



City of York Comprehensive Plan 2019-2029



STATE OF SOUTH CAROLINA)
)
COUNTY OF YORK) CITY OF YORK

ORDINANCE 19-611

ADOPTING THE 2019 COMPREHENSIVE PLAN FOR THE CITY OF YORK

WHEREAS, the York City Council and Planning Commission find that the City's Comprehensive Plan must be evaluated and updated at intervals prescribed by State law;

WHEREAS, the York City Council finds that the Planning Commission is responsible for recommending an updated Comprehensive Plan to City Council;

WHEREAS, the York City Council finds that the Planning Commission has worked extensively with City Staff and Catawba Regional Council of Governments to create an updated Comprehensive Plan; and

WHEREAS, the York City Council and Planning Commission find that the recommended Comprehensive Plan has been produced after receiving and incorporating significant public feedback,

NOW THEREFORE, BE IT ORDAINED in Council assembled on the dates set forth that the York City Council does herewith adopt the recommended 2019 Comprehensive Plan for the City of York with noted approved revisions.


J. EDWARD LEE, MAYOR

ATTEST:

Cynthia J. Wypul
Municipal Clerk

First Reading:

November 5, 2019

Public Hearing:

December 3, 2019

Second Reading:

December 3, 2019

CITY OF YORK COMPREHENSIVE PLAN 2019 – 2029

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INTRODUCTION

The City of York, located in the western part of York County, is a city with a proud history and a promising future. Created in the late eighteenth century as a county seat, the City of York now finds itself on the fringes of one of the most dynamic urban growth centers in the nation. The city's location near the Charlotte-Rock Hill urban areas and its position equidistant between the I-77 and I-85 corridors presents opportunities for strong growth in the future. York has been an important urban center for York County for well over two centuries; its future will depend largely on decisions made in the next few years.

York is the county seat of York County and enjoys an intimate character of a small friendly community with a strong historic core and a traditional lifestyle offering a desirable alternative to life in the larger metro areas. This relationship of the small city with the asset of a large historic district and strong downtown area but located at the center of a triangle of unprecedented growth in the surrounding cities of Charlotte, Rock Hill, and Gastonia, presents a unique challenge. The preservation of York's character within the context of the larger urban growth patterns must be carefully addressed.

As the scope of influence from surrounding metro areas expands, York must position itself and take responsibility for its future through long-range comprehensive planning. Social and economic goals and objectives for the city developed now will guide its future. These goals become the "game plan" that will be continually reviewed, monitored and changed as conditions dictate. Programs, ordinances, Planning Commission recommendations, and City Council actions should be in harmony with the Comprehensive Plan. The plan is an expression of the appropriate governing bodies with regard to the wise and efficient use of public funds, future growth, development and redevelopment of its area of jurisdiction.

This Comprehensive Plan represents a revision of the Plan developed in 1999 and updated in 2005. It has been developed under the guidelines of the *South Carolina Comprehensive Planning Act of 1994*, as amended. This legislation required each community in the state that has a planning program to undertake a new comprehensive planning effort. The basic format and contents of this plan are dictated by the requirements of the act. Development of the Plan was

undertaken first by a Comprehensive Plan Task Force that was composed of representatives from the City Council, Planning Commission, City staff, and the public. The Plan was reviewed and recommended by the Planning Commission and adopted by the City Council.

This document provides a review of existing conditions in ten subject areas: population, economy, downtown improvement, natural resources, cultural resources, community facilities, transportation, housing, priority investment and land use. The Guiding Principles provide a listing of goals and objectives for each of the eight elements, along with recommended implementation strategies. The Land Use Plan Map provides an illustration of the recommended patterns of growth for the future. This map is crucial to many future decisions concerning the character of development for York. The Plan should be reviewed and updated periodically as conditions change in the community.

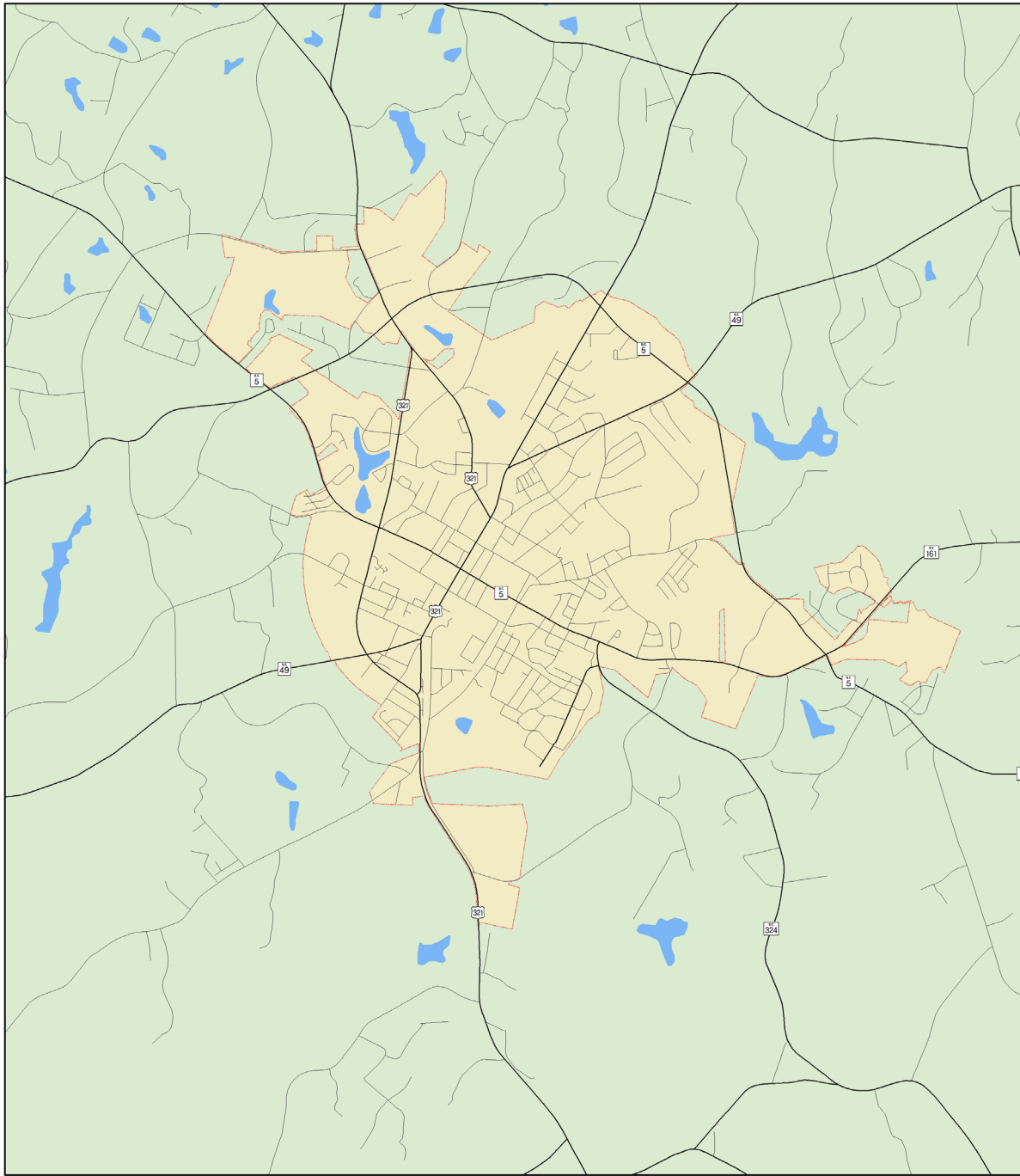


Figure 1
City of York
City Map

Legend	
	Water
	City of York
	Major Roads
	Minor Roads

0 1,000,000 Feet



Map Produced By:
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Catawba Regional COG disclaims any responsibility for damages or liability that may arise from the use of this map. All efforts have been made to ensure accuracy.

POPULATION ELEMENT

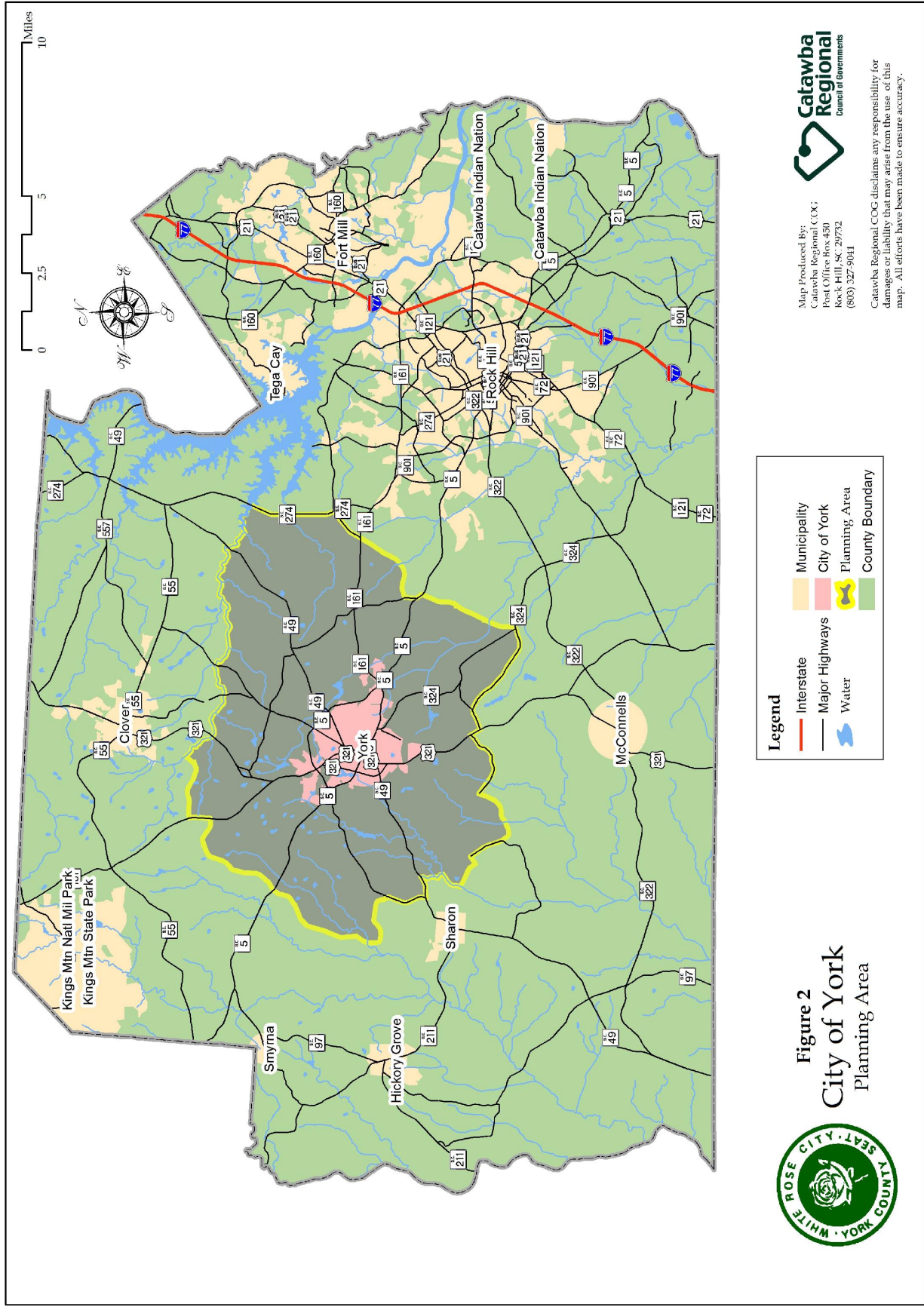
GROWTH TRENDS

York and its surrounding area has experienced strong growth over the past four decades. The York Planning Area, which is shown in Figure 2, has experienced the most dramatic increase in population. York has always benefited from its status as the county seat and from its function as a market center for western York County. For the past century, it has also had a strong manufacturing sector. In recent years, the area has become increasingly influenced by suburban development extending from the Charlotte-Rock Hill urban area. Suburban residential growth is spreading into the York area from the east and northeast, bringing with it an increasing demand for commercial development and public services such as schools and utilities. Population growth within the York is shown in Table 1. The City's corporate limits have expanded gradually in recent years and there has been a recent uptick in population leading to opportunities for new housing. This growth is countered to some extent by losses in the older housing stock through demolition. There has been a positive growth trend within the City for a number of years, particularly between 2000 and 2010. It is projected that York's population will continue to increase throughout the coming years.

Table 1
York
Population Trends
1970-2023

Year	Population	% change
1970	5,081	--
1980	6,412	26.2%
1990	6,709	4.6%
2000	6,985	4.1%
2010	7,736	10.8%
2015	7,945	2.7%
2016	7,989	0.6%
2017	8,001	0.2%
2018	8,435	5.4%
2023	9,054	7.3%

Source: US Census
American Community Survey
Esri Forecast for 2018 & 2023



As noted earlier, the Planning Area has experienced more rapid growth than the City itself. The Planning Area includes Census Tracts 615.01, 615.02, 616.01, and 616.02. This area has grown by over 30 percent in 1990 and 2000 respectively, but saw a dramatic drop-off after 2007 due to the national credit crisis. Although the economy has stabilized, growth has subsided compared to 2000. However, there has been a recent uptick in growth and the Planning Area population is expected to continually increase in the coming years. Population growth for the Planning Area is shown in Table 2.

Table 2
Population Trends
York Planning Area
1970-2023

Year	Population	% change
1970	10,163	--
1980	11,787	16.0%
1990	15,388	30.6%
2000	20,502	33.2%
2010	24,213	18.1%
2015	24,936	3.0%
2016	24,829	-0.4%
2017	25,005	0.7%
2018	26,295	5.2%
2023	28,206	7.3%

Source: US Census
American Community Survey
Esri Forecast for 2018 & 2023

The growth in the Planning Area outside York is largely the result of the development of single-family subdivisions. Many new residents in these areas are able to commute to jobs in Rock Hill, Charlotte, and Gastonia. Some of this residential development is made possible by the extension of water and sewer lines into the outlying areas, although much of the new housing relies on wells and septic tanks, resulting in lower densities.

Rapid growth in the Planning Area creates opportunities for increased business for York merchants and providers of services. The increasing population, however, places demands on the public sector. The need for new or expanded school facilities is one result of this growth trend. Another is that many suburban residents who commute to jobs in other cities have little daily contact with York and may not feel connections with the cultural and historic character of the city.

POPULATION CHARACTERISTICS

In addition to the number of people, the characteristics of the population are important in looking at the future development of the community. This section will deal with racial characteristics, household characteristics, educational levels, and income levels. These factors can provide important information on the community, and can have significant influences on how it develops in the future. Because the York Planning Area includes York, when Planning Area figures are given, they will include the City's figures.

RACIAL CHARACTERISTICS

Table 3 provides detailed 2018 racial characteristics from the Esri Demographics Analysis tool, for York, the Planning Area, and York County. The analysis software is based on aggregated census data. The racial breakdown of the population varies considerably within these areas. York has the highest concentration of African American residents at 36.1%. This is followed by York County which has 19% of its residents identifying as African American, while the planning area has the least amount of African Americans at 18%. York has the lowest concentration of whites at only 55.2%. Both the county and planning area consist of 75% white residents.

The Census Bureau also asks respondents to describe whether they are of Hispanic heritage. This is a separate category from race, because Hispanics can be of any race. The number of York residents describing themselves as Hispanic in 2018 was 777. In the planning area this number was 1,551. In the county, there were 14,712 residents that identified as having Hispanic origin.

**Table 3
Racial Characteristics
2018**

	City of York		York Planning Area		York County	
	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>
White	4,657	55.2%	19,824	75.4%	197,947	75.4%
Black	3,048	36.1%	4,743	18.0%	49,754	19.0%
American Indian	58	0.7%	121	0.5%	1,872	0.7%
Asian	61	0.7%	254	1.0%	534	0.2%
Other Race	395	4.7%	708	2.7%	6,152	2.3%
Two or More Races	215	2.5%	637	2.4%	6,152	2.3%
Total	8,434	100%	26,287	100%	262,411	100%

Source: Esri Forecast for 2018 & 2023

AGE CHARACTERISTICS

The age distribution of the population is helpful for understanding future demographic trends and predicting demand for services in the future. Table 4 shows the population within York by various age groupings from the past two census reports, the American Community Survey, and Esri's demographic forecast for the City. The figures show an increase in population in all age groups and significant growth in four age groups. By 2023 adults ages 55-64 will have grown by an outstanding 84.7% since the year 2000. Other cohorts with significant change are children under 5 years of age and middle aged individuals. As life expectancy continues to increase, there will be greater demands for services for older adults and for health care services.

Table 4
City of York
Age Characteristics

<u>Age Group</u>	<u>2000</u>	<u>2010</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2023</u>	<u>% change</u>
Under 5	511	640	308	643	710	622	654	28.0%
5-14	1,122	1,136	897	866	1,034	1,262	1,353	20.6%
15-19	520	533	607	666	518	508	601	15.6%
20-24	437	504	585	636	613	489	488	11.7%
25-54	2,838	3,000	3,245	3,179	2936	3234	3408	20.1%
55-64	541	819	801	881	909	964	999	84.7%
65-74	502	527	600	578	657	721	833	65.9%
75 and Over	514	577	502	540	624	635	716	39.3%

Source: US Census
American Community Survey
Esri Forecast for 2018 & 2023

HOUSEHOLD CHARACTERISTICS

The Census provides information on households within York. The Census Bureau defines a household as all the persons who occupy a housing unit. A household may be a family, one person living alone, or any combination of related or unrelated persons occupying the same housing unit. Table 5 illustrates some of the characteristics of the households in York. The number of households has increased over the eighteen year period between 2000 and 2018. Non-family households have increased less rapidly than traditional households between 2000 and 2018, partly because non-family households experienced a slight decrease in 2015.

The conventional married-couple family account for only 31 percent of the total households. Female-headed households with no husband present increased between 2000 and 2018, and like family and non-family households, saw a temporary decrease in 2015. During the course of the planning period, the number of persons per household decreased to 2.56, and the number of persons per family decreased to 3.11.

Table 5
Household Characteristics
City of York
2000-2018

<u>Category</u>	<u>2000</u>	<u>2010</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>
Total households	2,536	2,925	2,897	3,030	3,062	3,209
Family households	1,788	1,974	1,981	2,000	2,150	2,144
Non-family households	748	951	916	1,030	912	1065
Persons per household	2.65	2.57	2.68	2.58	2.56	2.56
Persons per family	3.13	3.11	3.34	3.16	3.03	3.11
Families	1,788	1,974	1,981	2,000	2,150	2,144
Married-couple families	1,012	1,025	1,025	1,138	1,203	1,023
Female householder	639	755	755	563	674	754

Source: US Census
American Community Survey
Esri Forecast for 2018 & 2023

EDUCATIONAL ATTAINMENT

Educational levels are dependent on a number of factors. Two of the most important are the socio-economic profile of the population and the effectiveness of the public school system. York is served by the York School District #1, one of four districts within the county. The majority of the planning area falls within the school district boundaries. The district has an excellent reputation and, like the other districts in York County, ranks high in state-wide comparisons of expenditures per pupil and teacher salaries. The Census reports provide data on educational attainment. This is measured by the number of school years completed for adults aged 25 and above. By this point in life, most people have completed their basic education. Table 6 provides a summary of educational attainment for the City of York, the Planning Area, York County, South Carolina, and the United States.

Table 6
Educational Attainment
Persons Aged 25 and Above
2000 - 2018

Area	Percent High School Graduates or Above						Percent Bachelor's Degree or Above					
	2000	2010	2015	2016	2017	2018	2000	2010	2015	2016	2017	2018
City of York	64.8%	72.5%	76.5%	78.1%	85.5%	79.2%	14.4%	11.4%	14.7%	14.4%	15.5%	14.7%
York Planning Area	71.0%	78.3%	81.6%	80.9%	84.9%	83.1%	11.0%	15.1%	15.4%	14.9%	11.3%	16.4%
York County	77.2%	85.9%	88.4%	88.5%	89.1%	89.2%	20.9%	26.9%	29.5%	29.5%	31.1%	30.7%
South Carolina	76.3%	83.0%	85.6%	86.0%	86.5%	87.0%	20.4%	24.0%	25.8%	26.5%	27.0%	27.6%
United States	80.4%	85.0%	86.7%	87.0%	87.3%	87.8%	24.4%	27.9%	29.9%	30.3%	30.9%	31.8%

Source: US Census
American Community Survey
Esri Forecast for 2018 & 2023

Table 6 shows that York and the Planning Area made significant improvements in high school graduation levels between 2000 and 2018. However, the educational attainment for the City continues to lag the other areas shown. During this period, York County moved ahead of the state average for percent of high school graduates.

INCOME CHARACTERISTICS

Esri's also provides data projections on income within the region. Table 7 provides a summary of several measures of income. York's per capita income, median net worth, and median household income all fall below the median figures for the county and the state. The Planning Area and York have similar figures with the exception of the median net worth which is higher than the state average.

Table 7
Income Levels
2018

Area	Per Capita Income	Median Net Worth	Median Household Income
City of York	\$21,491	\$42,824	\$40,409
York Planning Area	\$24,984	\$110,133	\$50,246
York County	\$31,486	\$127,791	\$61,510
South Carolina	\$27,697	\$90,086	\$50,748
United States	\$37,950	\$103,616	\$58,100

Source: Esri Forecast for 2018 & 2023

POPULATION PROJECTIONS

Growth in York should continue over the next twenty years, and will be the result of a number of factors. The continued expansion of the Charlotte-Rock Hill urban area will have an increasing impact on York, as more new residents of the region seek a smaller community with a home town atmosphere. The ongoing improvements being made to the area's road system will reduce commuting time and encourage new industrial and commercial development. The ongoing investments being made by York in infrastructure improvements, downtown revitalization, and improved public services should also help to increase the attractiveness of the community. Projecting the future population of a municipality is a challenging task. The effect of annexation on population within the city limits is difficult to predict. Conspicuous population increases can be seen through the number of building permits that are issued annually. There are several housing major developments within the City such as the Austin Lake subdivision that will add hundreds of single family homes to the area. The following projections are based on the assumption of continued growth of the city limits. Because the housing market has not fully recovered from the 2007 economic crisis, a conservative rate of 1.5% annual growth was calculated into a population growth formula.

TABLE 8
City of York
Population
Projections

<u>Year</u>	<u>Population</u>
2018	8,435
2020	8,688
2025	9,368
2030	10,098

Source: US Census
American Community Survey
Esri Forecast for 2018 & 2023

ECONOMIC DEVELOPMENT ELEMENT

ECONOMIC BASE

The first settlement in what is now York occurred in 1786 when a courthouse for the newly created York County was built at Fergus' Crossroads. From the beginning, the village had the benefit of serving as the county seat and as a market center for central and western York County. Economic activity resulting from these factors led to gradual growth and the beginnings of a downtown area. The town was incorporated in 1841 as "Yorkville." With the construction of the Kings Mountain Railroad in 1852, the community became more connected with the outside world and became more of a mercantile and social center. Well-known educational establishments in York also drew people and business to the community. The late nineteenth century and early twentieth century saw the rise of the textile industry as a dominant factor in York County's economy. The availability of labor and the presence of the raw material in the form of the cotton crop led to a rapid growth in textile employment. In York, the textile industry was an important factor in the economy for a century. The development of mills and the surrounding villages greatly increased the town's population and led to increased business for merchants and the professionals who clustered in the town.

During the past three decades, the textile industry in the Carolinas has contracted in the face of changing market conditions and foreign competition. As late as 1984, there were 1,320 textile jobs listed in the York area, most of them in the Cannon Mills (later Fieldcrest Cannon) facilities. Currently, there are about 81 jobs in York area related to textiles, with only two textile-related companies in operation. To offset this decline in the textile industry, the city and county officials have been active in seeking a more diversified employment base.

Today, the manufacturing base of the York area is heavily dependent on the automotive parts sector. The largest industrial employers produce automotive oil filters, aluminum wheels, brakes and components. In addition to automotive parts, other industries represented include electrical equipment, steel rings, and a number of other products. In addition to manufacturing, the York area continues to develop as a retail center for central and western York County. The presence of the county government also provides a large and relatively stable employment base in the public

sector. The development of the East York Industrial Park has helped to attract several small and medium sized companies. The York area is also within commuting distance to Rock Hill, Gastonia, and Charlotte, each of which has extensive employment opportunities. The presence of larger urban areas nearby in effect provides a highly diversified employment base for residents of the community.

MAJOR EMPLOYERS

A number of major employers exist within the York's planning area. The York Planning Area major employers are listed below.

Table 9
Major Employers (2018)
York Planning Area

Employer	Employees	Operational Cluster	Website
Duke Energy - Catawba Nuclear Station	985	Other	www.duke-energy.com
York School District	715	Education	https://www.york.k12.sc.us/
York County	579	Government	https://www.yorkcountygov.com/
Metrolina Greenhouses	364	Other	www.metrolinagreenhouses.com
Filtration Group	243	Manufacturing	www.filtrationgroup.com
Meritor	207	Manufacturing	www.meritor.com
MacLean Power	201	Manufacturing	www.maclepower.com
American Eagle Wheel	185	Manufacturing	www.americaneaglewheel.com
Vision Metering, LLC	135	Manufacturing	http://www.visionmetering.com
Elkem Silicones	119	Manufacturing	www.elkem.com
CM Steel, Inc	114	Manufacturing	www.cm-steel.com
Fomas, Inc	108	Manufacturing	www.ajaxring.com
Ambassador Packaging, Inc	64	Manufacturing	www.ambassadorpackaging.net
Lava Textiles	61	Manufacturing	www.lavatextiles.com
Anderson Hydra Platforms	46	Manufacturing	www.inspectabridge.com
Silcotech	42	Manufacturing	www.silcotech.com

Source: York County Economic Development Resource Center, February 2018

Additional employers in the retail and business sector include Wal-Mart (315 employees), Lowes (125), York Electric Cooperative (90) and smaller employers. The public sector also has major employers within York's planning area. The York School District has 715 employees, a majority of them working in York. York County employs approximately 579 people in and around the county seat of York. The county has recently erected an 80,000- square-foot government complex on South Congress Street adjacent to the existing courthouse complex. Opened in 2019, the complex includes space for multiple county agencies including the elections, treasurer, engineering, planning and auditor's offices. The State of South Carolina also has offices of several state agencies in the York planning area.

EMPLOYMENT BY PLACE OF WORK

Many of York's residents work outside the city limits or work in other cities. The American Community Survey provides information on place of work and commuting patterns. In 2015, there were 3,354 workers aged sixteen and over who lived within the city limits of York. Of this total, 2,696, or 77 percent, worked outside their place of residence or commuted to other cities. A total of 177 workers commuted to jobs in other counties in South Carolina, while 674 residents of York (20 percent of the total workers) commuted to jobs outside of South Carolina. The mean travel time to work in 2015 was 25.4 minutes, an increase from about 23 minutes in 2010. Table 9 is a list of major employers near the City of York.

EMPLOYMENT BY INDUSTRY

Table 10 provides a comparison of the employment patterns of residents in York from 2000 to 2018. These figures represent employment of the residents of the city, not the number of jobs within the city. The table provides a means of viewing changes which are taking place in the mix of employment. The number of residents of York over 16 years of age who were working declined slightly between 2000 and 2010 to 2,842. In 2018, the number of residents in York over 16 years of age who were working increased to 3,593.

Table 10
Employment by Industry
City of York
2000-2018

Industry	2000	2010	2015	2016	2017	2018
Agriculture, forestry, fishing and hunting, and mining	39	78	219	270	239	239
Construction	158	221	168	242	248	154
Manufacturing	889	578	765	761	754	747
Wholesale trade	162	54	94	109	122	95
Retail trade	449	322	416	428	445	308
Transportation and warehousing, and utilities	84	55	215	245	251	200
Information	37	28	22	25	8	13
Finance and insurance, and real estate and rental and leasing	97	217	104	62	104	137
Professional, scientific, and management	135	201	243	198	178	232
Educational services, and health care and social assistance	553	714	506	498	594	619
Arts, entertainment, and recreation, and accommodation and food services	136	266	353	364	255	495
Other services, except public administration	160	75	136	183	206	305
Public administration	118	73	113	189	163	49
TOTAL:	3,017	2,882	3,354	3,574	3,567	3,593
Source: Esri Forecast for 2018 & 2023						

Comparing the employment numbers by industry between 2000 and 2018 showed strong gains in the areas such as, agriculture, forestry, fishing, and hunting, and mining, and also retail trade. The area with the largest decline in employment was manufacturing and public administration. However, these projections do not take into account the new York County Government Complex that houses a multitude of public administrative workers. Overall, the employment by industry figures provided a picture of an economy that is highly diversified.

EMPLOYMENT BY OCCUPATION

Table 11 provides a listing of the occupations held by York's workers. In 2000, the largest category was in production and transportation of goods, but in 2010, sales and office occupations were the largest category. Sales and Office occupations saw the largest increase with a 21.9% jump in workers. The production, transportation and material moving occupations saw a 53.6% decline during the same period, but in 2015, dramatically increased and became the leading employer. Production, transportation is currently the leading occupational field in York.

Table 11
Employment by Occupation
City of York
2000-2018

<u>Occupation</u>	Number of Workers					
	<u>2000</u>	<u>2010</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>
Management, professional and related occupations	603	655	540	472	562	426
Service occupations	439	480	740	723	694	786
Sales and office occupations	675	823	825	823	842	832
Natural Resource, construction, and maintenance occupations	320	341	376	376	362	386
Production, transportation and material moving occupations	<u>1,256</u>	<u>583</u>	<u>928</u>	<u>1,037</u>	<u>673</u>	<u>845</u>
	3,293	2,882	3,409	3,431	3,133	3,275

Source: US Census
American Fact Finder
Esri Forecast for 2018 & 2023

ECONOMIC DEVELOPMENT EFFORTS

As part of York County and the expanding Charlotte urban region, the York area is in an enviable position in terms of economic development opportunities. While new office and distribution facilities are more likely to cluster in the I-77 corridor in the eastern section of the County, the York area can expect to benefit from the expansion of manufacturing investments in the area. A number of public and private entities are currently active in the area of enhancing economic development opportunities.

The York County Economic Development Board has primary responsibility for retaining and attracting quality employers to the county. The Chamber of Commerce of Greater York works closely with the Development Board and other Chambers in the County to enhance the economic climate. The South Carolina Department of Commerce works with major companies on a state-wide basis and often refers them to local entities. The development agencies in the Charlotte urban area joined together several years ago in creating the Charlotte Regional Partnership (formerly the Carolinas Partnership). This multi-jurisdictional agency has a staff that promotes the entire region through national advertising and publicity and refers inquiries to local development agencies.

In the local area, the York Electric Co-Op, Inc. has developed the East York Industrial Park located on Park Place Road. Although not within the city limits, this park has provided the location for several new industries. The York Economic Development Corporation was created to provide assistance to the economic development efforts in the greater York area and has been active in attracting both customers and new businesses to the downtown area. The City of York also has a role to play in attracting new investment by providing a strong base of public infrastructure which makes the area attractive to new companies. The continued upgrading of water and sewage treatment, distribution, and collection facilities and the development of improved transportation facilities will be a positive factor for the future growth of the community. The City should identify and prioritize infrastructure projects through its capital improvements plan and provide proactive infrastructure improvement, additional incentive programs, and encourage county collaboration on various projects. York should also seek

partnerships with philanthropic resources to drive development.

In addition to the traditional concepts of economic development activity, there are many other ways of encouraging growth and a higher standard of living. One growing factor in economic development efforts in the York area is heritage tourism. The presence of a large historic district and the Historical Center of York County makes York an attractive place for visitors who are interested in historic resources. Combined with such nearby attractions as Historic Brattonsville and Kings Mountain National Military Park, York could benefit from tourist dollars. The development of the Carolinas Backcountry Alliance, combining efforts to attract visitors to sites related to the American Revolution in the Piedmont of the Carolinas, is an example of a heritage tourism effort which should benefit communities like York.

Economic development specialists have recognized for some time that quality of life issues have a significant impact on location decisions for corporations. Most companies are seeking to invest in communities where their employees will have access to excellent public services, good schools, and a high quality natural environment. York has many characteristics which contribute to a high quality of life. The York School District ranks among the top tier in the state in most measurement categories. York is currently in an area which classifies as attaining air quality standards, while most of the Charlotte urban area, including eastern York County, is classified as a non-attainment area. The current road improvement program in western York County also enhances economic development, as it provides four-lane access to both I-85 and I-77 for the first time. The Hospitality Tax, adopted in September 2003, supports heritage tourism efforts, downtown revitalization, and gateway development. Additionally, the City has adopted an economic development incentive program for commercial and industrial projects that meet the requirements listed in City Ordinance 17-590. These and other quality of life issues should be utilized in making the case that York is a good place to do business and a good place to live.

NATURAL RESOURCES ELEMENT

INTRODUCTION

A number of factors influence the use of land in any community. Some of the most important of these factors relate to the natural and physical characteristics of the land and the environment. Features such as the slope of the land, the soils which are present, the areas prone to flooding, wetlands, and unique natural areas can have a significant impact on the type of development that is possible in the community. The Natural Resources Element of the plan looks at the environmental and physical characteristics in the York area and how these characteristics impact on development patterns. In planning for the future growth of the area, it is important to document significant constraints related to the natural resources so that potential conflicts can be avoided and important natural attributes can be preserved. Within the city limits of York, there are relatively few constraints related to natural resources that will have a negative impact on development. In the larger Planning Area, however, there are some extensive flood plains and other factors that may influence the patterns of growth. Other important natural resource considerations include water and air quality issues, which to a large extent are related to York's location adjacent to the Charlotte urban area.

CLIMATE

The pleasant climate of the York area was a factor in the early development of the community as a retreat from the sometimes unhealthy climate of the South Carolina Lowcountry. The climate today is still an attraction for new residents and a positive factor in the growth of the community.

York is located in the North Central Climatic Division of South Carolina. This division includes York, Chester, Fairfield, Lancaster, and Kershaw Counties. Climatological information is provided by the U. S. Department of Commerce and by the State Climatologist. The temperate climate of the area is characterized by warm, humid summers and moderate winters. The North Central Division has average temperatures ranging from January's 41.1 degrees F to 79.1 degrees F in July. The annual average temperature is 61.0 degrees F.

Precipitation occurs at an annual rate of about 48 inches. Monthly precipitation averages range from 3.1 inches in November to 4.77 inches in March. Light snowfall or ice occurs, but it is unusual for snow cover to last more than a day or two. Like much of the southeastern United States, York is subject to periods of drought and periods of excessive rain. The remnants of hurricanes and tropical storms can cause extended periods of heavy rain. Droughts occur on an average of every 12 to 14 years. Droughts are measured using the Palmer Drought Severity Index, developed in the 1960s by Wayne Palmer. The index uses temperature and rainfall information in a formula to determine dryness. During 1999 through 2002, York experienced the worst recorded four-year period of drought, with a total rainfall deficit of 50.83 inches.

Using the Palmer Index, the City Council implemented a Drought Plan in 2003. The Plan, available at City Hall, ensures that the City is prepared to maintain water supplies in future drought situations.

GEOLOGY

The basic geology of an area can have an important impact in determining the types of soils present, the ground water potential and characteristics, and the location of mineral resources. Geologic formations can also have impacts on the construction of building foundations, roads, and other structures. The York area is within the Piedmont Geologic Province of South Carolina. Underlying rocks in the Piedmont of the Southeast occur in belts that conform to the regional northeasterly trend of the major structural features. Thus, the York area has much more in common geologically with the Piedmont sections of other southeastern states, such as North Carolina and Georgia, than with the coastal plain of South Carolina. Most of central York County, including the York Planning Area, is in the Charlotte Belt, an area of metamorphic rocks with a complicated sequence of igneous rocks. The metamorphic rock types include schist, gneiss, amphibolite, and meta-gabbro. The igneous rocks include granite and gabbro.

The York area has a long history of mineral extraction. Colonel William Hill mined iron ore at Nanny's Mountain and other areas prior to and during the Revolution, and his iron furnace on

Allison Creek was an important source of munitions for the Patriot cause. There were other iron ore sources and furnaces to the west of the York area. Also in western York County, gold was an important resource as early as the 1830's. At least 55 gold mine areas have been recorded in western York County, and the county has ranked among the top five counties in the state over the years in gold production. There has been no significant production in the past fifty years.

SOIL TYPES

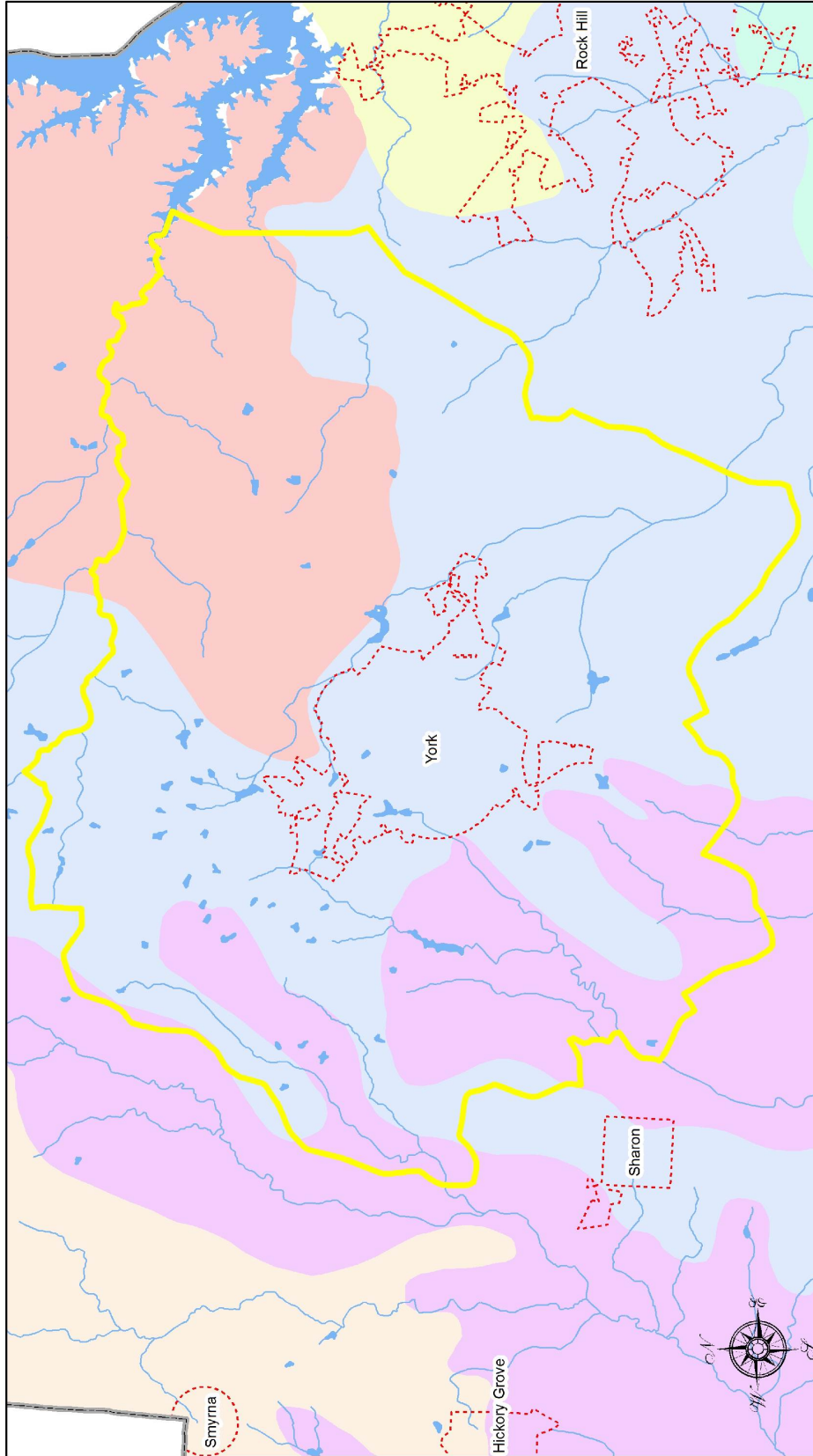
Soil conditions in an area can have a major impact on development patterns. Some soils pose limitations for development, with problems such as a high water table, poor drainage, or poor conditions for building foundations. The use of septic tanks can be limited by certain soil conditions. It is important to have information on these soil problems so that development decisions can take the soil limitations of a site into account.

The *Soil Survey of York County*, published in 1965 by the Soil Conservation Service of the U. S. Department of Agriculture, provides a detailed description of soil types and the limitation they place on various development activities. Soils are grouped into general soil associations, which share characteristics. The soil characteristics in the York Planning Area are shown in Figure 3.

Soils in the York Planning Area fall into four soil associations. Soils within the city limits of York and in an area to the north of the City are in the Cecil-Applying-Hiwassee association. These are deep, well-drained red soils of the Piedmont that developed from the decay of granite and other rocks. Slopes range from moderate to steep. In general, the limitations for development associated with these soils result from some of the steep slopes. Some of the soils in the area of creeks have drainage problems. The area between York and Sharon is in the Wilkes-Winnsboro-Madison association. These soils generally have a dark brown to grayish brown surface layer and a clay loam subsoil. The surface layers tend to be well drained, but the sub soils can be poorly drained. Suitability for septic systems can be limited because of

shallowness to bedrock. In the northeast portion of the Planning Area, soils are in the Cecil-Hiwassee-Pacolet association. These are well-drained, deep soils on uplands in the Piedmont. There is a sandy loam surface layer and deep red clay subsoil. Most of the soils in this association are suited for septic tank installations.

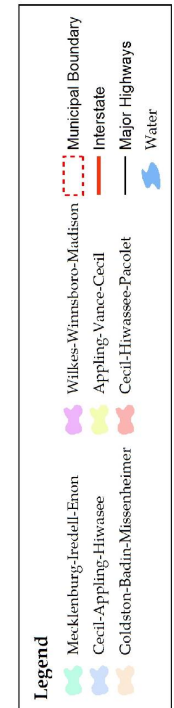
Because soil types vary within the associations, individual land parcels can have varying soil characteristics. In general, most of the soil types in the York area are suitable for most development purposes. Areas which are low-lying often have localized soil limitations related to poor drainage.



0 1 2 4
Miles



Figure 3
City of York
Generalized Soil Types



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SLOPES AND DRAINAGE CHARACTERISTICS

Topography and drainage patterns are significant factors in determining the type and location of new development. Areas where the land has extreme slopes can be very difficult to develop, and the use of such land can result in excessive erosion and storm water runoff. The presence of major drainage systems also presents problems for development of land.

Because York developed along a major ridge line, it is mostly on high ground and has few problems with steep slopes. The route of U. S. 321 through the community generally marks the boundary between the drainage basins of the Catawba and Broad Rivers. Creeks generally flow east and southeast to the Catawba or west and southwest to the Broad. Some areas of the community which experience drainage problems during heavy rains include the Valley area, on the south side of York off of U. S. 321 and the English Gardens area near S. C. 49 in the northeastern section of the City.

Some sections of the Planning Area have pronounced slopes. This is especially true in the northeastern section of the Planning Area in the Allison Creek area, where several large hills rise above the surrounding area, and in the southwestern section of the Planning Area, where there are some steep slopes associated with tributaries of Turkey Creek. There are no large creeks within the City of York. To the north and east, Fishing Creek is a major creek which drains a large portion of central York County. Turkey Creek to the west and Allison Creek to the northeast are also major streams in the Planning Area.

FLOOD PLAINS

Because the City of York is largely on a ridge, there are few problems relating to flooding. The U. S. Department of Housing and Urban Development has issued Flood Hazard Boundary Maps under the National Flood Insurance Program. While these maps are general in nature, they do provide information on major flood hazards. In order to determine specific flood plain information for individual properties, further engineering work may be necessary.

There are isolated areas within York where drainage problems result in limited flooding after heavy rains. There are also small areas of floodplain touching the City on the east along Fishing Creek and in the south section of the City along a tributary of Langram Branch. In general, however, York has few constraints to development because of flood-related problems.

In the Planning Area, there are some extensive flood plains along Fishing Creek to the east and southeast of York. Allison Creek, which is in the northern section of the Planning Area, also has a relatively large flood plain in some areas. Smaller creeks also have limited flood plains. The generalized location of flood hazard areas is shown on Figure 4. The flood plain areas shown on this map are representational. Specific information about flood hazards on a particular parcel should be investigated in detail.

PARKS, RECREATION AREAS, AND OPEN SPACES

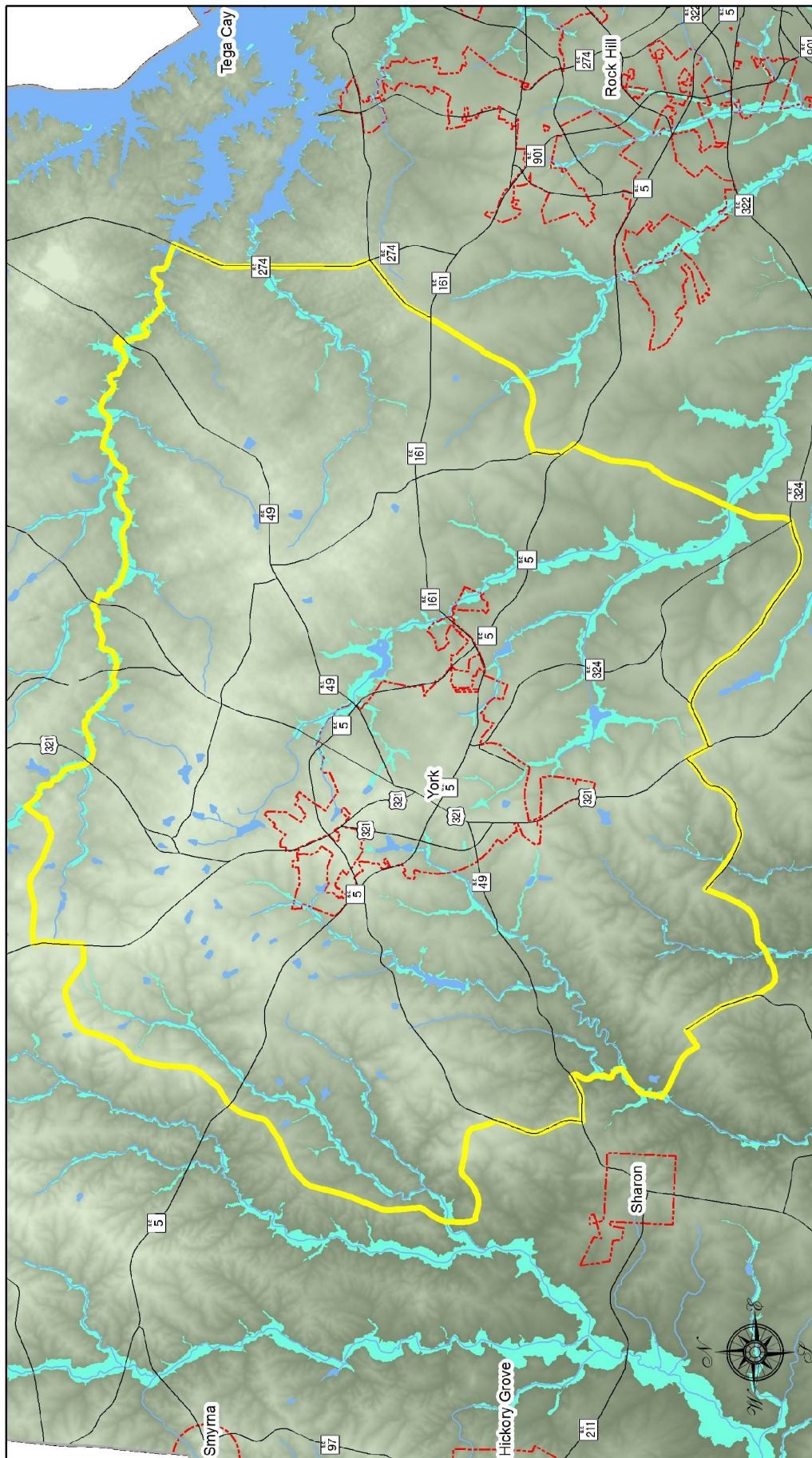
York operates a city-wide system of parks and recreation areas. The major facilities are the York Recreation Center and the York Recreation Complex. There is also a network of neighborhood parks in various sections of the City. Recreation facilities are shown in Figure 5 and are listed below.

The York Recreation Center, located on White Rose Lane, was constructed in the late 1980s to serve City residents as well as non-city residents. This multi-purpose recreation complex is located in the western section of the City between West Liberty Street and West Jefferson Street on a four-acre site. The building includes a gymnasium, meeting room, activity room, and offices for the York Parks and Recreation Department. Also on the site is a lighted ball field and concession stand with restrooms and storage. This building was constructed in May 2004 by members of the York Fire Department with materials funded by state PARD grant funds and matching funds from the City.

Table 12
Existing Recreation Facilities

Map Number	Name of Park	Facilities
1	City Park	To be renovated, summer 2020
2	Green Street Park	Basketball Court
3	Jefferson Field	Large grassy field (Leased)
4	Lincoln Park	Basketball Court, Tennis Court, Picnic Shelter
5	Magnolia Park	Basketball Court
6	McCelvey Field	Large Grassy Field (Leased)
7	Moore Park	Landscaped Area, Gazebo
8	New Street Park	Basketball Court
9	Wooded Valley Park	Playground
10	York Recreation Center	Gym, Community center, Ball Field
11	York Recreation Complex	Ball Fields, Dog Park, Trails, Playground, Picnic Shelters, Horseshoe Courts

The York Recreation Complex is a \$1.2 million multi-purpose facility developed in 1994. It is located on 25 acres of land in the eastern section of York with an entrance on Fourth Street. The complex includes five lighted ball fields with restrooms, 9 horseshoe courts, concession stands, a central lighting system, lighted walking trails with benches, a playground area, three picnic shelters, a dog park, and walking trails. The complex is the trail head for the one-mile paved bicycle trail connecting the Complex with the York YMCA and City Park and could potentially be a part of the Carolina Thread Trail. York's recreational facilities can be seen in further detail on Figure 5.



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Legend

- Major Highways
- Planning Area
- Water
- 100 Year Floodplain

Figure 4
 City of York
 100 Year Floodplain



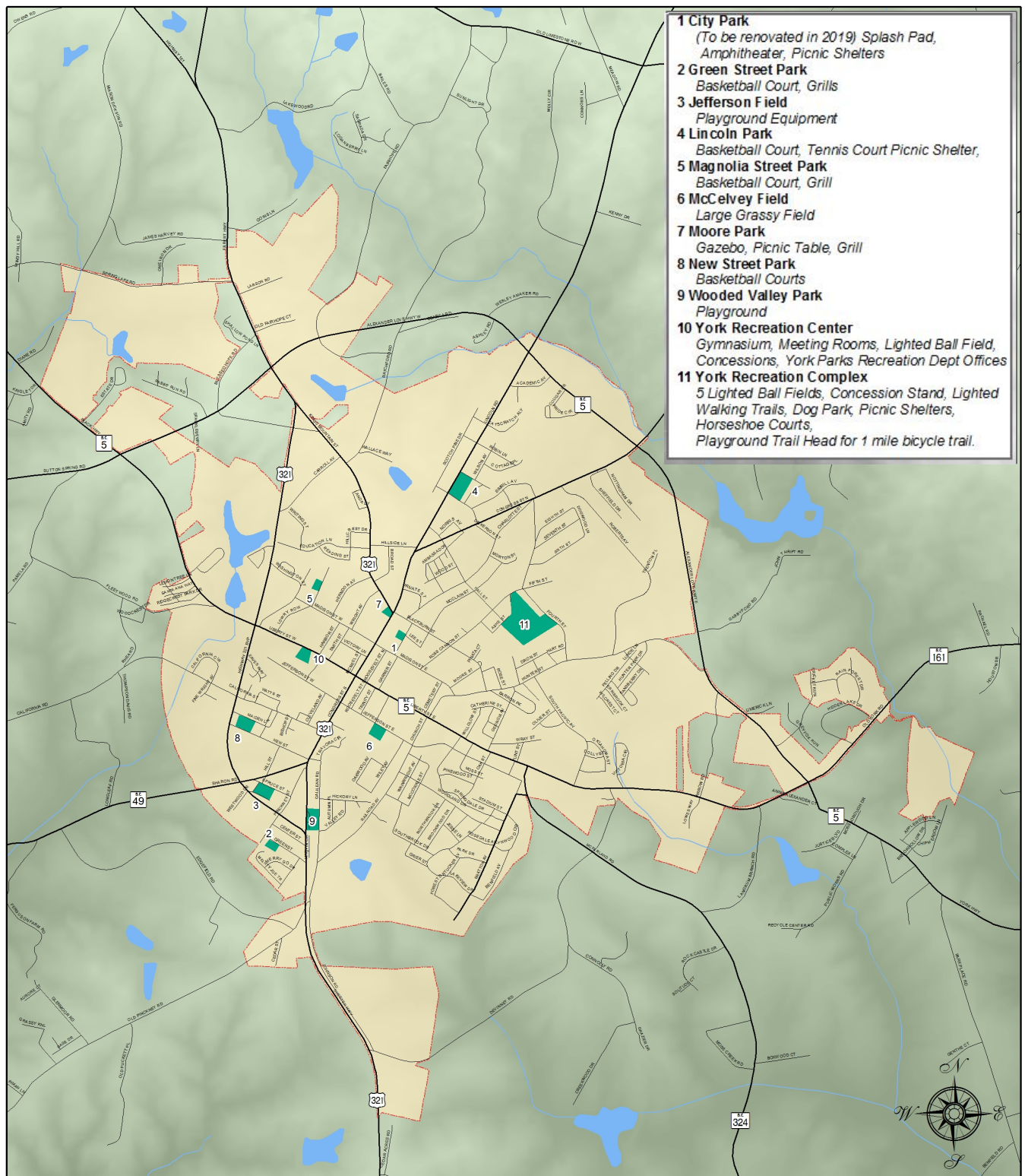


Figure 5
City of York
Recreation Areas

Legend

- Major Roads
- Minor Roads
- Recreation Areas
- Water
- City of York

0 1,500 3,000 6,000 Feet

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The York Recreation Complex is heavily used by all ages in a variety of activities. Youth and adult softball and baseball leagues and tournaments keep the facility at capacity. In May 2018, the USA Elite Select Tarheel Softball Tournament featured over 100 teams from all over the southeast in a two-day fast pitch qualifying tournament. This tournament will return in May 2019. Events such as these bring visitors to York and enhance the local economy.

In addition to the York Recreation Center and the York Recreation Complex, a network of seven neighborhood parks also exists in the City. Most of these parks are intended for local neighborhood use. Moore Park is a passive recreation area at the corner of North Congress Street and Kings Mountain Street which includes a gazebo, landscaped area, and benches. Weddings and picnics are popular events at this location. The City of York has recently received a Land and Water Conservation Fund grant to renovate City Park. This project will remove the now obsolete tennis courts, add two picnic shelters, a small performance area, and a splash pad.

The City Recreation Department has a reciprocal agreement with the York School District which allows for organized use of recreational facilities on school grounds within the City. This agreement provides for use of the school recreation areas after school hours, permitting the City to fully utilize these taxpayer funded facilities. The City is responsible for maintaining Jefferson Field through this agreement. The City also has a lease agreement with York County to use the McCelvey Field for recreational programs and is responsible for maintaining the field.

The York Parks and Recreation Department has a staff of full-time maintenance positions and several seasonal employees. This staff is responsible for maintaining over 50 acres of the City's parks and facilities and in managing the programs for these facilities. The York Parks and Recreation Department is the recreation provider for western York County since York County government does not currently have an active recreation program.

Over the past several years, a number of actions have been taken to upgrade the recreation facilities within the City of York.

- ☐ Neighborhood parks have been improved to make them more usable and attractive through the addition of benches, trash cans, grills, and picnic tables. A majority of these improvements were made possible in through state PARD grant funds.
- ☐ Playground equipment at Lincoln Park was replaced in 2008 through grant funds to provide safe and modern equipment for children to enjoy.
- ☐ Improvements at the York Recreation Center were made in 2005 and include a new metal roof, gym floor, interior painting and other interior improvements. These improvements will extend the life of the facility by 25 years.
- ☐ Improvements to the York Recreation Complex have been made throughout the course of its lifespan. In 2009, shade covers were installed over the bleachers in to provide shade to spectators. In 2014, picnic tables and umbrellas were replaced at the York Recreation Complex. In 2015, Improvements were made to restroom facility sinks. In 2017, pavement repairs were made to walking trails at the complex. Also in 2017 part of the horseshoe was converted to a dog park to make better use of the fenced in area. In 2018, deteriorating playground equipment was replaced.
- ☐ Although the staff of York's Parks and Recreation Department has not been expanded, the Department continues to provide a high level of service through activities and facilities to meet the growing demand for recreation.
- ☐ Signage has been added at all parks to identify the park name, address, and hours.
- ☐ In 2018 the playground equipment was replaced with an updated and safer equipment for kids to enjoy.

NATURAL AREAS

The land area within the city limits of York is largely developed. Some areas within the City have not been developed due to their unsuitability for urban development. These include the flood plain areas and a few areas with steep slopes. These areas lend themselves well to

protection as open space. The larger Planning Area contains extensive areas that are undeveloped or are used for agricultural and forestry purposes. York County has created a program to help protect open space areas called York County Forever. This programs goal is to protect as permanent open space one acre for each acre that is developed in the County. These efforts may be in the form of acquisition or donation of property, conservation easements or development easements, or farmland preservation programs. A number of organizations may be involved in this effort, including the Nation Ford Land Trust. There are currently no protected natural areas in the Planning Area. Just to the east of the Planning Area border, the Nanny Mountain area, with both natural and historical significance, has been acquired by York County.

PLANT AND ANIMAL HABITAT

A review of records housed at the South Carolina Department of Natural Resources was conducted to determine if any habitats of rare or endangered species are known in the Planning Area. The files contain only two recent references to species within the Planning Area. At a site along Fishing Creek, a population of Heart-leaved Foam Flower (*Tiarella Cordifolia Var Cordifolia*) was noted in 1977. In 1980, a population of One-flower Stitchwort (*Minuartia Uniflora*) was noted on a stone outcrop in the northwest corner of the Planning Area west of S. C. 161. The area provides abundant habitat for a variety of plant, mammal, and bird species common to the Piedmont region.

URBAN FOREST

One of the factors in making York a beautiful and livable community is its urban tree cover. In urban settings, trees are planted primarily for aesthetic reasons, but urban tree cover also provides shade for homes, erosion control, and food and shelter for wildlife. Trees also help keep the air clean by functioning as air filters. The urban forest takes in carbon dioxide and releases oxygen. In the process, the trees filter out many of the pollutants in the air. As the air quality function of urban trees is becoming better understood, the importance of a healthy and varied urban forest is emphasized. Trees also improve water quality by preventing and controlling soil erosion. The

root systems of trees help to hold the soil in place, preventing movement of sediment into creeks and streams. Excess sediment in water bodies causes a depletion of oxygen, making it difficult for aquatic life to survive.

The tree cover in York is composed mostly of hardwoods. The natural hardwood forest of the Carolina Piedmont includes species such as various oaks, hickories, yellow poplar, and sweetgum with an understory of dogwood, maples, redbuds, and other native species. York has some excellent specimens of planted trees from earlier years, including pecan, black walnut, dogwood, crape myrtle, ginkgo, eastern hemlock, southern magnolia, and deodora cedar. In recent years, additional types of trees have been added to the urban landscape, including Japanese maples, southern wax myrtle, Leland cypress, river birch, Bradford pears, and other flowering hardwoods.

It is important for the City of York to recognize the importance of the urban tree canopy to the aesthetic character of the City and to the quality of life for the citizens. The City has developed a tree ordinance with assistance from the South Carolina Forestry Commission Urban and Community Forestry Program. Created by the Tree Ordinance, the City's Tree Commission works to maintain and protect public trees, protect the tree cover during the development process, and assist private landowners in recognizing the value of their trees.

WATER QUALITY

The City of York, as noted above, lies on a ridgeline which forms the boundary between the Broad River and Catawba River basins. To the west, the major creek draining the York area is Turkey Creek. This tributary of the Broad River occupies a watershed of 93,719 acres and originates near York. As with tree cover, adequate storm water management plays an important role in the minimization of water pollution. Since SCDHEC handles the permitting and inspections of stormwater facilities, the City should work with SCDHEC to ensure that requirements are being effectively enforced and monitored. The City of York provides treated water for its citizens from sources including Lake Carolyn, Lake Caldwell, and a new connection

with the City of Rock Hill's system. York anticipates buying 100% of its water supply from Rock Hill by the spring of 2019. A discussion of the water and wastewater systems operated by the City is included in the Community Facilities Element.

AIR QUALITY

Air quality in the York area is heavily influenced by its location in the South Carolina Piedmont. While there are no significant point sources of air pollution in the local York area, the levels of contaminants may be influenced by motor vehicle sources and migrating air from other areas. In April 2004, the United States Environmental Protection Agency (EPA) made a long-awaited decision on designating areas of the nation as non-attainment areas in relation to air quality. A non-attainment area is any area that does not meet the national primary or secondary ambient air quality standard for a given pollutant or that contributes to ambient air quality in a nearby area. In the Charlotte region, the major pollutant is ozone.

Although York County's air quality measurements for ozone are barely under the federal limit, the EPA made the decision to include a part of York County into the non-attainment area with Mecklenburg and surrounding counties. This decision was based on the strong connections between the local economies and the commuting patterns which link eastern York County with the Charlotte area. The area of York County which was designated non-attainment coincides with the boundaries of the Rock Hill-Fort Mill Area Transportation Study (RFATS). This includes the eastern sections of the county surrounding Rock Hill, Fort Mill, and Tega Cay. The western boundary of the area is about halfway between Rock Hill and York.

The EPA designation process is meant to protect human health from the negative effects of pollutants such as ozone. Ground-level ozone, which occurs when nitrous oxides and volatile organic compounds from vehicle and industrial emissions react with heat and sunlight, can cause serious health problems, particularly for people with sensitive immune systems or pre-existing breathing problems. As a major component of smog, ozone can also have harmful effects on visibility and ecological functions, and is known to travel across long distances as the wind

carries it, leading to attainment challenges away from the original sources. EPA's current standard for ozone is based on research indicating that the prior standard was inadequate to ensure and maintain a level of safety while improving air quality in general.

Upon receiving a non-attainment designation, the state was required to submit a State Implementation Plan to EPA by 2007. The Current South Carolina State Implementation Plan includes the original 1972 plan, and the accumulated record of its amendments. Efforts include addressing power plant emissions, stricter controls on the location of any new industry which may contribute to air quality problems, controlling gasoline vapors at filling stations, offering incentives for public transportation, and vehicle emissions testing. Failure to eventually meet the air quality standards result in penalties such as withholding of federal funds for new road projects or other activities which might contribute to further air quality deterioration. In 2015, DHEC submitted a request to redesignate from nonattainment area to attainment, the request became effective in 2016. York is one of the few areas within the general Charlotte region with air quality attainment and also has infrastructure needed to support industrial development. This may provide an advantage in seeking new investments, economic development and businesses in the area.

With attainment status, York still needs to cooperate fully in regional efforts to improve air quality. The City can take a number of steps to show its commitment to maintaining air quality. One is to undertake public education efforts telling individual citizens how they can work toward better air quality in their everyday activities. The City can work to maintain and improve its tree canopy, which can have a positive impact on air quality. Active updates to the City's vehicle fleet can result in replacement of older vehicles with new or alternate fuel vehicles which will result in reduced emissions. The City is also participating in a number of regional initiatives to improve air quality. One of these is the Palmetto Clean Fuels Coalition, an affiliate of the EPA Clean Cities Program. This program works to encourage the use of alternate fuel vehicles to reduce reliance on imported oil and to improve air quality. By participating in the program, the City is eligible to apply for funding to secure new alternate fuel vehicles. Another regional program is SEQL (Sustainable Environment for Quality of Life), a regional effort funded by EPA

and operated by the Catawba Regional Council of Governments and the Centrolina Council of Governments. The SEQL program involves efforts to provide local governments with information and action items which can result in improvements in a wide range of quality of life issues, including air quality.

CULTURAL RESOURCES ELEMENT

INTRODUCTION

The presence of institutions, cultural and religious facilities, historic buildings, and other cultural resources helps to create a sense of community for a city. This is especially true for a community such as York with its significant number of historic buildings and neighborhoods. The unique character of these buildings can help provide an identity that gives local residents a shared heritage unlike any other. Although many of the cultural, historical, and institutional resources are privately owned, public policy can have an impact on them. For this reason, the Comprehensive Plan considers these resources so that future development builds upon the strengths of the past.

HISTORIC BUILDINGS AND DISTRICTS

York has been a leader in the recognition of the importance of historic properties in the life of the community. The preservation of significant historic resources has come to be recognized as an important civic function. Historic areas can provide significant economic development potential. Recent studies by the National Trust for Historic Preservation and the South Carolina Department of Archives and History have shown that historic designation can lead to increased property values for home owners. Historic properties and districts can also provide a unique identity for a community in a time when urbanization and modern development and architectural practices can make one town indistinguishable from the next.

York has an extensive number of properties that are listed in the National Register of Historic Places. The National Register is a list maintained by the U. S. Department of the Interior with assistance from the South Carolina Department of Archives and History. National Register properties link us tangibly to our past and contribute to our understanding of the history of the community, the state, and the nation. To be listed, a property must have significance in American history, architecture, archaeology, engineering, or culture and must possess integrity of location, design, setting, materials, workmanship, feeling, and association. Buildings must be at least fifty years old. Properties must also meet at least one of the following criteria to be listed:

- A. The property is associated with events that have made a significant contribution to the broad patterns of our history; or
- B. The property is associated with the lives of significant persons in our past; or
- C. The property embodies the distinctive characteristics of a type, period, or method of construction; represents the work of a master; possesses high artistic values; or represents a significant and distinguishable entity whose components may lack individual distinction; or
- D. Has yielded, or may be likely to yield, information important to prehistory or history.

Listing in the National Register in itself does not place any restrictions on a property and does not provide protection for a property except from actions of the federal government. Restrictions may be placed on properties by local historic review boards.

In York, there are five properties listed as individual nominations in the National Register and a large historic district. The individual properties are the Wilson House (Old Jail), 3 South Congress Street; the Hart House, 220 East Liberty Street; the Witherspoon-Hunter House, 15 West Liberty Street; and the York County Courthouse. The York Historic District, one of the largest districts in South Carolina, was listed in the National Register in 1979 and includes approximately 180 contributing properties. According to the National Register nomination form, “The York Historic District contains a notable collection of architectural forms dating from the early 19th century through the early 20th century. The District includes commercial, residential, religious, and industrial structures. Reflective of the town’s development, these structures show a diversity of architectural forms.” Properties within the district have all the rights and protections of properties listed individually. The boundaries of the York Historic District are shown in Figure 6.

It has been forty years since the development of the York Historic District nomination. In that time, a number of additional buildings have reached the age for consideration for the National Register and research has been done that might qualify additional areas for listing. In particular, resources related to the African American community need to be evaluated for potential inclusion. Other resources should be investigated for possible inclusion in the National Register, such as textile-related and textile mill village properties. The survey cards are on file at the Historical Center of York County. In 2008, the City commissioned an historic architectural survey by Brockington and Associates, Inc. This information is currently being used by the City to determine whether expansion of the local historic district should occur.

In South Carolina, local governments are authorized to establish historic review boards that have the authority to regulate alterations to properties and new construction within designated areas. The purpose of the board is to provide a mechanism for maintaining the integrity of historic neighborhoods. The City of York has established a Board of Architectural Review that has authority to regulate development within the boundaries of the York Historic District. The City has implemented revisions to its historic district ordinance and guidelines that has made York a Certified Local Government. This designation, approved by the South Carolina Department of Archives and History, enables the City to become eligible for additional grant opportunities related to historic preservation planning.

COMMERCIAL DISTRICTS

The downtown area of York is the traditional commercial center of the community. Centered on Congress Street, the downtown includes several blocks of commercial buildings and public and religious land uses. Substantial investment has been made in streetscape projects that included the several blocks of Congress Street. This project included street repairs and improvements, sidewalk replacement, landscaping, parking along the street, lighting and signage. The efforts to revitalize the downtown area are proving successful as a number of small businesses have been established. Downtown York now has retail stores, restaurants, and a reopened Sylvia theater. As in most communities, the nature of downtown commercial uses has changed. Competition

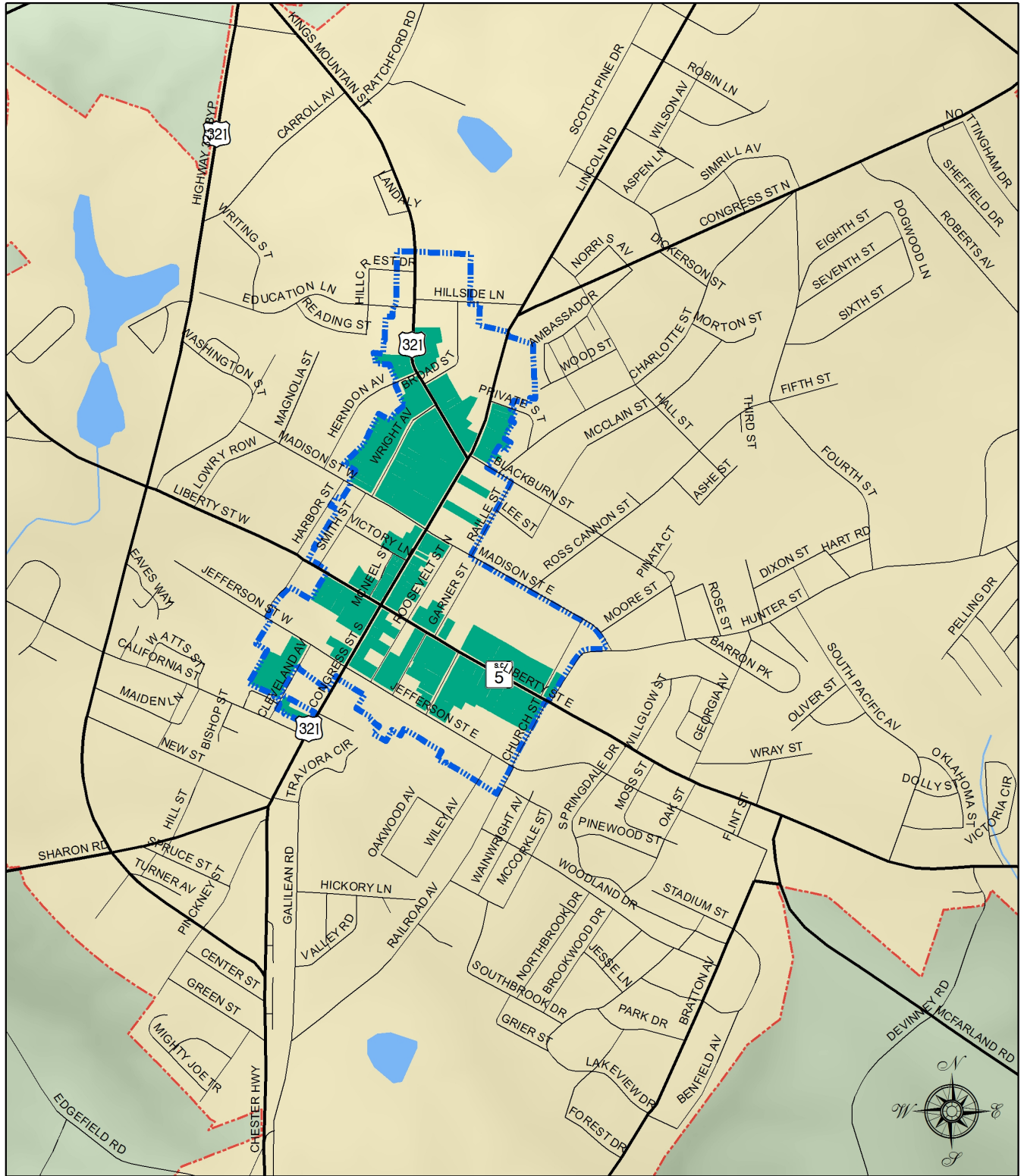


Figure 6
City of York
Historic Resources

Legend

- Major Roads
- Minor Roads
- Water
- National Register
- Local Historic District
- City of York

0 750 1,500 3,000 Feet

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from large stores on the outskirts of York and from malls and shopping areas in nearby larger communities is a major factor in determining the mix of uses suitable for the downtown. The role of the downtown as the principal shopping district is has changed. However, the downtown area can continue to be a vital and competitive part of the commercial mix by providing a collection of smaller shops and service businesses as well as a site for public events and festivals. An active Downtown Business Association is working to enhance the role of the downtown area. Other resources are available, including assistance from Community Builders, a program of the South Carolina Municipal Association.

As in most growing cities, areas of commercial development have developed around the periphery of York where highway access is good and where there is space for parking. The principal area that has developed is the section of East Liberty Street (S. C. 5) east of the intersection with S. C. 324. In this area, shopping centers have developed and are expanding. In addition, the Wal-Mart Superstore draws a great deal of traffic and has led to additional commercial development, such as the neighboring Lowes store. The U. S. 321 Bypass on the west side of York is also a commercial area, developments in this area tend to be smaller and more scattered, however. The Alexander Love Highway, which is a bypass around the east and north sides of York for S. C. 5, will probably see additional commercial development. Some development is already evident at major intersections, such as the motel at the S. C. 161 intersection on the eastern end of the bypass and the supermarket at the intersection with U. S. 321. The S.C. 557 five lane widening from Kingsbury Road to S.C. 49 is considered a high priority for Pennies funding.

RESIDENTIAL DISTRICTS

York is fortunate to have a number of cohesive residential neighborhoods. The historic residential neighborhoods surrounding the downtown area provide much of the character that makes York unique. Although many of the historic homes are on major streets, such as East Liberty, North Congress, and Kings Mountain, zoning and historic district regulations have protected these neighborhoods from commercial encroachment. Other distinctive neighborhoods

include the mill village area around the former Cannon Mill site, several predominantly African-American neighborhoods in the southern and western sections of the City, and newer subdivision areas that make more modern housing available. The protection of residential neighborhoods should be a major goal of the Comprehensive Plan.

EDUCATIONAL, RELIGIOUS, AND CULTURAL INSTITUTIONS

The York School District (York County District 1) operates nine school facilities. Most of these facilities are located in the City of York, although the school district covers the central and southwestern sections of York County. Table 12 includes a list of the district's school facilities, their grade levels, and school enrollment figures for 2016-2017 and 2017-2018. The location of the school facilities in the York area is shown in Figure 7. School district facilities are located throughout the City. The District has a school complex on the south end of York on U.S. 321 which includes York Intermediate School, York Middle School, and Jefferson Elementary School. Harold C. Johnson Elementary School is centrally located in the City on East Jefferson Street. Hunter Street Elementary School is located in the east section of the City near the East Alexander Love Highway, and Cotton Belt Elementary is on S.C. Hwy 5 West. The District's alternative school, York One Academy, is located on Pinckney Street. The joint campus of York Comprehensive High School and Floyd D. Johnson Technology Center resides at the corner of Lincoln Road and East Alexander Love Highway. Hickory Grove/Sharon elementary School is located outside the City of York in between the towns of Sharon and Hickory Grove. This school serves students, Pre-K through 6, which reside in the western most part of the County. The York School District is a positive factor in the development of the area, and ranks high in state comparisons of districts based on educational achievement, teacher salaries, and public support.

TABLE 12
School Facilities
20016-2018 School Years

<u>School</u>	<u>Grade Level</u>	<u>Enrollment</u> <u>2016-2017</u>	<u>2017-2018</u>
Cotton Belt Elementary	Pre-K-4	436	428
Hickory Grove-Sharon Elementary	Pre-K-6	414	443
Hunter Street Elementary	Pre-K-4	457	463
Jefferson Elementary	Pre-K-4	465	488
Harold C. Johnson Elementary	Pre-K-4	468	487
York Intermediate School	5-6	652	646
York Middle School	7-8	759	745
York Comprehensive High/FDJ Technology	9-12	1,571	1,540
Total District Enrollment		5,222	5,240

Source: York School District 1.

Enrollment in the York School District #1 increased steadily during the 1980s and 1990s, and remained stable during the 2000-2005 time periods. The District showed marginal growth from 2006 until 2009, reaching its peak enrollment during the 2009/10 school year of 5,287. Enrollment declined slightly in 2010/11, mostly due to the recent national economic downturn, then began to increase once more in 2013/14. Historical enrollment data is shown in table 13.

Although there is no institution of higher learning in York, residents have access to higher educational institutions in nearby communities. Winthrop University, a state-supported institution in Rock Hill, provides graduate and undergraduate programs in a number of disciplines. The main campus of York Technical College in Rock Hill and Gaston Community College in Gastonia provide technical and associate degree programs. Other colleges and universities within commuting distance include Clinton Junior College in Rock Hill, the University of North Carolina at Charlotte, Queens University in Charlotte, Belmont Abbey College in Belmont, N. C., Limestone College in Gaffney, and USC-Lancaster. Students at York

Comprehensive High School and Floyd D. Johnson Technology Center have a wide variety of college and university course offerings on the high school and technology center campuses, enabling students to acquire post-secondary education credits prior to entering a college or university full-time.

TABLE 13
Enrollment Trends
York School District #1

<u>School Year</u>	<u>Average Enrollment</u>
1990-91	4,114
1991-92	4,157
1992-93	4,203
1993-94	4,223
1994-95	4,347
1995-96	4,454
1996-97	4,612
1997-98	4,746
1998-99	4,872
1999-00	5,027
2000-01	5,055
2001-02	5,181
2002-03	5,135
2003-04	5,133
2004-05	5,103
2005-06	5,100
2006-07	5,173
2007-08	5,179
2008-09	5,218
2009-10	5,278
2010-11	5,173
2011-12	5,138
2012-13	5,136
2013-14	5,154
2015-16	5,176
2016-17	5,222
2017-18	5,240

Source: S. C. Department of Education,
The 2010-11 figure is the 90-day average daily membership provided by York School District

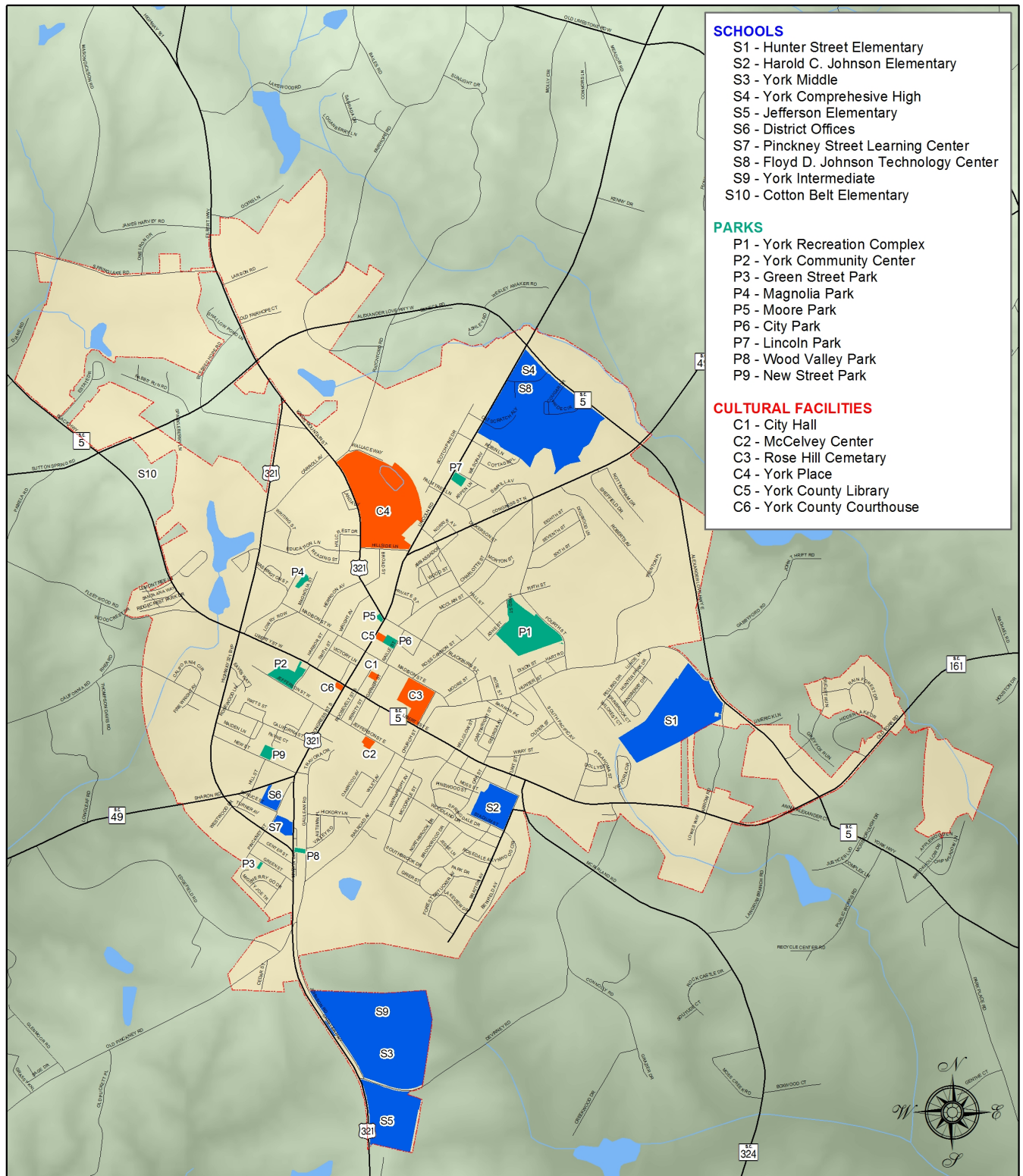


Figure 7
City of York
Cultural & Public
Facilities

Legend

— Major Roads	■ Schools
— Minor Roads	■ Parks
■ Water	■ Cultural
■ City of York	

0 1,500 3,000 6,000 Feet

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There are a number of churches in York representing the major Christian denominations. Located in the immediate downtown area are Presbyterian, A. M. E. Zion, Baptist, Roman Catholic, United Methodist, Episcopal, Lutheran and Associate Reformed Presbyterian churches. Other churches of various denominations are located in residential areas and outlying communities.

The McCelvey Center is a cultural center for the York community. Located in the historic McCelvey School building on East Jefferson Street, the Center has an auditorium which provides a home for community events and concerts. A number of community organizations and agencies use the Center for meeting and office space. The Historical Center of York County is located on the first floor. Operated by the Cultural and Heritage Commission of York County, the Historical Center is an archival facility for public and private papers, histories, genealogical information, artifacts, and other items for the County. It provides exhibit spaces, a search room, and educational activities. Other organizations using the McCelvey Center include the Yorkville Artists Guild, the York County Literacy Association, the Yorkville Players, the Yorkville Historical Society, The Southern Revolutionary War Institute, adult education classes, and various other civic associations. In addition, private studios, art galleries, and offices are located in the building. The auditorium, which has been renovated, provides an excellent venue for concerts, plays, and lectures for the entire community. The Cultural and Heritage Commission has assumed ownership of the McCelvey Center, and is planning a major renovation project and expanded uses.

The City Hall and County Courthouse are attractive and important public buildings in York. The courthouse was recently renovated with a new entrance to improve building accessibility, as required under federal law. New restrooms and elevators were also added to meet building codes. The York County Government Center is located on the same block as the county's current historic courthouse. The City's system of parks, fully described in the Natural Resources Element, provides open space and public recreation opportunities. Other cultural facilities of note include the York branch of the York County Library; Rose Hill Cemetery, a historic cemetery on East Liberty Street, City Park, and The Sylvia Theater on Congress Street has been revitalized and offers concerts and movies. In 2017, the Western York County NAACP was

recognized by the South Carolina General Assembly for founding the oldest continuous MLK parade in the state. Public events in York during the year include Summerfest, a festival held in August in historic downtown York. This street festival averages attendance of around 50,000. In December the Yorkville Historical Society sponsors a Christmas tour of historic homes. Other events include the York Entertainment Society's Christmas Parade, July 4th celebration, The Great Pumpkin Hunt, and more.

Other resources that exist outside the York Planning Area are available to citizens of York. These include Historic Brattonsville, an historic site that interprets the early history of York County; Kings Mountain National Military Park; and Kings Mountain State Park, site of a major battle in the American Revolution. Additionally, the Museum of York County is located in Rock Hill.

COMMUNITY FACILITIES ELEMENT

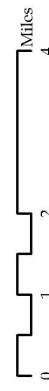
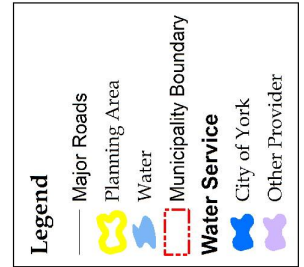
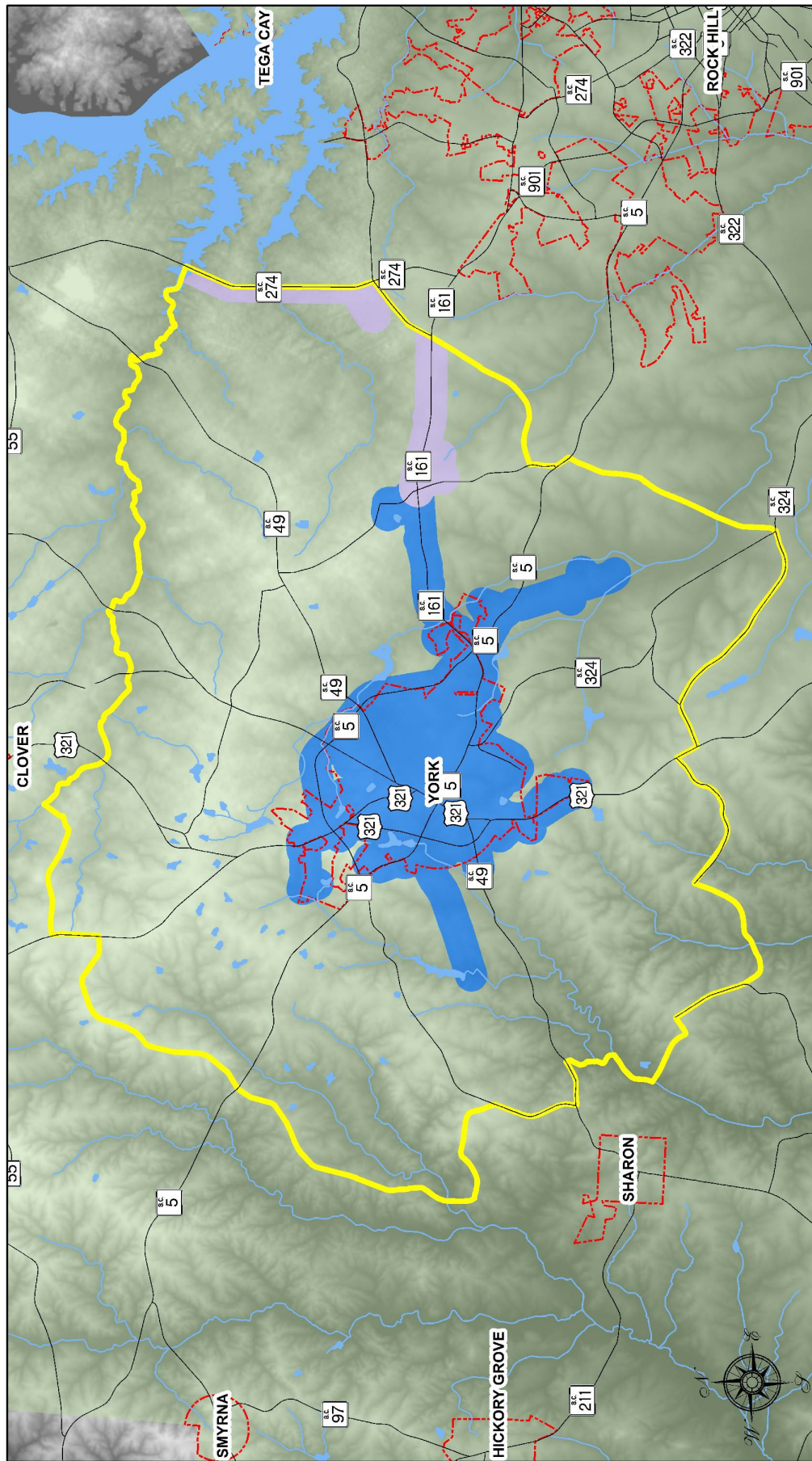
INTRODUCTION

This element includes an analysis of the facilities that are necessary for the continued functioning of the community. These include government facilities, water and sewage service, and other public functions. The continued residential and economic growth of the York area is dependent on efforts to adequately plan utility infrastructure that will be needed in the future. This element is intended to explore the needs in the community facilities for York and make recommendations for the future.

WATER SUPPLY, TREATMENT, AND DISTRIBUTION

Treated water is provided to all residents of the City of York and to some areas outside the city limits, including the East York Industrial Park. The current water supply for York is through a purchase agreement with the City of Rock Hill and wheeling agreement with York County. Average daily usage on a yearly basis is approximately 1.1 mgd with peak usage reaching 1.6 mgd. At the west corner of North Shiloh Road, a 1.5 million gallon tank was constructed to better accommodate the city's needs. The quality of York's treated water is considered to be excellent, and continual upgrades to the water distribution network are needed to maintain such quality.

The York water system provides service to approximately 3,200 residential customers, 325 businesses, and 25 industrial customers. While all residents of the City are provided service, there are some areas of the City which have old lines which need to be replaced. Many of the older areas near the downtown and the mill village areas have very old lines that have potential for becoming unreliable. The City is gradually replacing lines as resources become available. Storage for treated water is in two clear wells at the treatment facility, each with 300,000 gallons of capacity and at three elevated storage tanks. These have capacities of 250,000 gallons, 400,000 gallons, and 500,000 gallons. Areas served by the City of York water system and major facilities of the system are shown in Figure 8.



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Figure 8
 City of York
 Water Service Area

SEWAGE SYSTEM AND WASTE WATER TREATMENT

York provides sewage collection and treatment services to all residents of the City and to some areas outside the city limits. The number of customers is approximately the same as the number of water customers. The sewage collection system includes gravity flow mains and force mains leading to the treatment facility on Fishing Creek southeast of the City. Currently, the permitted capacity of the plant is approximately 3.0 million gallon per day [mgd]. Although the plant meets all standards and guidelines established by regulatory agencies, the sewage collection system contains lines in older areas of the City which are deteriorating or which need to be rerouted. Working with various grant sources, the City has undertaken a systematic program of replacement of aging lines. This program will continue as funding becomes available. Areas served by the sewage system of the City are shown in Figure 10. York's wastewater facility has the capacity to service 6,000 additional homes in the future.

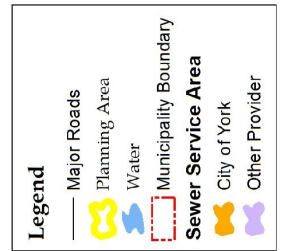
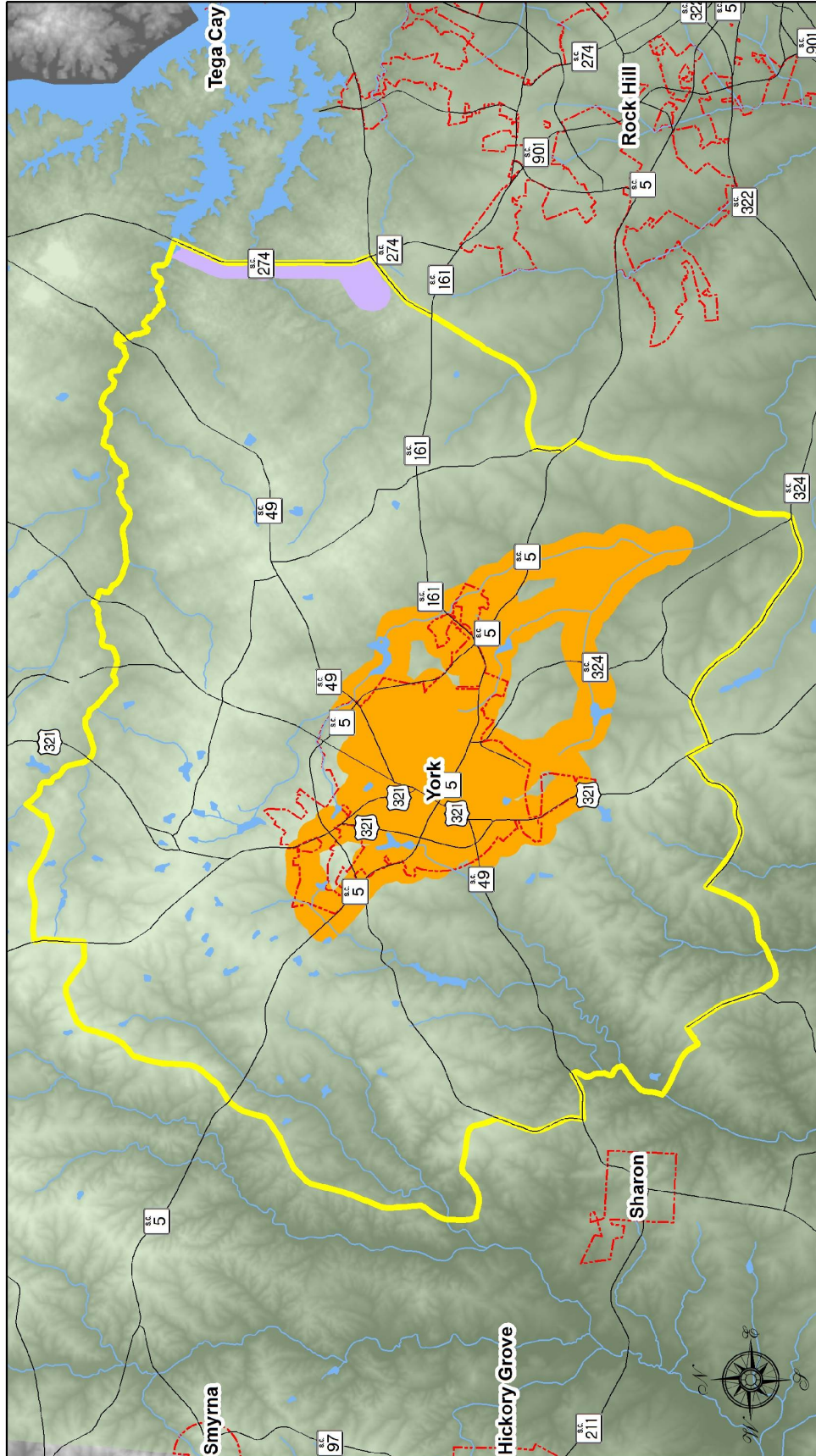
SOLID WASTE COLLECTION AND DISPOSAL

The City of York provides solid waste collection services for residential and commercial customers. During the most recent 12 month period, a total of 6,439 tons of garbage was collected.

Approximately 44 percent of the volume was from the residential customers, and the remainder from commercial customers. Pickups are provided once per week. Bulk items such as white goods and other major items are picked up as needed and sold to metal dealers or sent to the County's construction and demolition landfill.

York and the Town of Clover operate a coordinated curbside recycling program. Several years ago, a curbside recycling collection vehicle was secured through a grant as a joint project between the two communities. The vehicle is operated by the City of York, with Clover sharing a portion of the cost. It runs recycling routes four days per week in York and one day per week in Clover. During the most recent 12 month period, a total of 359 tons of recyclables were collected on the York routes. The materials are sorted at curbside and placed into the appropriate bins in the truck. The City of York has expanded the types of materials which are accepted for recycling.

Disposal of solid waste is at the York County transfer station, located just east of the City and operated by the York County Department of Public Works. The County collects solid waste and transfers it to a commercial landfill under contract. The County operates a construction and demolition landfill at the same site. Also located at the landfill site is the County's recycling processing center. Recyclables from the City of York and from the County's various convenience centers are brought to this site, sorted, and sold to vendors at market prices. The County processes and markets recyclables from York at no fee. County personnel in the recycling program also assist in public information efforts and in school educational programs to support the City's efforts at recycling. Because the County provides major facilities for the disposal of waste and recyclables, the City's major concern in solid waste operations is the collection programs. Adequate planning for maintenance and upgrading of vehicle and equipment will be needed for the garbage collection and recycling programs, and the staffing levels for these services should be reviewed periodically.



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Catawba Regional
Council of Governments

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Figure 9
City of York
Sewer Service Area

EMERGENCY SERVICES

FIRE PROTECTION

The City of York provides fire protection services within the city limits through the York Fire Department. The department is housed in a 13,000 square foot fire station on a site in the municipal complex on Roosevelt Street. In recent years the department has expanded its staff and adopted 24-hour housing of personnel. Equipment at the fire department includes four pumpers, one tanker, one grass unit, one ladder truck, one response vehicle, one service unit, a Ford F150, and the Chief's vehicle. The City has included a schedule for replacement and additional fire service vehicles in its capital improvements budget. The fire departments team consist of one admin, thirteen full time, and thirteen volunteers. Some firemen are trained as Emergency Medical Technicians, and provide first response to medical emergencies during daylight hours. York's ISO rating is currently a 4 district wide. The City provides service to a district outside the city limits through agreements with York County. This service area is a radius of approximately five miles around the City. There are also mutual aid agreements in place with surrounding departments for assistance in large emergencies.

The fire station provides for excellent fire protection services. As the City continues to grow over the next twenty years, additional fire stations will be needed in areas such as the principal growth corridors to the north and east. Plans have been made for an additional substation, but were put on hold due to a lack of capital. The City will need to consider a continuous investment program in fire equipment and staffing. Continuous upgrades should also be considered in the fire hydrants and water pressure available to fight fires, especially in the downtown area.

POLICE SERVICES

The City of York Police Department is housed in the government services complex on Roosevelt Street in the downtown area with around 9,000 square feet of usable space. The facility consists of office space, a lab for drug testing, an evidence storage area, and a wellness center available to all city employees. The department currently has 39 staff members, including 33 sworn Class 1 officers, 4 telecommunicators, evidence clerk, records clerk, and a sworn administrative officer. The staffing levels for the Police Department will need to be addressed as the City grows.

EMERGENCY MEDICAL SERVICES

Emergency medical services are provided by the Piedmont Healthcare System. The ambulance service provides emergency and non-emergency transportation to Piedmont Medical Center and other nearby hospitals in Gastonia and Charlotte. The Piedmont West Urgent Care Center is located at the northern city limits of York on U. S. 321. This facility includes an ambulance substation serving western York County and an urgent care center for medical problems that do not require transport. Residents of the western part of York County have continued to express a desire for increased medical services.

OTHER PUBLIC FACILITIES

MUNICIPAL FACILITIES

The York City Hall is located on Roosevelt Street in the downtown area, adjacent to the police department and the fire station. The city hall was constructed in 1981 and includes general administrative offices, a drive-through window for payment of bills, and the council chamber, which provides a meeting space for municipal and other meetings. City Hall recently being improved, including expanded restroom facilities, more meeting space, and relocation of the Planning Department. A City maintenance facility is located near Ross Cannon Street.

The location of the City Hall, police department and the fire station on Roosevelt Street in the downtown area brings an opportunity to enhance the Municipal Center area. The center includes a campus of public buildings located in an accessible spot just one block from Congress Street, the main business district. The city has made improvements through landscaping, common parking areas, common signage for the public buildings, and consistent architecture. The presence of the Municipal Center also provides an opportunity to undertake streetscape improvements on Roosevelt Street and in the parking areas on the west side of Roosevelt, which provide parking for the commercial uses on Congress Street. Improvements in parking lot layout and design and improved landscaping and pedestrian access would help to create a more pleasant and functional environment in this area.

SCHOOL FACILITIES

The York County School District #1 provides public educational services for York and the surrounding areas of western York County. The District is governed by a seven-member Board of Trustees which is elected by the people of the District. The Board Publicly meets the second Tuesday of each month. The York District #1 ranks very well in comparison to other districts in the region and state. All schools are accredited by the South Carolina State Department of Education and the Southern Association of Colleges and Schools. Approximately 65 percent of the professional staff have Master's Degrees or above, and currently 33 teachers are National Board Certified. The teacher salary schedule ranks favorably among other districts in South Carolina and North Carolina, and testing programs rank York District students at or above the state averages, and in some areas above national averages.

The District operates five elementary schools, one intermediate school, one middle school, an alternative school, a technology center, and a comprehensive high school. The District presently owns two land sites for possible future school construction. One of the sites, which is approximately 96 acres, is located across the road from the Hickory Grove/Sharon Elementary School on Highway 211. The other site, which is approximately 130 acres, is located between Highway 5 and Highway 161 off of Moonlight Road in York. There are also a number of small private and church pre-school and day care schools in the York area.

York School District One provides outstanding workforce training for its students in secondary education. For example, York Comprehensive High School and Floyd D. Johnson Technology Center offers students the opportunity to participate in a transition program called "High School to College and Career." This program is designed to increase student readiness for the academic rigor of college and career expectations. Students are encouraged to take challenging coursework to build the skills required to successfully master college-level and career preparation coursework. Programs offered to students at adjoining Floyd D. Johnson Technology Center offer students courses in which they gain work experience, industrial certifications, and can earn college credits. With these opportunities afforded the youth of the community, the City, and the existing York County Task Force should build on these efforts by working with York School District One and other educational partners.

LIBRARY

After the downtown York Post Office was closed, York County purchased the vacant historic building at the corner of East Liberty Street and Roosevelt Street. In 2003, the County renovated and enlarged the facility providing a more spacious and improved site for the York branch library.

OTHER COMMUNITY FACILITIES

The McCelvey Center, a community center on Jefferson Street, is described in the Cultural Facilities Element. The York County Council on Aging operates a senior center in a renovated building on Congress Street. The center provides programs, home delivered meals, and other in home services for seniors on a daily basis and hopes to begin additional programs such as a wellness center and evening training classes. The Adult Enrichment Center of York is located on South Pacific Avenue and serves as a daycare for adults who are unable to care for themselves, and need care while their family members work. Because York is the county seat, York County has a number of facilities and services in the York area, including the county courthouse and offices and a number of public service offices, and the Law Enforcement Training Center. York County voters approved an \$89.7 million bond in November 2015 to evaluate and renovate county buildings, primarily at the Moss Justice Center in York and at the Family Court building on Heckle Boulevard in Rock Hill. Collectively they have benefited from over \$64 million in construction improvements. Over \$30 million has been allocated to additional renovations and expansions including the York County Animal Shelter, York County Recycling Center, York County maintenance, and the York County Public Works Department.

TRANSPORTATION ELEMENT

HIGHWAYS AND STREETS

The York area is served by two major routes. U. S. 321 provides access to Gastonia, N. C. and the I-85 Corridor to the north and to Chester and Columbia to the south. S. C. 5 and S. C. 161 form an east-west route which provides access to the Rock Hill area and the I-77 Corridor to the east and to the I-85 Corridor to the west via both Blacksburg and Kings Mountain. The two major routes form a crossroads at York. S. C. 49 is becoming more important as an access to the Lake Wylie community and the Charlotte urban area to the northeast. While York does not have close access to an interstate highway, efforts continue to improve the connections to both I-77 and I-85. Direct interstate access is an important economic development tool.

Within York, these major routes help to provide structure to the street system. The U. S. 321/S. C. 49 corridor becomes Congress Street, the main business street and north-south traffic corridor. S. C. 5 Business follows Liberty Street, the major east-west route through town, while S. C. 161 enters on East Liberty Street and follows Kings Mountain Street to the northwest. There are two bypasses around York. The U. S. 321 Bypass goes to the west of the community, while the S. C. 5 Bypass skirts the northern edge of the City. It is one of the most heavily traversed streets in York after an extensive widening project under the Pennies for Progress road program. Almost all the streets in York are maintained by the SC Department of Transportation (SC DOT).

York is rather unique in that there are practically no four-lane streets or roads within the City. This has both positive and negative implications. The present two-lane streets give York a more human scale and highlight the many historic buildings and neighborhoods. Although population growth has subsided, it remains true that the present system of two-lane roads will soon be unable to handle the increased traffic volumes. Transportation improvements will need to be made with sensitivity to the historic neighborhoods that provide so much of the character to the City. The SC DOT undertakes traffic volume counts on an ongoing basis as part of its planning process. Table 14 provides the average daily traffic volumes for selected locations in and around York.

TABLE 14**Average Daily Vehicle Volumes**

Location	Average Daily Vehicle Counts			
	<u>2002</u>	<u>2009</u>	<u>2014</u>	<u>2017</u>
Kings Mtn. St. near York Place	3,700	3,700	2,400	2,500
North Congress near Lincoln Rd.	4,100	3,800	3,500	3,600
North Congress at Liberty St.	6,200	6,100	5,100	5,200
South Congress at Jefferson St.	8,500	8,100	7,800	8,300
U. S. 321 South near schools	6,300	6,100	5,200	5,400
U. S. 321 Bypass near SC 5	5,700	6,200	6,100	5,700
SC 5 west of US 321 Bypass	4,700	5,400	5,300	4,300
SC 5 Bypass near Lincoln Rd.	9,000	10,800	14,500	14,400
East Liberty St. near College St.	11,400	11,300	11,600	11,600
East Liberty St. near So. Pacific Ave.	15,400	17,400	18,000	16,300
SC 161 at York School District	8,400	16,300	12,200	12,400
SC 49 west of US 321 Bypass	3,800	3,600	3,900	3,800

Source: South Carolina Department of Transportation

These figures reveal consistent traffic volumes in most areas. The development of the S. C. 5 Bypass appears to have relieved traffic pressures on some of the major routes within the City. However, some of the two-lane streets are still considerably close to design capacity.

PROPOSED ROAD IMPROVEMENTS

The York area is not part of an urban transportation planning area and decisions concerning master road improvements are addressed by The Catawba Regional Council of Governments' Rural Transportation Program. Catawba Regional Council of Governments helps to develop a recommended State Transportation Improvements Plan (STIP) which is approved by the SCDOT Commission. This multi-year planning process for York, Chester, Lancaster, and Union Counties, has resulted in a greater input by counties and cities.

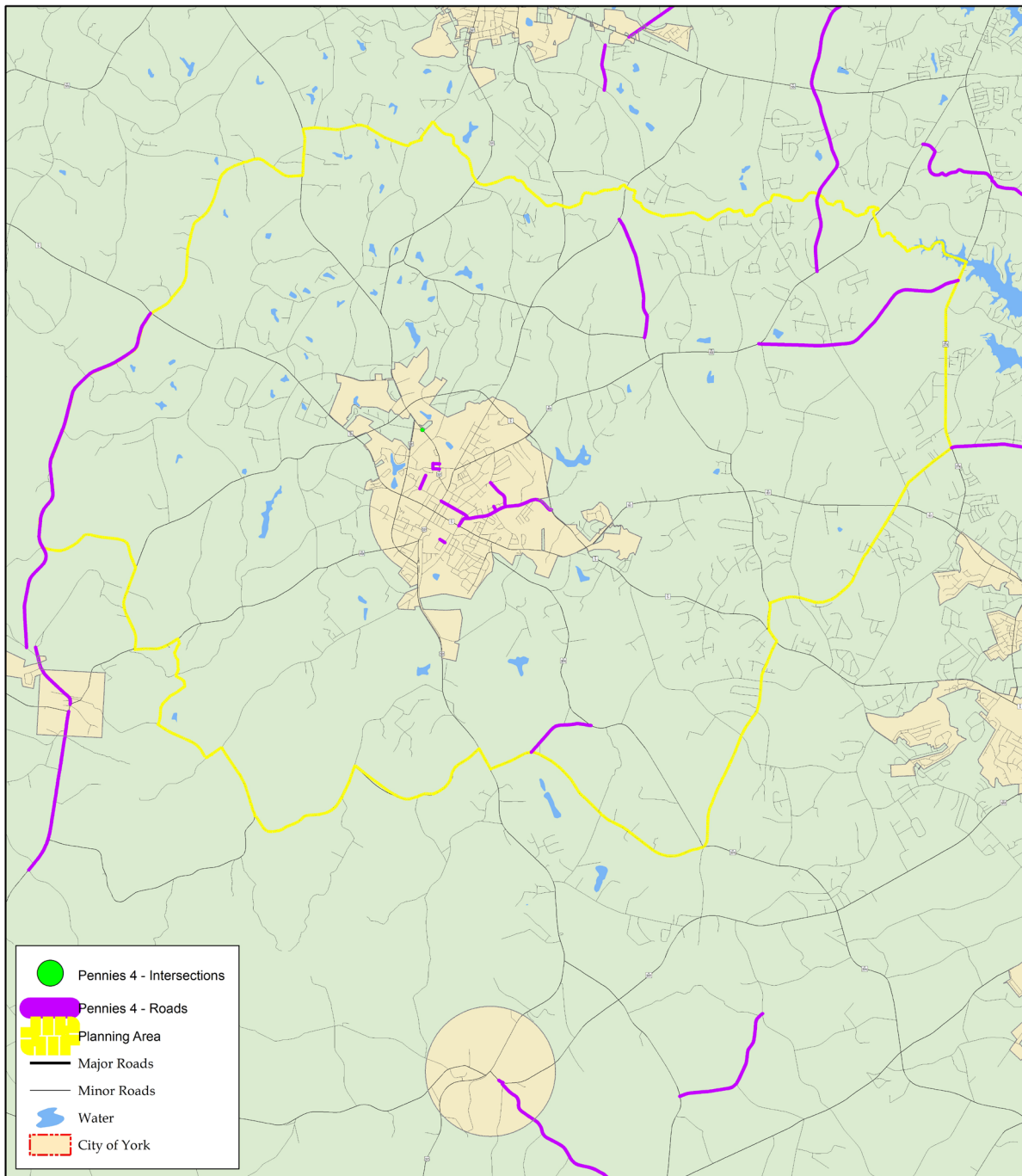


Figure 10
City of York
 Transportation Plans

Feet
 0 200 400 600 800 1000



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The counties in South Carolina have traditionally had little input in funding transportation improvements. Because of the rapid growth in York County, and the resulting extensive transportation needs which were going unmet, the County Council in 1997 proposed a local funding source for transportation improvements. A one percent sales tax was approved by the voters in November 1997, with the proceeds designated for a specified list of highway projects. (this program is referred to as “Pennies for Progress”).

The initiative of York County voters to provide for local funding for transportation services led to additional funding becoming available from the South Carolina Transportation Infrastructure Bank. In the fall of 2003, voters overwhelmingly approved a referendum to continue the one-cent sales tax for an additional period. A third phase of Pennies for Progress was voted on in 2011.

These STIP projects reflect these various funding sources. This includes the widening of S. C. 5 Business (East Liberty Street) from the S.C. 5 Bypass to the intersection with S.C. 324. This project has relieved traffic in the heavily crowded areas of S.C. 5 in the rapidly growing commercial area east of the City. Voters recently approved the Pennies 4 Campaign to approve the continuation of the 1-cent sales tax, and an estimated \$277.92 million will be generated for use on 20 projects throughout the county. One of the projects is road resurfacing, which involves 40 sites.

Various transportation improvements pertinent to York are shown in the Figure 8.

As a whole, the projects represent the greatest period of road construction and improvements in the area’s history. Of interest to the York area, the various funding sources will work together assist in the resurfacing the following roads within the city limits: Kings Mountain Road, Magnolia Street, Woodlawn Drive, E. Madison Street, Fourth Street, Hunter Street, Carson Road, Wood Road, Beersheba Road, Campell Road, SC Highway 149, Woodlawn Street, Hillcrest Drive and Kingsburry Road. Additionally, S.C. 321 and S.C. 161 will be undergoing an intersection project. The proposed intersection improvements would eliminate the “scissor” intersection and provide safety and operational improvements. The projects described above are all approved and will be completed through local government and SC DOT, it is imperative that planning continue for future phases of highway improvements. Three potential future projects may be identified. First, S.C. 49 east provides the most direct connection with the Charlotte

urban area. As more and more workers commute to the Charlotte area, greater demands will be placed on this route. The widening of S.C. 49 from the S.C. 5 Bypass to the Lake Wylie area is a potential future project. While the major work on the east-west corridor of S.C. 5 and S.C. 161 will be occurring in the next few years, the north-south corridor represented by U. S. 321 remains important. The route north connects with Clover and the Gastonia area, as well as I-85 beyond Gastonia. Portions of this road are four-lane at the present. Over the long term, it will be necessary to consider the widening of U. S. 321 throughout western York County, including the Bypass around York. A third possible future project is the consideration of a connection around the southeastern side of York to provide better access to the school facilities on U. S. 321 south and the major employers in that area. At present, access from the east side of York to the south side is difficult without going through the center of the City. Deviney Road currently provides a route through this area, but would need to be improved substantially. Langrum Branch Road may provide an alternate route. York County Access provides public transportation for residents of York County and the City of Rock Hill. York County Access is also operated by the York County Council on Aging, and represents a cooperative effort between York County and the City of Rock Hill.

Since the majority of streets in the City are SCDOT owned and maintained, the City should encourage an increased level of maintenance by the State. However, the City has begun accepting streets for public maintenance, thus York should proactively and systematically fund an account to handle future maintenance requirements. Sidewalk improvements, grass maintenance, and tree pruning should be funded under York's recurrent budget.

RAIL TRANSPORTATION

Historically, rail transportation was an important element in the economic development of York. The City was served by an east-west railway that connected with Rock Hill to the east and Gaffney to the west. A north-south line provided connections with Clover and Gastonia to the north and Chester and Columbia to the south. In recent years, all these lines have been closed, and the City currently has no rail service.

AIR TRANSPORTATION

While there are no public airports in the York area, the area nonetheless has excellent access to air transport. The Rock Hill-York County Airport (Bryant Field) is a general aviation airport between Rock Hill and York. This airport, which can accommodate corporate jets, is jointly sponsored by Rock Hill and York County. The lighted runway is 5,500 feet in length and will accommodate aircraft weighing 60,000 pounds. The airport includes a terminal building, and additional improvements are planned. This airport is approximately eight miles from the York city limits on S. C. 161.

The Charlotte Douglas Airport is located about 20 miles northeast of York in western Mecklenburg County, N. C. This major facility is among the largest in the U. S. in terms of passenger departures, and is a major hub for U. S. Airways. There are international flights to European, Caribbean, and South American destinations, and direct flights to most major U. S. Cities. This excellent access to air transport is a positive element for York's economic development.

BICYCLE AND PEDESTRIAN INFRASTRUCTURE

Studies have shown that communities which are pedestrian and bicycle friendly often have economic advantages such as higher property values, lower commuting costs, and lower costs to taxpayers. Pedestrian and Bicycle friendly communities also contribute to improved quality of life and greater sense of community by providing more social opportunity for residents. In 2016, York commissioned a Bicycle and Pedestrian infrastructure study to ensure the appropriate facilities are in place within the community. After examination, the study concluded that significant improvements be made to the city's crosswalks, North Congress Street, Jefferson Street, Curb Ramps, and provided connection to the York Bike Trail. These specific improvements can be found in the York Bicycle and Pedestrian Infrastructure Study.

DOWNTOWN IMPROVEMENT ELEMENT

INTRODUCTION

The downtown area of York encompasses several blocks of Congress Street, the main commercial corridor, as well as areas on Liberty, Jefferson, Madison and Roosevelt Streets. York's downtown has an unusually fine collection of historic buildings, creating a unique and friendly small town atmosphere. The mostly commercial buildings along Congress Street are complemented by historic churches, public buildings, and residences. The York Historic District, listed in the National Register of Historic Places, encompasses most of the downtown area. In recent years, there has been a renewed level of activity in the downtown, as a number of historic buildings have been restored and adapted to new uses. The city has also adopted an incentive program for the improvements of historic properties in the downtown area.

York has taken an active role in the downtown revitalization efforts. Multiple streetscape projects have been completed in the downtown, making improvements in sidewalks, lighting, and landscaping. Other major investments by the City include the fire department and a renovated and expanded police station. York County government continues to have a major presence in the downtown area with the addition of the York County government center to be completed in 2019. Although the post office moved from the downtown area, York County purchased and renovated the old post office building to house an expanded library branch. The McCelvey Center, McCelvey Center Annex, the former DSS building and the Courthouse have also been renovated and enhanced. The private sector has participated fully in the revitalization of the downtown area, with a number of new businesses opening on Congress Street. Currently, restaurants, a historic movie theater and specialty shops occupy spaces in downtown. The City should continue to proactively seek opportunities to form partnerships with private investors.

In 2003, the City of York adopted a Capital Improvement Plan which included the development of a Downtown Master Plan. By undertaking this plan, the City intended to reinforce the impressive gains which had already been made in the downtown area and to ensure a continued healthy redevelopment process. The firm of Hayes, Seay, Mattern, and Mattern (HSMM) was selected to lead the effort. The firm held a kick-off meeting with City staff and downtown stakeholders, followed by three public meetings to secure public input, develop design concepts, and refine the plan elements. Within this planning effort, several major areas were addressed,

including an Economic Restructuring Plan, a Physical Improvement Plan, a Parking Assessment Plan, and an Infrastructure Improvement Plan.

In undertaking the Economic Restructuring Plan, the consultants looked at the current marketing efforts by local groups, made observations of the physical elements in the downtown area, and developed a marketing message. Key themes that will emphasize York's unique assets are York: The Creative City, York: The Historic City, and York: The Friendly City in addition to the traditional theme of York: The White Rose City. A series of graphics and print ads was developed based on these themes. The plan recommends that the City attempt to strengthen the natural clusters of activities which are occurring in the downtown area, such as a local commercial cluster on North Congress, government/office clusters on South Congress and Roosevelt, a service cluster at the Congress/Madison area, and the development of a potential home décor cluster on Roosevelt between Jefferson and Liberty, helping to tie the rest of the downtown to the McCelvey Center. The Economic Restructuring Plan provides a number of potential funding sources for undertaking some of the recommendations. It also recommends the creation of a York Revitalization Committee to make recommendations to City Council and to help coordinate the implementation of the Downtown Master Plan. York is currently using the Economic Restructuring Plan as a resource for downtown improvements and due to public and private sector collaboration, downtown initiatives have been recognized. Recently, Congress Street was chosen as 1 of 25 finalist for the Main Street Contest.

The Physical Improvement Plan provided an analysis of each important building in the downtown area, including an assessment of the existing condition and actions which could be undertaken to improve the structure and make it more compatible with the overall development plan. There are three major recommendations of this plan. The first is the development of a Downtown Overlay District, which will help ensure the maintenance and upkeep of buildings. The second recommendation is the expansion of economic incentives for property owners. A third element is the acquisition of distressed properties which are integral to downtown redevelopment.

The Parking Assessment Plan recommends several improved, expanded, or new parking areas surrounding the clusters of uses in the downtown area. The consultant found that there was sufficient land area devoted to parking, but that off-street parking is not well laid out and is inefficient. The parking plan provides sketches of recommended parking areas which will adequately serve the downtown area. The Infrastructure Improvement Plan provides a comprehensive series of recommendations for streetscape improvements. These projects will increase curb appeal, provide area-wide continuity, and give a sense of arrival for the downtown. The phased recommendations are intended to provide guidance for applications for Transportation Enhancement and other grants.

The 2004 Downtown Master Plan, also includes an analysis of the proposed gateway and entrance corridors, development of a welcome center, a pedestrian and bicycle circulation analysis, and a lighting analysis. The Plan also took a closer look at the details of a parking plan which is also one of the Plan's components. York is considering working on an update of the parking plan as an independent project.

The complete details of York's Downtown Master Plan are available in a document provided to the City by HSMM in August 2004. Copies of this document are available at the City Hall. Since the Downtown Master Plan was approved in 2004, the City should strongly look at updating the Plan with an eye towards prioritizing the implementation of projects and initiatives. This process would include the Board of Architectural Review, Planning Commission and York City Council with public input received throughout.

HOUSING ELEMENT

INTRODUCTION

The Housing Element provides information on the existing housing stock within York and looks at trends in housing available to the citizens of York. The primary information sources used for housing is Census data, American Community Survey, and the York County GIS database. Collectively, these sources provide data on housing types, owner and renter occupancy, and housing costs. Included within the Housing Element are discussions of the types of housing, the age and condition of housing units, the mix of owners and renters, and the affordability of the housing stock. Comparisons to other municipalities within York County and to state averages are provided when they help to describe the housing conditions in York.

HOUSING TYPES

Housing units in York are predominantly single family in nature. York County's housing database states that there a total of 3,869 housing units in York. Of these, 2,813 are single-family units. This represents 72.7 percent of total housing units. There were 124 duplex units, or 3.2 percent of total housing. Manufactured homes, including single wide and multiple section units, totaled 326. Most of the manufactured homes are located in mobile home parks. Manufactured homes account for 8.4 percent of the housing in York. There were 606 multi-family units, including apartments and condominiums. This is 15.6 percent of the total housing.

TABLE 15
Housing Types
City of York
2018

<u>Housing Type</u>	<u>Number of Units</u>
Single Family	2,813
Duplex	124
Multi-family	606
Manufactured home	326
Total	3,869

Source: York County Government

AGE OF HOUSING

The age of housing is provided by the American Community Survey and Catawba Regional Council of Governments' regional building permits reports. Age characteristics are important in considering the need for housing upgrades and the overall condition of the housing stock.

Table 16 provides a summary of the age of housing in York compared to the state and national averages. These figures are shown in percentages to provide an easy comparison. The age of housing in York tends to be similar to state and national averages. As might be expected in a city which is over 200 years old, York has a higher percentage of homes built before 1939 than South Carolina as a whole. Because of the restoration and investment trends in York's older neighborhoods in recent years, the condition of the older houses is generally above standard.

TABLE 16

Age of the Housing Stock

	<u>City of York</u>		<u>South Carolina</u>	<u>United States</u>
	<u>Number</u>	<u>Percentage</u>	<u>Percentage</u>	<u>Percentage</u>
<u>Time Period</u>				
1939 or earlier	242	8.1	4.4	12.8
1940 to 1959	586	19.7	10.3	16.2
1960-1979	671	22.5	25.1	26.7
1980-1999	762	25.6	36.4	27.8
2000-2009	543	18.2	21.2	14.8
2010-2013	35	1.1	2.5	1.6
2014 or Later	132	4.4	.2	.1

Source: American Community Survey
Catawba Regional Council of Governments

HOUSING CONDITIONS

Information concerning the structural condition of housing is not available from the Census. However, the Census does report on several housing characteristics which relate to housing quality. These include the lack of plumbing facilities and conditions of overcrowding. These conditions are measured by the response to census questions on the long form, so the accuracy is dependent on responses from citizens in each census division.

The American Community Survey reported that 173 housing units lacked complete plumbing facilities in York, which represents 5% percent. This is much higher than the state average, which is 2.6 percent of households. Another measurement of housing quality from the American Community Survey is overcrowding. The Census Bureau defines overcrowding as the presence of more than one person per room in a household. In 2015, the American Community Survey counted 137 households in which overcrowding existed, about 4.7 percent of the total households. The statewide average is 1.8 percent of total households.

OWNER AND RENTER STATUS OF HOUSING

The American Community Survey reported that in 2000, 67.7 percent of the total 2,897 occupied housing units in York were owned by their occupants by 2016, this number would drop to 54.1 percent by 2016. By 2018 the home ownership rates would rise to 59.7 percent. It is projected that by 2023 the City home owner ship rates will continue to rise to 61.2 percent.

Comparisons with previous Census data show that a large number of rental units entered the market during the 1980s, causing a substantial reduction in the homeownership rate from 67.4 percent in 1980 to 57.6 percent in 1990. The number of rental units increased by 58 percent during the decade, while the number of owner occupied units increased by only 3.7 percent. Between 1990 and 2000, the number of owner units increased while the number of rental units decreased slightly. While it is important to provide all types of housing, including apartments and rental houses, most local governments find that the encouragement of home ownership is sound public policy. The Comprehensive Plan may address ways in which to encourage home ownership.

Table 17
Ownership Patterns
1990-2023

City of York	2000	2010	2015	2016	2017	2018	2023
Owner-occupied	1,377	1,478	1,474	1,631	1,641	1,917	2,117
Renter-occupied	655	1,393	1,423	1,399	1,421	1,293	1,337
York County							
Owner-occupied	25,815	58,939	64,200	65,104	67,863	73,084	81,900
Renter-occupied	9,046	22,887	26,222	27,194	27,676	28,194	30,605

Source: American Community Survey
Esri Forecasts for 2018 & 2023

HOUSING AFFORDABILITY

The housing market in York provides housing units of various types and in various price ranges. The American Community Survey provides information on financial characteristics of housing. There are several limitations in using these data. First, it has been eight years since the Census information was gathered, and the inflation in the price of housing has made these figures out of date in relation to the current housing values. In addition, the value and rent figures are based on answers provided by homeowners and renters on their census forms. Many owners are unaware of the market value of their home or may provide inaccurate estimates. However, the use of these figures gives us a way to compare York with other communities at a given point in time. Esri's data analytics software uses census data for its estimates and projections as well.

Table 18 provides a comparison of median housing value and median rent for York and other jurisdictions from the American Community Survey. The median housing value for York was estimated at \$135,565, compared to \$193,543 for York County as a whole and \$164,218 for South Carolina. The median rent was listed as \$611 per month. This compares with \$893 for York County and \$836 for the state of South Carolina.

TABLE 18

**Median Housing Value 2018
Median Rent 2017***

<u>Area</u>	<u>Median Housing Value</u>	<u>Median Rent</u>
City of York	\$ 135,565	\$611
Town of Clover	140,566	840
Town of Fort Mill	226,997	927
City of Rock Hill	152,356	882
City of Tega Cay	308,364	1,268
York County	193,543	893
South Carolina	164,218	836
United States	218,492	982

Source: American Community Survey.
Esri Forecasts for 2018 and 2023

With the variety of housing types available in York and the varying level of housing costs, there should be housing available to all income ranges. The York Housing Authority provides rent-subsidized housing in several projects. The private housing market also has a number of units available for families with moderate and lower income levels.

One way of assessing affordability of housing is to compare housing costs to income levels. The median household income in the area can be compared to the median housing cost to get a rough determination what percentage of households can afford to purchase a home. In York, the median household income in 2018 was \$40,409, which is 30 percent of the median housing value. This percentage is very similar to York County (31.7 percent), South Carolina (30.9 percent), and higher than the United States (26.5 percent). This indicates that, at least from an income standpoint, the percentage of home ownership in York may be able to be increased to a ratio closer to other areas. Historical records show that since the 2010 Census, York's median home value has increased by 34%. This vindicates the positive economic climate in York. Currently, York is exploring innovative affordable housing strategies such as researching the viability of tiny home developments.

PRIORITY INVESTMENT

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

“A priority investment element [is required] that analyzes the likely federal, state, and local funds available for public infrastructure and facilities during the next ten years, and recommends the projects for expenditure of those funds during the next ten years for needed public infrastructure and facilities such as water, sewer, roads, and schools. The recommendation of those projects for public expenditure must be done through coordination with adjacent and relevant jurisdictions and agencies. Failure of the planning commission or its staff to identify or notify an adjacent or relevant jurisdiction or agency does not invalidate the local comprehensive plan and does not give rise to a civil cause of action.” (<http://scstatehouse.gov/code/t06c029.php>)

Many local communities, including York, use CIPs as the financial tool to implement their comprehensive plans. A CIP provides an additional level of detail and justification for each project that is included so that decision-makers, including the Planning Commission, can set priorities and allocate resources. Many public agencies and service providers augment the work of York in delivering services to the city’s residents and businesses. The community facilities and transportation elements of this comprehensive plan are good places to start when identifying outside funding sources and partnership opportunities. When sourcing outside funding, the City should endeavor to ensure that an equitable distribution of these resources occurs in the implementation of capital projects.

The legal definition of ‘public infrastructure and facilities’ is somewhat flexible; therefore, this element will include a ten-year inventory of public facilities and infrastructure improvements that have an estimated cost of at least \$100,000 or more. These are identified as capital improvement projects for York School District 1, York County Transportation, or any of the various entities in York’s local government.

City of York, SC
Capital Improvements Program 2018-2028
DRAFT

POTENTIAL FUNDING SOURCE		2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	TOTALS
ADMINISTRATION													
Public Parking Improvements (Roosevelt St.)	Capital Fund/Htax			5,000		250,000							255,000
Impact Fee Study	GF Budget			20,000									20,000
Gateway Signage	Capital Fund/Htax					50,000	50,000						100,000
Façade Improvement Program	Historic Pres. Grant/Atax		15,000	25,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	120,000
City Hall Improvements (Elevator/Basement Upfit)	Capital Fund/Impact Fees								750,000				750,000
New Municipal Court Facility	Capital Fund/Impact Fees										2,000,000		2,000,000
Software Upgrade (Smartfusion/Other)	GF Budget			200,000									200,000
Pedestrian/Landscape Improvements Downtown	GF Budget/Bond/Grants				50,000			50,000					100,000
Total Administration		0	15,000	250,000	60,000	310,000	60,000	60,000	760,000	10,000	2,010,000	10,000	3,545,000
POLICE & COMMUNICATIONS													
Patrol/Police Vehicles	Fleet Program/GF Budget	129,000	60,000	60,000	60,000	60,000	60,000	70,000	70,000	70,000	70,000	70,000	779,000
Records Management Software	Capital Funds/Loan Proceeds			251,000									251,000
Radio Replacement	GF Budget					50,000	25,000	25,000	25,000	25,000	50,000		200,000
Electronic Citations Hardware/Software	Drug Funds	8,000											8,000
Dispatch Upgrades	GF Budget	35,000											35,000
Technology Upgrades	GF Budget/Drug Funds				25,000				50,000				75,000
Riot Gear	GF Budget		30,000										30,000
Upgrades and Repairs Police Department	GF Budget			25,000	40,000								65,000
Acquisition/Upfit EMS former EMS building	GF Budget						100,000						100,000
Total Police & Communications		172,000	90,000	336,000	125,000	110,000	85,000	95,000	145,000	95,000	120,000	70,000	1,443,000
FIRE													
Fire Substation	Bond/Fire Impact Fees				2,200,000								2,200,000
Radio Replacement	Loan Proceeds/GF Budget			234,000									234,000
Additions to Firefighter Park	Htax	20,000											20,000
Vehicle Replacement	Fleet Program/GF Budget			10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	90,000
Upgrades and Repairs Fire Station	GF Budget								50,000				50,000
Parking Lot Acquisition/Paving (FD and City Park Use)	GF Budget/Htax					150,000							150,000
Fire Truck Replacement	Loan Proceeds/GF Budget	700,000					700,000					700,000	2,100,000
Total Fire		720,000	0	244,000	2,210,000	160,000	710,000	10,000	60,000	10,000	10,000	710,000	4,844,000
PLANNING & ZONING													
Land Use Plan @ Hwy. 5 Corridor Study (Gateway Overlay)	GF Budget	25,000											25,000
Comprehensive Plan Update	GF Budget	30,000											30,000
Annexation and Housing Studies	GF Budget		15,000										15,000
Vehicle Replacement	Fleet Program			10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	90,000
Rental House Inspection Program	GF Budget			15,000									15,000
GIS Equipment and Software	Loan Proceeds/GF Budget					175,000							175,000
Total Planning & Zoning		55,000	15,000	25,000	10,000	185,000	10,000	10,000	10,000	10,000	10,000	10,000	350,000
PARKS AND RECREATION													
Recreation Complex Playground Equipment	Htax	50,000											50,000
Wooded Valley or Jefferson Field Playground Equipment	GF Budget/Htax		50,000										50,000
City Market Improvements	Htax	50,000											50,000
City Park Upgrades	LWCF/PARD/Htax			1,200,000									1,200,000
Land Acquisition for Recreational Use	Bond Proceeds/Other							550,000					550,000
Multi-Purpose Athletic Complex	Bond Proceeds/Other									1,000,000			1,000,000
Recreation Center Upgrades/Addition	GF Budget/Htax		8,000		75,000		175,000						258,000
Recreation Complex Upgrades/Addition	GF Budget		55,000			25,000		200,000		200,000			480,000
Vehicle Replacement	Fleet Program	30,000			10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	110,000
Field and Turf Maintenance Equipment	GF Budget/Htax	18,000		16,000		25,000			25,000				84,000
Bike Trail Expansion	PARD/County Htax/Htax						100,000	100,000			100,000	100,000	400,000
Neighborhood Park Rehabilitation	GF Budget/Htax			10,000	10,000	10,000	10,000	10,000	10,000				60,000
Total Parks & Recreation		148,000	113,000	1,226,000	95,000	70,000	295,000	870,000	45,000	1,210,000	110,000	110,000	4,292,000
PUBLIC WORKS (STREETS AND SANITATION)													
Replace Residential Garbage Truck	Loan Proceeds/GF Budget			250,000						250,000			500,000
Replace Commercial Garbage Truck	Loan Proceeds/GF Budget	247,000						250,000					497,000
Replace Recycling Truck	Loan Proceeds/GF Budget				150,000						150,000		300,000
Vacuum/Leaf Truck Replacement	General Fund					75,000							75,000
New Sixteen Yard Dump Truck	Municipal Impact Fees						180,000						180,000
Brush Collection Loader	Loan Proceeds/GF Budget	127,000											127,000
Wheel Loader	Municipal Impact Fees					145,000						145,000	290,000
Public Works Facility Improvements and Maintenance	GF Budget	50,000							50,000				100,000
Backhoe	Municipal Impact Fees				120,000					120,000			240,000

City of York, SC
Capital Improvements Program 2018-2028
DRAFT

POTENTIAL FUNDING SOURCE		2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	TOTALS
Sewer Jetter	GF Budget		50,000	50,000									100,000
Roads and Sidewalks*	Pennies 4/C-Funds/Capital			20,000	20,000	50,000	50,000	20,000	50,000	20,000	50,000	20,000	300,000
Right of Way Maintenance Program	GF Budget			30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	270,000
Total Public Works		424,000	50,000	350,000	320,000	300,000	260,000	300,000	130,000	420,000	230,000	195,000	2,979,000
WATER AND SEWER (UTILITIES)													
Clarifier Upgrades WWTP	CDBG/Matching Funds			1,275,000									1,275,000
Decommission Water Plant	Utility Fund			500,000	500,000								1,000,000
Pump Station Upgrades	Utility Fund		50,000	50,000	50,000	50,000	50,000						250,000
Lake Caldwell/Lake Carolyn Repairs and Maintenance	Utility Fund			100,000	25,000	25,000	25,000						175,000
Hydrant Replacement Program*	Utility Fund/Grant Proceeds			70,000	70,000	70,000	70,000	70,000					350,000
Waterline Replacement/Upgrades/Expansion*	UF/Grants/Capacity Fees	250,000	420,000	245,850									915,850
Sewerline Replacement/Upgrades/Expansion*	UF/Grants/Capacity Fees	250,000	200,000	200,000	200,000	200,000	200,000						1,250,000
Total Water and Sewer		500,000	670,000	2,440,850	845,000	345,000	345,000	70,000	0	0	0	0	5,215,850
GRAND TOTAL CAPITAL NEEDS NEXT 10 YEARS		2,019,000	953,000	4,871,850	3,665,000	1,480,000	1,765,000	1,415,000	1,150,000	1,755,000	2,490,000	1,105,000	\$ 22,668,850

YORK SCHOOL DISTRICT 1	TARGET YEAR	COST ESTIMATE	PROJECT
<i>Facility Improvements</i>			
Harold C. Johnson	2018-2019	\$ 517,300	Reroof Building
Harold C. Johnson	2018-2020	\$ 100,000	Kitchen Drains
Harold C. Johnson	2021-2022	\$ 245,000	Reroof Building
Hickory Grove Sharon	2018-2019	\$ 100,000	Repave Parking Lots
Hickory Grove Sharon	2019-2020	\$ 130,000	Emergency Generator
Hickory Grove Sharon	2020-2021	\$ 100,000	Kitchen Drains
Hunter Street	2019-2020	\$ 530,000	Reroof Building
Hunter Street	2020-2021	\$ 150,000	Repave Bus Drive
Hunter Street	2019-2020	\$ 225,000	Replace Carpet
Jefferson	2018-2019	\$ 230,000	Replace Carpet
Jefferson	2020-2021	\$ 217,000	Replace HVAC Units
York Intermediate	2018-2019	\$ 210,000	Replace Carpet
York Intermediate	2018-2019	\$ 100,000	LED Lighting
York Intermediate	2019-2022	\$ 2,170,000	Reroof Building
York Intermediate	2019-2020	\$ 120,000	Repave Bus Drive
York Intermediate	2018-2019	\$ 116,000	Replace Fire Alarm
Total Departmental Requests		\$ 5,260,300	

SCDOT	TARGET YEAR	COST ESTIMATE	PROJECT STATUS
Road Resurfacing			
Carson Road	2018	Pennies 4 Referendum	TBA
Wood Road	2019	Pennies 4 Referendum	Bids Have Been Received
Beersheba Road	2019	Pennies 4 Referendum	Bids Have Been Received
Hunter Street	2020	Pennies 4 Referendum	TBA
Fourth Street	2020	Pennies 4 Referendum	TBA
Woodlawn Drive	2020	Pennies 4 Referendum	TBA
East Madison Street	2020	Pennies 4 Referendum	TBA
Hillcrest Drive	2020	Pennies 4 Referendum	TBA
Magnolia Street	2020	Pennies 4 Referendum	TBA
Campell Road	TBA	Pennies 4 Referendum	TBA
SC Highway 49	2022	Pennies 4 Referendum	TBA
Woodlawn Street	2022	Pennies 4 Referendum	TBA
Kingsbury Road	2022	Pennies 4 Referendum	TBA
Intersection Improvements			
SC 321 & Kings Mountain Rd	2020	Pennies 4 Referendum	Preliminary Design
SC 321 & Galilean/Railroad	TBA	TBA	TBA

LAND USE ELEMENT

EXISTING LAND USE INVENTORY

The Existing Land Use Inventory is one of two primary component used to influence, manage, and direct growth in the York area. It creates a snapshot of the present conditions and provides a historical narrative for the development, or lack thereof, of parcels, and factors which may have influenced growth patterns over time. To accurately identify these conditions, parcels were assigned a Development Status and Place Type. Table 19 details the existing land use distribution by number of parcels and acreage across the five categories of existing land uses. The inventory categorized active land uses according to the following types:

- Developed – Lots or parcels largely built-out with permanent buildings or structures. Developed status was also assigned to preserved open spaces, underdeveloped, agricultural parcels.
- Undeveloped – Lots or parcels without permanent buildings or structures.

TABLE 19
City of York
Existing Land Use Distribution

	<u>PARCELS</u>	<u>RATIO</u>	<u>ACRES</u>	<u>RATIO</u>
DEVELOPED	3,195	79.4%	2,954	64.0%
UNDEVELOPED	815	20.2%	1,527	35.9%

The majority of parcels (3,195) in York are developed accounting for 79.4% of the entire city. Undeveloped parcels (815) account for 20.2%. Figure 12 shows where the developed and undeveloped parcels are in relation to one another.

Conceptually, place types were introduced by the *Connect Our Future* project, an initiative to create a regional framework for vibrant communities through investing in the region's growth. In the Existing Land Use map, sixteen place type categories capture the different land uses, development patterns, and building densities observed in the city.

The inventory categorized active land uses according to the following types:

- **Civic/Institutional:** Civic and institutional facilities typically include a building or complex of buildings that serve public purpose, including a library, school, public works complex, or town government.
- **Highway Commercial:** Commercial centers that are accessible primarily by automobile. Adjacent businesses have little or no connectivity.
- **Heavy Industrial:** Centers that support large-scale manufacturing and production uses. These areas are found in close proximity to major transportation corridors such as highways and railroads and are generally separated from surrounding development by greenery or transitional uses.
- **Light Industrial:** Generally supports manufacturing, medical research, and assembly operations. These areas are found in close proximity to major transportation corridors such as highways and railroads and are generally separated from surrounding development or transitional uses.
- **Multi-Family Residential:** Formed as complexes or communities with relatively uniform housing type and density throughout. Typically support the highest residential density in urban landscape.
- **Mobile Home Community:** Characterized by single-wide and double-wide mobile homes on individual lots, which may be clustered in an area owned and managed by a single entity.
- **Mixed-Use Neighborhood:** Offers residents the ability to live, shop, work, and play in one community. These neighborhoods include a mixture of housing types and residential densities. They also support multiple modes of transportation.
- **Neighborhood Commercial:** Close proximity to neighborhoods with low density, unobtrusive, and small scale design compatible with nearby residential development. Will be transitional between residential and nonresidential uses. Although primarily commercial, some centers may include upper story residential and/or office. Sites will affectively minimize the cut-through of traffic.
- **Preserved Open Space:** Consists of land dedicated for permanent conservation by legal means. May be used for recreational activities and/or environmental and wildlife and management purposes. Typically these areas are undeveloped and protected from development from government entities.
- **Rural Living:** Areas Characterized by Large lots, abundant open space and highlighted separation between buildings. Buildings are typically oriented towards highways and

have a direct access via private driveways.

- **Recreational Open Space:** Land dedicated to active and passive recreational uses. These areas exclude permanent structures that are not intended for public use and provide good public.
- **Suburban Commercial:** Typically located near high volume roads and key intersections, and are primarily accessible by automobile. Commonly consist of multi-tenant strip centers, big box stores, and large shopping malls.
- **Small Lot Residential:** Generally formed as subdivisions with uniform housing types and densities. Small Lot Residential are often found in close proximity to commercial and suburban office centers, and help provide the “rooftops” necessary to support those centers.
- **Suburban Office Center:** Serve the daily needs of surrounding residential neighborhoods. They typically locate near high volume roads and key intersections, and are designed to be accessible primarily by automobile. Common types of suburban centers in the region include multi-tenant strip centers, big box stores, and large shopping malls.
- **Town Home/Condo:** Provides high density residential living and is often in locations that create transitions from commercial or mixed-use areas to small-lot or larger-lot single family subdivisions.
- **Working Farm:** Actively being used agriculture or forestry activates, including cultivated farmland, timber harvest, livestock and woodlands. These areas can support the primary residence of the property owner and any out-buildings associated with activities on the working farm.

LAND USE SUMMARY

Figure 14 shows the basic land use classifications by color. The predominant place type in York is the small lot residential classification covering 2,190 acres of the city. Large areas of the community consist of single family and two-family residences with relatively few intrusions from other types of land uses. In some neighborhoods, there are manufactured homes on individual lots mixed with the single- family homes. Most of the manufactured homes are single-wide units. Multi-family uses cover 291 acres of the city and are scattered throughout the community, consisting of apartments, manufactured home parks, and congregate housing (nursing homes and assisted living centers). At 792 Acres, York’s *civic/institutional* place type cover the second

highest amount of space within city limits. These include the various school campuses, the Spring Lake Golf Course, York Place, the City's parks, City and County government offices, and church and institutional uses.

Many commercial uses are concentrated in the downtown area along Liberty and Congress Streets. There are also growing commercial areas on the outskirts of the community along major traffic routes. The largest concentration is on S. C. 5 east, where there are several existing shopping centers and the Wal-Mart Supercenter. The U. S. 321 corridor has a number of older commercial areas, and a developing commercial area at the intersection of U. S. 321 north and the S. C. 5 Bypass. Some smaller commercial uses, such as day care centers and convenience stores, are scattered in residential neighborhoods.

Industrial land uses consist of older buildings built in the textile era and newer industrial properties on the outskirts of York. The older buildings are located in the northeast section of York in the Ross Cannon neighborhood. Other industrial concentrations are along Railroad Avenue and U. S. 321 South; areas along Hunter Street; and the industrial area along Kings Mountain Street and U. S. 321 North. Outside the immediate vicinity of York, the East York Industrial Park has a concentration of newer industrial facilities.

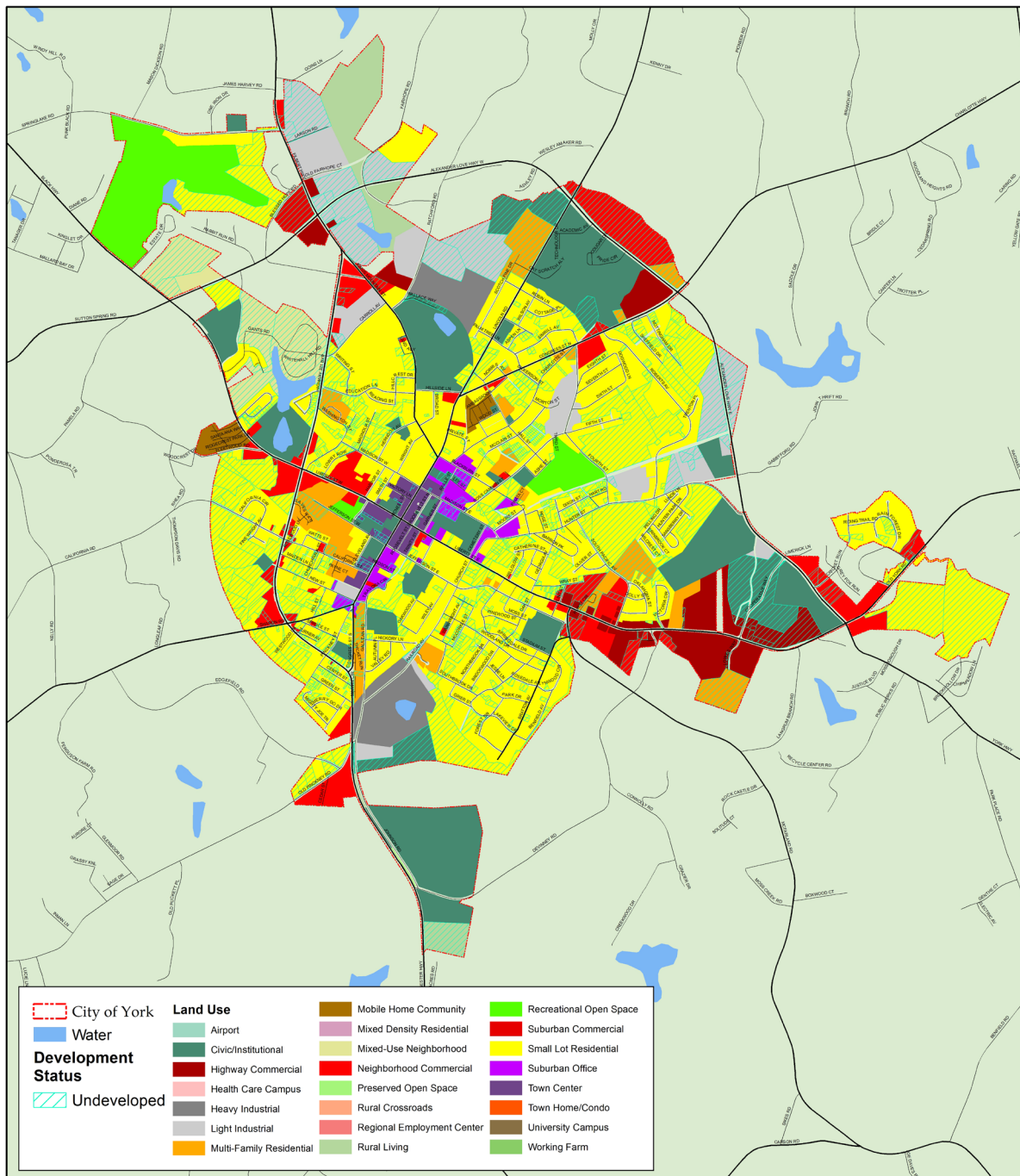


Figure 12
City of York
Existing Land Use

0 1,500 3,000 Feet



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FUTURE LAND USE PATTERNS

A number of factors will influence the future patterns of land use in York. These include the availability of public services, such as water and sewer service; transportation improvements; and external growth factors, such as the continued expansion of the Charlotte-Rock Hill urban area. The ongoing improvements to the S. C. 161 – S. C. 5 corridor through York County have provided the York area with four-lane access to both I-77 and I-85 thus a major east-west transportation corridor has been created. This development has been a catalyst for commercial growth, especially along the S. C. 5/161 Bypass.

Residential growth will continue at a steady pace. There are large areas of vacant land within the city limits which are suitable for single family residential development. The City should also continue to aggressively seek annexation of developing residential areas on the periphery of the City, especially in the early stages of the development process when the developments can be annexed as one parcel. High-quality multi-family residential developments should also be encouraged where transportation and public facilities are sufficient to support them.

Commercial land uses will continue to expand. Areas likely to experience significant commercial expansion include the East Liberty Street area between the existing commercial area and the Bypass (Cooperative Way). The area around the Wal-Mart Supercenter will continue to be a major area of commercial growth. The entire Bypass which has been widened is primed for commercial development. Portions of this route are within the city limits and portions are outside. In order to have an impact on the character of growth in this important corridor, the City and County should work closely together to coordinate their planning efforts. Additional scattered commercial growth can be expected to occur along the major entrance roads into York and along the U. S. 321 Bypass. The Highway 5/Alexander Love Hwy Corridor Study provides a template for development along the SC 5 Bypass and its recommendations should be incorporated into the City's development codes.

Industrial development is an important factor in the future economic prosperity of the community. The City also has an interest in encouraging responsible industrial development within the city limits to enhance the property tax base. Adequate vacant areas should be zoned for industry and the City should continue to expand the city limits to include new industrial areas.

The continued health and economic viability of the downtown area is a major concern. The downtown no longer serves as the only commercial center for the community. It now serves multiple functions as a secondary commercial area, the cultural and government center, and a civic gathering place. The Comprehensive Plan should emphasize the downtown as a key element in the continued identity of York as a pleasant place to live. The Downtown Master Plan provides a framework for future improvements. Additionally, Economic Development Strategic Plan Implementation Play Book lists the potential for many future initiatives. Some of the possible projects include a downtown place making plan, micro-master planned development near the county government building, and events and marketing for downtown.

LAND USE PLAN

The purpose of the Land Use Plan is to provide a general development pattern for the future growth and development of York. The Plan is intended to be a vision of the development pattern over a twenty-year period. The 10 elements which have preceded the Plan provide background on the existing conditions and the growth trends which are shaping the community.

Before the Plan can be discussed, it is important that the nature and use of the Plan is understood. The Plan is not a Zoning Ordinance or a regulatory tool. It does not attempt to predict the uses of individual parcels of land. Rather, it is used as a guide for general development pattern over a period of time. It is to be used by the decision-makers in looking at land use decisions and in making public investments. It should be a guide during the zoning amendment process, helping to decide if proposed amendments are in keeping with the recommended long-range development pattern. It should also be helpful to the City Council and Planning Commission in decisions relating to new investment in utilities and public services and in areas relating to the protection of open space and natural resources.

The Land Use Plan is composed of a map, narrative for development patterns within the City. It is important that the York Land Use Plan coincide with the York County Land Use plans to ensure appropriate planning measures are enacted for a vibrant community. In 2004, York County adopted the Urban Services Boundary (USB) to signify which areas should be served by water, sewer and other major public facilities. Figure 13 displays the expansion of the USB, and substantiates the expectation for growth to continue to move east of York within the planning area. Additionally, the Highway 5/Alexander Love Hwy Corridor is included in Figure 13 to identify nodes of high activity and character of the future development within those nodes. The Guiding Principles lists a series of broad goals within each element, states objectives which can be undertaken to accomplish those goals, and assigns responsibility to one or more entities for the implementation of each objective, with a time frame for implementation. The Guiding Principles are intended to be used by the Planning Commission and City Council as a convenient reference to help judge implementation of the Plan over a period of time.

The Land Use Plan, as expressed in the Land Use Plan Map and the Guiding Principles, sets forth a number of important principles for the future development of York. These are summarized below.

Downtown Revitalization. The Plan envisions a strong and vibrant downtown area in York with multiple land uses. The general downtown area is shown on the Land Use Plan Map. The downtown will include a strong retail component, but it must also function as a cultural and governmental center, a place for public gatherings and festivals, and a center for public and business services. The expansion of residential uses in the downtown is also encouraged, through conversion of existing buildings, new construction, or mixed use projects. The expansion of streetscape improvements is encouraged, including extension of improvements along Congress, Liberty, and McNeel Streets, as well as improvements in the City government complex area on Roosevelt Street. Better marketing of the downtown area is recommended, through a consistent system of signs and through coordinated efforts among downtown businesses.

Historic District. York is fortunate to have an extensive array of historic structures and neighborhoods. The Plan recognizes that York's historic character is one of its greatest assets and helps to make the City an attractive place to live. A continued emphasis on York as an historic city and continued protection of the existing historic resources is important in maintaining the desired character of the community. The Plan recommends an enhanced role for the Historical Commission and continued coordination among the Commission and the City. A review of the historic district is recommended to update and potentially expand its boundaries. A program of signs would include signage within York denoting the historic district boundaries and signs on major highways directing travelers to York's historic district as an attractive place to visit.

Residential. The bulk of the land area on the Land Use Plan Map is devoted to low density residential uses. One major goal of the Plan is to encourage the development of a higher rate of home ownership and to enhance the environment for the creation of new residential

developments. These developments are encouraged to use innovative land use practices to preserve open space and cluster housing units. The City's development ordinances should be reviewed and amended to allow such practices so that the City can accommodate a wide range of housing options. The City is also encouraged to continue its active annexation program to provide more areas for residential development within the city limits. Residential apartments are encouraged in the downtown area. Multi-family uses are provided for in a number of existing areas and in several new locations in the Plan. Manufactured homes are allowed in designated areas. While encouraging the expansion of home ownership opportunities, the Plan provides for a wide range of housing types and values.

Open Space/Recreation. The City of York has greatly expanded the public recreation opportunities for its citizens in the past few years. The Plan recognizes this fact and recommends continued provision of public open space for active and passive recreation. Because of the heavy use being experienced by the York Recreation Complex, the Plan recommends that long-range planning begin for a second major complex. The Plan also recommends that a system of hiking trails and biking trails be implemented in the York area. Open space should be reserved along the major drainage courses and flood plains. As the area develops more fully, the provision of greenways and corridors of open space will help to maintain the small town character.

Economic Development. The Plan recognizes that the York area must include adequate land for manufacturing and other employment producing activities. The impact on employment opportunities and the positive impact on the City's tax base make the provision for future industrial development necessary. The Land Use Plan Map shows areas that will likely develop for industrial uses. The Plan recommends that the City consider the future development of a high-quality office/industrial park, either as a City activity or in partnership with another public or private entity. The City should also continue to be a partner in the active economic development activities on the county and regional levels. The provision of adequate water and sewer services is an important element in the continued economic growth of the community.

Commercial Development. The provision of adequate areas for the provision of trade and services is an integral part of the Plan. A number of areas are shown on the Land Use Plan Map for commercial centers. These areas are located where they have good access to transportation resources and where they will have minimal negative impacts on the residential areas. A major initiative of the Plan is to control the development of future commercial strips along major thoroughfares. Commercial development is encouraged to continue in areas which have already developed as commercial cores. Along the Alexander Love Bypass, commercial areas have been designated at certain key points. Strip commercial development which would reduce the traffic carrying capacity of the road and which would create unsightly sprawl is discouraged.

Community Appearance. The Plan recognizes that the appearance of a community can have impacts on its economic development and its attractiveness to potential investors. While York has a number of outstanding historic neighborhoods and an attractive downtown area, many of the approaches to the City and some neighborhoods are not as attractive. The Plan recommends the development of Gateways at major entrances to the community. These areas will include attractive signs welcoming visitors to York and landscaped areas which will create a strong first impression. The major corridors into York from these Gateways are recommended for landscaping and appearance enhancement efforts over a period of years. These improvements should continue from the Gateways to the downtown area. Other efforts to enhance community appearance include stricter enforcement of ordinances concerning trash, deteriorating structures, and abandoned vehicles. Design standards for future development will also be investigated to encourage higher levels of landscaping and building design.

The success of the Comprehensive Plan and its various elements will depend on an ongoing effort by the Planning Commission, City Council, and other entities to constantly monitor the progress of its implementation. Referring to the Comprehensive Plan's guiding principles is key to encourage balanced, integrated multi-disciplinary approaches to the topics listed in this plan. The implementation matrix details strategies and time-frames for each of the guiding principles. This plan should also be updated on a regular basis to ensure that it remains relevant to the changing character of the City. The overall purpose of the Comprehensive Plan is to provide a vision for quality growth in York while maintaining its character as a historic community with a family-friendly small town atmosphere.

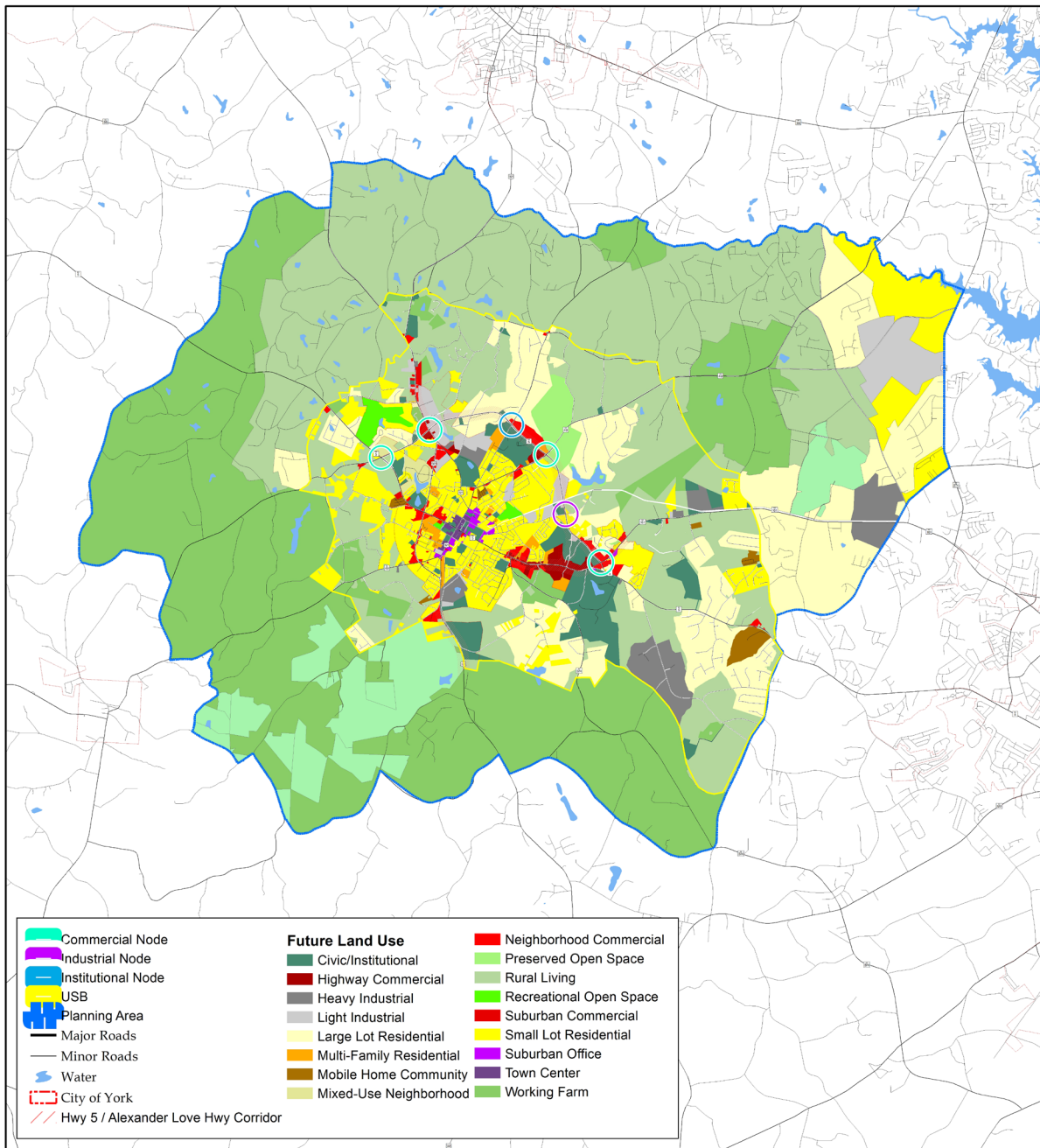


Figure 13
City of York
Future Land Use

0 1,500,000 6,000 Feet

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