Bridging today and our future.

ADOPTED OCTOBER 19, 2020
ACKNOWLEDGEMENTS

COUNTY COUNCIL

Michael Johnson, Chairman, District 1
Allison Love, District 2
Robert Winkler, District 3
William “Bump” Roddey, District 4
Christi Cox, District 5
Dr. Britt Blackwell, District 6
Joel Hamilton, District 7

PLANNING COMMISSION

Jennifer Bowman, Vice Chair, At-large
Jack Kimball, At-large
Kate Kraxberger, District 1
Jamie Henrickson, Chair, District 2
Aubrie Parham, District 3
James Darby, District 4
Larry Barnett, District 5
Matthew Velkovich, District 6
Vacant, District 7

YORK COUNTY STAFF

David Hudspeth, County Manager
Jonathan Buono, AICP, Planning and Development Services Director
Diane Dil, AICP, Planning Services Manager
Brian Ford, AICP, Long Range Planner
Christopher Stephens, Transportation Planner
Brittnay Brown, Open Space Planner

SPECIAL THANKS TO THE LAKE WYLIE YMCA AND THE JOURNEY AT LAKE WYLIE FOR PROVIDING MEETING SPACE FOR THE PUBLIC ENGAGEMENT PORTION OF THE PLAN.
CONTENTS

INTRODUCTION & BACKGROUND  1
Purpose  2
Study Area  3

EXISTING CONDITIONS  5
Demographics and Population Trends  6
Existing Land Use  8
Zoning  10
Future Land Use  12
Utilities  16
Transportation  16

PUBLIC ENGAGEMENT  21
Community Meetings  22
Community Survey  23
Apartment Dwellers Survey  27
Visual Preference Exercise  27
Key Takeaways from Public Input  37

POLICIES & IMPLEMENTATION  39
Policy Development  40
Growth Management  48

APPENDIX  53
Figure A-1: Population Distribution Map  54
Figure A-2: RFATS Collector Street Plan Excerpt  55
Figure A-3: Active and Approved Residential Projects in Lake Wylie  56
Figure A-4: Residential Projects Map  57
Figure A-5: Existing Land Use Map  58
Figure A-6: Existing Zoning Map  59
1 INTRODUCTION & BACKGROUND
Introduction & Background

PURPOSE

In February of 2019, York County Council identified several strategic goals to meet its mission to “provide quality public services in an open, efficient and responsive manner” and to achieve the county vision to “provide an environment where all citizens and businesses can thrive and succeed.” The first of these strategic goals was identified as the “Growth Management Goal,” intended to address the elements of economic development, infrastructure, residential development, roads, and green space/parks to manage growth in a way that improves quality of life. A key strategy for this goal is to designate a maximum of three or four area plans to study and address the pressures of future growth and the elements of the growth management goal.

In consultation with planning staff, County Council authorized several small area plans on July 9, 2019. The Lake Wylie area was one of the areas identified by Council, whose high rate of growth warrantied additional study. Since the decade following the economic recession of 2008, the County has experienced an increase in residential development. The pace of growth has been more pronounced in the urban and urbanized areas of the County, which includes the Lake Wylie community, located in the area west of the lake and east of the Town of Clover. In addition to the many new homes built in the past decade, this area includes unimproved properties that hold vested developments rights which total more than 2,400 detached single family residential lots, 250 townhomes, and over 300 apartment units. This plan provides an opportunity for a more detailed exploration and the adoption of localized goals and policies. Once adopted, this small area plan will function as an amendment to the county’s adopted 2035 comprehensive plan, York Forward.
**STUDY AREA**

The plan's study area is slightly larger than 21,000 acres and is generally bounded by the North Carolina state line to the north, the waters of Lake Wylie to the east, Lake Wylie and Little Allison Creek to the south, and a western boundary comprised of the following roads running south to north: Paraham Road, Charlotte Highway, Kingsburyry Road, Highway 557, and Riddle Mill Road (See Figure 1.1). The area's residential components include lakefront living, single family residential neighborhoods, and large-lot rural home sites. The two main arterial roads in the study area are Highway 274 and Highway 49. Highway 274 (Hands Mill Highway) travels south from Gaston County towards the City of Rock Hill. Highway 49 travels west from the Buster Boyd Bridge, then southwest towards the City of York. Highway 49 between the Buster Boyd Bridge and the intersection of highways 49, 274, and 577 (locally known as “three points”) serves as the main commercial corridor of the study area. Duke Energy's Catawba River nuclear site, located on one of Lake Wylie's many peninsulas, is a prominent use in the area.

![FIGURE 1.1: Map of the boundaries of the Lake Wylie Study Area.](image-url)
2 EXISTING CONDITIONS
EXISTING CONDITIONS

It is important to understand the current status of a community in order to chart a path for its future. This section of the plan provides that foundation by examining the current conditions as they relate to development within the study area. Topics covered include zoning, existing land use, utilities and the transportation network, population trends, and the planned future land use.

DEMOGRAPHICS AND POPULATION TRENDS

YORK COUNTY

York County ranks in the top three counties in South Carolina for population growth, adding an estimated 7,972 people in 2018. This 3% increase from 2017 puts the total population at an estimated 274,118. The median age is 38, which is slightly lower than the South Carolina median age of 39. The largest age range in the county is the 45 to 64 age bracket, at 27%, followed by the 25 to 44, and the 14 and under age brackets. Females make up 51.7% of the population, while males represent 48.3%. The county has a diverse population mix by race with 74.7% White, 19% African-American, 1.9% Asian and 0.7% being American Indian or Native Hawaiian. The Hispanic population in the County represents 5.1%, which is similar to the state of South Carolina as a whole at 5.5%, and much lower than the 45-minute labor shed percentage of 9.2%.
LAKE WYLIE COMMUNITY

Population Trends

According to 2010 Census data, approximately 15,220 people reside in the study area; this is an increase of nearly 73% from 2000. Figure 2.1 displays comparative demographic trends from 1990 to 2010 for both the study area and the county. The Lake Wylie area more than doubled in population between 1990 and 2010, and grew from 4.7% to 6.7% of the total county population during the same time period. This growth indicates area desirability.

<table>
<thead>
<tr>
<th></th>
<th>1990</th>
<th>2000</th>
<th>% Change</th>
<th>2010</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lake Wylie Community</td>
<td>6,216</td>
<td>8,811</td>
<td>41.7%</td>
<td>15,220</td>
<td>72.7%</td>
</tr>
<tr>
<td>York County</td>
<td>131,497</td>
<td>164,614</td>
<td>25.2%</td>
<td>226,073</td>
<td>37.3%</td>
</tr>
</tbody>
</table>

STUDY AREA PORTION OF TOTAL POPULATION

<table>
<thead>
<tr>
<th></th>
<th>1990</th>
<th>2000</th>
<th>2010</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>4.7%</td>
<td>5.3%</td>
<td>6.7%</td>
</tr>
</tbody>
</table>

Figure A-1 in the appendix displays the 2010 population distribution according to US Census Blocks. Intuitively, population distribution is reflective of land development patterns. The east-central portion of the study area is the most populous and the most intensely developed. Additional heavily populated census blocks extend north and south along Highway 274. Similarly, the western and southern fringes are the least populous and contain undeveloped, wooded, agricultural and rural land uses.

Residential Permits

To understand the population growth within the study area over the past ten years, it is helpful to examine the number of new residential units constructed since the 2010 census. Figure 2.2 below charts the annual number of permits issued for new residential construction within the study area and shows a steady rate of growth over the past 10 years. These counts include building permits for construction of all new single-family detached, townhome and multi-family dwellings. It should be noted that permits for multi-family units are issued per building. Therefore, one building permit may include as many as 24 individual units. Since the 2010 Census, the Lake Wylie area has added five new apartment communities: The Village at Lake Wylie (392 units), Villas at Marlin Bay (240 units), Redwood Lake Wylie (146 units), The Lodges at Lake Wylie (245 units), and Revere at Lake Wylie (444 units).

There are currently nine residential neighborhoods actively under construction and nine additional residential projects that have been approved but construction has not commenced. In total, these residential projects will add nearly 3,000 new homes within the study area. See Figure A-3 in the appendix for a complete listing of active and approved projects.
EXISTING LAND USE

The Lake Wylie area is characterized by land uses of varying intensities and densities, as shown on the opposite page, creating a rich and diverse landscape that gives many locals a small town feeling. Uses of highest intensity are predominantly concentrated along Highway 49, from the Buster Boyd Bridge to the intersection with Highway 274. This is the location of Lake Wylie’s strong commercial core and contains uses such as big box retail, grocery stores, small retail and office services, storage units, fast food restaurants, and other auto-orientated establishments. Most of the older, commercial built environment dedicates a great deal of property to surface parking, leaving single story buildings set back far from the street. The development pattern gradually decreases in intensity as it moves to the northern, western, and southern fringes of the study area, leading to picturesque, pastoral settings. Pockets of newer, sprawling suburban residential development intersperse the fringes of the study area with little cohesion or integration to the older, more urban development pattern of the area’s core.

While over half of the study area remains either vacant or developed with rural or large residential lots, the remainder is predominantly characterized by low density, sprawling suburban development patterns that lack spatial and architectural harmony. Table 2.1 includes the acreage distribution of the existing land uses within the study area. It should also be noted that a few large tracts that are currently considered vacant are vested with approved preliminary plats and will eventually develop as more single family homes. See Figures A-3 and A-4 in the appendix for a list and map of approved developments and their current status.

As indicated in Table 2.1, single family residential, both attached and detached, as well as multi-family residential uses comprise just over 30% of the total land area of the Lake Wylie study area. While medium to high-density residential development can promote social and economic vibrancy, it is critical that future residential development is spatially integrated and architecturally cohesive among adjacent uses. Land use patterns and development decisions can affect the County’s ability to financially support essential services and infrastructure such as road and utilities. Counties can achieve fiscal efficiency and create the greatest tax value per acre by including appropriately located, dense, mixed-use development styles. Commercial uses, consisting of a range of personal and convenience services, retail, and professional office establishments, comprise just 2.62% of land coverage in the Lake Wylie community. Among the limited industrial land uses in the study area, the Duke Energy Catawba Nuclear Center is by far the largest single industrial site.

The large amount of undeveloped land may be attributed to private landholdings, pending developments, absence of development pressure, and/or limited public utilities and infrastructure. As these areas develop, pressure will increase to transition to uses of a higher intensity development pattern. It is imperative that appropriate future land use recommendations are in place to ensure that future development occurs in an orderly, fiscally-efficient, and sustainable manner.
EXISTING CONDITIONS

LAKE WYLIE AREA IMAGES

RESIDENTIAL DETACHED

- Rural residence
- Large-lot residence
- Residential subdivision

RESIDENTIAL ATTACHED

- New townhomes
- Established townhomes
- Apartments

COMMERCIAL

- Recent retail center along Hwy 49
- Small-scale retail along Hwy 55
- Early retail strip along Hwy 49

PUBLIC AMENITIES

- York County Public Library
- Lake Wylie Boat Access
- Field Day Park (under construction)
The existing land uses are the built environment in the corridor, as it stands today. The underlying zoning districts in the corridor represent what is possible to develop by right today and into the future. Chapter 155 – Zoning Code, of the York County Code of Ordinances, sets forth all the regulations and requirements of zoning in the county. It is the legal framework that determines what uses, structures, or other improvements are permitted on a property.

**BASE DISTRICTS**

The majority of the properties within the study area retain their original zoning districts, which were applied in 1987. Given the 15 different districts across the study area, Lake Wylie zoning has the semblance of a mosaic. The residential zoning districts with higher densities are located closer to the lake and then step down in density moving west, until transitioning to the rural zoning districts of RUD and RUD-I. The commercial zoning districts are generally clustered along the major corridors with a few small pockets south of the intersection of highways 55, 49, and 274. Three large industrial areas consist of Duke Energy on Concord Peninsula, the Pharr Yarns textile facility on Highway 557, and a group of various industrial companies southwest of the Campbell Road and Highway 274 intersection. Figure 2.4 illustrates the proportion of land coverage for each base zoning district within the study area.

**OVERLAY DISTRICTS**

In addition to the standards enumerated in the underlying zoning districts, three overlay districts are applicable within the study area: the Lake Wylie and Catawba River Buffer, the Lake Wylie Overlay District, and the Scenic Overlay District. These additional requirements strive to attain a harmonious balance between environmental, economic, and social considerations.

---

**TABLE 2.1: DISTRIBUTION OF EXISTING LAND USES WITHIN LAKE WYLIE**

<table>
<thead>
<tr>
<th>EXISTING LAND USE</th>
<th>CHARACTERIZATION</th>
<th>ACRES</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rural Residential</td>
<td>Single-family residential uses of densities of one dwelling unit per one to two acres of land.</td>
<td>3,374</td>
<td>15.65</td>
</tr>
<tr>
<td>Residential</td>
<td>Single-family residential uses of a density of one or more dwelling units per acre or more.</td>
<td>6,375</td>
<td>29.56</td>
</tr>
<tr>
<td>Townhomes</td>
<td>Attached single-family residential.</td>
<td>51</td>
<td>0.24</td>
</tr>
<tr>
<td>Multi-Family Residential</td>
<td>Multi-family residential uses of varying types and densities.</td>
<td>161</td>
<td>0.74</td>
</tr>
<tr>
<td>Civic</td>
<td>Public facilities such as schools and government</td>
<td>440</td>
<td>2.04</td>
</tr>
<tr>
<td>Commercial/Office</td>
<td>Commercial uses of varying types and scales, including personal and convenience services, retail, and office establishments.</td>
<td>566</td>
<td>2.62</td>
</tr>
<tr>
<td>Industrial</td>
<td>Manufacturing, fabrication, wholesale distribution facilities, including large-scale energy production plants.</td>
<td>1,190</td>
<td>5.52</td>
</tr>
<tr>
<td>Open Space</td>
<td>Neighborhood open space, buffers, parks.</td>
<td>1,280</td>
<td>5.94</td>
</tr>
<tr>
<td>Vacant</td>
<td>Lands without development. Does include platted but undeveloped lots.</td>
<td>8,128</td>
<td>37.69</td>
</tr>
</tbody>
</table>
The intent of the Lake Wylie and Catawba River Buffer is to promote the ecological integrity of York County’s surface water network and respective natural habitats, as well as public health and safety, by requiring a vegetative buffer and the use of stormwater management practices along shorelines. To achieve this objective, a 50-foot natural buffer is required from the shoreline of Lake Wylie, which is “the full pond elevation contour as defined under the FERC regulatory provisions governing Duke Power Company in its management and ownership of the impoundment.”

The study area shares its boundary with the Lake Wylie Overlay District, which was originally adopted in 2000 as a mechanism to enhance the architectural and spatial cohesion of the Lake Wylie Community. The original boundary was generally along Highway 49 from the Buster Boyd Bridge to just past the intersection with Highway 274. In December 2019, this district was expanded to match the limits of this plan’s study area. The overlay was shaped by community input and incorporated area-specific standards regulating the appearance, construction material, and size of signage; recommendations for the inclusion of landscaping for purposes of screening and buffering; requirements for sight visibility triangles at all roadway intersections; and vehicle and pedestrian interconnectivity within and outside of new developments.

With the intent to promote natural aesthetics, the Scenic Overlay District, applicable within the ½-mile extending from the edges of the lake and other natural amenities, prohibits manufactured homes of less than 20 feet in width.

Based upon community input, amending the Lake Wylie Overlay District could expand upon the specifications currently found in the York County Code of Ordinances to further advance community objectives. This could include requirements and incentives for architectural, open space, and accessory use standards into the overlay. Incentives seek to balance competing interests through tradeoffs and could, for example, permit flexibility in the open space requirements in exchange for pedestrian and roadway interconnectivity within and outside of proposed developments. Low-Impact Design (LID) or environmentally-sensitive development, the incorporation of additional amenities, and design guidelines are all areas that can strengthen the overlay. Specifics on how to amend the overlay would be a step in the plan’s implementation process and would include additional community input.

**FIGURE 2.4:** Distribution of land area by zoning district within the Lake Wylie Community. Less than one percent of the study area is zoned AGC as opposed to the approximately 40% of the entire county that is similarly zoned. This demonstrates that the Lake Wylie area is a much more urbanized region of the county.
FUTURE LAND USE

Adopted in 2016, the 2035 Comprehensive Plan, York Forward, serves as a guide for future development. The plan includes both policy recommendations and a future land use map for the entire county. Several policy statements in the comprehensive plan align with the comments received during the public input phase of this small area plan. Specifically, LU-3.2 calls to “improve the design of future development and redevelopment.” The related implementation step is “to develop design guidelines” which is discussed later in this plan. Table 2.2 includes some other policy statements from the plan that are relevant to the Lake Wylie area. The land use map includes the 14 different land use designations for residential, commercial and employment areas located throughout the County. The plan language includes definitions that describe the overall character, potential uses, and densities of each category.

RESIDENTIAL

Within the Lake Wylie study area, the largest recommended future land use category is Residential with nearly 30% of the total area. This includes rural, single family, and neighborhood residential categories. The slightly higher density future land use designation, Neighborhood Development, is predominately located in the northern and more urbanized portion of the study area. The designation is also located around Allison Creek, reflecting a large mixed-use development approved in 2008.

COMMERCIAL

Commercial land use recommendations are limited to arterial corridors and at nodes of intersecting major roadways and comprise less than 3% of acreage in the study area. Given the visibility, accessibility, and the established development pattern, the intersection of Highway 49, Highway 274 and Highways 557 is the location of a Community Center node. This center has a service radius of up to five-miles and can include 125,000 to 400,000 square feet of non-residential. Residential options such as townhomes and apartments are appropriate for this location. York Forward also includes two Neighborhood Centers within the small area plan study area; one is located at the intersections of Highways 49, 274 and 55 and the other near Buster Boyd Bridge. Neighborhood Centers are smaller commercial areas primarily providing daily services such as grocery stores, convenience stores, dry cleaners, and banks. Figure 2.6 illustrates the 2035 future land use plan designations employed within the study area.

EMPLOYMENT

Employment Areas, which includes Employment Centers and Industrial, are the final future land use designations within the study area. Employment Centers are intended to facilitate job growth by providing land to attract industries of local importance such as light industrial, business, financial and professional services. Both of the Employment Centers are located in the southern portion of the study area; one as a component of the large mixed-use planned development mentioned above and the other at the wedge of Campbell Road and Hands Mill Highway. Both of these sites provide an opportunity to attract significant employment opportunities that will fill the need for local jobs within the planning area. The footprint of the Catawba Nuclear Plant, a single large industrial employer, represents the other Employment Area.
EXISTING CONDITIONS

FIGURE 2.6: Future land use map for the Lake Wylie Study Area.
## TABLE 2.2: YORK FORWARD 2035 - RELATED RECOMMENDATIONS

<table>
<thead>
<tr>
<th>POLICY</th>
<th>RECOMMENDATION / STRATEGY</th>
</tr>
</thead>
<tbody>
<tr>
<td>LU-1.1</td>
<td>Utilize available growth management strategies to facilitate orderly, planned development that is consistent with the availability and capacity of existing and planned infrastructure and services.</td>
</tr>
<tr>
<td>LU-1.4</td>
<td>Focus commercial and residential growth within and in close proximity to existing and planned Town, Community, Neighborhood, and Rural Centers.</td>
</tr>
<tr>
<td>LU-1.4.1</td>
<td>Encourage a mix of housing types in appropriate locations:</td>
</tr>
<tr>
<td></td>
<td>► Near existing or planned centers on the Future Land Use Map</td>
</tr>
<tr>
<td></td>
<td>► Where utility and transportation infrastructure capacity exists</td>
</tr>
<tr>
<td></td>
<td>► Compatible with the scale, orientation and character of existing development</td>
</tr>
<tr>
<td></td>
<td>► Using various housing types (i.e. cottage homes, townhomes, or apartments) enables mitigation of impacts on sensitive natural resources (i.e. mature trees, riparian areas, water quality, etc.)</td>
</tr>
<tr>
<td>LU-2.4</td>
<td>Create a compact, mixed-use zoning district option in the zoning ordinance that allows for more flexibility, encourages pedestrian-friendly development and includes a combination of residential, retail and office components.</td>
</tr>
<tr>
<td>LU-3.1</td>
<td>Study policies that would improve the type of open space in new developments in order to provide recreational opportunities and protect the rural character of the County.</td>
</tr>
<tr>
<td>LU-3.1.2</td>
<td>Modify regulations and guidelines to increase the requirements for active and passive open space in new developments.</td>
</tr>
<tr>
<td>LU-3.2</td>
<td>Improve the design of future development and redevelopment.</td>
</tr>
<tr>
<td>LU-3.2.1 &amp; 2</td>
<td>Evaluate the benefits of improved design guidelines and/or subdivision standards to improve the design of residential, commercial and industrial development. Develop design guidelines.</td>
</tr>
<tr>
<td>LU-4.1</td>
<td>Maintain rural and agricultural areas.</td>
</tr>
<tr>
<td>LU-4.1.2</td>
<td>Discourage rezonings of rural lands (i.e. lands designated as Rural Residential and Agricultural on the Future Land Use Map) to higher intensity residential uses.</td>
</tr>
<tr>
<td>LU-4.2</td>
<td>Facilitate the development of Conservation Subdivisions in areas with scenic or natural assets and access to utilities.</td>
</tr>
<tr>
<td>H-1.1.4</td>
<td>Establish residential design guidelines and incentives to promote variety and quality of housing.</td>
</tr>
<tr>
<td>H-1.1.5</td>
<td>Ensure high quality public amenities are available to serve neighborhoods needs and enhance livability.</td>
</tr>
<tr>
<td>NR-1.1</td>
<td>Review, evaluate, and amend existing ordinances and land use policies to ensure they protect and preserve our natural resources.</td>
</tr>
<tr>
<td>NR-1.1.6</td>
<td>Explore re-use or shared use of rail line rights-of-way for trails (Bike, Pedestrian, Equestrian).</td>
</tr>
<tr>
<td>POLICY</td>
<td>RECOMMENDATION / STRATEGY</td>
</tr>
<tr>
<td>---------</td>
<td>----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
</tbody>
</table>
| NR-1.1.9| Evaluate and revise, if necessary, existing ordinances that seek to protect and preserve the natural environment; such as:  
  ► Conservation subdivisions,  
  ► Tree ordinances,  
  ► Landscaping and buffer requirements,  
  ► Amenities that include trails that connect internally and externally to greenway/trail networks, and  
  ► Open space requirements                                                                                       |
| NR-3.1.1| Identify and prioritize key parcels of land and corridors that should be acquired and protected as open space through the York County Forever program.                                                                                                                                                                                                                     |
| CR-2.1  | Evaluate existing and/or establish new development standards to ensure that rural landscapes, prime agricultural farmland, and scenic open spaces are protected and that growth is not out of character with their inherent attributes                                                                                                                                                     |
| CR-2.1.1| Encourage cluster development in rural areas.                                                                                                                                                                                                                                                                                                                  |
| T-1.1.7 | Evaluate and modify subdivision and commercial development ordinances to support an integrated transportation system that incorporates:  
  Effective spacing and connectivity of collector roads,  
  ► Integration of pedestrian and bicycle facilities that are safe, convenient, and attractive,  
  ► Modification of parking standards to promote shared use of parking and interconnectivity of parking lots, particularly along commercial corridors and within mixed-use centers,  
  ► Creation of a new street section detail and a clear definition for a neighborhood collector street,  
  ► Revision of street section details to incorporate alley access, street lighting, landscaping, bike facilities, sidewalks, and on-street parking. |
| T-3.1.1 | Increase availability of public transportation to York County citizens for commuting and serving basic needs.                                                                                                                                                                                                                                               |
| T-4.1.1 | Improve public roadway connectivity and access management policies to decrease travel distances, traffic congestion, and accident risk.                                                                                                                                                                                                                     |
UTILITIES PROVIDERS

The study area is currently served by two water and sewer providers, Blue Granite Water Service and York County Utilities. Public water and sewer infrastructure, which extends along the corridors of Charlotte Highway/Highway 49 and sections of Highways 274 and 55, is provided throughout the vicinity of the lake and the southern portion of the study area—the most densely and intensely developed locale. Public sewer facilities such as lines and lift and pump stations that are located in close proximity to the lake may pose risks to human and ecological health in the event of leaking, backflow, or other failures, potentially resulting in effluent discharges into the lake. Private well and septic systems are prevalent in areas where public sewer and water have yet to be extended.

URBAN SERVICES BOUNDARY

The blue hashed line on Figure 2.6 represents the Urban Services Boundary (USB). The USB was adopted in York Forward as a growth management tool, signifying the limits of where serving urban public services such as water and sewer is appropriate. As the corridor continues to develop over the years, the USB is another tool to protect the rural areas of the county from urban development.

The majority of the study area is within the USB; therefore, in most areas the expansion of water and sewer infrastructure is supported where it has yet to be provided. However, for water and sewer infrastructure to expand, the built environment and future development proposals must ensure financial viability. Service expansion, therefore, is typically concurrent with more dense or more intense development. For instance, developments must demonstrate assurance of the adequate provision of water and sewer services through service agreements, development agreements, Planned Developments, or letters of service provision from providers.

TRANSPORTATION

EXISTING TRANSPORTATION NETWORK

A viable and robust transportation network, supporting various modes of travel, is the key to a thriving and vibrant community. Transportation is embedded within land use, economic, social, and environmental considerations. The future of the Lake Wylie community would be greatly improved by the ability of its transportation network to meet the needs of its citizens through improved roadway connectivity, alternative modes of transportation, regulated access management, and an appropriate transportation land use relationship. Where the land use is commercial, streets should be viewed as places of exchange and traffic speeds can be used to facilitate that exchange rather than high speed mobility. Streets can become destinations worth visiting and not just thruways to and from the workplace.

The existing roadway network consists of a hierarchal system of major arterials, secondary roads and local roadways. Access to the area is provided via four main roadways: Highways 55 and 557, Pole Branch Road, Hands Mill Highway (Highway 274), and Charlotte Highway (Highway 49). Local and secondary roads provide little connectivity due to the dominant presence of cul-de-sacs in residential communities and the cove/peninsula nature associated with the lake. Both Hands Mill Highway and Charlotte Highway are considered principal arterials or major roads in the York County Code of Ordinances. These two arterials provide an essential link to activity and employment centers for residents of the Lake Wylie area, as well as Clover, York, Rock Hill, and the greater region. The Buster Boyd Bridge, widened to four lanes in the late 1990s, provides a valuable link to Charlotte, North Carolina for residents of the Lake Wylie community and neighboring jurisdictions, making Charlotte Highway the most heavily traversed arterial within the study area.
The existing transportation network within the study area heavily prioritizes motor vehicle travel. The lack of interconnected public streets and deficiencies in bicycle and pedestrian infrastructure force even the shortest trips to be made by car. Existing facilities for bicyclists are sporadic and do not provide any buffers or protection from fast moving vehicles.

**AVERAGE DAILY TRIPS**

Figure 2.7 displays 2018 annual average daily traffic (AADT) counts for each of the main roadways that traverse the study area. Given the accessibility, visibility, and desirability of the Lake Wylie area, it is currently characterized by residential and strip commercial development of suburban and urban intensities and densities. The functionality of the main arterials, especially its intersections, is essential to the continued vitality of this community.

The limited connectivity throughout the Lake Wylie area has resulted in significant travel demand on Charlotte and Hands Mill Highways. Limited access or heavy reliance on major arterials can result in traffic congestion, near-exclusive automobile dependency, and diminished transportation security. Transportation security refers to transportation system resilience or the ability to maintain efficient travel flow in the event of a traffic collision, natural or man-made disaster, maintenance, or similar travel obstruction. Enhanced roadway connectivity can reduce reliance on major arterials and improve system operability, resilience, and security by allowing alternative routes to be taken in the event of a travel obstruction. Additionally, alternative modes of transportation may provide improvements by reducing vehicle travel demand on arterials and, subsequently, peak-hour traffic congestion.

**ROAD IMPROVEMENTS AND PLANNING**

Within the past 15 years, resources from local, state, and federal sources have been invested within and just outside of the Lake Wylie community to improve the operability of the transportation network. The largest source of locally-generated funding for transportation improvements is Pennies for Progress, York County’s Capital Projects Sales and Use Tax. The five lane widening of Highway 274 and 279 (Pole Branch road) is currently under construction. This road project will continue to the state line and include constructing two new bridges. The expected completion of this project is late 2021. Two other significant projects in the area, improvements to the intersection of highways 49, 274 and 557 and the widening of SC 557, are currently in the design phase. Table 2.3 is a list of completed and active projects within the area and Figure 2.7 provides a geographic reference of current projects.

The Rock Hill-Fort Mill Area Transportation Study, or RFATS, is the metropolitan planning organization that coordinates transportation planning activities in the region. Only the eastern urbanized portion of York County is included in the RFATS planning area, which includes the entirety of this plan’s study area. RFATS has adopted several regional plans that directly impact the Lake Wylie area. The 2045 Long Range Transportation Plan (LRTP) is a comprehensive planning document that outlines goals, objectives, performance measures, and recommendations for all aspects of the region’s transportation network. The Collector Street Plan identifies future collector streets as connections between primary arterials and local roads, to provide trip alternatives and provide for a more efficient road network. More than one dozen new collector streets are considered within the study area (See Figure A-2 in the appendix). The Bicycle & Pedestrian Connectivity Plan identifies opportunities, constraints, and priorities for furthering a connected, convenient, and safe network for pedestrians and cyclists to utilize.
FIGURE 2.7: Transportation map showing traffic volumes and road projects on the Lake Wylie Study Area. Source: SCDOT, 2018
### TABLE 2.3: TRANSPORTATION INFRASTRUCTURE INVESTMENTS IN LAKE WYLIE

#### STATE PROJECTS

<table>
<thead>
<tr>
<th>COMPLETION DATE / STATUS</th>
<th>ROADWAY</th>
<th>PROJECT DESCRIPTION</th>
<th>LEAD AGENCY</th>
</tr>
</thead>
<tbody>
<tr>
<td>April 1995</td>
<td>Charlotte Highway</td>
<td>5-Lane widening from Buster Boyd Bridge south to Crowder’s Creek</td>
<td>SCDOT</td>
</tr>
<tr>
<td>Sept 2003</td>
<td>Buster Boyd Bridge</td>
<td>4-lane widening through a cooperative effort between SC and NC [as part of the NC 49 widening]</td>
<td>SCDOT &amp; NCDOT</td>
</tr>
<tr>
<td>Sept 2003</td>
<td>NC Highway 49</td>
<td>5-lane widening from Buster Boyd Bridge through Charlotte’s suburban peripheries</td>
<td>NCDOT</td>
</tr>
<tr>
<td>June 2003</td>
<td>Charlotte Highway</td>
<td>4-lane widening south of Crowder’s Creek to Hwy 55; inclusion of turn lanes at Crowder’s Creek Elem.</td>
<td>SCDOT</td>
</tr>
</tbody>
</table>

#### PENNIES FOR PROGRESS PROJECTS

<table>
<thead>
<tr>
<th></th>
<th>ROADWAY</th>
<th>PROJECT DESCRIPTION</th>
<th>LEAD AGENCY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Complete</td>
<td>Highway 274</td>
<td>5-Lane widening from Hwy 55 South to Hwy 161; inclusion of shared-use lane(s) for bicyclists/pedestrians.</td>
<td>Pennies Program 1</td>
</tr>
<tr>
<td>Complete</td>
<td>Highway 55</td>
<td>Intersection and corridor improvements on the stretch of Hwy 55 that traverses the Study Area; inclusion of shared-use lane(s).</td>
<td>Pennies Program 2</td>
</tr>
<tr>
<td>Final Design</td>
<td>Highway 557</td>
<td>Multi-lane widening from Kingsbury Road to Hwy 49, including paved shoulders, ditches, shared-use lane(s), and sidewalks (portion).</td>
<td>Pennies Program 3</td>
</tr>
<tr>
<td>Under Construction</td>
<td>Highways 274 and 279 (Pole Branch Road)</td>
<td>5-Lane Widening, to include paved shoulders, ditches, shared-use lane(s), and sidewalks (portion) from Mill Creek north to the NC state line.</td>
<td>Pennies Program 3</td>
</tr>
<tr>
<td>Complete</td>
<td>Paraham Road</td>
<td>Road and Shoulder Widening Highway 55 to Highway 161</td>
<td>Pennies Program 3</td>
</tr>
<tr>
<td>Design</td>
<td>SC 557</td>
<td>3-lane widening – SC 55 to Kingsbury Road</td>
<td>Pennies Program 4</td>
</tr>
<tr>
<td>Design</td>
<td>Intersection</td>
<td>SC 49 / SC 274 / SC557</td>
<td>Pennies Program 4</td>
</tr>
</tbody>
</table>
3 PUBLIC ENGAGEMENT
Public Engagement

COMMUNITY MEETINGS

Community meetings were held before and after the policy drafting process to provide an opportunity for property owners, residents, and other interested stakeholders to engage with staff and county officials representing the Lake Wylie community.

The first public open house was held at the Lake Wylie YMCA on an evening in September 2019 to provide current land use and transportation information, offer an opportunity to share comments and concerns about the community, and to gather responses in a visual preference exercise focusing on bicycle and pedestrian improvements, place types, and form and design elements. Over 140 people from the community came out over the course of three hours to learn about existing conditions and to share their concerns with staff.

The second open house was held at Journey Church on an evening in March 2020 to share the results of the visual preference and online surveys and to gather feedback on proposed goals and policies to address these findings. Over 110 members of the community, including many newcomers, attended the open house. Staff provided opportunities for the public to comment on proposed recommendations for the Lake Wylie Small Area Plan. Many of these comments reiterated issues shared at the first meeting, but with little consideration of recommendations.

Public engagement is a critical part of the planning process, especially in a community with involved residents. Staff has worked diligently to gather public input since the conception of the Lake Wylie Small Area Plan. Understanding today’s community values ensures that implementation of this plan supports and advances those priorities into the future.
COMMUNITY SURVEY

Prior to the first public meeting in September 2019, staff developed an online survey to understand travel patterns and to have the public complete a SWOT analysis of the community. The following summarizes the results of the online survey.

WHO RESPONDED?

The survey received responses from 2,767 participants, sufficient to gather clear insights into the community’s sentiments. Over half of the respondents represented households with two adults and one or more children, most of them under 18 years old. Nearly 20% of respondents represented households with two adults and no children. Every other household type was represented by less than 10% of respondents in the survey.

COMMUNITY AFFILIATION

The first set of questions were designed to identify how respondents are affiliated with the Lake Wylie community. Approximately 83% of survey respondents said they live in Lake Wylie, with nearly 40% of respondents spending most of their time along Charlotte Highway between the Buster Boyd Bridge and Highway 274. Over half of those surveyed said they shop or recreate in Lake Wylie, while only 15% of respondents said they work in the community. Nearly 32% of respondents had been in Lake Wylie between one and five years, while over 46% of respondents had been in the community more than ten years.

FIGURE 3.1: Top employment areas of residents per the online survey.

TRAVEL PATTERNS

In an effort to understand commuting habits, staff asked in the survey what areas of the Charlotte region respondents travel for employment and for goods and services. There was no dominant place of employment, with the highest number of respondents, nearly 16%, stating that they are retired. 15% of those surveyed work in the Lake Wylie community and 13% work in west Mecklenburg County (Steele Creek, CLT Airport). All other areas, including Uptown Charlotte, employ less than 10% each of the total respondents. Figure 3.1 details the most common employment destinations.

Nearly 90% of those surveyed said the Lake Wylie community is the location where they typically travel for goods and services. West Mecklenburg County (Steele Creek, Airport) and Eastern York County (Fort Mill, Rock Hill, Tega Cay) followed, garnering 40% and 30%, respectively, of selections as destinations for goods and services. All other Charlotte regional locations each received less than 30% of total tallies.

As mentioned earlier, nearly 40% of those surveyed say that they spend most of their time at places located along the commercialized portion of Charlotte Highway. The Allison Creek coves east of Hands Mill Highway was selected as the second-most frequented area of Lake Wylie, although this area was selected far less than the Charlotte Highway corridor. A whopping 96% of respondents identified Charlotte Highway as both a road that they travel on the most and a road where they regularly experience traffic delays. Hands Mill Highway was in second place with nearly 75% of the tallies for most travelled road and 38% of the tallies for traffic delays. All other primary roads in the Lake Wylie community each obtained less than 40% of total tallies as both primary travel routes and where there are regular traffic delays.

SWOT ANALYSIS

The survey asked participants to select from a list what they thought were the Lake Wylie community’s top three strengths, weaknesses, opportunities and threats. The results are shown on the following pages.
York County has developed a reputation for having a favorable tax climate as well as excellent school districts. The majority of survey respondents reflect these beliefs, identifying low taxes and quality schools as the primary strengths of the Lake Wylie community. The remaining possible strengths that received at least 20% support are all related to desirable characteristics of Lake Wylie - country living near the city, water recreation opportunities, and proximity to Charlotte employers and amenities.

Also of interest were the least selected choices for Lake Wylie community strengths. Quality shopping, quality homes, and proximity to Rock Hill or Fort Mill each received less than 8% of the total votes cast. The remaining five answer choices each garnered between 13% and 20% of total selections.

The Lake Wylie community weaknesses that were most often selected concern growth and its impacts. Lake Wylie both benefits the community with water recreation opportunities and detrains the community by limiting its travel paths to the Charlotte region. As a result of abundant growth and one bridge over the lake, traffic congestion along Charlotte Highway prolongs commutes to and from Charlotte. Many respondents are reacting with demands for better traffic flow and managed residential growth. The only other weakness selected by more than 20% of respondents was the lack of a town center with shops, restaurants, offices, etc. to help create an identity for the Lake Wylie community.
The greatest threats to the Lake Wylie community according to the survey are all related to the adverse impacts of growth on an access-limited geography. As expected, increasing traffic congestion on main roads was selected as the primary threat to the Lake Wylie community. The lack of additional bridges over Lake Wylie, a main cause of the traffic congestion came in second place. School overcrowding, an eventual outcome of new residential development, came in third. Two early onset adverse impacts of development—loss of rural character, and loss of trees and green space—round out the top five perceived threats to the Lake Wylie community.

The most often selected opportunities for Lake Wylie would address the top weaknesses of the community. Respondents heavily supported plans for a new bridge over Lake Wylie and plans for new streets to create alternative routes. Both options would help relieve traffic congestion and shorten commutes into Charlotte. Those surveyed support the development of a walkable town center near the lake, which would address one of the top five weaknesses of the community. Rounding out the top five opportunities, respondents desire to create more county parks and trails and to enhance the tree canopy within the Lake Wylie community.
COMMUNITY AMENITIES

Current Amenities

The survey asked respondents to identify how often they frequent specific existing county facilities. The Lake Wylie recycling center and Buster Boyd bridge boat ramp were visited most frequently, with 33% and 23% of respondents, respectively, saying they visited each facility once a week or more. Both the Lake Wylie Library and Nanny’s Mountain Park were said to be visited least frequently, with a majority of respondents saying that they never visit either facility.

Desired Amenities

Respondents were asked “What county amenities, if any, would you like to see more of in Lake Wylie?” in an open-ended question. As the word cloud in Figure 3.6 shows, ‘parks’ and ‘trails’ were the most common requested county amenity. This response aligns with one of the top five opportunities for Lake Wylie. Other common words found in the responses included ‘restaurants’, ‘walking’, ‘lake’ and ‘swimming’. Such responses could be addressed with a walkable town center and lake-front parks and trails.

RESIDENT INSIGHTS

The survey provided opportunities for the public to share their thoughts, both in one-word descriptions (Figure 3.7) and open-ended questions. Several common themes, both positive and negative, carried throughout these responses. The predominant themes were related to growth. ‘Growing’, ‘congested’, ‘crowded’ and ‘busy’ were common words used throughout public comments. There were numerous complaints with the phrases ‘too many’ or ‘no more’ regarding apartments, self-storage facilities, homes, etc. Typical adverse impacts associated with growth, such as ‘traffic’ and ‘congestion’, received the most complaints. Common concerns also included the loss of trees and green space, clear-cutting for development, and the overall lack of parks and open space within the community. There seemed to be a sentiment that the area is ‘out of control’ and in need of growth management policies, providing a basis for this plan. Mentioned frequently, but less prevalent in the comments, two positive descriptors - ‘friendly’ and ‘beautiful’ - are likely reasons behind the strong growth in the Lake Wylie community.

Although many residents oppose growth and lament how the community had changed over time, just over 60% of respondents stated that they would choose again to live in the Lake Wylie community. Primary reasons for this positive response included lower taxes and better schools than North Carolina and the small town feel or lake lifestyle that the Lake Wylie community offers.
APARTMENT DWELLERS SURVEY

‘No more apartments’ was a common sentiment among those who completed the community survey or attended the first open house. In order to better understand the travel patterns and perspectives of people living in existing apartments within the Lake Wylie community, staff developed an online survey specifically for those residents. Two apartment communities participated and the more than 100 responses give perspective from those who rent.

RESIDENT ATTRIBUTES

Almost 65% of respondents live at Revere at Lake Wylie, with the others residing at Redwood Lake Wylie. Over 50% of responses came from households with two adults, over half of which did not have children. Single adult and senior citizen households encompassed 18% and 15%, respectively, of survey participants.

WHY LAKE WYLIE?

Respondents were given twelve possible reasons for moving to Lake Wylie. Five reasons, shown in Figure 3.8, were included in 20% or more of responses. The visual appeal of the area, perhaps due to the lake and newer buildings, was the largest draw to the area. As expected, better schools and a lower cost of living in York County drew a large portion of respondents. There was also a desire to be close, but not too close, to Charlotte employers and amenities.

![TOP 5 REASONS FOR MOVING TO LAKE WYLIE](image)

**FIGURE 3.8:** Primary reasons why renters choose to live here per online survey.

TRAVEL PATTERNS

There was not a dominant employment area where most Lake Wylie renters worked. Western Mecklenburg County, eastern York County, and southern Mecklenburg County were each included in between 10% and 20% of responses. Approximately 18% of respondents identified themselves as retired, while about 7% said they work from home. Only 6% of those surveyed said that they work within the Lake Wylie community.

The primary destination for goods and services, with over 85% of responses, was within the Lake Wylie Community. Western Mecklenburg County, eastern York County and southern Mecklenburg County were included in one half, one third, and one quarter of responses, respectively.

LONG TERMS PLANS

The vast majority, over 85% of respondents, had lived in a Lake Wylie apartment for three years or less. When asked whether they intended to live in Lake Wylie for at least three more years, 57% of respondents replied “yes,” while 27% replied “maybe.” Only 15% did not intend to stay in the area.

VISUAL PREFERENCE EXERCISE

Planning staff facilitated a visual preference exercise as part of the first Lake Wylie open house. The primary purpose of this exercise was to gauge the public’s level of support for various kinds of land uses as well as form and design elements of residential and commercial buildings. A second reason for the exercise was to determine preferences for potential bicycle and pedestrian improvements.

A total of 91 of the 140 people who attended the open house participated in the land use and design part of the visual preference exercise. A total of 57 people participated in the part of the exercise that focused on bicycle and pedestrian improvements. The figures on the following pages summarize all of the findings from the visual preference exercise.
PLACE TYPES

RESIDENTIAL

Single family homes on larger lots received the most positive response, while all townhouse and multifamily options were in the bottom half of preferred land uses. The only multifamily offering with more than 20% support was a mixed-use building with street-level retail and upper-story residential. Many comments reflected a preference for single family homes due to the perceived traffic impacts of dense multifamily development.

EMPLOYMENT

The most preferred place types (>65%) were small-scale office buildings and mixed-use buildings with street-level restaurant space and upper-story offices. Receiving moderate support (40%-50%) were attractive two-story office buildings with quality facades and plenty of windows. The least preferred place types (<35%) were an office headquarters, and large-scale flex and industrial buildings.

RETAIL

The most preferred retail place types all feature a mix of uses, local architecture, plentiful windows, active sidewalks, and pedestrian-oriented buildings. More conventional retail place types, including an upscale strip center, a free-standing restaurant, and a neighborhood center all received 30% or less support from participants. The least preferred place with less than 10% of overall support, was a modern, big-box shopping center.

OPEN SPACE

The most preferred (>75%) open space place types were a hard surface path along the water and a heavily wooded park. A community garden, a landscaped seating area with pergola, and a large playground under mature trees all received moderate support. The least favorable place types included a neighborhood green space, and gathering spaces in both retail and office settings. Tree preservation was often mentioned as the key to open space.
### FACADE MATERIALS

There is a clear preference for minimal siding on front facades of single family homes. Participants favored front facades with little siding and no siding more than twice as often as a facade having a mix of siding, stone, and brick. Front facades with mostly siding and all siding received no more than 5% of public support. Reasons given for selecting images of homes with less siding included greater durability, lower maintenance, and better curb appeal.

### FRONT ENTRANCE

There was a strong preference for designs featuring a front porch. The majority of respondents preferred a home with a deep front porch, although homes with a full front porch or a shallow front porch each garnered more than 40% favorability. The front entrance stoop was overwhelmingly disliked by those surveyed. Reasons given for selecting front porch designs included opportunities for social interaction and offering a welcoming appearance.

### GARAGE LOCATION

Although single family homes with a protruding two-car garage are common in the region, those surveyed overwhelmingly preferred home designs that reduce the visual impact of the garage on the front façade. Respondent comments reflect a desire to hide or diminish the appearance of the garage as part of the front façade. Some suggested a side loaded garage as another design that would be favorable.

### GARAGE DOMINANCE

The favorability of the single family home designs increased as the percent of the front façade dedicated to the garage decreased. The home with approximately 75% of the front façade going to the garage was overwhelmingly rejected by participants. Most comments mentioned the adverse visual impacts of the garage or what is inside them as reasons for selecting home designs with less dominant garages.
PUBLIC ENGAGEMENT

LAKE WYLIE SMALL AREA PLAN

Like:

100%

Deep porch: 63%
Full porch: 49%
Shallow porch: 43%

Rear attached: 64%
Rear detached: 48%
Recessed: 37%

No siding: 69%
Little siding: 80%

<50% facade (flush): 56%
0% facade (side-loaded): 85%
Although there was no duplex design preferred by a majority of those surveyed, every design that lacked a front-loaded garage garnered at least 40% favorability. The most favored design was an all-brick duplex with the appearance of a single family home. The other strong performers were all duplexes found in newer traditional neighborhoods. A newly-built duplex with a single front-loaded garage for each unit was preferred by only 15% of respondents. Comments stated a preference for duplexes that look more like a single-family home.

There was no clear favorite townhouse design, although those selected shared a key attribute. At least 50% of respondents selected every townhouse design that did not have a front-loaded garage. The townhouse design with a dominant, protruding two-car garage door facing the street received less than half of the support of any of the other designs. Comments reflected a preference towards alley-loaded garages and designs that look more like single-family homes. There were multiple comments to the effect of “no more of these in Lake Wylie.”

The multifamily preferences produced unexpected results as a four-story multifamily building behind a large open green received the greatest support, 60%, of all presented designs. The large green in front of the building may negate the visual impact of its density. A majority of respondents also liked a mixed-use design with street level dining and upper-story residential. A typical garden apartment building was the least preferred multifamily design. Comments either supported high-end designs with street retail or were against multifamily altogether.
BUILDING FORM

Participants strongly preferred forms that placed buildings up to the sidewalks to enhance walkability. Images of a bank and a fast food restaurant placed at the sidewalk with rear parking and drive-thru access each garnered over 75% favorability. Between two gas station forms, the one that placed the gas canopy behind the building received 48% support, while the typical form with the gas canopy facing the street received a mere 4% support. Comments received appreciated better architectural design as well as the extra trees and green space.

PARKING LOT PLACEMENT

Three parking layouts were favored by at least half of participants. The rear parking lot design with a street-front retail building received 71% favorability, while the side parking lot design to allow retail on the street corner received a majority of support. The typical shopping center layout with a large parking lot in front also had moderate support. Neither parking configurations offering parallel parking options received strong support. Comments received were mixed with some disliking street parking while others disliked big parking lots.

STREETSIDE FENESTRATION

Fenestration, or the amount of windows and doors that break up a blank wall, appears to be strongly preferred among participants. Walls with high fenestration such as faux windows and awnings, uncommon to a typical big-box retail building, received more than double the favorability ratings of walls with some or minimal fenestration. Respondents liked having more openings, windows, and awnings to break up the size of a building. Trees and landscaping were also suggested as ways to enhance a blank wall.
DESIGN IMPLEMENTATION

With public sentiments on the various form and design elements gathered, participants were asked whether they would support design standards for new development to implement the elements that were generally supported by the community. Since this question was on the back of the visual preference worksheet, 13% of participants did not answer this question at all.

Over two-thirds the visual preference participants supported design standards for residential, commercial, and industrial development. The highest level of support for design standards applied to commercial buildings (73%), while the least support applied to industrial buildings (67%). Less than 6% of those who answered the question were opposed to design regulations of each property type.

BICYCLE AND PEDESTRIAN IMPROVEMENTS

The second part of the visual preference exercise asked respondents to state their level of support for various types of bicycle and pedestrian improvements based upon a set of images depicting each type of improvement. During the meeting, it appeared that some participants stated their level of support based upon the worksheet text without referring to the corresponding images on the poster. For that reason, improvements that could have been interpreted to benefit vehicular movement, such as intersection improvements, paved shoulders, and raised medians, likely have less support when designed to benefit bicycles and pedestrians. That being said, there appears to be strong support for pedestrian improvements such as greenways and new sidewalks.

Bicycle improvements received mixed support from participants with protected bike lanes and bicycle-friendly intersections receiving the most support within the category. Projects that would serve multiple types of users - shared-use paths and improved ADA accessibility - both received overwhelming support. A larger sample size could bring better clarity to these preferences.

![FIGURE 3.9: Support for bike and pedestrian improvements around Lake Wylie.](image-url)
### Residential Development
- Low taxes, quality schools, and the lake lifestyle are the main drivers of new development.
- Residents are concerned about the adverse traffic impacts of new homes and apartments.
- School overcrowding from growth is a concern.
- Cookie cutter neighborhoods are not desired.
- Large-lot residential development is preferred.
- Small-lot residential development has support in the form of traditional neighborhoods.
- Wooded sites are preferred for single family.
- The visual impact of the garage on the front facade of a home should be minimized.
- Facades with minimal siding and front porches are preferrable over facades with mostly siding.
- Multifamily is more acceptable if higher quality and fronting green space or mixed with street-level restaurants and retail space.

### Non-Residential Development
- The lack of employment centers within Lake Wylie forces commutes to other areas.
- Many goods and services are available in Lake Wylie, though Steele Creek is a common source.
- Residents think there are too many storage facilities, car washes, and fast food restaurants.
- Residents want higher quality dining options.
- Residents want to have a walkable town center.
- Mixed-use development is visually preferred.
- Large-scale big-box development is not preferred within the Lake Wylie community.
- Industrial development has minimal support.
- Parking lots placed to the side and rear of the building is preferred over front parking lots.
- Commercial design that encourages walking is supported, except for parallel street parking.

### Transportation
- Traffic congestion is increasing in Lake Wylie and becoming intolerable, especially along Hwy 49 going over the Buster Boyd Bridge.
- Many accidents are caused by drivers making left turns onto Hwy 49 from side streets where there is no median.
- Residents want another bridge going over Lake Wylie and into Charlotte to disperse traffic.
- Residents want more traffic light coordination.
- The condition of the existing roads is not great.
- Greenways, sidewalks, shared-use paths, and ADA improvements have the most support.
- Bicycle improvements have a mixed level of support in the community.

### Natural Resources
- There is strong support for tree preservation.
- Residents are strongly opposed to clear-cutting for new development.
- Parks and trails are a high priority for residents.
- The loss of trees and open space to development is a primary concern to the community.
- Residents want public access to the lake in the form of parks, trails, and swimming areas.
- Residents want parks with playgrounds, recreational fields, and tennis courts.
- There is moderate support for a community garden and dog park, among other amenities.
- Green spaces within non-residential settings do not have much support from area residents.
This section encompasses recommendations for polices and implementation measures to address many of the issues identified in the public engagement section of this plan. The goals present ideals to strive towards; the policies present strategies to support a goal; and the implementation measures (bulleted list) present specific actions to help achieve a policy.

POLICY DEVELOPMENT

The following goals, policies, and implementation measures have been developed to address the array of concerns voiced during the public engagement phase of the Lake Wylie Community Small Area Plan. Although staff presented possible strengths, weaknesses, opportunities, and threats for residents to consider during the online survey, only those issues gaining community consensus are being addressed by this section. In addition, this section seeks to implement design concepts presented during the visual preference exercise that received strong community support. Finally, this section strives to address recurring themes in the comments received during the public engagement period.
POLICIES AND IMPLEMENTATION

**Land Use & Economic Development**

**GOAL: Promote a balanced mix of uses that minimizes adverse impacts on the existing transportation network.**

**POLICY: Promote the integration of land uses to reduce vehicle trips.**

- Develop a new mixed-use zoning district based on principles and design of Traditional Neighborhood Development (TND) that allows residential, retail, service, and office uses to be vertically or horizontally integrated into the same development.
- Encourage the incorporation of multifamily dwellings into employment and commercial developments within existing and planned centers.
- Encourage the incorporation of small-scale offices, personal services, public schools, and civic uses into master-planned residential communities.
- Create commercial and residential development standards that encourage walking and biking between compatible land uses.

**POLICY: Promote a diversity of land uses to maximize community amenities.**

- Study the amount of land existing and planned for commercial, residential, or employment use and determine whether a reallocation of land designated for these uses is necessary to meet identified goals of the small area plan.
- Research the concentration of existing auto-oriented and self-storage land uses within the Lake Wylie Community.
- Consider requiring special exceptions or supplemental regulations to discourage particular land uses within the Lake Wylie Community based upon market data and public input.

**POLICY: Limit mixed-use, commercial, and higher intensity residential growth to areas within and in close proximity to existing and planned centers.**

- Encourage rezoning of parcels located within designated centers to a new mixed-use zoning district.
- Develop new multifamily zoning districts with various density and height limits, placing the highest density districts near existing and planned centers.
- Eliminate apartments and condominiums from the permitted uses of the BD-III zoning district once multifamily zoning districts are established.
- Ensure that adequate public utilities serve existing and planned centers.

**GOAL: Promote a cohesive, high-quality community image in Lake Wylie.**

**POLICY: Improve the form and design of multifamily buildings in the Lake Wylie community.**

- Develop multifamily design guidelines with the following objectives:
  - Break up the massing of higher intensity multifamily buildings.
  - Ensure a mix of high-quality, durable materials on the facades of multifamily buildings.
  - Reduce the visual intrusion of large parking lots in front of buildings.
- Evaluate current open space requirements to ensure that a sufficient amount of usable open space is required for multifamily developments.
POLICY: Encourage common design elements across non-residential development in the Lake Wylie Community.

- Enhance commercial design standards to require projects to include a number of design elements from an approved list.
- Provide incentives to those projects that incorporate additional design elements from the approved list.
- Encourage focal points to be provided as part of significant development projects.
- Ensure that only high-quality, durable materials are used for the exteriors of all non-residential buildings.
- Consider strengthening commercial design standards to further reduce the visual impact of large parking lots in front of buildings.
- Evaluate the current commercial design standards, sign regulations, and landscaping requirements to ensure compatibility and to create the most positive visual impact.
- Enhance open space requirements to include design elements such as street trees, decorative lighting, and outdoor furniture.

POLICY: Enhance the curb appeal of single-family homes and townhomes in the Lake Wylie community.

- Develop residential design guidelines with the following objectives:
  - Determine an appropriate maximum building mass for single-family lots.
  - Minimize the prominence of the garage on the front façade of the home.
  - Promote a useable front porch as the primary entrance of the home.
  - Ensure that only high-quality, durable materials are used for the exteriors of homes.
  - Promote a diversity of single-family home and townhome designs to reduce visual monotony.
- Ensure that there is sufficient space for vehicle parking as well as pedestrians walking on the sidewalk within residential driveways.
GOAL: Foster opportunities for distinctive, pedestrian-oriented development in the Lake Wylie community.

POLICY: Facilitate the development of a walkable town center and/or main street as a gateway to the Lake Wylie Community.

► Develop a new Village Center future land use designation to promote a walkable town center with a small residential component.
► Replace the existing Neighborhood Center located near the Buster Boyd Bridge with the new Village Center future land use designation.
► Designate Charlotte Highway between the Buster Boyd Bridge and Robinwood Lane/Hamilton’s Ferry Road as the Lake Wylie Gateway Corridor, and encourage redevelopment of this corridor into a walkable main street.

POLICY: Develop provisions in the zoning ordinance to facilitate walkable development within the Village Center and the Lake Wylie Gateway Corridor.

► Consider the following provisions in the zoning ordinance to make walking more attractive in these areas:
  ◆ Placing new building entrances directly off of the sidewalk.
  ◆ Placing parking beside or behind the building.
  ◆ Enhancing façade articulation and transparency requirements.
  ◆ Encouraging pedestrian-scaled signage.
  ◆ Placing street trees, decorative lighting, and outdoor furniture along streets under county jurisdiction.
► Consider provisions for parking reductions due to complementary parking demands of different land uses in the zoning ordinance.
► Consider provisions for flexible parking arrangements, such as off-site parking agreements, in the zoning ordinance.

GOAL: Focus capital investment and job creation towards the Lake Wylie community.

POLICY: Stimulate employment-based development within the Lake Wylie community.

► During the rezoning process, consider the amount and types of jobs associated with a proposed development.
► Evaluate the compatibility of permitted uses within the LI and ID zoning districts with the intent of the Employment Center future land use designation.
► Develop a new zoning district and future land use designation to support office-intensive development.
► Collaborate with the Economic Development office to provide financial and regulatory incentives to desirable employers who locate in the Lake Wylie Community.

POLICY: Provide shovel-ready sites for employment-based development within the Lake Wylie community.

► Acquire and assemble strategically located properties within planned employment centers.
► Collaborate with property owners to proactively rezone property in areas designated as an employment center.
► Ensure that the transportation network will have the capacity for employment-based development through the use of transportation mitigation agreements, C funds, and Pennies for Progress projects.
► Collaborate with local utility providers to study water/sewer capacity and to ensure that adequate public utilities serve areas within planned employment centers.
**Transportation**

**GOAL: Balance the mobility and access demands on the transportation network in Lake Wylie.**

- Develop an access management plan to facilitate traffic flow in the Lake Wylie community.
  - Identify access points that don’t meet separation requirements and are not necessary for business operations.
  - Collaborate with SCDOT and property owners to close existing access points that are non-conforming with spacing requirements along arterial roads.
  - Recommend access points for proposed projects based on the plan.
  - Support construction of a raised median to increase mobility and safety along the Charlotte Highway corridor.

- Encourage the integration of properties with compatible land uses to create shared access points along arterial roads.
  - Develop provisions for a group development to allow properties with compatible land uses to function as one development with shared access and parking, and common landscaping and signage.
  - Encourage existing properties to integrate into and benefit from group development provisions.

**GOAL: Enhance the existing transportation network by providing alternative routes.**

- Encourage street connectivity within and between compatible residential and commercial developments.
  - Evaluate the effectiveness of current street connectivity requirements in the ordinance and strengthen the language, if necessary.
  - Revise access requirements to support direct access points from residential to commercial developments of a certain scale or intensity, where appropriate.
  - Ensure that residential development provides access to more than one public street, where possible.
  - Consider regulatory incentives to providing street connectivity beyond ordinance requirements where physical challenges exist.
  - Ensure that future drive aisle and parking lot connections are planned and constructed when development or redevelopment of adjacent property is probable.
  - Ensure that cross-access easements are written and recorded prior to the approval of commercial development plans.
  - Enhance the design of main drive aisles in parking lots so that they can function more like a local street.

- Plan for and fund new streets in the Lake Wylie community.
  - Review the RFATS Collector Street Network Plan and implement the construction of future collector streets identified within the plan.
POLICIES AND IMPLEMENTATION

► Seek opportunities for new streets to serve as alternates to arterial roads.
► Consider creating a typical neighborhood collector street section and require this street pattern for new residential subdivisions with a specific number of lots.
► Study implementation of a transportation impact fee to offset the costs of maintaining existing streets and constructing new streets to meet transportation infrastructure demands within the Lake Wylie Community.

GOAL: Provide opportunities for alternative modes of transportation in Lake Wylie.

POLICY: Provide bicycle and pedestrian connections within and between compatible residential and commercial developments.
► Revise the sidewalk requirements in the ordinance to clarify language regarding pedestrian connections within close proximity to schools, parks, and civic uses.
► Encourage pedestrian connections, such as pedestrian bridges, in lieu of street connections where topographic challenges or streams exist.
► Improve the safety and ADA accessibility of crosswalks along arterials connecting residential and commercial land uses, such as Charlotte Highway.
► Develop a bicycle and pedestrian master plan for the urbanized parts of York County to guide future development decisions.
► Establish standard details and definitions for pedestrian and bicycle facilities for use by developers.
► Consider applying C funds to construct bicycle and pedestrian facilities at strategic locations on existing properties.

POLICY: Enhance the sidewalk network within the Lake Wylie community.
► Develop a sidewalk needs assessment to identify areas where sidewalk extensions would be most beneficial along arterial roads.
► Encourage sidewalk construction with new development in accordance with the sidewalk needs assessment and ordinance requirements.
► Seek grants and C funds to construct missing sidewalk segments where new development is unlikely to occur.
► Partner with county municipalities and the Catawba Regional Council of Governments to complete sidewalks crossing jurisdictions.

POLICY: Support Complete Streets in the urbanized areas of York County.
► Consider adopting a Complete Streets Resolution that supports implementation of policies requiring development and transportation projects to provide facilities for all user modes, as appropriate for the site.
► Identify areas in the Lake Wylie community where Complete Streets are appropriate, such as Daimler Boulevard.
► Pursue grants to plan and construct facilities for all user modes.

POLICY: Consider providing bus connections to the greater Charlotte region.
► Reevaluate the feasibility of extending CATS transit service along Highway 49 from North Carolina into the Lake Wylie area.
► Support RFATS efforts to offer transit services in NC urbanized areas (Charlotte and Gaston) that encroach into York County.
► Create attractive park and ride areas for CATS transit services to serve Lake Wylie.
GOAL: Promote regional collaboration among various levels of government to address larger transportation issues.

**POLICY:** Partner with regional planning agencies and municipalities to coordinate transportation planning initiatives across jurisdictional boundaries that promote long-term traffic congestion relief, improve safety, and promote economic growth.

- Seek creative funding solutions from public and private entities for construction of new roads and multi-modal improvements on existing roads.
- Work with SCDOT to include wider paved shoulders with modified rumble strip skip patterns on arterial and collector roads, and include striped bike lanes on appropriate roadways when resurfacing projects are designed along adopted bike routes.

**FIGURE 4.2:** Example of a complete street, which provides space for vehicles, bicycles, and pedestrians to interact safely.
Natural Resources

GOAL: Preserve the tree canopy within new and existing development in the Lake Wylie community.

POLICY: Increase the number of trees preserved within residential development.

► Promote cluster subdivisions as an alternative to conventional subdivisions in transitional areas of the Lake Wylie community.
► Evaluate the effectiveness of current tree save and open space requirements with regards to protecting tree canopy.
► Consider restricting mass grading for residential development.
► Provide incentives for tree preservation beyond minimum requirements.
► Develop a tree canopy coverage goal that can be measured with aerial imagery.

GOAL: Preserve the tree canopy within new and existing development in the Lake Wylie community.

POLICY: Develop measures that encourage property owners to incorporate active open space in new and existing development.

► Develop policies that reward developers who create public connector trails, provide active open space, and/or surpass their open space requirement by 15% or more.
► Require active recreation areas as a percent of total open space.
► Partner with local community leaders and businesses to develop trail routes through property that has already been developed in the Lake Wylie community.

GOAL: Enhance existing parks and create new recreation opportunities in the Lake Wylie community.

POLICY: Develop measures that encourage property owners to incorporate active open space in new and existing development.

► Develop policies that reward developers who create public connector trails, provide active open space, and/or surpass their open space requirement by 15% or more.
► Require active recreation areas as a percent of total open space.
► Partner with local community leaders and businesses to develop trail routes through property that has already been developed in the Lake Wylie community.

GOAL: Promote the development of new parks and recreation opportunities in the Lake Wylie Community.

POLICY: Promote the development of new parks and recreation opportunities in the Lake Wylie Community.

► Identify potential sites for future parks and trails, prioritizing sites that serve or connect neighborhoods to area amenities.
► Seek opportunities to acquire properties or to secure access easements for future parks and trails.
► Partner with Duke Energy and the Carolina Thread Trail to pursue the abandonment of unused rail lines for future trails.
► Identify sources of funding to acquire and develop properties as parks and trails.
► Improve the amenities, image, safety, accessibility, and trail connections within Nanny’s Mountain Park.

GOAL: Preserve existing rural areas from development pressures in the Lake Wylie Community.

POLICY: Adhere to the recommendations of the 2035 Comprehensive Plan and future land use map when making land use decisions in the rural areas of Lake Wylie.

► Protect areas with the Rural Residential future land use designation from higher density residential development in the Lake Wylie community.
► Promote conservation easements on agricultural lands throughout the Lake Wylie community.
► Educate local farmers and large landowners about the federal and state tax incentives of land conservation.
GROWTH MANAGEMENT

The existing conditions section of this plan identified the number of new residential units that have already been approved within the study area. These additional 3,000 homes, once constructed, will bring an estimated 8,000 new residents to the area. This number does not include almost 6,000 acres of vacant land that currently have no development entitlement or interest. The lack of water and sewer utilities located within a reasonably affordable distance has contributed to many of these large tracts remaining vacant or underdeveloped. Fortunately, the majority of this vacant land is currently zoned RUD or RC-I; therefore, developing at a density greater than one dwelling unit per acre will require a council action. The proposed Future Land Use Map slightly increases the amount of area recommended for higher density. This recommendation is based upon the surrounding development pattern and existing infrastructure. To offset this, density recommendations were reduced on the western edge of the study area at locations adjacent to existing rural residential development.

The York Forward Comprehensive Plan discusses the use of potential growth management policies and actions such as considering an adequate public facilities ordinance, establishing overlays, expanding the traffic impact analysis, maintaining the urban service boundary, creating impact fees, and implementing a moratorium. Many of these tools have already been implemented within the area and throughout the county. A few communities in South Carolina have implemented an annual new construction permit limit to manage growth over a period of years. This tool does require near-term infrastructure investment by the county. A transfer of development rights program is another alternative that would conserve and restrict development in one portion of the county and “send” that development to another, more appropriate location that has the necessary infrastructure to handle the growth. Both of these tools should be further researched and presented to York County Council for discussion.

It is imperative that the Lake Wylie area moves forward with a balanced approach that allows for growth, protects the environment, and preserves its character. Establishing bold policies, plans, and ordinances will create well-managed growth that still reflects the vision and aspirations of the community.

LAKE WYLIE OVERLAY

The Lake Wylie Overlay, which was discussed in an earlier section of this plan, is a tool that provides specific development requirements to a certain location within the study area. While the existing overlay refers to a variety of development standards, its main component is commercial signage within the established commercial core along Highway 49 between the Buster Boyd Bridge and Highway 274. With the adoption of this plan, the content of the overlay can be expanded and strengthened to implement many of this plan’s recommendations.

The second land use goal of this Lake Wylie plan is “to promote a cohesive, high-quality community image in Lake Wylie.” The three policy statements within this goal include encouraging common design elements across non-residential development; enhancing the curb appeal of single family residential homes; and improve the form and design of multi-family buildings. These recommendations were derived from the comments received during the public engagement portion of this study. Both of these public engagement tools provided the needed...
community support to expand the overlay to include both residential and commercial design guidelines.

For residential development, items gauged in the discussion include expanding front porches, specifying building materials, and garage locations. The design guidelines can also specify residential density, street typology, and amounts and types of open space. For commercial development, the overlay can also include changes to the existing signage requirements that address LED lighting, sign location and height, and allowed materials.

FUTURE LAND USE MAP

The small area plan process provides an opportunity for a closer look at a more finite geography. Table 4.1 highlights the proposed amendments to the Future Land Use Map within the study area. These amendments reflect the existing development pattern, access to utilities, or more appropriate land use transitions. Table 4.1 provides the justification for each of the 15 proposed changes.

New Future Land Use Designation

The small area plan also recommends creating the new land use category, Village Center. These centers are pedestrian-oriented shopping, dining, and entertainment destinations that present a modern take on historic main streets. Key features include a building orientation to the street, parking located behind buildings or not visible from the street, and multi-story facades that are scaled appropriately for pedestrian comfort. Figure 4.5 depicts a regional example of a Village Center with the intended elements of the proposed future land use.

The tenant mix in a Village Center should include a variety of local and national shops and restaurants, and may be anchored by an entertainment destination with no more than 30,000 square feet of gross floor area. Residential uses should be limited to upper-story residential or live-work units mixed within the center. Village Centers are ideally located within close proximity to residential neighborhoods along streets where walking between uses is safe and comfortable. The walkable character and unique shops and restaurants within the Village Center may draw patrons from outside the immediate area.

The placement of the Village Center at the eastern gateway to Lake Wylie is intended to foster the development of a unique lakeside destination where the community can gather for shopping, dining, and entertainment. This is in response to survey results that indicated a desire for a walkable place with local retail and dining options within the community. Although this plan cannot create such a place, it can guide a regulatory framework that makes these types of places easier for investors to develop.
### TABLE 4.1: PROPOSED FUTURE LAND USE AMENDMENTS

<table>
<thead>
<tr>
<th>CURRENT FLU</th>
<th>PROPOSED FLU</th>
<th>JUSTIFICATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Neighborhood Residential</td>
<td>Single Family Residential</td>
<td>Lack of access to existing parcel layout would make it difficult to achieve increased density related to the Neighborhood Res designation.</td>
</tr>
<tr>
<td>2 Single Family Residential</td>
<td>Rural Residential</td>
<td>Stateline Road is a more appropriate boundary for Rural Residential.</td>
</tr>
<tr>
<td>3 Neighborhood Residential</td>
<td>Rural Residential</td>
<td>The existing large lot rural development pattern and zoning makes this Rural Residential more appropriate.</td>
</tr>
<tr>
<td>4 Neighborhood Residential</td>
<td>Single Family Residential</td>
<td>The Single Family Residential designation provides an area to transition from Neighborhood Residential on the east to Rural Residential on the west.</td>
</tr>
<tr>
<td>5 Neighborhood Residential</td>
<td>Single Family Residential</td>
<td>An existing large lot subdivision that is not likely to redevelop into higher density.</td>
</tr>
<tr>
<td>6 Neighborhood Residential</td>
<td>Single Family Residential</td>
<td>Prevents higher density from expanding into an area which has potential for redevelopment.</td>
</tr>
<tr>
<td>7 Employment Center</td>
<td>Neighborhood Residential</td>
<td>This limits the Employment Center to the south side of Campbell Road. This designation can allow for limited office, retail services, or residential to support the adjacent Employment Center.</td>
</tr>
<tr>
<td>8 Rural Residential</td>
<td>Employment Center</td>
<td>Continues the adjacent Employment Center designation to Paraham Road. Encourages these parcels to develop in coordination with the large adjacent parcels.</td>
</tr>
<tr>
<td>9 Neighborhood Residential</td>
<td>Employment Center</td>
<td>Same as number 10 above.</td>
</tr>
<tr>
<td>10 Single Family Residential</td>
<td>Neighborhood Residential</td>
<td>Recognizes the density of the planned development, Lakeside Glen.</td>
</tr>
<tr>
<td>11 Neighborhood Residential</td>
<td>Conservation</td>
<td>Duke Energy boat landing and planned park.</td>
</tr>
<tr>
<td>12 Industrial</td>
<td>Rural Residential</td>
<td>Recognizes existing zoning district and that Duke Energy does not intend to increase the footprint of the Catawba Nuclear station.</td>
</tr>
<tr>
<td>13 Neighborhood Center</td>
<td>Village Center</td>
<td>Establishes a new mixed use designation for potential development to a small scale center and helps create a destination or gateway point to Lake Wylie. This new center is described in this section of the plan.</td>
</tr>
</tbody>
</table>
FIGURE 4.6: Future land use map proposed changes for the Lake Wylie Study Area.

Lake Wylie Study Area
Future Land Use Map
Proposed Changes
APPENDIX A
FIGURE A-1: POPULATION DISTRIBUTION MAP
FIGURE A-2: RFATS COLLECTOR STREET PLAN EXCERPT
### FIGURE A-3: ACTIVE AND APPROVED RESIDENTIAL PROJECTS IN LAKE WYLIE

<table>
<thead>
<tr>
<th>SUBDIVISION NAME</th>
<th># OF LOTS (DU)</th>
<th>TOTAL ACRES</th>
<th>DU PER ACRE</th>
<th>PROJECT TYPE</th>
<th>REMAINING LOTS <em>JUNE 2020</em></th>
<th>STATUS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Camburn</td>
<td>32</td>
<td>33</td>
<td>0.98</td>
<td>Single Family</td>
<td>6</td>
<td>Active</td>
</tr>
<tr>
<td>Cypress Point</td>
<td>358</td>
<td>154</td>
<td>2.32</td>
<td>Single Family</td>
<td>123</td>
<td>Active</td>
</tr>
<tr>
<td>Handsmill - The Colony Ph I</td>
<td>30</td>
<td>15</td>
<td>1.94</td>
<td>Townhouse</td>
<td>30</td>
<td>Approved</td>
</tr>
<tr>
<td>Handsmill - The Colony Ph 2</td>
<td>25</td>
<td>16</td>
<td>1.61</td>
<td>Townhouse</td>
<td>25</td>
<td>Approved</td>
</tr>
<tr>
<td>Handsmill - The Gentry</td>
<td>129</td>
<td>95</td>
<td>1.36</td>
<td>Single Family</td>
<td>129</td>
<td>Approved</td>
</tr>
<tr>
<td>Handsmill - The Manors</td>
<td>201</td>
<td>83</td>
<td>2.42</td>
<td>Single Family</td>
<td>150</td>
<td>Active</td>
</tr>
<tr>
<td>Handsmill on Lake Wylie</td>
<td>112</td>
<td>97</td>
<td>1.16</td>
<td>Single Family</td>
<td>45</td>
<td>Active</td>
</tr>
<tr>
<td>Kiowa Pointe</td>
<td>12</td>
<td>28</td>
<td>0.43</td>
<td>Single Family</td>
<td>12</td>
<td>Approved</td>
</tr>
<tr>
<td>Lake Crest</td>
<td>175</td>
<td>86</td>
<td>2.04</td>
<td>Single Family</td>
<td>34</td>
<td>Active</td>
</tr>
<tr>
<td>McLean @ South Shore</td>
<td>37</td>
<td>37</td>
<td>1.00</td>
<td>Single Family</td>
<td>37</td>
<td>Approved</td>
</tr>
<tr>
<td>Meriway</td>
<td>449</td>
<td>213</td>
<td>2.11</td>
<td>Single Family</td>
<td>449</td>
<td>Approved</td>
</tr>
<tr>
<td>Paddlers Cove</td>
<td>381</td>
<td>310</td>
<td>1.23</td>
<td>Single Family</td>
<td>182</td>
<td>Active</td>
</tr>
<tr>
<td>Paddler’s Cove Townhomes</td>
<td>97</td>
<td>20</td>
<td>4.85</td>
<td>Townhouse</td>
<td>69</td>
<td>Active</td>
</tr>
<tr>
<td>Palm Tree Cove</td>
<td>25</td>
<td>16</td>
<td>1.54</td>
<td>Single Family</td>
<td>25</td>
<td>Active</td>
</tr>
<tr>
<td>Peninsula @ Lake Wylie</td>
<td>162</td>
<td>349</td>
<td>0.46</td>
<td>Single Family</td>
<td>162</td>
<td>Approved</td>
</tr>
<tr>
<td>The Vista</td>
<td>89</td>
<td>176</td>
<td>0.51</td>
<td>Single Family</td>
<td>89</td>
<td>Approved</td>
</tr>
<tr>
<td>Village at Ivy Ridge Townhomes</td>
<td>168</td>
<td>36</td>
<td>4.67</td>
<td>Townhouse</td>
<td>104</td>
<td>Active</td>
</tr>
<tr>
<td>Village at Ivy Ridge</td>
<td>842</td>
<td>433</td>
<td>1.95</td>
<td>Single Family</td>
<td>842</td>
<td>Approved</td>
</tr>
<tr>
<td><strong>TOTAL APPROVED</strong></td>
<td><strong>3,324</strong></td>
<td><strong>2,196</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lakeside Glen</td>
<td>425</td>
<td>334</td>
<td>1.27</td>
<td>Single Family</td>
<td>425</td>
<td>Proposed</td>
</tr>
<tr>
<td>Lodges at Lake Wylie Ph 2</td>
<td>114</td>
<td>15</td>
<td>7.52</td>
<td>Multifamily</td>
<td>114</td>
<td>Proposed</td>
</tr>
<tr>
<td><strong>TOTAL PROPOSED</strong></td>
<td><strong>539</strong></td>
<td><strong>349</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>GRAND TOTAL</strong></td>
<td><strong>3,863</strong></td>
<td><strong>2,546</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
FIGURE A-4: RESIDENTIAL PROJECTS MAP
FIGURE A-5: EXISTING LAND USE MAP
FIGURE A-6: EXISTING ZONING MAP