trail is “respect for the land and respect for the landowner.” The Plan includes 182 miles of trails and 41 miles of blueways. The Lancaster Panhandle Greenway segment of the trail system includes 8.3 miles within the County and connects outside of the County for a total of 20.4 miles. Connection and access opportunities are located at Andrew Jackson State Park, Twelve Mile Creek, and the historic Old Waxhaw Presbyterian Church / Cemetery in Union County, NC. A detailed map of the full Carolina Thread Trail plan for Lancaster County is shown on the following page.

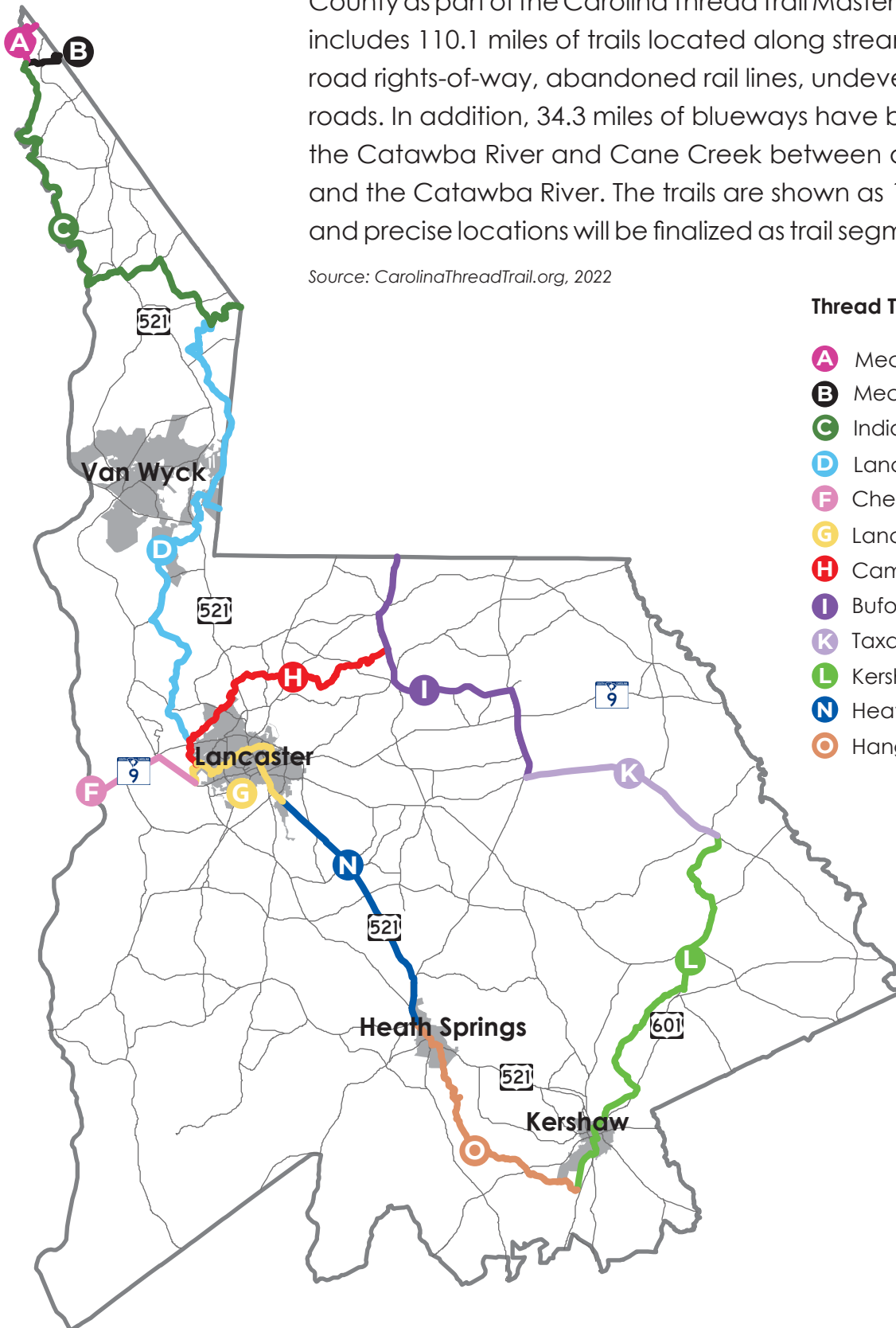


Like many communities, the expansion of the County's pedestrian network occurs through maintenance and replacement of facilities, implementation of adjacent projects (widening and new roadways), and private development investment. The County currently does not allocate annual budget funding for expansion of the pedestrian network.

Carolina Thread Trail Plans

This map displays the major trail segments recommended in Lancaster County as part of the Carolina Thread Trail Master Plan. The Master Plan includes 110.1 miles of trails located along stream and river corridors, road rights-of-way, abandoned rail lines, undeveloped land, and dirt roads. In addition, 34.3 miles of blueways have been identified along the Catawba River and Cane Creek between downtown Lancaster and the Catawba River. The trails are shown as 1/4 mile wide buffers, and precise locations will be finalized as trail segments are developed.

Source: CarolinaThreadTrail.org, 2022



Thread Trail Master Plan Segments

- A** Mecklenburg - York Connector
- B** Mecklenburg Connector
- C** Indian Land Greenway
- D** Lancaster - Panhandle
- F** Chester Connector
- G** Lancaster Greenway
- H** Camp Creek Greenway
- I** Buford Greenway
- K** Taxahaw Greenway
- L** Kershaw Greenway
- N** Heath Springs Greenway
- O** Hanging Rock Creek

Other Modes and Improvements

RAIL FACILITIES

Much of the rail system in Lancaster County was developed during the 20th Century and served to spur economic development. Today, the rail system serves freight traffic, primarily through a major rail line owned by CSX Transportation, which traverses the Panhandle region from Highway-5 northeast to Union County, NC. This line connects Lancaster County businesses with communities from Hamlet North Carolina to Abbeville South Carolina.

Norfolk Southern used to have a main line which entered the County from the northwest and passed through the City of Lancaster and continues through the Towns of Heath Springs and Kershaw. This line, completed in the 1880s, led to the development of the City of Lancaster as a major market town for the agricultural products of the County, as well as the establishment of the Towns of Heath Springs and Kershaw. This line has now been taken over by the Lancaster and Chester Railroad. Norfolk Southern's current connection to the County exists at the Catawba South Carolina Yard, where CSX Transportation, Lancaster and Chester Railroad, and Norfolk Southern converge. A third rail system, the Lancaster and Chester Railroad, is a short line developed originally to provide service to the Springs Industries mills. It now serves a variety of other industries in the County. This line passes through Fort Lawn and Richburg in Chester County, to the west, and terminates in the City of Lancaster. As noted above, it then continues on the old Norfolk Southern Line to Heath Springs and Kershaw.

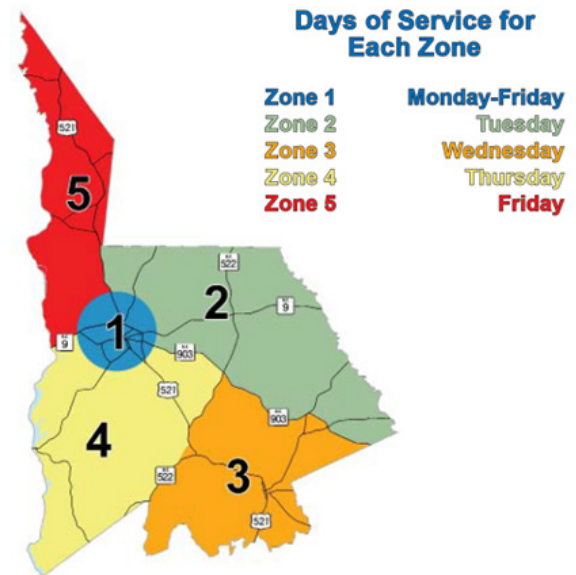
Lancaster County is a strategic freight location due to its central location, just south of Charlotte, and just west of I-77, as well as through its existing railroad crossroads. South Carolina designates freight routes throughout the State to ensure the proper maintenance and construction of highways suitable for heavy freight users.

AVIATION

Lancaster County Airport-McWhirter Field (LKR) provides general aviation service for the County. The airport is located west of the City of Lancaster, on Highway-9. The airport lies within 30 nautical miles of Charlotte Douglas International Airport, and is home to one of the largest, non-military runways in the southeast. At 6,000 feet in length, the airport can accommodate aircraft weights below 200,000 pounds, including common commercial airplanes such as the Boeing 737, 757, and 767, as well as the Airbus A318 and 319 versions. Improvements to the airport include the construction of a terminal building with a conference room and classroom, a parallel taxiway, hangers, and lighting improvements to the runways.

TRANSIT

Lancaster Area Ride Service is a joint effort of local non-profit organizations committed to making Lancaster County residents mobile. The service is operated by the Lancaster County Council on Aging, with funding from the South Carolina Department of Transportation and Lancaster County. This provides demand response or “Dial-A-Ride” services to citizens who do not qualify for Medicaid but do not have the transportation necessary for medical appointments. A one-way trip within the County is just \$5, and rates are between \$10 and \$20 for one-way trips to Rock Hill, Charlotte, and Columbia. The map to the right displays the weekly schedule within which service is provided. Over 13,000 County residents were estimated to be the target audience for this service when it began in 2009, and it is likely to have grown since.

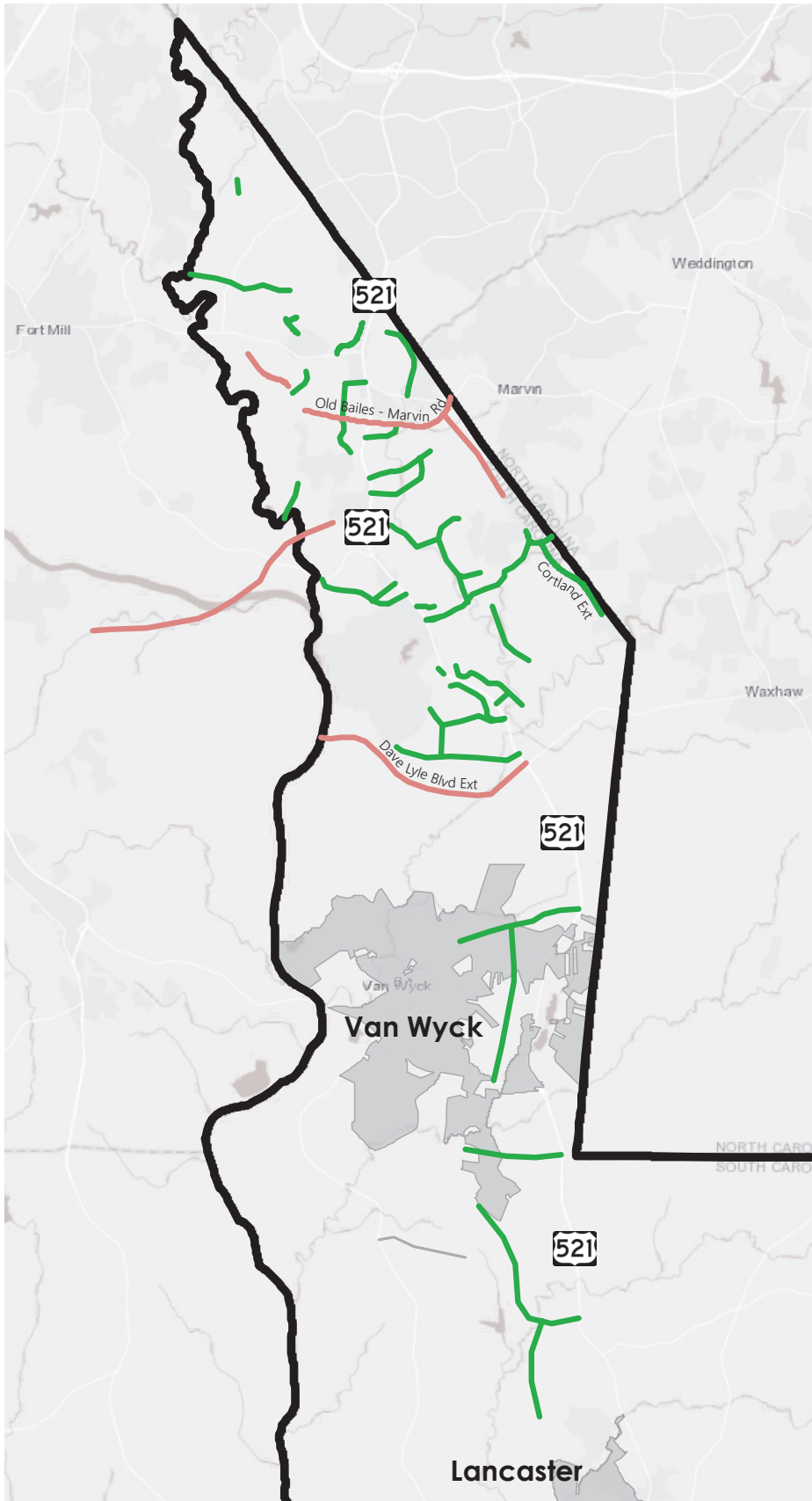


PLANNED IMPROVEMENTS

Several planned roadway projects and mobility studies are currently underway. Most notably is the study that is being conducted by the Rock Hill-Fort Mill Area Transportation Study (RFATS) to consider improvements for US-521 from Waxhaw Highway to the North Carolina State Line. This regional study would address internal and regional movements for those who use US-521 for local and regional trips. Enhancement of this corridor would provide much needed mobility for the County, as it will also consider bicycle and pedestrian improvements.

The RFATS region initiated a Collector Street Plan in 2017 to reduce long-term traffic congestion by outlining a network of supporting streets to expand driver choice, provide alternative routes, and guide the construction of a more developed network of interconnected streets (RFATS Collector Street Plan, 2017). The map on the following page depicts the recommendations of the RFATS Collector Street Plan, with some additional recommendations that have emerged from this planning process. In general, overall connectivity is always favored and encouraged. However, there are key connections that are vital for long-term mobility and preservation of capacity. The recommendations shown also include the Southern Panhandle Extension parallel roadway as previously discussed. Two key connections include the SC-160 Marvin Road Connector and the Northfield Drive Extension.

Transportation Planning



This map displays the collector street recommendations of the RFATS Collector Street Plan (originally adopted in 2017), with modifications to account for past development and additional collector road corridors identified during the development of the Comprehensive Plan that are recommended for inclusion in a future update to the Collector Street Plan.

Collector Street Additions

- 2 Lane Collector Streets
- 4 Lane Collector Streets

A new connector between Fort Mill Parkway (SC-160) and Marvin Road would provide relief at the intersections between these two roadways. This connector would also remove turning traffic along US-521, which would result in better operational performance of the intersections throughout US-521. The Northfield Drive Extension would provide another much-needed connection to Doby's Bridge Road, as well as a crossing of Little Sugar Creek and the Catawba River. With only four crossings of the Catawba River north of SC-9, additional connections would provide east-west mobility to Dave Lyle Boulevard and Interstate-77 in York County. This project would also be phased, providing an initial connector between US-521 and Doby's Bridge Road or Doby's Bridge Road to Sturgis Road, as the segments are mutually exclusive.

In 2018, RFATS developed a Walk-Bike RFATS Pedestrian Plan which includes a number of planned bike lanes, bike routes, shared-use paths, and sidewalks in the Panhandle. The plan for shared-use paths, which largely follow the Carolina Thread Trail network, would provide connections between North Carolina and the entire northern portion of the Panhandle.

The Long-Range Transportation Plan (LRTP) is a federally required comprehensive analysis of the areas within the RFATS and Catawba COG areas of Lancaster County. Current needs with respect to all forms of mobility are reviewed, evaluated, and recommendations are generated. The LRTP currently includes plans to extend Dave Lyle Boulevard within Lancaster County to connect to I-77 and US-21 in Rock Hill. This extension is on the unfunded project list.

As the Comprehensive Plan was being prepared, RFATS engaged a consultant to review options for widening and improving the safety of US 521 from Waxhaw Highway to the state line. The study looked at options for widening the highway to six lanes, including a review of the anticipated future function intersections along the corridor. Alternative intersection designs were studied, in particular "reduced conflict" intersections that move left-turning movements away from intersections to eliminate conflict points with cross traffic and improve traffic flow.

Lancaster County also recently developed a US-521 access study plan, which evaluates mobility along US-521 between Van Wyck and Henry Harris Roads. The intent of the plan is to develop access for parcels that are currently undeveloped fronting and adjacent to US-521. Through this plan, future development's access and the parcel driveways will be limited to those that are approved and recommended in this plan. The plan also calls for the development of parallel roadway to US-521 to facilitate local trips and greater parcel access. Access management remains one of the best returns on investment for transportation to improve mobility and safety.

Transportation - Key Observations

- The County's road network is limited in terms of interconnected collector streets, which can pose problems for cross-jurisdictional travel.
- The greatest amount of traffic occurs along US-521 in the Panhandle. In fact, segments of US-521 and SC-5 have a level of service of F, meaning that they may need to be improved to resolve existing traffic capacity issues.
- Planning for the widening of US 521 is underway. This project will eventually lead to the widening of the highway to 6 lanes from the state line to Waxhaw Highway, and will likely include "reduced conflict intersections."
- More than one-quarter of the traffic crashes that have occurred in the County in recent years have resulted in injury or death.
- There have been a number of notable improvements to the pedestrian and bicycle networks in Lancaster County in recent years. There is great interest in continuing to expand these modes of transportation, particularly in urbanized areas such as the Panhandle.
- A relatively extensive rail network exists in Lancaster County, which is advantageous for economic development efforts and industry growth.
- The Lancaster County Airport-Whirter Field is an excellent resource for local industries and other businesses or residents which may rely on aviation.
- The only form of public transportation in the County is a dial-a-ride program which is operated by local non-profit organizations, with partial funding from the County. There is a potential need for public transportation in the future, though the rural nature of the County provides some limitations for an effective system.
- There are limited transportation improvements planned within the County in the coming years. The County should continue to work with regional partners to improve the likelihood of additional planned improvements.
- Traffic congestion was the number two concern by residents who participated in the community survey. Concerns about traffic congestion are highest from respondents within the Panhandle.
- Fewer than half of survey respondents are concerned with pedestrian facilities, transit access, and bicycle facilities.
- Almost 100 survey respondents (95) requested the County provide some type of public transportation.

PRIORITY INVESTMENT

The Priority Investment Element analyzes potential local, state, and federal funds available for public projects, and recommends implementation strategies which may take advantage of these funds in the coming years. Another part of this element is considering adjacent and relevant agencies and jurisdictions who may be helpful partners in advancing some of these recommendations.

Potential Funding Sources

REGIONAL FUNDING

Catawba Regional Council of Governments (CRCOG): The CRCOG provides a broad range of assistance to local governments in Chester, Lancaster, Union, and York Counties. The COG serves as a forum for intergovernmental coordination and as a central staffing resource for grantsmanship, land use and transportation planning, community and economic development, workforce investment, GIS mapping, information systems, and project management.

Rock Hill Fort Mill Area Transportation Study (RFATS): RFATS is an intergovernmental transportation planning agency which administers planning assistance to urbanized portions of the region, including the Panhandle. RFATS coordinates transportation planning activities within the urbanized area, in cooperation with the South Carolina Department of Transportation, the Federal Highway Administration, and the Federal Transit Administration.

STATE FUNDING

Community Development Block Grants (CDBG): CDBG funds are available through both the United States Department of Housing and Urban Development and the State Department of Commerce. CDBG funds can be used to assist local governments in a variety of projects, including those targeting infrastructure, job creation, revitalization, and public facilities.

South Carolina Department of Archives and History (SCDAH): SCDAH helps administer federal historic preservation and planning funds to local governments within the State through planning and preservation grants. These grants can be used to help fund historic district plans, facade improvement programs, and rehabilitation projects.

South Carolina Department of Health and Environmental Control (SCDHEC): SCDHEC has several grants available to counties, that provide solid waste services. These annual grants can help improve solid waste and recycling efforts.

South Carolina Department of Parks, Recreation, and Tourism (SCPRT): SCPRT has a State Parks and Recreation Development Fund (PARD) that is available to local governments for new parks and trails, or for improvements to existing facilities.

South Carolina Department of Transportation (SCDOT): SCDOT administers a number of federal grant programs which county governments are eligible for. Some of which the County could consider are described here. The Transportation Alternatives Program (TAP) is a reimbursement-based grant program that funds pedestrian facilities, bicycle facilities, and streetscape projects. Projects must be approved by the SCDOT or MPO and Federal Highway Administration, so it may be best to work with CRCOG or RFATS on these. The Safe Routes to School (SRTS) program may be used to fund infrastructure improvements, education, encouragement, and enforcement programs that enable and encourage children to safely walk to school.

South Carolina Forestry Commission (SCFC): SCFC has several grant programs which assist local governments with geographic information systems studies, tree surveys, and environmental protection projects.

South Carolina Rural Infrastructure Authority (SCRIA): SCRIA has a Basic Infrastructure Grant Program which can be used to offset local infrastructure projects.

FEDERAL FUNDING

Federal Economic Development Administration (EDA): The Federal EDA offers local governments infrastructure grants for economic development. This funding can assist in the development of economic development plans in under-served areas, technology-based economic development initiatives, and opportunity zone work.

Federal Transportation Administration (FTA): The FTA provides funding to local governments for public transit system development. This includes use on bus systems, subway systems, and commuter rail systems.

United States Department of Agriculture (USDA): The USDA provides grant opportunities specific to rural communities. Key programs provided by the USDA include community facilities grants and loans, water and wastewater disposal loans and grants, and rural business development grants.

Intergovernmental Coordination

The Priority Investment Act requires local governments to coordinate with adjacent and relevant jurisdictions and agencies before recommending projects for public expenditure. To facilitate this process, the Act encourages local governments to maintain a list of jurisdictions and agencies so that they can be effectively included in major planning and development decisions. The list of relevant jurisdictions and agencies to coordinate with in Lancaster County are listed here:

STATE AGENCIES

- South Carolina Department of Health and Environmental Control (SCDHEC)
- South Carolina Department of Commerce (SCDOC)
- South Carolina Department of Transportation (SCDOT)
- South Carolina Forestry Commission (SCFC)

REGIONAL AGENCIES

- Catawba Regional Council of Governments (CRCOG)
- Charlotte Regional Transportation Planning Organization (CRTPO)
- Rock Hill Fort Mill Area Transportation Study (RFATS)

LOCAL GOVERNMENTS

IN COUNTY

- City of Lancaster
- Town of Heath Springs
- Town of Kershaw
- Town of Van Wyck

ADJACENT TO COUNTY

- City of Charlotte
- Mecklenburg County, NC
- Union County, NC
- Fort Mill
- Rock Hill
- York County
- Chester County
- Fairfield County
- Kershaw County
- Chesterfield County

SCHOOL DISTRICTS

- Lancaster County School District

UTILITY PROVIDERS

- AT&T
- City of Lancaster
- Comporium
- Duke Energy
- York Electric Cooperative
- Lynches River Electric Cooperative
- Lancaster County Water and Sewer District
- Lancaster County Natural Gas Authority
- Spectrum

Priority Investment Areas

The Priority Investment Act allows local governments to use market-based incentives to encourage the development of traditional neighborhood designs and affordable housing in designated priority investment areas.

Capital Improvement Projects

Since 2008, Lancaster County voters have approved Capital Project Sales Taxes (CPST), often referred to as the Penny Tax. In 2008, the first CPST was approved to construct a new Lancaster County Courthouse, and in 2014, the second CPST was approved for road improvements and resurfacing of roads owned by the County and SCDOT, as well as for the acquisition and construction of a public safety and emergency services communications system, and the construction and equipping of improvements to the library system. In 2020, Lancaster County voters approved the third round of the CPST, which will fund 14 projects totaling \$68,092,276. These projects are summarized in a table on the following page.

Included in the adopted FY 2023 - 2024 budget was a capital improvement projects list that estimates funding for major projects through 2031. This table is also included here, on pages 185 and 186. Note that there may be some overlap between these projects and the sales tax projects, as revenues from numerous funds are utilized towards the capital improvements projects.

Capital Project Sales Tax Projects (2020)

Project Name and Description	Project Cost
1. LANCASTER COUNTY DETENTION CENTER A portion of the cost of acquiring, constructing, and equipping new Lancaster County Detention Center including a Magistrate's Office and land acquisition.	\$30,133,800
2. ROAD REHABILITATION & RESURFACING Rehabilitation / resurfacing and safety improvements on county, city, town, and SCDOT roads, as determined by the County Transportation Committee.	\$13,229,719
3. LINDSAY PETTUS GREENWAY PHASE 2 A portion of the cost of constructing greenway trail connectors to expand access to the existing two mile greenway in/around the City.	\$1,500,000
4. LANCASTER COUNTY EMS STATION 7 Constructing and furnishing a new Lancaster County EMS station located within the Town of Heath Springs.	\$1,800,000
5. LANCASTER COUNTY AIRPORT - NEW HANGER A portion of the cost of constructing a new jet hanger at the Lancaster County Airport to accommodate larger aircraft.	\$900,000
6. LANCASTER COUNTY EMS STATION 10 Constructing and equipping a new Lancaster County EMS station located on Van Wyck Road.	\$1,800,000
7. EDUCATIONAL FOUNDATION OF USC LANCASTER A portion of the cost of constructing a new health education facility to support an expansion of the USC Lancaster Nursing Program.	\$1,000,000
8. CITY OF LANCASTER STREETSCAPE Gay Street Commons - Streetscape improvements, including sidewalk and road improvements, of the 100 block of West Gay Street within the City as part of the Downtown Revitalization Plan.	\$1,500,000
9. TOWN OF KERSHAW - OLD BANK BUILDING A portion of the cost of renovating the second floor of the "Old Bank Building" located at 102 S . Hampton Street in Kershaw for use as auxiliary space to support the Early Childhood Education Center located on the first floor.	\$1,000,000
10. WIDEN PORTION OF HIGHWAY 521 Widening a portion of 521 from four lanes to six lanes from Marvin Road to the North Carolina State line, approximately 1.4 miles.	\$9,660,000
11. USC-L HWY 9 PEDESTRIAN CONNECTIONS A portion of the cost of constructing projects to allow safe, defined pedestrian/ bike crossings across Highway 9 between USC-Lancaster, University Place, etc.	\$1,000,000
12. TOWN OF VAN WYCK - COMMUNITY PARK Constructing recreational facilities at the Van Wyck Community Center.	\$647,640
13. WALNUT CREEK FIELD IMPROVEMENTS Replacement of natural turf with synthetic turf at two soccer fields at Walnut Creek Park.	\$1,000,000
14. COUNCIL ON AGING - IL SENIOR CENTER Land acquisition and constructing a new Senior Center building in the Indian Land area to expand Council on Aging programming.	\$2,921,117
Total Costs	\$68,092,276

Capital Improvement Projects (2021 - 2031)

Department/Project	2021-22	2022-23	2023-24	2024-25	2025-26	2026-31	5 Year Estimate
CORONER'S OFFICE							1,300,000
Office Space	1,300,000						1,300,000
EMERGENCY MEDICAL SERVICES							12,332,500
Ambulances	600,000	600,000	1,020,000	8,300,335	1,072,000	8,597,615	4,732,500
EMS Station 3				1,800,000			1,800,000
EMS Station 6				1,800,000			1,800,000
EMS Combination Station				4,000,000			4,000,000
EMS Station 7						1,800,000	
EMS Station 10						1,800,000	
ECONOMIC DEVELOPMENT							4,000,000
Spec Building					4,000,000		4,000,000
FIRE SERVICE							24,327,900
Fire Apparatus Countywide			8,100,000				8,100,000
Aerial Apparatus / Mobile Command Post		9,000,000					9,000,000
Apparatus (New Stations)					3,227,900		3,227,900
Fire Stations					4,000,000		4,000,000
MANAGEMENT INFORMATION SYSTEM							1,100,000
Hardware Improvements	220,000	220,000	220,000	220,000	220,000	1,250,000	1,100,000
DEVELOPMENT SERVICES							4,000,000
Building / Office Space			4,000,000				4,000,000
ROADS							29,515,744
Fleet & Public Works Admin	4,946,025						4,946,025
Road Preservation	400,000	410,000	420,000	425,000	435,000	2,218,500	2,090,000
Road Paving	6,750,000		2,900,000	5,425,000	4,904,719	2,200,000	19,979,719
Bush Hog Replacements (2)	200,000		200,000				400,000
Motorgrader Replacement (5)	200,000	200,000	210,000	210,000	220,000	1,210,000	1,040,000
Track Excavator	300,000					420,000	300,000
Tandem Dump Truck Replacements (4)		175,000	185,000	195,000	205,000	2,810,180	760,000

Capital Improvement Projects (2021 - 2031)

Department/Project	2021-22	2022-23	2023-24	2024-25	2025-26	2026-31	5 Year Estimate
SOLID WASTE							2,880,000
Recycling Center Upgrades	2,120,000						2,120,000
Warehouse, Facility, & Shop						1,905,180	-
Refuse Trucks (4)		175,000	185,000	195,000	205,000	905,000	760,000
PARKS AND RECREATION							26,855,000
Regional Park		6,000,000			5,000,000	6,500,000	11,000,000
Recreation Centers Security Systems		210,000					210,000
Parking Lot at Springdale		1,100,000					1,100,000
Gym Floors at AJRC & BRC	300,000						300,000
Field Lighting Additions/ Replacements						1,320,000	-
Renovate IL EMS Station for Rec Use						475,000	-
Maintenance Shop at Buford Recreation						475,000	-
Walnut Creek Soccer Fields						1,000,000	-
Indian Land Rec Center	4,221,000						4,221,000
Soccer Fields at Indian Land	4,991,000						4,991,000
Soccer Fields at Heath Springs	5,033,000						5,033,000
911							1,100,000
Console Replacement							
STORMWATER							1,037,500
Calvin Hall Stream Crossing Replacement					850,000		850,000
Stream Gauging Stations		187,500					187,500
SHERIFF							47,696,120
Armored Vehicle		300,000					300,000
In Car and Body Cameras		150,000					150,000
Operations Building						1,210,000	-
Substation						3,161,940	-
Detention Center	47,246,120	47,246,120					47,246,120
Total Costs	79,927,145	18,787,500	17,440,000	14,970,335	24,339,619	47,772,336	155,464,599

Priority Investment - Key Observations

- The County should continue to work with neighboring local governments, utility providers, and other partners, to leverage resources across the region.
- There are a number of regional, state, and federal funding programs that the County can apply for to support additional improvements recommended by this Plan.
- The Capital Project Sales Tax program has been successful in funding a number of major capital projects throughout the County.
- There is over \$155 million allocated toward capital improvements projects in the County in the next five years (2021 - 2026). An additional \$48 million is allocated to capital improvements projects in 2026 - 2031.

RESILIENCY

Resilience is a community's ability to withstand and recover from environmental, economic, or societal disruptions. As the community adjusts to increasingly extreme weather events, stresses on public facilities, and higher costs of services, there is a growing need to not only plan for these events, but to also reduce their impacts through conscious climate adaptation and resilience planning. This section focuses on environmental susceptibility, but also connects to other, related plan sections dealing with economic sustainability, equity, housing, and others.

Climate change poses a significant threat to any unprepared community. While this section addresses other important issues, the consequences of a changing and more volatile climate should be at the forefront for Lancaster County. There are direct impacts from storms, flooding, and heat, and indirect consequences related to societal and economic challenges. A resilient community, in this new less-predictable era, will have the capacity to respond, adapt, and thrive under evolving systems and a changing environment. Understanding the vulnerabilities and developing response pathways will strengthen the County's ability to recover quickly from major disruptions.

The State of South Carolina established resilience as a key priority for the development of comprehensive plans. The narrative, policies, and actions are intended to be developed in coordination with partner agencies and with input from residents. This section provides guidance on how the County can become more resilient, working in conjunction with regional, state, and federal initiatives. Planning for a more resilient community isn't isolated to environmental topics. Rather, resiliency is a cross-cutting topic, with connections between other plan sections that are highlighted later in this section.

COMMUNITY TRENDS

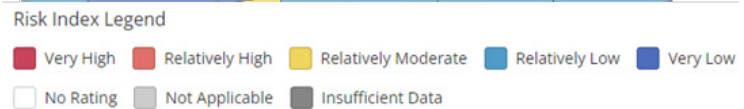
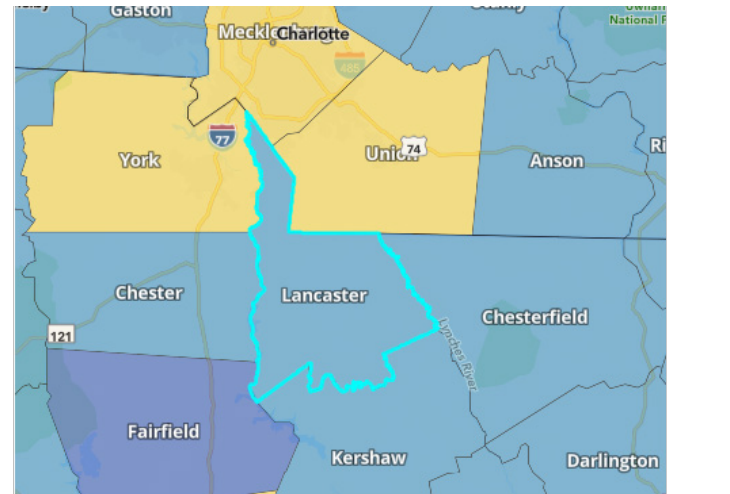
A changing climate will continue to directly impact the natural resources and way of life in Lancaster County. How the County proactively decides to approach these factors will define what the future looks like. The Fourth National Climate Assessment, Volume II, identified four key threats for the Southeastern United States:

- Increased urban infrastructure and health risks posed by heat, flooding, and vector-borne diseases;
- Flood risks in coastal and low-lying regions;
- Natural ecosystem transformations which place ecological resources at risk; and
- Economic and health risk increases for rural communities, especially in agricultural, timber, and manufacturing sectors.

Risk Index

The Federal Emergency Management Agency (FEMA) has developed a National Risk Index to help communities understand their risk profile, as well as their standing against other communities in their state and nationally. This information is intended to help communities make informed decisions about enhancements in infrastructure, the location of public facilities, and general decision making. The National Risk Index is a dataset and online tool to help illustrate the communities most at risk for 18 natural hazards: avalanche, coastal flooding, cold wave, drought, earthquake, hail, heat wave, hurricane, ice storm, landslide, lightning, riverine flooding, strong wind, tornado, tsunami, volcanic activity, wildfire, and winter weather.

The National Risk Index leverages available source data for expected annual loss due to these 18 hazard types, social vulnerability, and community resilience to develop a baseline relative risk measurement for each United States county and census tract. These measurements are calculated using average past conditions and cannot be used to predict future outcomes for a community. The National Risk Index is intended to fill gaps in available data and analyses to better inform federal, state, local, tribal, and territorial decision makers as they develop risk reduction strategies.



Social vulnerability refers to the potential negative effects on communities caused by external stresses on human health. Such stresses include natural or human-caused disasters, or disease outbreaks. Reducing social vulnerability can decrease both human suffering and economic loss. According to FEMA's National Risk Index, Lancaster County's social vulnerability is relatively moderate, with a score of 51.65. This means that social groups in the County are moderately susceptible to the adverse impacts of natural hazards as compared to other communities in the US. Within South Carolina, 0% of the counties have a lower social vulnerability score. Community resilience is the ability for a community to prepare for anticipated natural hazards, adapt to the changing conditions, and withstand and recover rapidly from disruptions within the community. This allows for the adaptation and growth of a community after disaster strikes. Communities that are resilient can minimize any disaster, making the return to normal life as effortless as possible. Lancaster County has a relatively moderate community resilience score

Disadvantaged Census Tracts

of 52.9%. As compared to other US counties, 47% would have a higher community resilience. According to the United States Department of Transportation (USDOT) Equitable Community



(ETC) Explorer, 50% of Lancaster County's residents live in a disadvantaged census tract. The Federal Highway Administration (FHWA) has developed a definition for highly disadvantaged communities using existing, publicly available datasets. Disadvantaged census tracts are those that exceeded the 50th percentile (75th for resilience) across at least six of the following disadvantaged indicators:

- **Transportation Access Disadvantage** identifies communities and places that spend more money and longer time to get where they need to go
- **Health Disadvantage** identifies communities based on variables associated with adverse health outcomes, disability, as well as environmental exposures
- **Environmental Disadvantage** identifies communities with disproportionate pollution burden and inferior environmental quality
- **Economic Disadvantage** identifies areas and populations with high poverty, low wealth, lack of local jobs, low homeownership, low educational attainment, and high inequality
- **Resilience Disadvantage** identifies communities vulnerable to hazards caused by climate change
- **Equity Disadvantage** identifies communities with a high percentile of persons (age 5+) who speak English "less than well"

Those falling within the disadvantaged census tracts are susceptible to a variety of hazards and other elements which may reduce their ability to prepare for and respond to negative events. When it comes to resiliency planning, these communities should be carefully considered.

Critical Infrastructure

Communities depend on critical facilities to function through, or soon after, a major disruptive event. If critical facilities fail to return to providing pre-event functionality quickly, the community's ability to respond and recover is greatly impeded. Contrary to what many believe, complying with the building codes and standards will not result in buildings that are hazard proof. In fact, codes and standards in the United States are minimum design standards. Furthermore, the design practices used for lifeline infrastructure systems do not always match the performance objectives of the building codes. This situation can lead to varying performance levels among these different systems for the same hazard event.

Critical Infrastructure are those assets, systems, and networks that provide functions necessary for our way of life. There are 16 critical infrastructure sectors that are part of a complex, interconnected ecosystem and any threat to these sectors could have potentially debilitating national security, economic, and public health or safety consequences. These critical infrastructure sectors whose assets, systems, and networks, whether physical or virtual, are considered so vital to the United States that their incapacitation or destruction would have a debilitating effect on security, national economic security, national public health or safety, or any combination thereof. Presidential Policy Directive 21 (PPD-21): Critical Infrastructure Security and Resilience advances a national policy to strengthen and maintain secure, functioning, and resilient critical infrastructure. The critical infrastructure sectors for the United States include the following elements:

- Chemical
- Commercial Facilities
- Communications
- Critical Manufacturing
- Dams
- Defense Industrial Base
- Emergency Services
- Energy
- Financial
- Food and Agriculture
- Government Facilities
- Healthcare and Public Health
- Information Technology
- Nuclear Reactors, Materials, and Waste
- Transportation Systems
- Water and Wastewater

Lancaster County, in partnership with the incorporated communities within it, has recently developed a Hazard Mitigation Plan (HMP) that provides an overall assessment of the County's vulnerabilities, hazards, and recommended strategies to address those hazards and vulnerabilities. The table below provides an overview of the critical assets within Lancaster County, according to the 2022 Lancaster County Hazard Mitigation Plan.

FACILITY TYPE	# IN CITY OF LANCASTER	# IN TOWN OF HEATH SPRINGS	# IN TOWN OF KERSHAW	# IN TOWN OF VAN WYCK	# IN UNINCORPORATED COUNTY
Airport	-	-		-	4
Public Facilities	4	1		2	3
Judicial Facilities	2	-		-	1
Electrical Utility Facilities	2	1		-	11
Schools	7	2	1	1	17
Emergency services (fire, ems, sheriff, and police stations)	5	1	1	2	21
Communication facilities	5	-		-	4
Water and sewer facilities	13	3		2	49

The Lancaster County Hazard Mitigation Plan assesses natural hazards including high winds, earthquakes, climate change, increasing storm frequency and intensity, extreme heat, drought, and flooding. Man-made threats include hazardous materials - disposal and transport throughout the County, traffic crashes, technology impacts via hacking and cyber-terrorism, public health and disease, and infrastructure failures to water, sewer, and other supporting infrastructure. With the data collected from the hazard identification, it was determined that a vulnerability assessment focusing on specific hazards should be conducted. The requirement for the vulnerability assessment was to target natural, technological, and man-made hazards which have caused major damage in the county or that have a relatively short frequency of occurrence. Therefore, the vulnerability assessment considered flooding, severe thunderstorms, tropical cyclones, winter storms, technological, and man-made hazards affecting Lancaster County.

The Hazard Mitigation Plan identified through the vulnerability assessment that Lancaster County and its municipalities are at risk in the following ways:

SEVERE THUNDERSTORMS

- 48.6% Annual chance of severe thunderstorms
- Typically, low losses as the localized nature of the storms generally affect less than 50% of the population at any one time

FLASH FLOODS AND FLOODING

- 75% Annual chance of flooding event, 1% chance of 100-year flood event, and 0.2% chance of 500-year flood event
- Typically, low losses as the localized nature of flood zones generally affect less than 10% of the population at any one time

WINTER STORMS

- 73.01% Annual chance of winter storm event
- Typically, low to medium losses as actual damages are not usually significant unless the storm produces vast amounts of ice.

TROPICAL CYCLONES

- 25.15% Annual chance of being affected by a tropical storm
- Typically, medium to high losses as actual damages depend significantly on the size, duration, speed, and strength of the storm

TECHNOLOGICAL AND MAN-MADE HAZARDS

- Presents a potential threat to our citizenry, economy, and the environment
- Represents the potential collision between natural disasters and technology or man-made hazards
- Those identified as posing the most significant threat to Lancaster County are: dam failure, hazardous materials release, train derailment, infrastructure failures, water / sewer system and power system failures, geomagnetic disturbance

Resiliency - Key Observations

- Lancaster County has a relatively low to moderate overall risk when it comes to potential hazardous situations.
- Approximately half of residents are considered to be disadvantaged due to one of six factors which reduce overall resiliency.
- There are more than 150 critical facilities in Lancaster County. More than 100 of these are in Unincorporated Lancaster.
- It is very likely that Lancaster County will have impacts of thunderstorms, flooding events, winter storms, and tropical cyclones. The only storm anticipated to have high losses is tropical cyclones / tropical storms. Technological and man-made hazards, particularly in conjunction with natural hazards, may also pose threats to Lancaster County.
- Almost three-fourths of those who participated in the community survey are concerned about the loss of farms and forest lands. These concerns were held across all three geographies of the County.
- The majority of community survey participants believe that Lancaster County should develop policies to provide accessible green spaces, conserve forested land, and conserve farmland.

APPENDIX

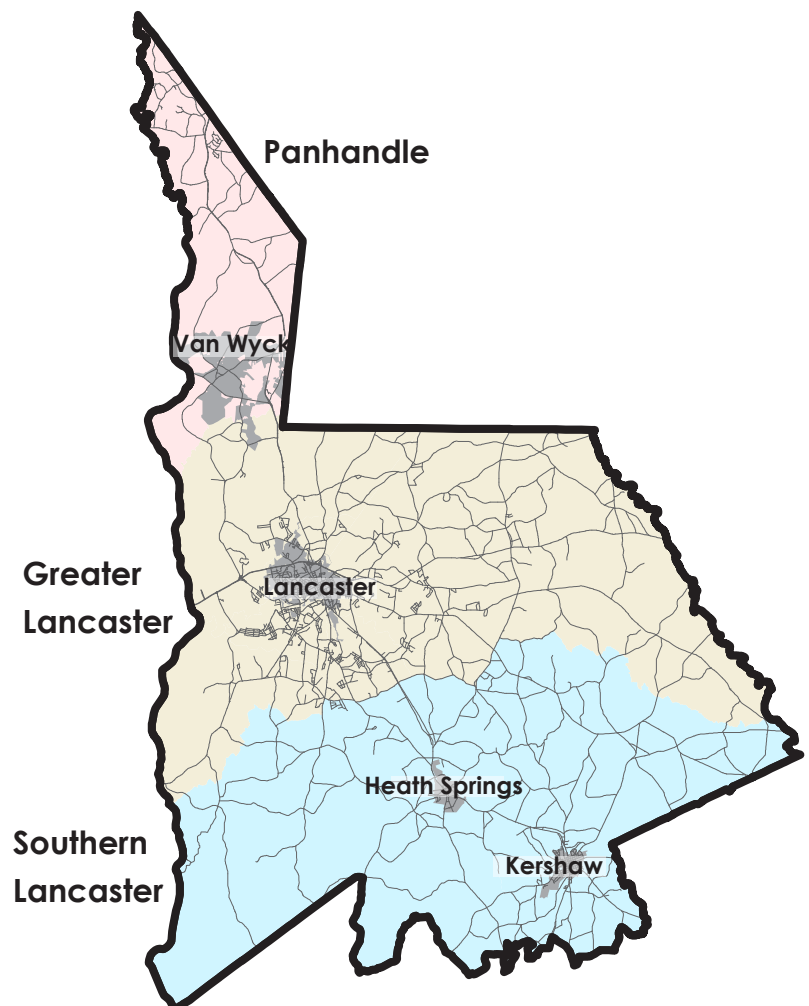


LANCASTER 2040 COMPREHENSIVE PLAN SURVEY

The Lancaster 2040 Comprehensive Plan Survey was conducted for one month in March and April of 2022. The survey was designed to gain an understanding of residents' needs and desires for the future of the County. The survey collected responses in regard to quality of life, growth and development, infrastructure, environment, and other concerns related to the future of Lancaster County.

The community survey was advertised through the project website, social media advertisements, County mailing lists, and by way of the Steering Committee and staff involved with the project. In total, 1,945 people participated in the survey and provided great feedback on their hopes for the future of Lancaster County. The following document provides a detailed analysis of the questions asked and answers received on the Survey.

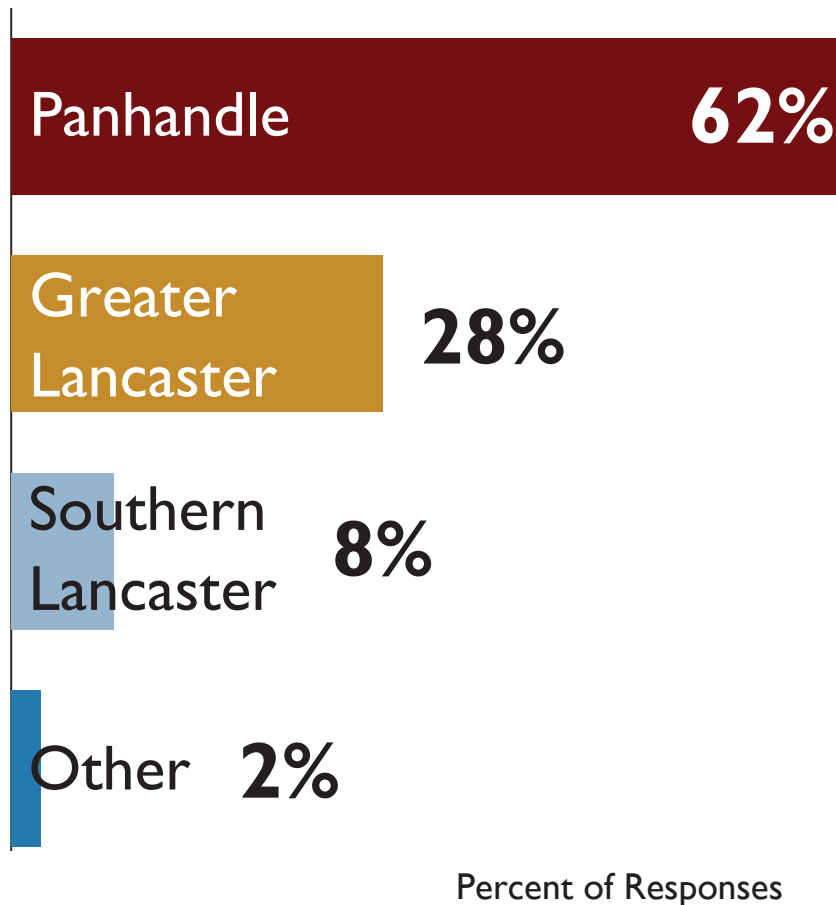
For reference on the first few questions of the survey, respondents were provided this map in an image form, as well as in an interactive format. The map displayed the three primary regions of the County: the Panhandle, Greater Lancaster, and Southern Lancaster. These regions of the County are being used in the comprehensive planning process, and were selected based on their significant differences and how they corresponded with census tract boundaries. Respondents were also asked to identify if they live in one of the municipalities in the County.



COMPREHENSIVE PLAN SURVEY : QUESTION 1

After being presented a map of Lancaster County with the boundaries of the three sub-regions (Panhandle, Greater Lancaster, and Southern Lancaster), respondents were asked:

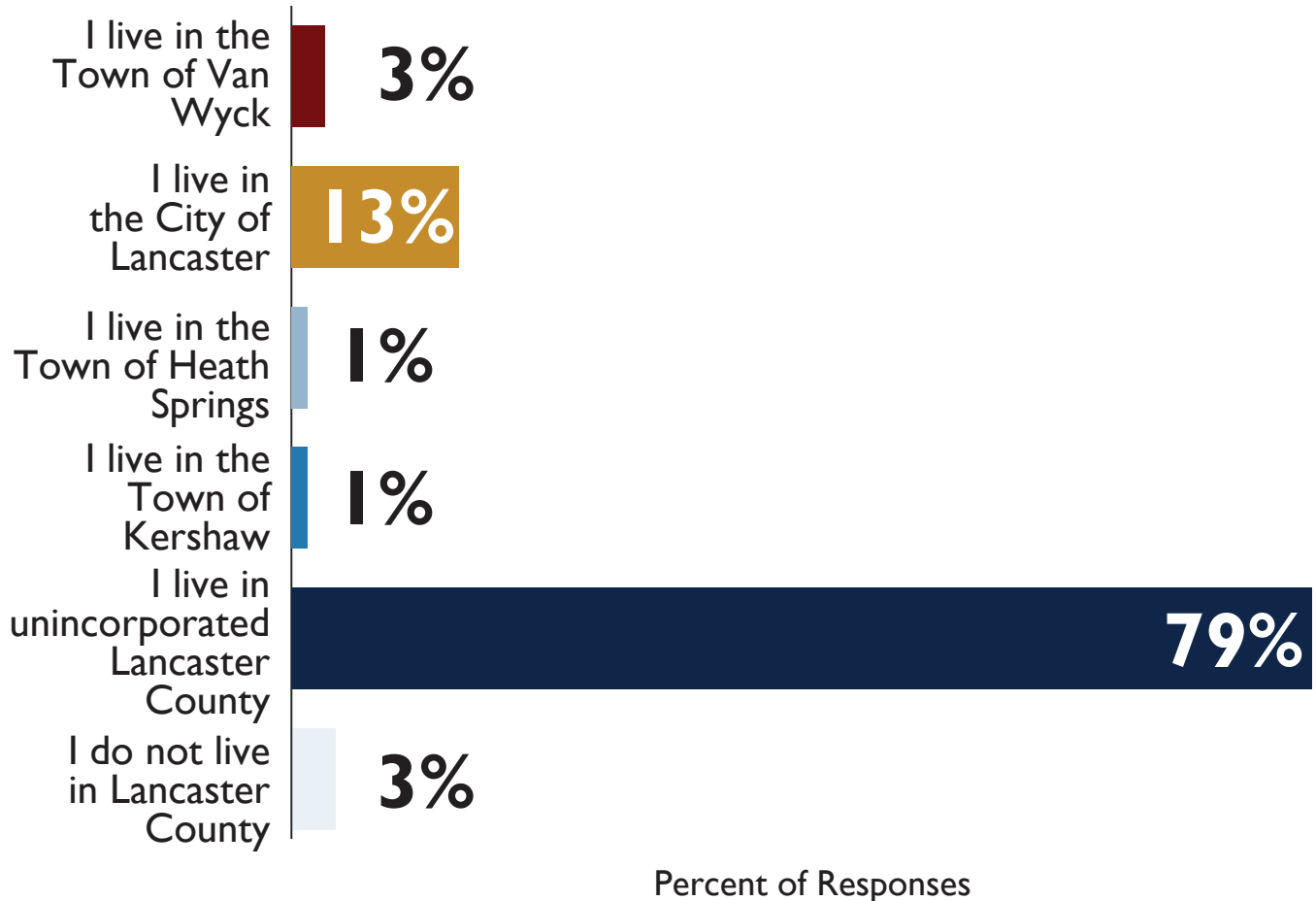
Using the map below, please let us know which part of Lancaster County you live in.



When asked about what part of the County they live in, more than half of respondents indicated that they reside in the Panhandle. Almost one-third indicated that they live in Greater Lancaster and 8% indicated that they live in Southern Lancaster. This is similar to the population distribution of the County, as about 45% live in the Panhandle, 45% live in Greater Lancaster, and 10% of the total population lives in Southern Lancaster. About 40 respondents did select "other," and they largely live in neighboring communities (Waxhaw, Union County (NC), Fort Mill, and Rock Hill).

COMPREHENSIVE PLAN SURVEY : QUESTION 2

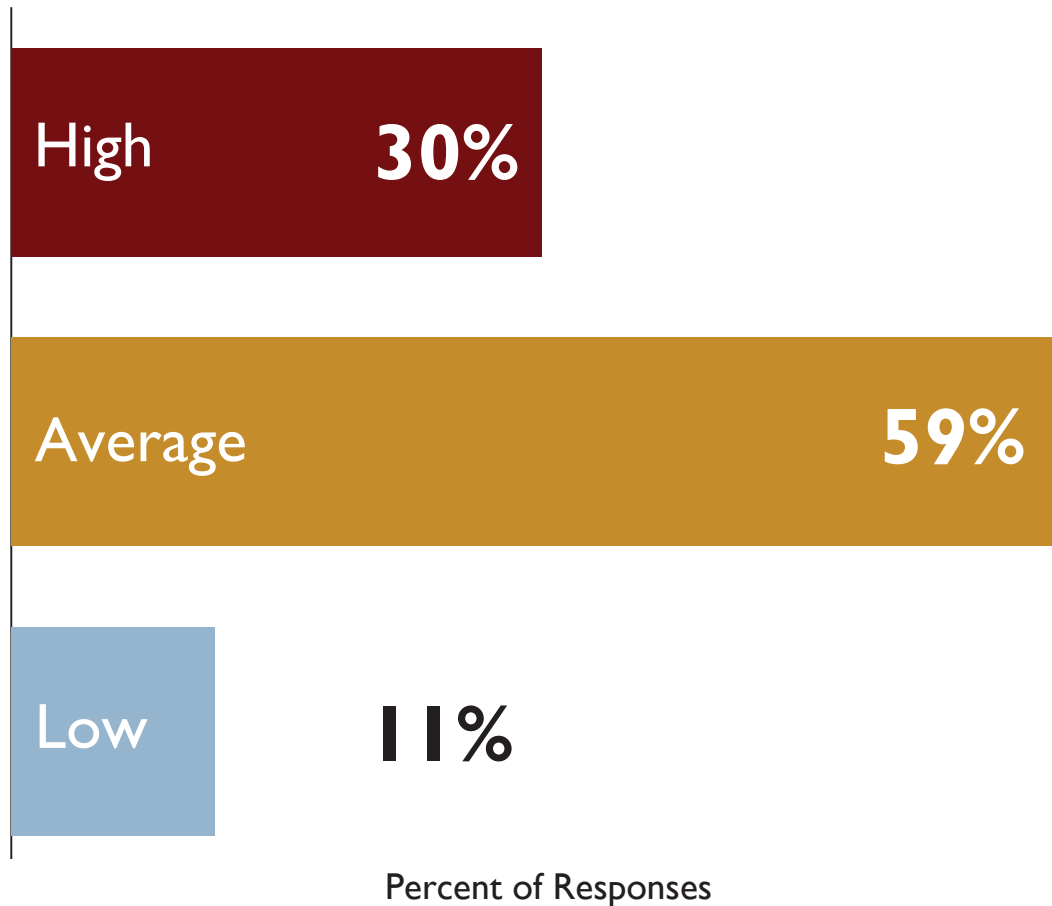
Do you live in one of the municipalities in Lancaster County?



The majority of those who took the survey (79%) live in unincorporated Lancaster County. Many of these noted that they specifically live in Indian Land and Sun City, but some also referenced Buford, around Heath Springs, and other portions of the County. About 13% of respondents live in the City of Lancaster, with 3% living in Van Wyck, 1% living in Heath Springs, and 1% living in Kershaw. About 65 respondents stated that they live outside of the County and many mentioned that they work in the County and / or live nearby (primarily in Fort Mill, Rock Hill, Mecklenburg County, and Union County).

COMPREHENSIVE PLAN SURVEY : QUESTION 3

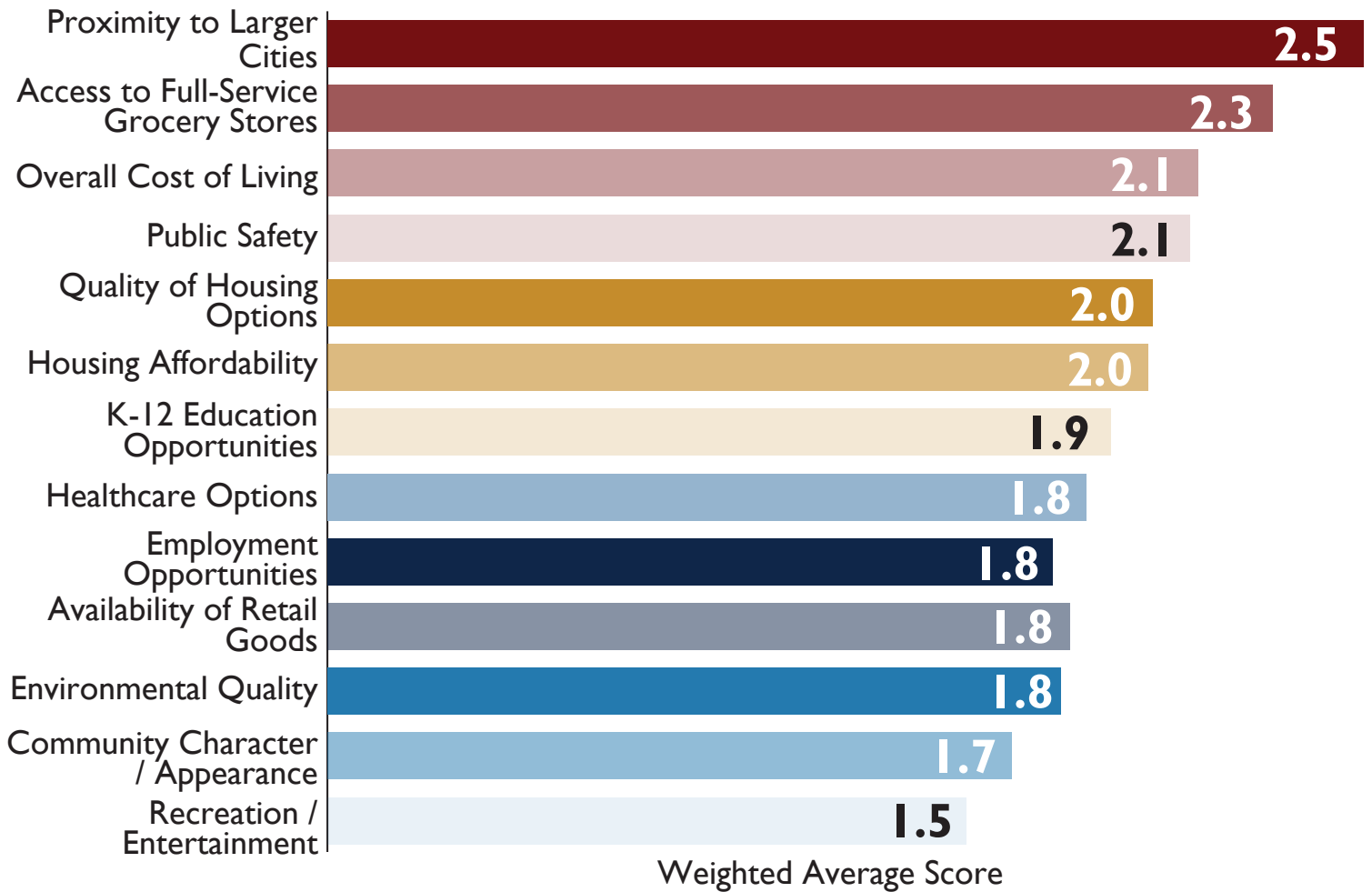
“Quality of life” is defined as the standard of health, comfort, and happiness experienced by an individual or group. How would you rate the overall quality of life that you experience in Lancaster County?



Just over half of the people who took the survey rate the quality of life they experience in Lancaster County as “average.” Another one-third of respondents feel they have a high quality of life and about 11% feel that they have a low quality of life. Most of the people who took the survey answered this question, with only 13 people skipping it.

COMPREHENSIVE PLAN SURVEY : QUESTION 4

What is your perception of the following quality of life factors in Lancaster County?

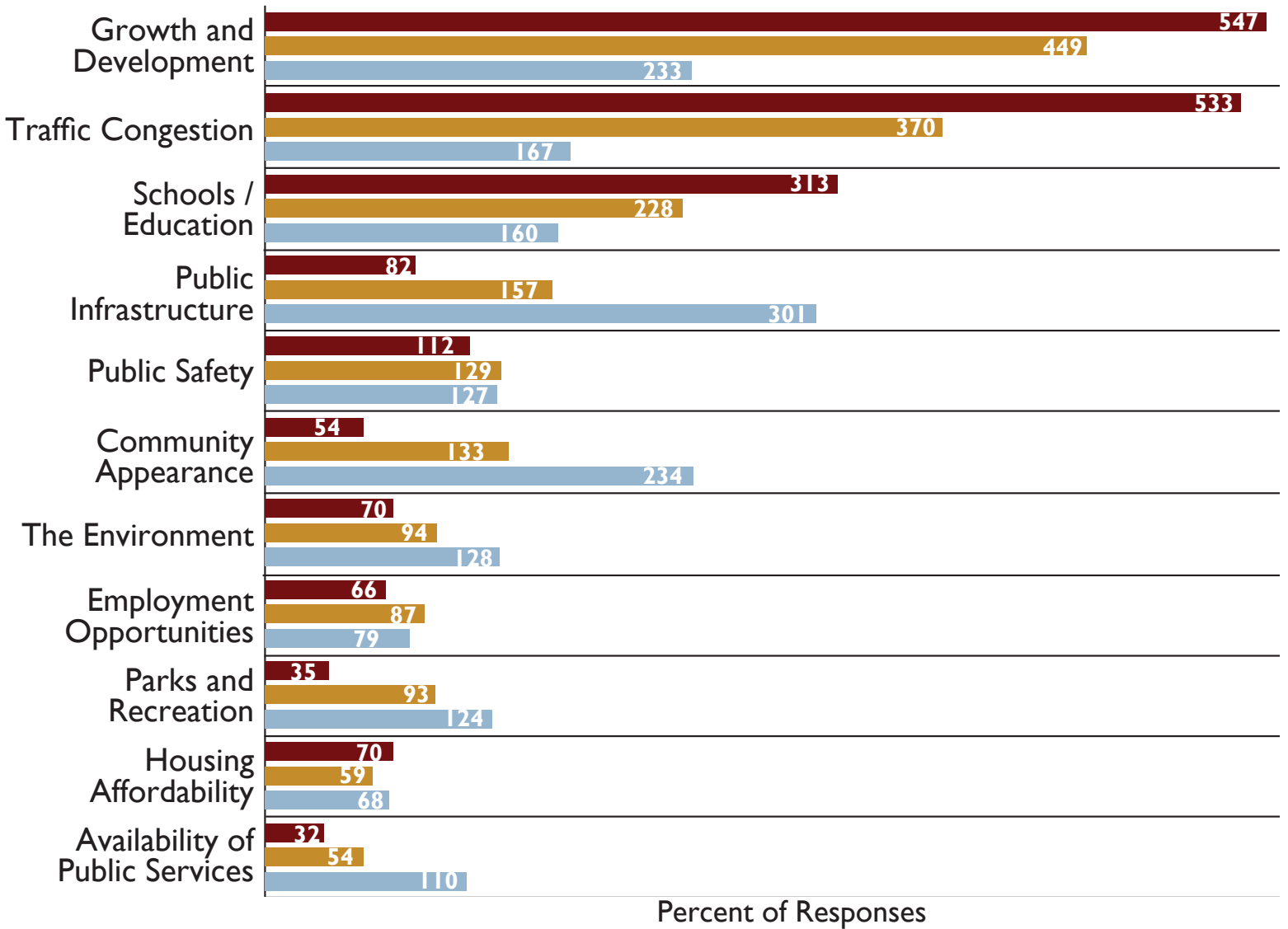


Survey respondents were asked to rate their perception of a series of quality of life factors on a range from below average (1.0) to excellent (3.0). An average rating received a score of 2.0. All of the results were weighted and averaged to create the scores per quality of life factor as presented above. The greatest factors attributed to the County are proximity to larger cities, access to full-service grocery stores, overall cost of living, and public safety. While none of the factors received a weighted average score of “below average,” recreation / entertainment, community character / appearance, environmental quality, availability of retail goods, employment opportunities, and healthcare options scored just under 2.0, or “average.”

COMPREHENSIVE PLAN SURVEY : QUESTION 5

Of the following choices, which issues within Lancaster County concern you the most? (choose top three)

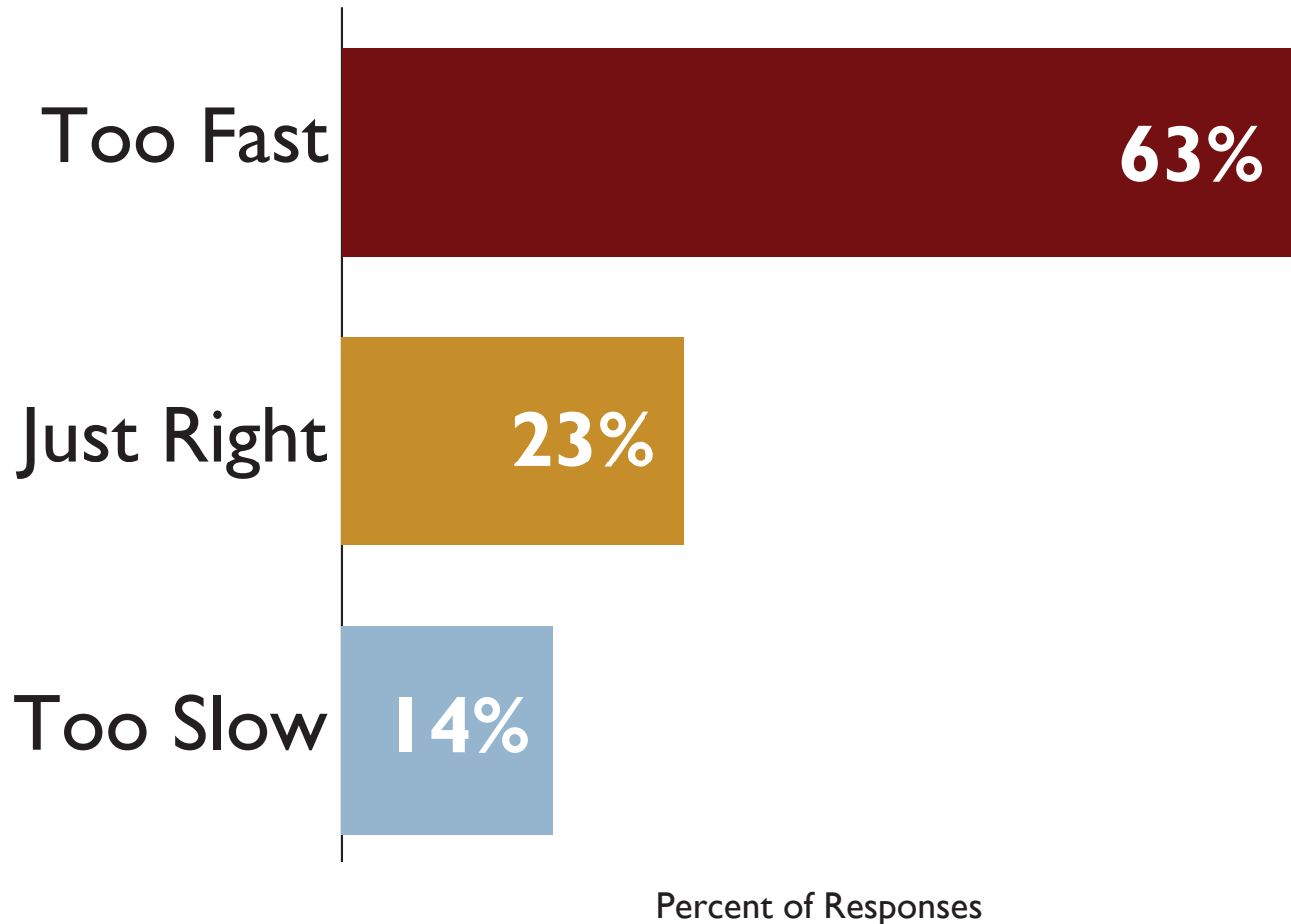
1 Concern
2 Concern
3 Concern



The graphic above shows the number of respondents who selected each issue as their number one concern (in red), their number two concern (in ocher), and their number three concern (in blue). Overall, the top three concerns are growth and development, traffic congestion, and schools / education. These are followed by public infrastructure, public safety, and community appearance. More than 200 people submitted a variety of additional comments on this question. The most commonly mentioned concerns include the Indy Plant's pollution, the lack of planning for growth, traffic congestion, and overcrowded schools.

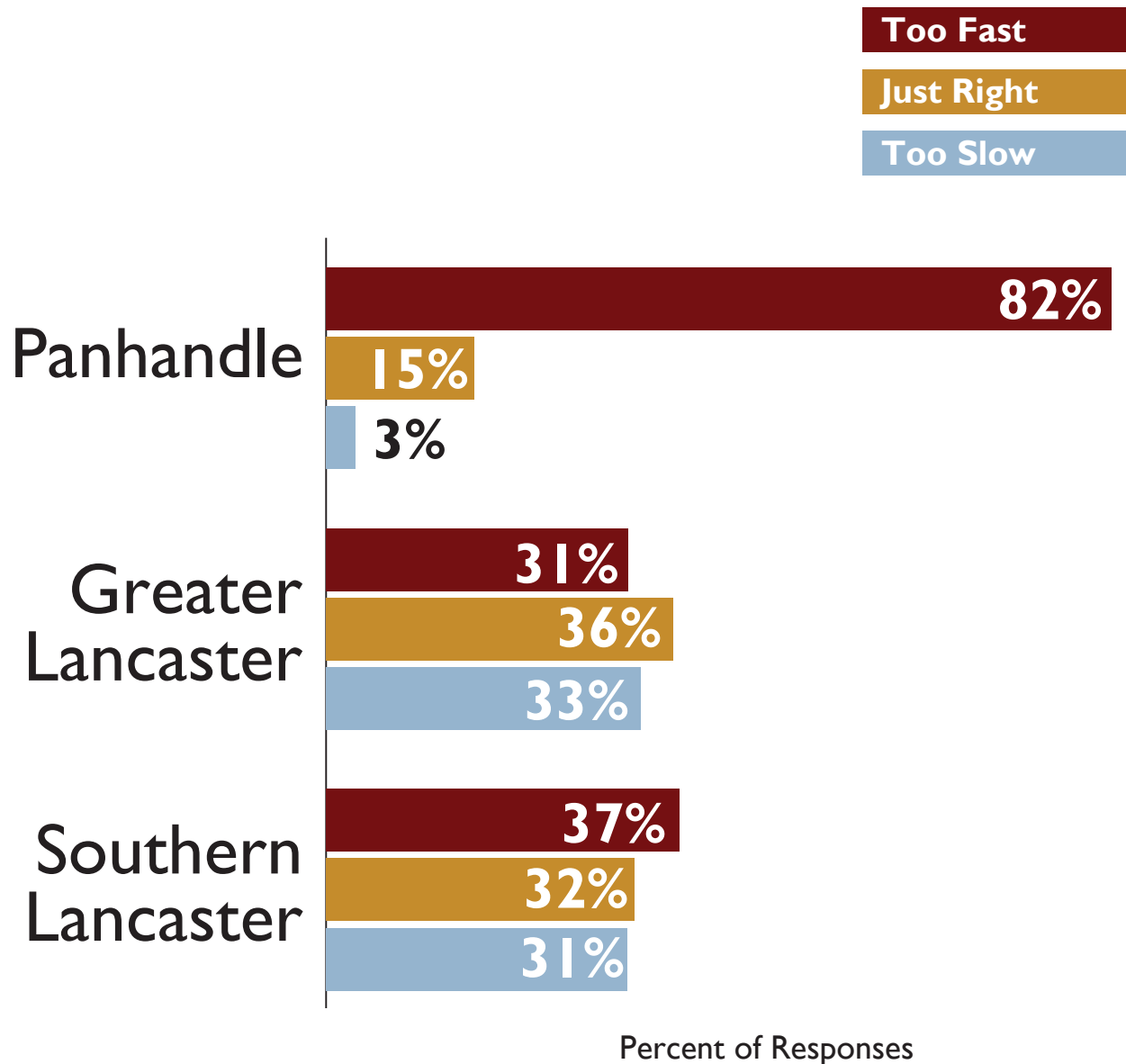
COMPREHENSIVE PLAN SURVEY : QUESTION 6

What is your perception of the recent pace of growth in your area of Lancaster County?



When looking at all of the survey responses together, almost two-thirds of respondents indicated that they feel the pace of growth in their area is too fast. Almost one-third indicated that they feel the pace of growth is just right, and about 14% indicated that the pace of growth is too slow. There were more than 700 comments submitted for this question. Many of these focused on concerns regarding development, schools, infrastructure, and traffic; as detailed in the previous question.

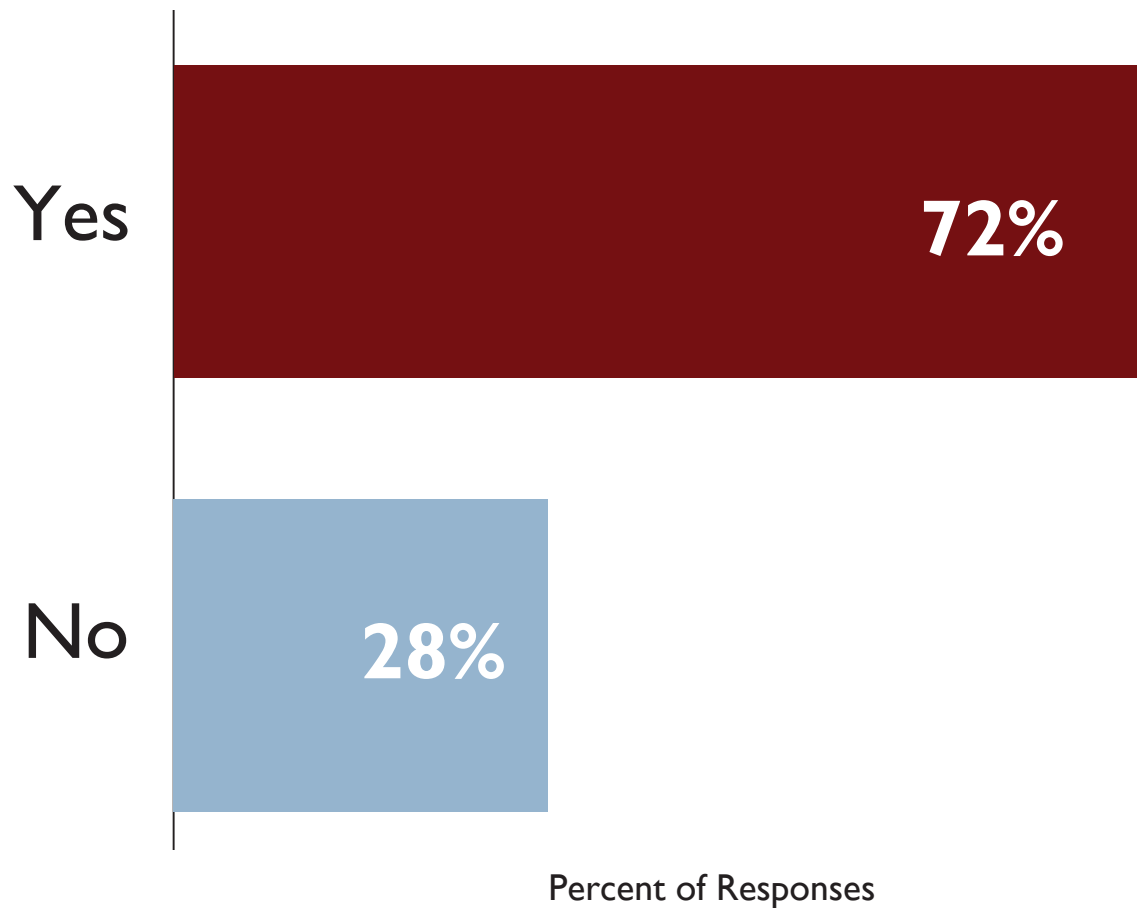
COMPREHENSIVE PLAN SURVEY : QUESTION 6



When filtering the responses to the question about growth by region of the County, the responses vary significantly. About 82% of the respondents from the Panhandle believe that growth is occurring too fast, while only 3% of Panhandle respondents feel growth is occurring too slowly. Responses from Greater Lancaster and Southern Lancaster are very divided, with about one-third of respondents selecting each answer in each region.

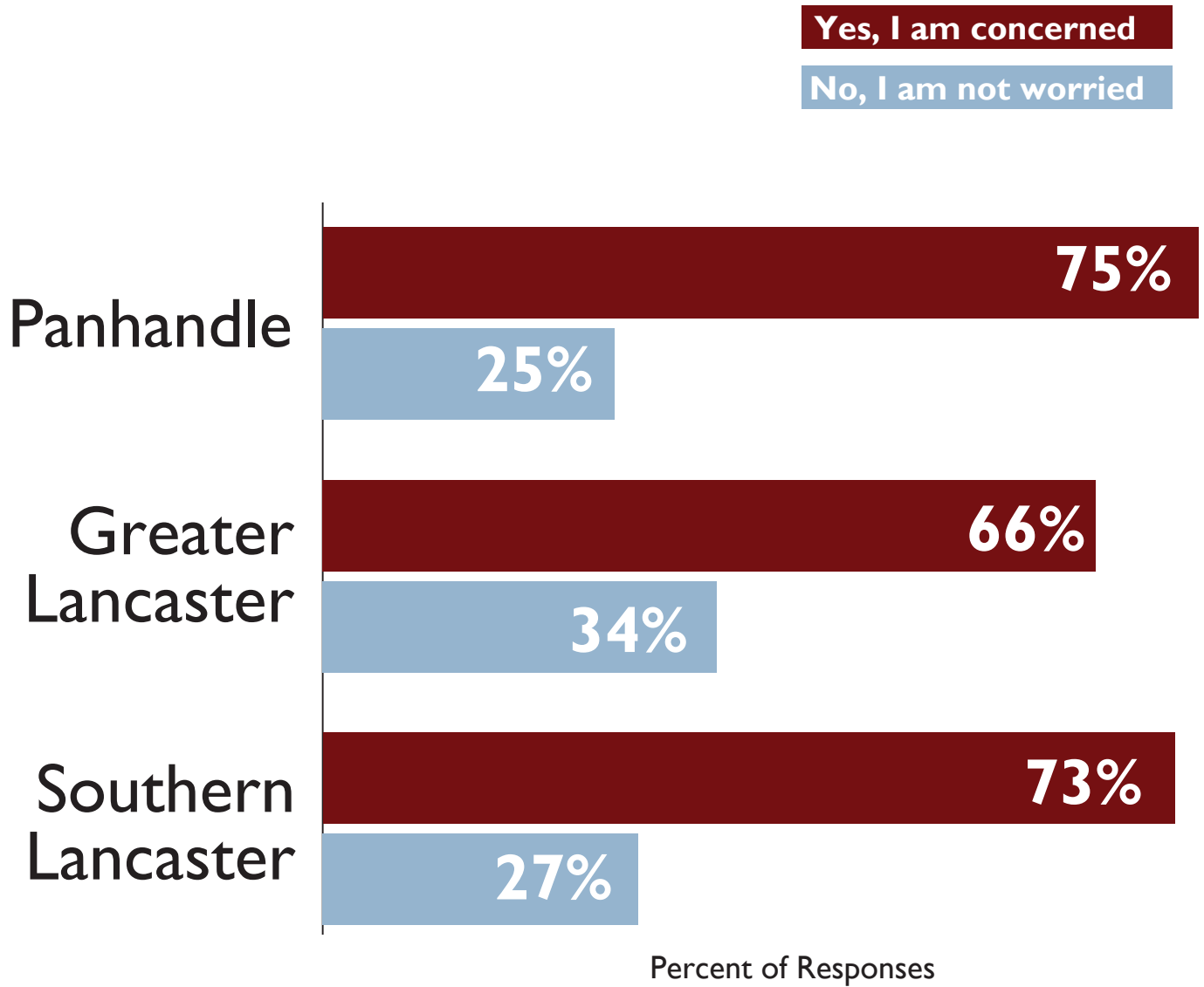
COMPREHENSIVE PLAN SURVEY : QUESTION 7

Do you have any concerns about the loss of farms and forest lands in your area of Lancaster County?



When asked if they are concerned about the loss of farms and forest lands, the majority of survey respondents (72%) indicated that they are concerned. Almost one-third of respondents are not concerned about the loss of farms and forest lands. Nearly 400 additional responses were received for this question that focused on the need to protect natural resources.

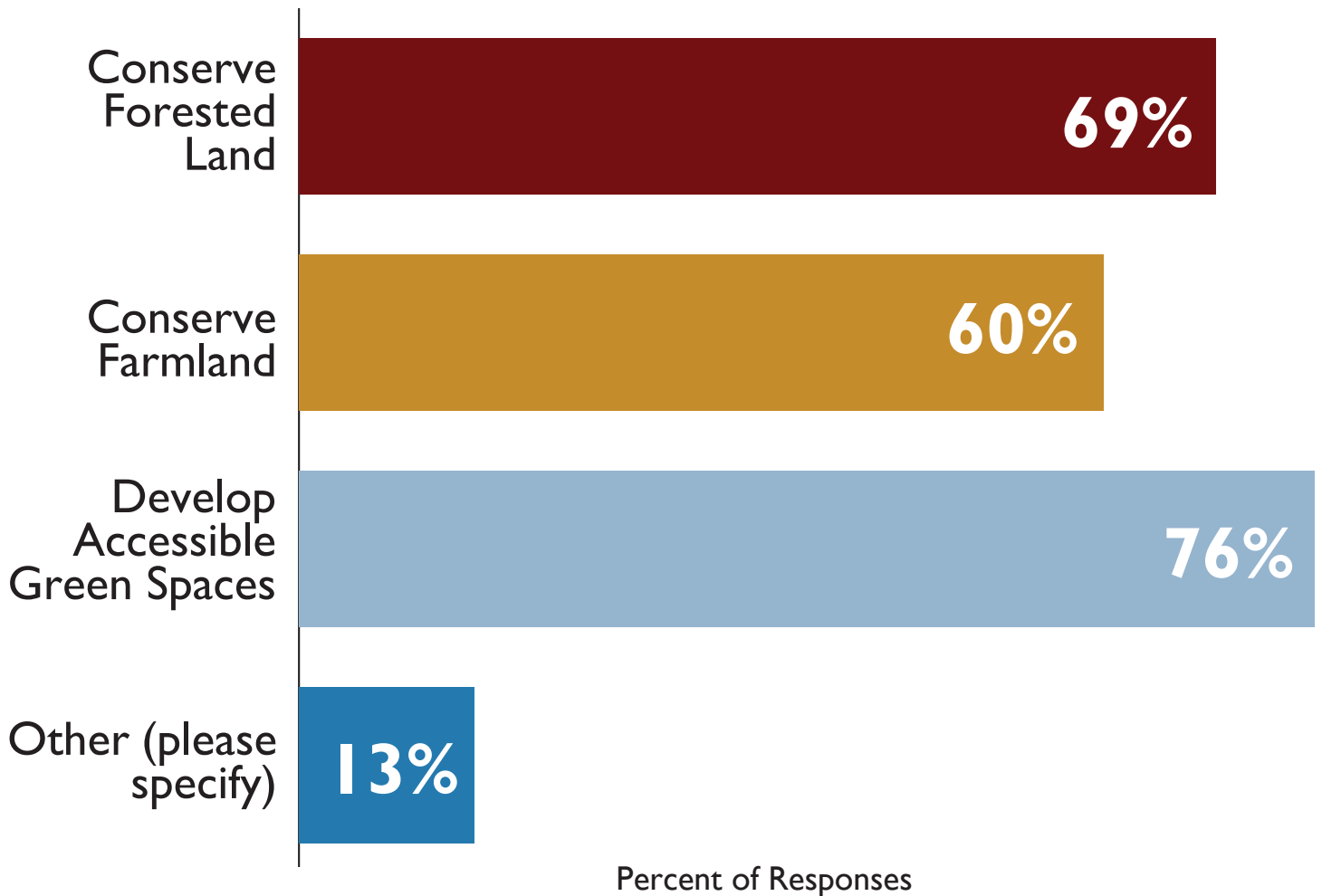
COMPREHENSIVE PLAN SURVEY : QUESTION 7



When you examine the responses by region, those who reside in the Panhandle and Southern Lancaster are slightly more concerned about the loss of farms and forest lands than those who live in Greater Lancaster.

COMPREHENSIVE PLAN SURVEY : QUESTION 8

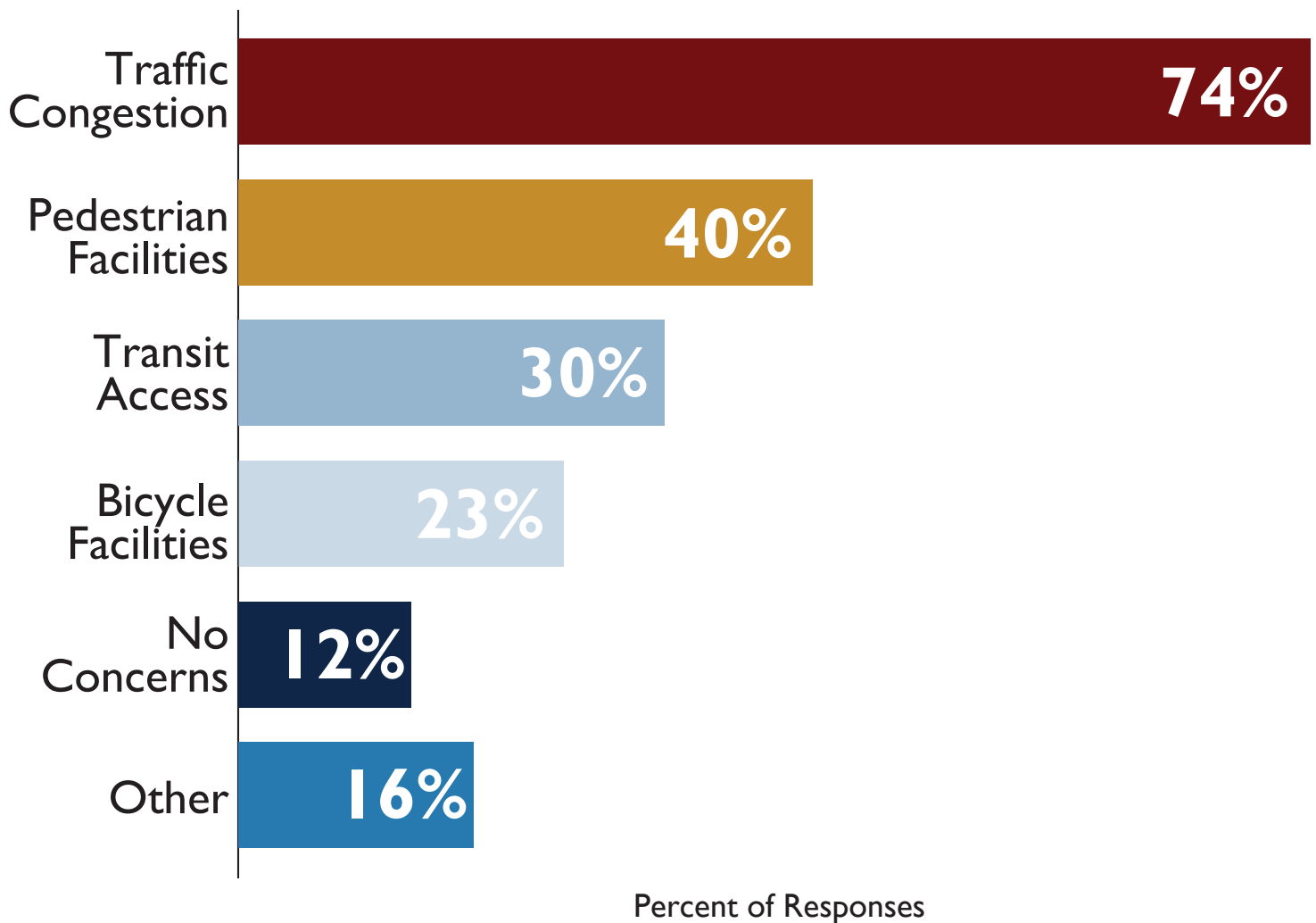
Do you think Lancaster County should develop policies to...? (check all that apply)



Just over three-fourths of survey respondents are interested in policies that develop accessible green spaces. Almost 70% of respondents are interested in policies that conserve forested land, and about 60% of respondents are interested in policies that conserve farmland. More than 200 survey respondents submitted comments related to this question and these generally expanded on why they selected different policies and their concern over future development destroying these resources.

COMPREHENSIVE PLAN SURVEY : QUESTION 9

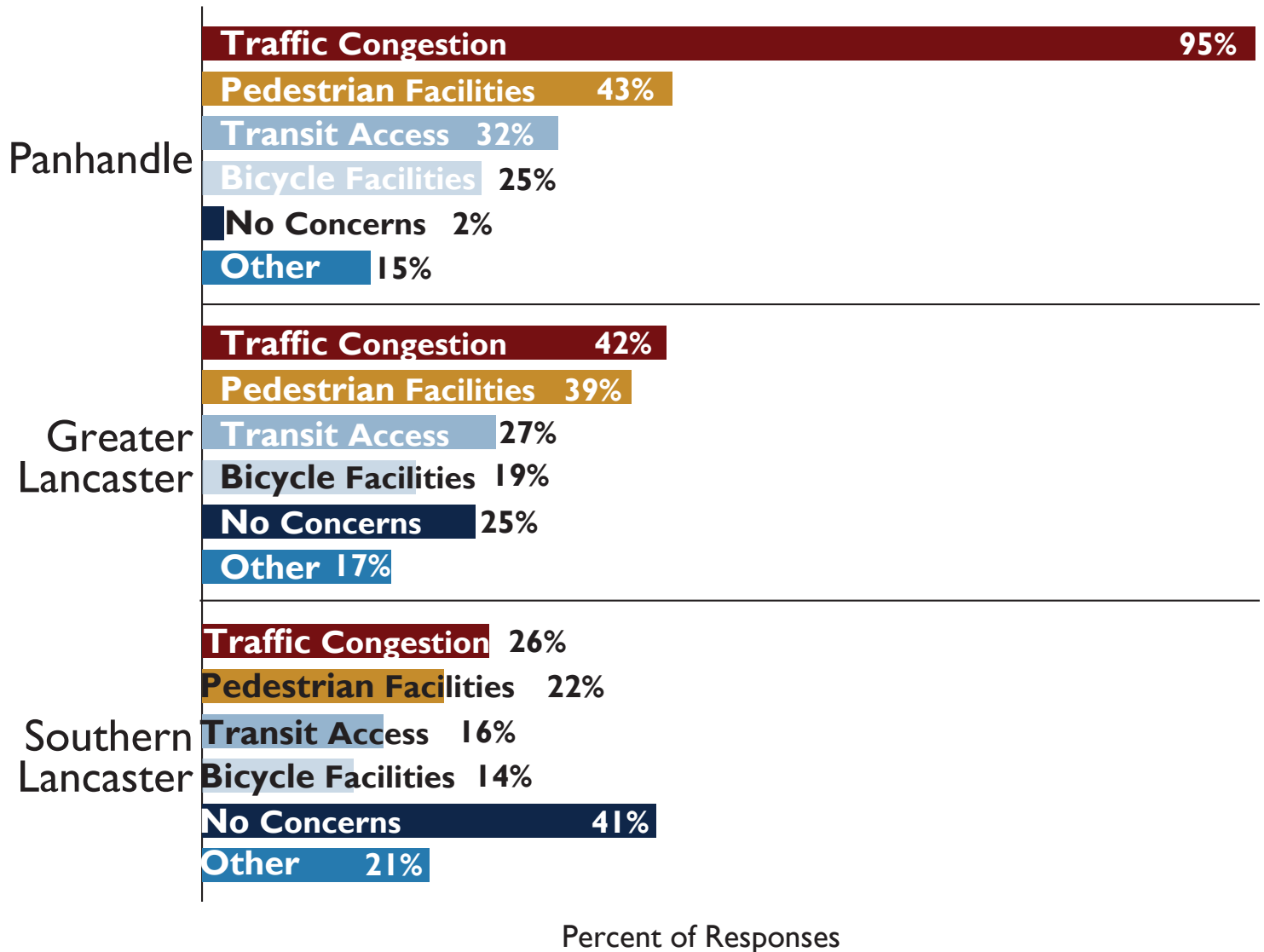
What are the top three transportation-related issues that currently affect you in your area of Lancaster County? (check all that apply)



Almost three-fourths of the people who participated in the community survey indicated that traffic congestion affects them. The second greatest issue, which affects 40% of respondents, is pedestrian facilities. This is followed by transit access (30%), bicycle facilities (23%), and no concerns (12%). More than 300 people selected "other" and 111 of these are specifically concerned about the condition of the roads throughout the County. Thirty-three people commented on a need for some form of public transportation, while twenty-nine people mentioned traffic congestion as a concern, with twenty-seven people concerned about the lack of traffic signals and/or poor traffic signal timing.

COMPREHENSIVE PLAN SURVEY : QUESTION 9

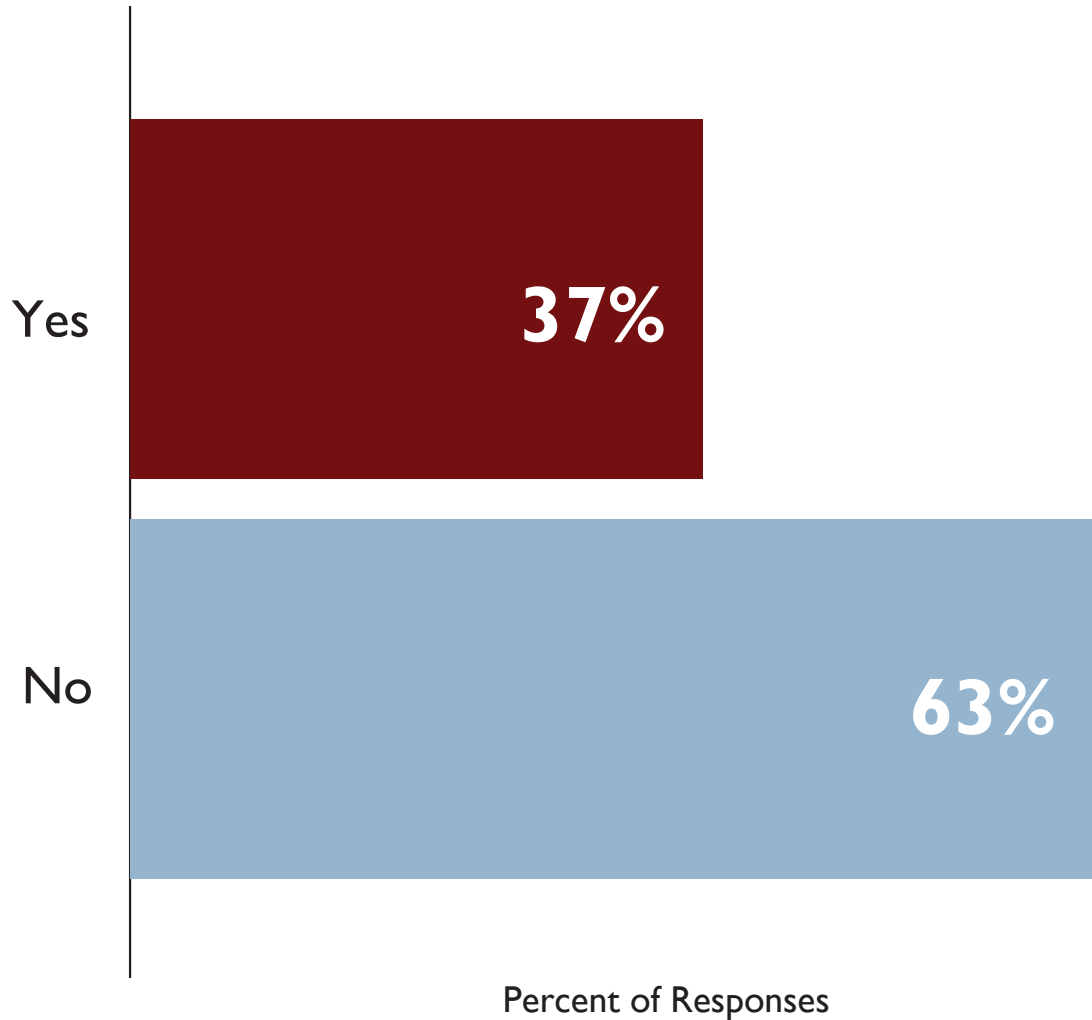
What are the top three transportation-related issues that currently affect you in your area of Lancaster County? (check all that apply)



The transportation-related concerns vary broadly by region. Almost every Panhandle respondent has an issue with traffic congestion, while only 42% of Greater Lancaster respondents and 26% of Southern Lancaster respondents have this same concern. About 40% of Panhandle and Greater Lancaster respondents are concerned with pedestrian facilities, but only 22% of Southern Lancaster respondents feel the same way. The remaining responses are moderately split, but it should be noted that more than 40% of respondents from Southern Lancaster have no concerns, while one-quarter of Greater Lancaster respondents have no concerns, and only 2% of Panhandle respondents have no concerns.

COMPREHENSIVE PLAN SURVEY : QUESTION 10

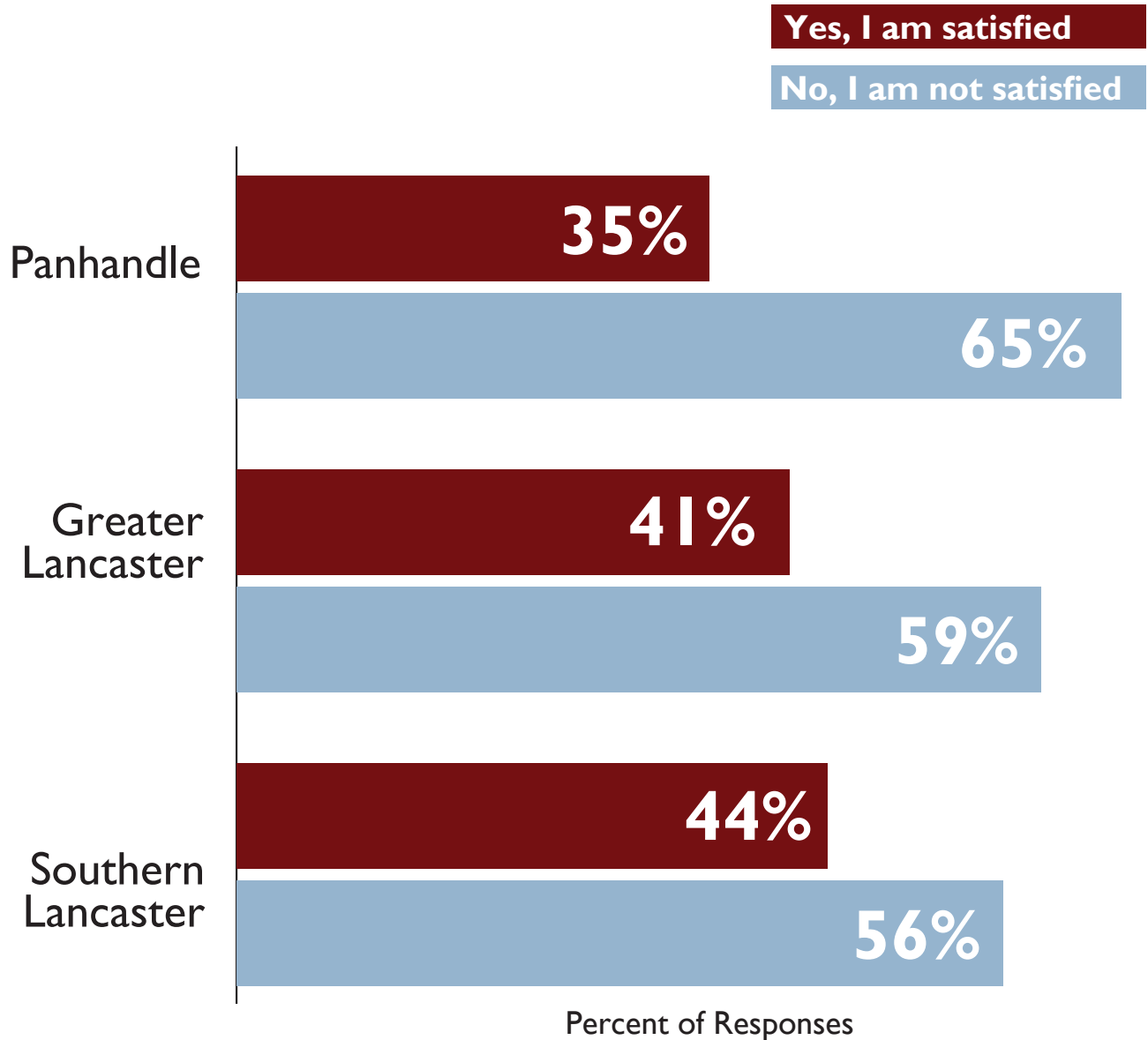
Are you satisfied with the parks, recreation facilities, and public open spaces available in your area of Lancaster County?



When asked about their satisfaction with parks and recreation facilities, the majority of respondents (63%) indicated that they are not satisfied. Just over one-third of respondents indicated that they are satisfied with the parks, recreation facilities, and public open spaces available in their area of Lancaster County.

COMPREHENSIVE PLAN SURVEY : QUESTION 10

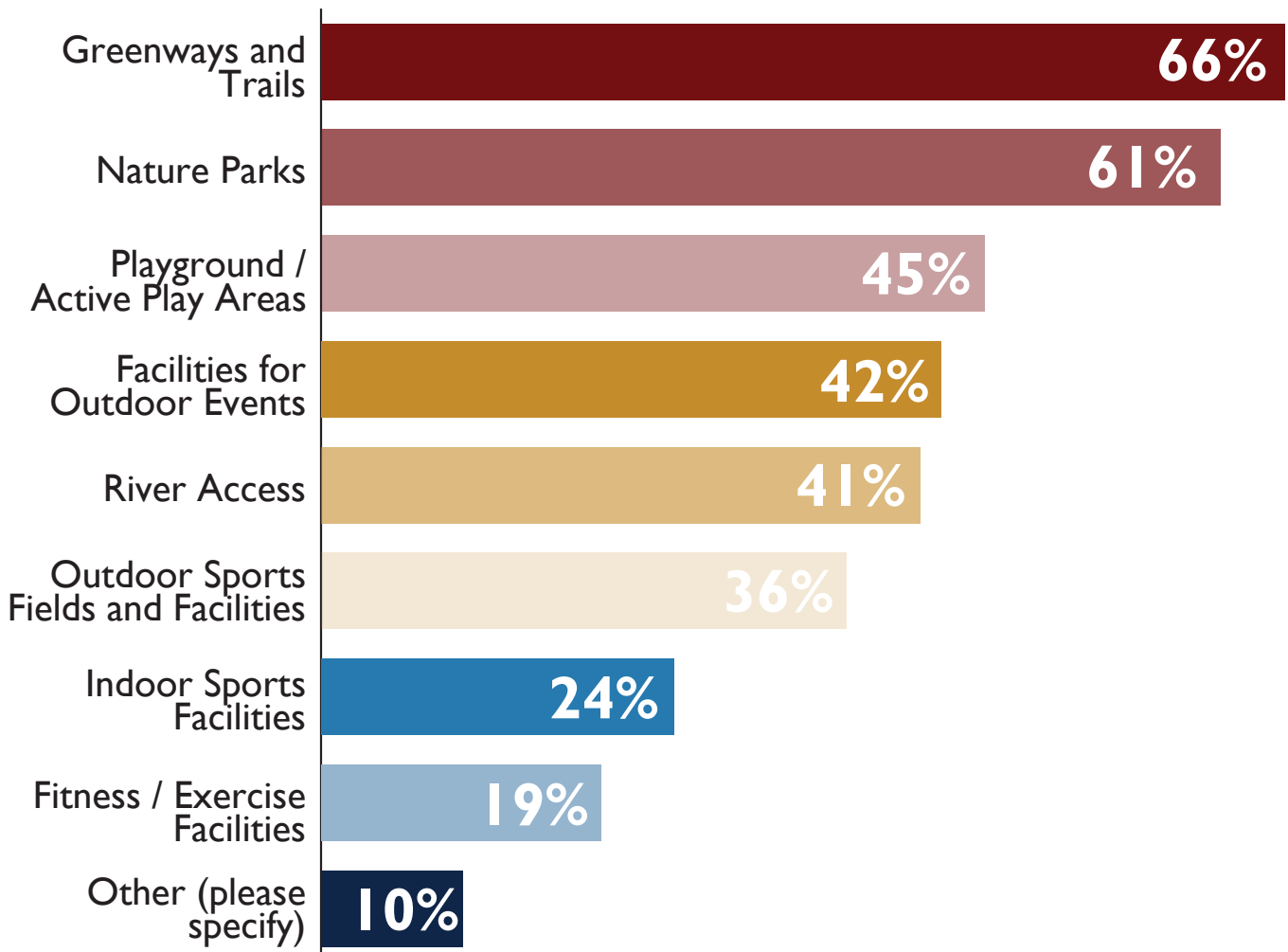
Are you satisfied with the parks, recreation facilities, and public open spaces available in your area of Lancaster County?



The satisfaction with parks, recreation facilities, and public open spaces ranges slightly from region to region. Panhandle respondents are least satisfied with the recreation facilities, and Southern Lancaster respondents are most satisfied; though the total range is just 9%.

COMPREHENSIVE PLAN SURVEY : QUESTION 11

What types of parks or other recreational amenities would you like to see in your area of Lancaster County? (check all that apply)



Percent of Responses

When asked about parks and recreational amenities they would like to see in the County, more than 60% of respondents indicated an interest in greenways, trails, and nature parks. Almost half of respondents also expressed an interest in playground / active play areas, facilities for outdoor events, and river access. About 180 respondents selected "other" and the top requests are for dog parks, bicycle and pedestrian trails, better dispersed parks / more parks, and improved safety.

COMPREHENSIVE PLAN SURVEY : QUESTION 11

What types of parks or other recreational amenities would you like to see in your area of Lancaster County? (check all that apply)

PANHANDLE

- #1** Greenways and Trails
- #2** Nature Parks
- #3** River Access

GREATER LANCASTER

- #1** Nature Parks
- #2** Facilities for Outdoor Events
- #3** Playground / Active Play Areas

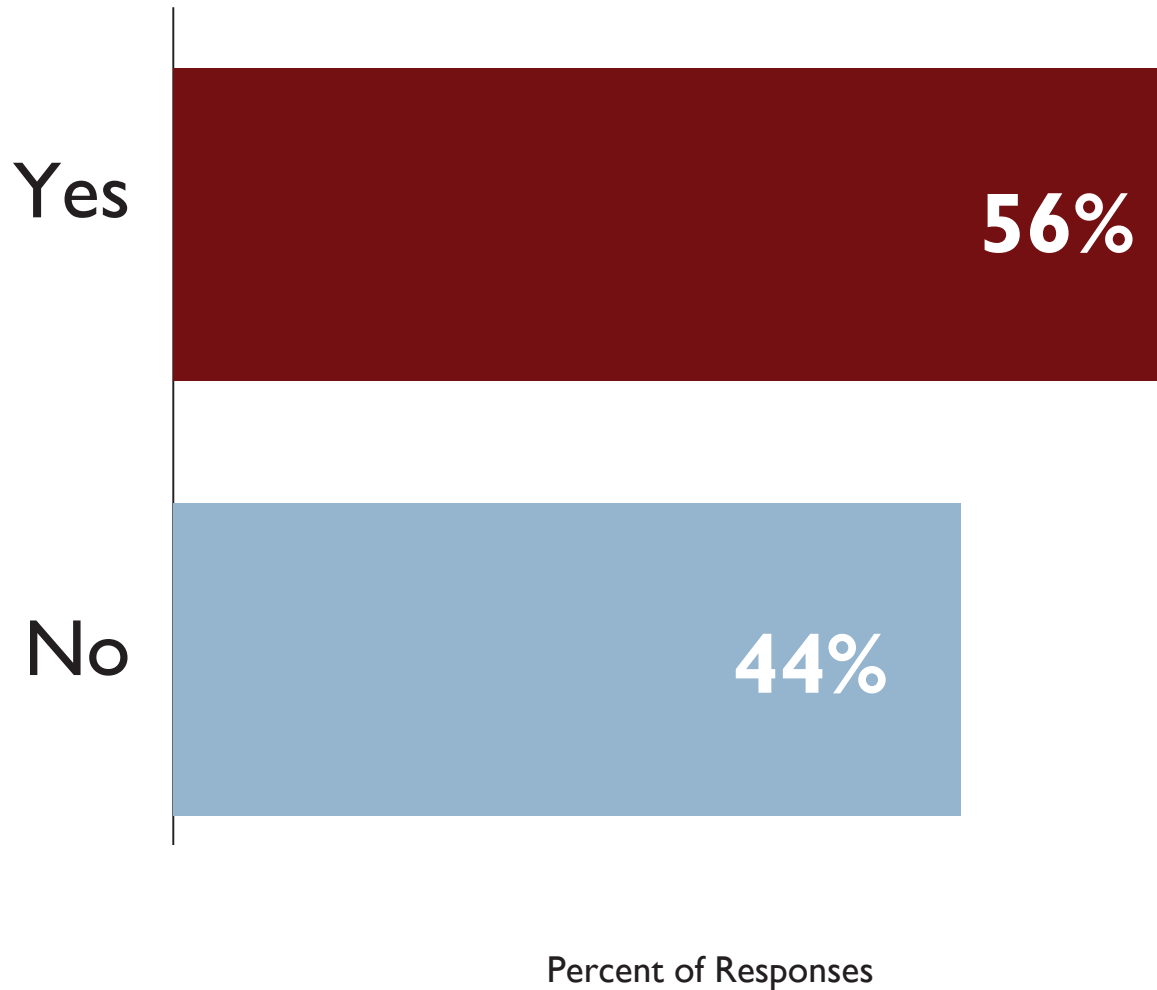
SOUTHERN LANCASTER

- #1** Facilities for Outdoor Events
- #2** Nature Parks
- #3** Playground / Active Play Areas

The top three parks and recreation desires by region are shown above. Nature parks are one of the top three desired facilities in all three regions, but greenways and trails and river access are only a top request in the Panhandle. Greater Lancaster and Southern Lancaster also have a preference for facilities for outdoor events, as well as playgrounds and active play areas.

COMPREHENSIVE PLAN SURVEY : QUESTION 12

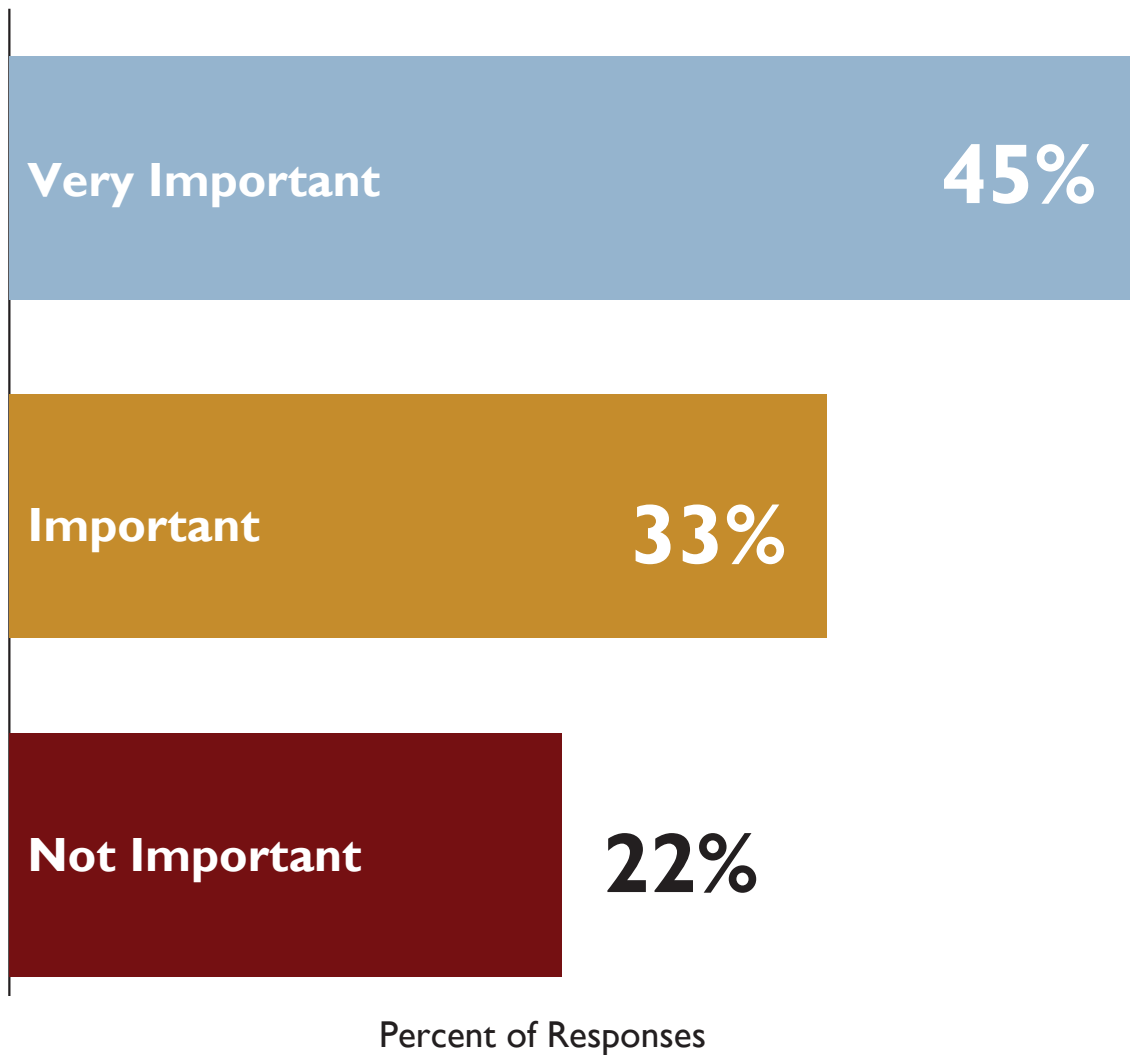
Is being able to access the Catawba River in Lancaster County important to you?



Just over half of those who took the survey stated that it is important for them to be able to access the Catawba River. About 44% of respondents do not feel that access to the Catawba River is important.

COMPREHENSIVE PLAN SURVEY : QUESTION 13

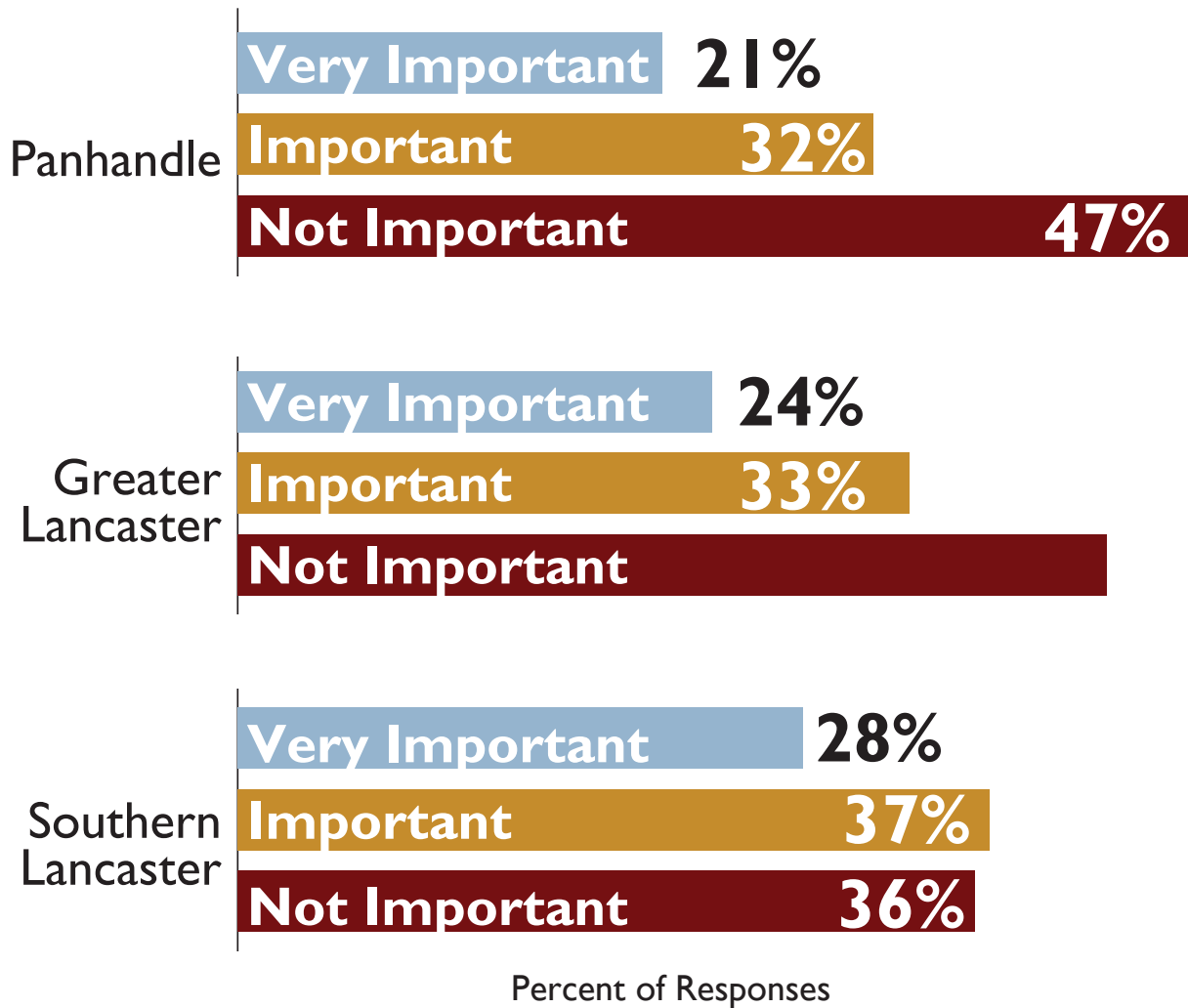
How important is it for your area of Lancaster County to have access to greenways and trails? (rating not important (0) to very important (2)).



When asked how important it is to have access to greenways and trails, about 78% indicated that it is either important or very important to them, while about 22% of survey respondents indicated it is not important to them.

COMPREHENSIVE PLAN SURVEY : QUESTION 13

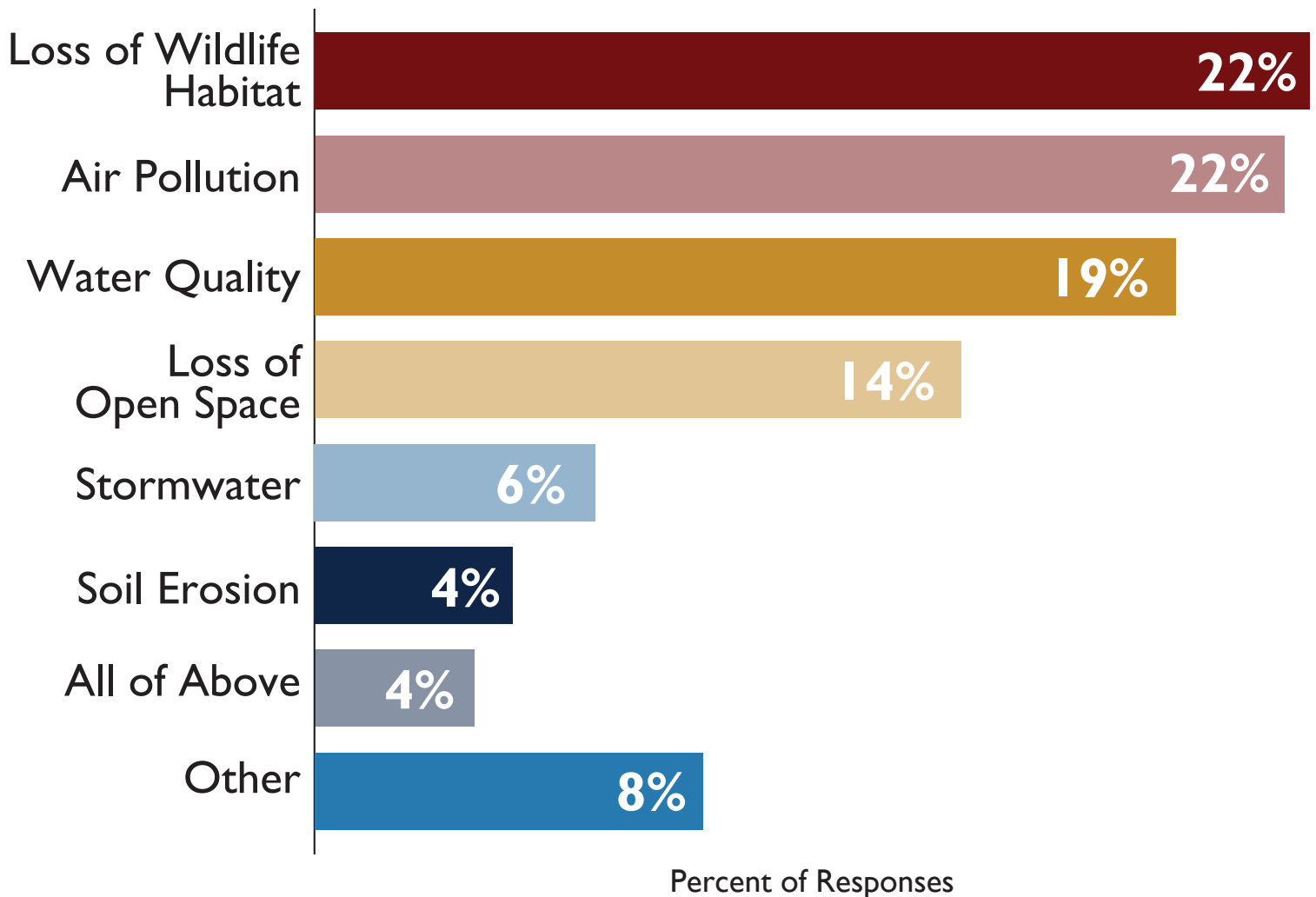
How important is it for your area of Lancaster County to have access to greenways and trails? (rating from 1 to 5, with 5 being the highest)



More than half of the people in all three regions indicated that greenway and trail access is important or very important. While not significantly different, the interest in greenways does vary by region of the County. Likely because of access, or lack thereof, to existing greenways, Southern Lancaster respondents are most interested in improved greenways and trail access, while residents of the Panhandle have the least interest.

COMPREHENSIVE PLAN SURVEY : QUESTION 14

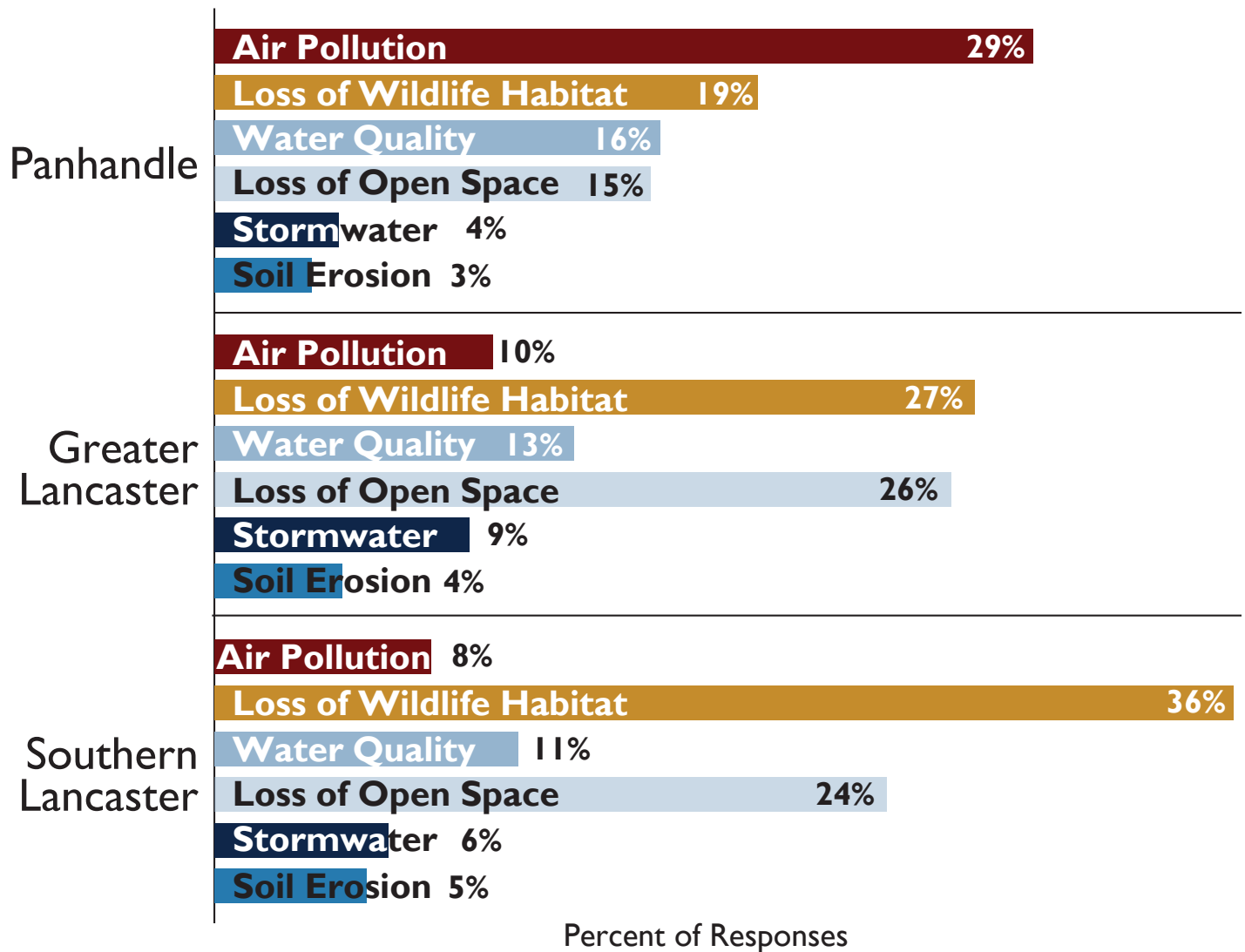
Do you have any concerns about the following environmental related issues for your area of Lancaster County?



More than 400 of the people who took the community survey are concerned about the loss of wildlife habitat and air pollution. A considerable number of people are also concerned about water quality, and comments regarding this referenced drinking water quality and pollution of the Catawba River. Further, 200 respondents submitted additional comments related to this question, with more than 60 indicating they are concerned about the paper mill. Other top comments included concerns about too much littering, clear cutting, and lack of opportunities for recycling.

COMPREHENSIVE PLAN SURVEY : QUESTION 14

Do you have any concerns about the following environmental related issues for your area of Lancaster County?



When you filter the survey responses by region of respondent, the primary concerns are variable. In the Panhandle, residents are most concerned about air pollution, while residents of Greater and Southern Lancaster are most concerned about the loss of wildlife habitat. Residents of Greater and Southern Lancaster are also slightly more concerned about the loss of open space and stormwater than residents of the Panhandle.

COMPREHENSIVE PLAN SURVEY : QUESTION 15

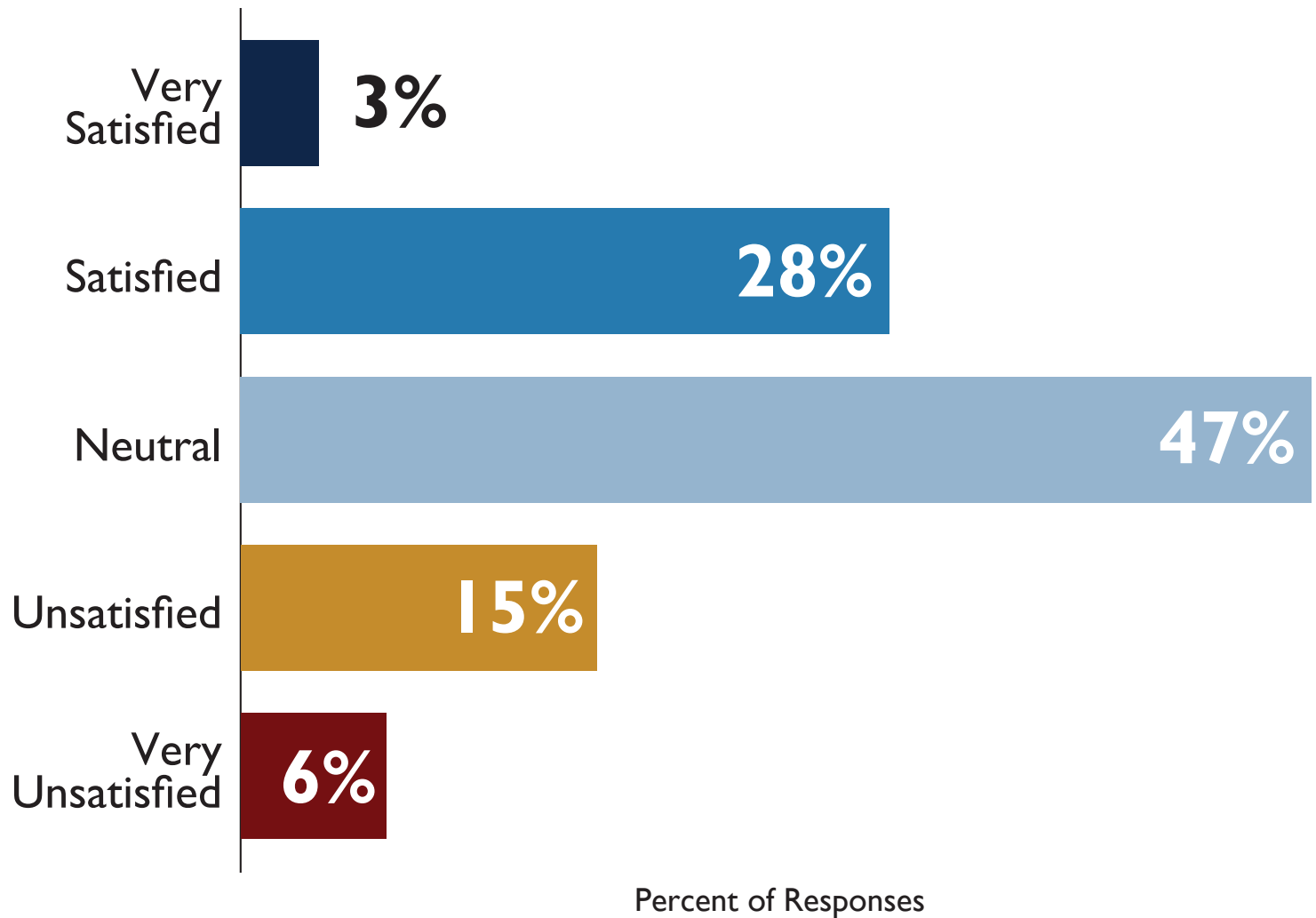
Do you have any suggestions for making your area of Lancaster County more visually attractive?

SUGGESTIONS	NUMBER OF RESPONSES
Clean Up Litter	232
Conserve Land / Protect Forests	190
Improve Landscaping Along Roads	182
Improve Design Standards	180
Improve Appearance on 521	107
Code Enforcement	106
Stop Allowing Junk Businesses	97
Revive Downtown	88
Manage / Stop / Pause Growth	80
Add Sidewalks / Bike Lanes / Greenways	73
Maintain Roadways	57
Develop More Commercial	50
Reuse Vacant Buildings	36
Reduce Signage (number, size, etc.)	34
Demolish Old Buildings	30
Better Street Lights	24
We Need a Downtown in Indian Land	17
Need a Plan	16
Widen Roads	15

When asked for suggestions to improve the County's attractiveness, more than 230 people said that there should be a focus on cleaning up litter around the County. The second greatest request was for enhancing green spaces and trees. This was followed by improving landscaping on roadways, strengthening design and zoning regulations, improving the appearance of 521, and practicing stricter code enforcement. All of the responses which were submitted by ten or more people are shown in the graphic above, with larger text symbolizing responses which were received more frequently.

COMPREHENSIVE PLAN SURVEY : QUESTION 16

*How satisfied are you with the quality and types of services offered by Lancaster County?
(rating on a scale from 1 to 5, with 5 being the highest)*



When asked to rate their level of satisfaction with the quality and types of services offered by Lancaster County, respondents gave the County an average rating of "neutral." Just under one-third of respondents are either satisfied or very satisfied with the quality and types of services offered by the County. Almost half of respondents feel "neutral" about the County's services and about 22% of respondents are either unsatisfied or very unsatisfied with the County's services.

COMPREHENSIVE PLAN SURVEY : QUESTION 17

Are there any services which Lancaster County does not currently offer but that it should consider offering in the future? Or are there any services that the County should improve the quality of? Please provide details.

SERVICE	NUMBER OF RESPONSES
Parks / Outdoor Spaces / Recreation	123
Public Transportation / Light Rail	95
Restaurants / Retail / Grocery / Commercial	70
Improved Road Conditions	62
Recycling	48
Garbage Pick Up / Better Hours / Closer Locations	48
Post Office	47
Build More Schools / Improve Schools	45
Better Policing / More Sheriffs	38
Greater Access to Hospital and Health Services	34
Homeless Shelter / Services	33
Trails / Greenways / Bike Lanes / Sidewalks	26
Social Welfare Services	24
Senior Services / Senior Center	22
Closer County Office / More Staff / Better Training	21
Litter Clean Up	19
Strengthen EMS / Fire Protection	18
Environmental Concerns	17
More Attention / Services in the Panhandle	15

More than 700 community survey participants provided feedback on desired service improvements. The number one request (made by 123 people) is for additional parks, recreation, programming, and open spaces. Other common requests are for public transportation options, more restaurants and commercial enterprises, and improved road conditions. The graphic above shows all requests that were made by at least ten respondents, with the larger words representing services requested more frequently.

COMPREHENSIVE PLAN SURVEY : QUESTION 18

What are three words that you would use to describe Lancaster County to a friend?

DESCRIPTION	NUMBER OF RESPONSES
Growing / Developing	346
Crowded / Overdeveloped	295
Friendly / Welcoming	247
Beautiful / Pretty / Appealing	240
Outdated / Behind	144
Calm / Comfortable / Peaceful	140
Country / Rural	137
Lacking...(funds, infrastructure, greenspace, etc.)	133
Close to Charlotte / Convenient / Central	126
Affordable / Low Cost of Living	113
Traffic	109
Small Town	102
Poor Planning / Mismanaged	100
Safe / Low Crime	81
Nice / Good	77
Opportunity / Potential / Promising	69
Economically Challenged / Poor	62
Boring / Dull / Drab	57
Home	47

Survey respondents were asked to write three words which they feel best describe Lancaster County. Those responses which were submitted by 30 or more respondents are shown above, with the larger words representing the most often used descriptions. The number one response (346 people used) is growing / developing / expanding. Other top adjectives include: crowded / over developed / congested / over populated (295 responses), friendly / welcoming / hospitable (247 responses), beautiful / pretty / appealing (240 responses), outdated / old fashioned / bygone (144 responses).

COMPREHENSIVE PLAN SURVEY : QUESTION 19

If you were developing a long-range plan for Lancaster County, what would be the three most important topics?

TOPIC	NUMBER OF RESPONSES
Traffic Management	629
Growth Management	507
Education / Schools	475
Parks / Recreation / Open Spaces	325
Commercial Development	270
Economic Development / Employment	228
Infrastructure	205
Police Protection / Crime / Safety	174
Road Maintenance	173
Bike Lanes / Sidewalks / Multi-use Paths	115
Activities / Amenities / Entertainment	114
Housing	106
Appearance / Beautification	104
Conservation (open space / farms / forests / wildlife)	102
Better Planning	84
Air Pollution / Air Quality	82
Environment	76
Public Transit / Transportation System	71
Downtown Revitalization	66

The graphic above displays the topics which were noted as the most important topics for the Plan by at least 30 people. The larger words represent responses which were noted by more people. The number one topic is traffic management and this was noted by about 40% of survey respondents (629 people). Traffic management is followed by growth management (507 people), education / schools (475 people), and parks / recreation / open space (325 people). Many of the topics are things which have come up as important throughout the survey.

COMPREHENSIVE PLAN SURVEY : QUESTION 20

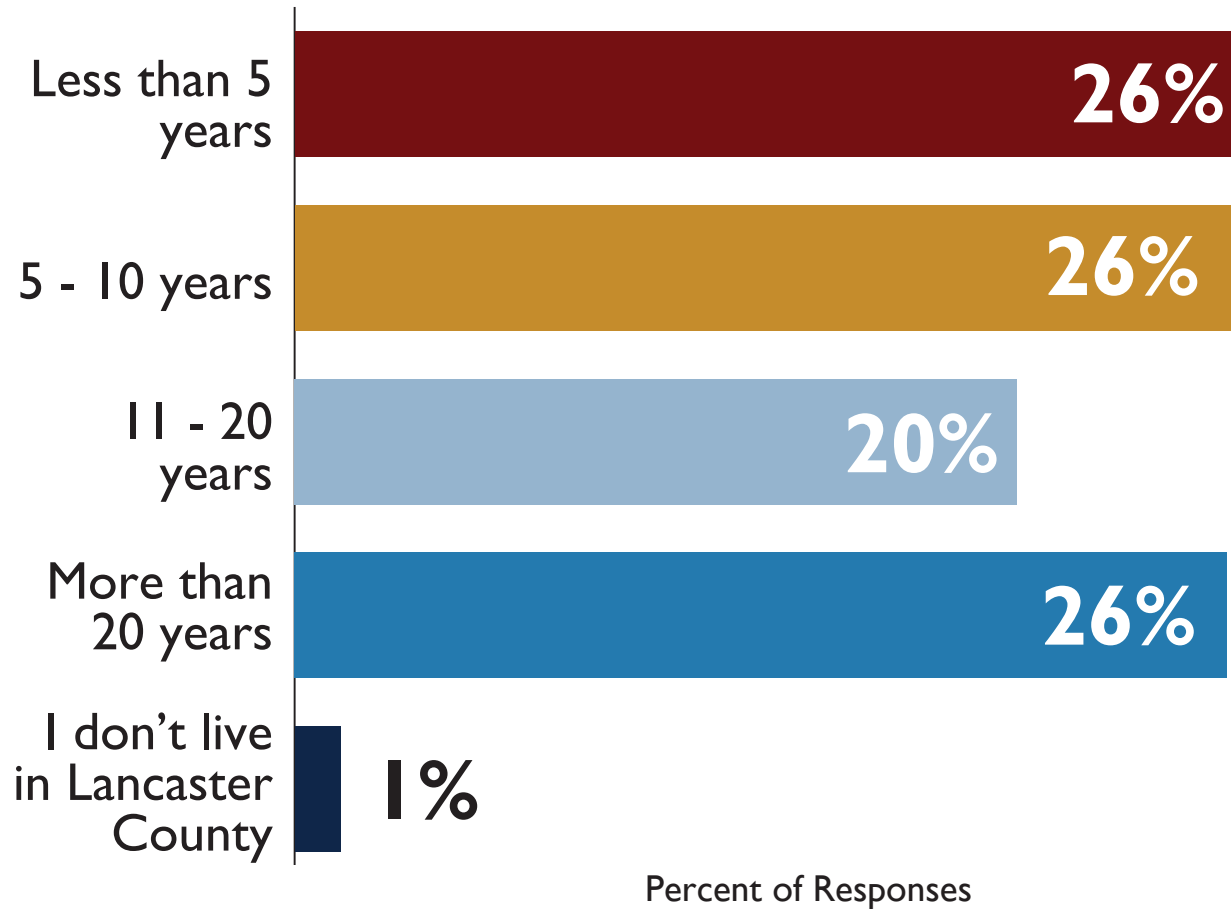
Thinking about the next twenty years (2040), please describe your vision for the future of Lancaster County. What should change? What should stay the same?

VISION	NUMBER OF RESPONSES
Control Growth / Slow Down Development	326
Build / Improve Roads	295
Parks / Greenspaces	222
Improve Schools	199
Encourage More Commercial Businesses	172
Stricter Zoning / Design Regulations	132
Economic Development	117
Keep Small Town Feel	105
Improve Aesthetic Appearance	103
Improve / Support Public Safety	99
Habitat and Farmland Preservation	88
Bicycle and Pedestrian Facilities	83
Ensure Adequate Infrastructure / Utilities	77
Revive Downtown	72
Entertainment	61
Public Transportation	52
Create a Plan / Improve Planning	52
Address Different Regions Separately / Equitably	48

The word web above illustrates responses submitted by 18 or more residents when asked to describe their vision for the future of Lancaster County. Responses were simplified so that they could be quantified, but the top requests are for controlled growth (326 respondents), improved roads (295 respondents), and parks / greenspaces (222 responses). Generally, the larger the word above, the more people who described it as their vision. Additional responses received by less than 18 people generally reflect other answers displayed throughout the survey.

COMPREHENSIVE PLAN SURVEY : QUESTION 22

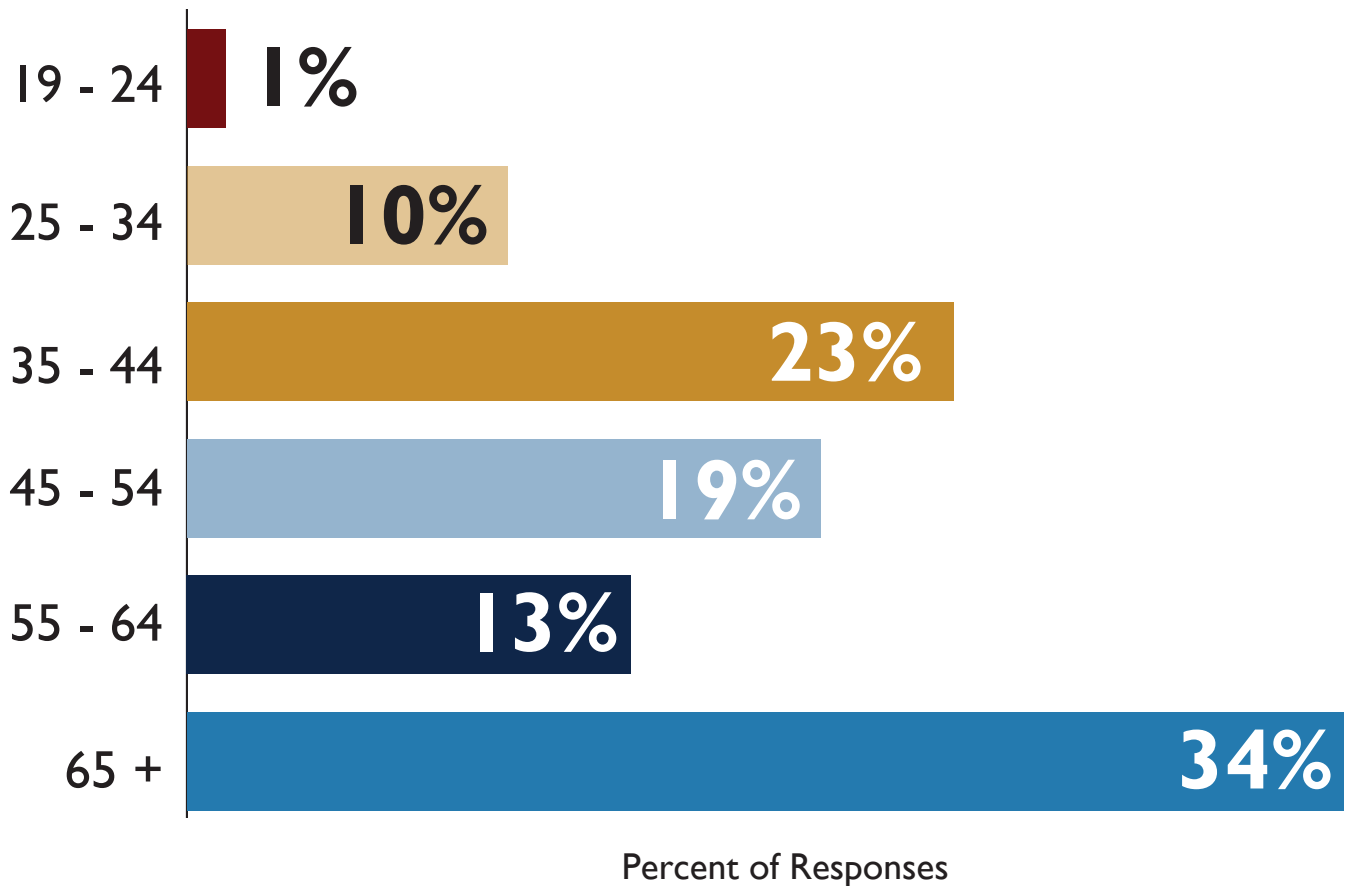
If you live in Lancaster County, how long have you lived here?



The longevity of residency for those who participated in the community survey was somewhat evenly distributed for each period of time.

COMPREHENSIVE PLAN SURVEY : QUESTION 23

Please indicate your age



Just over one-third of the people who participated in the community survey are over the age of 65 years old. Almost one-quarter of respondents are between the ages of 35 and 44, with about 19% between the ages of 45 and 54, and 13% between the ages of 55 and 64. About 10% of respondents are between the ages of 25 and 34.

