

Appendices





Appendix A Population

Existing Conditions

The principal purpose of the Population Element is to provide demographic data so that a coherent image of the community’s residents is established and trends emerge. Once identified, these trends can be further analyzed during the development of the other elements of the comprehensive plan. As a means to provide context for the subsequent discussion on the population dynamics that help define Tega Cay, Planning Area, York County and South Carolina are also included to offer a larger geographic framework from which to draw conclusions.

The best source of public data for population characteristics is the US Census Bureau and the American Community Survey. Detailed data for the City of Tega Cay was collected in 2010 with the next national census cycle set for 2020. For the purposes of this comprehensive plan update, base data from 2010 are supplemented with projections and estimates, as available.

Trends & Projections

The number of residents in Tega Cay grew at a steady rate from 1980 to 2010. Table 10 – Population Growth between 1980 - 2010 provides the data to support this statement with Census figures for 1980, 1990, 2000 and 2010. While this aggregate information is useful, the actual annual rate of growth for the city is 8.4%. Table 10 – Population

Demographics between 2000—2010 depicts the rate of growth between this decade as 84.06%.

Another key indicator to consider is the age of the residents. The 10-year time period between national censuses provides for a natural progression from one age cohort to the next. The age classifications shown in Table 11 reflect populations by age and the age ranges that make up the population of Tega Cay.

The over 65 population has seen increases of nearly 107.53% between 2000 and 2010. While many in this group likely represent many of the original settlers to the peninsula, the demand for aging in place, complete streets, transit, healthcare and other personal services will likely be expected from this group.

At the younger end of the spectrum, Preschool and K-12 also saw healthy increases of 120.18% and 97.81%, respectively in Tega Cay. These figures reinforce the fact that the Fort Mill School District is continuing to address new students and school facility and program growth challenges.



Table 10—Population Growth Between 1980—2010

Community	1980	1990	2000	2010
Tega Cay	2,517	3,205	4,044	7,041
York County	106,720	131,497	164,614	226,073
South Carolina	3,122,814	3,486,703	4,012,012	4,625,364

Source: US Census



Table 11—Population Demographics between 2000—2010

	2010 Census		2000 Census		2000-2010 Change	
	Count	Percentage	Count	Percentage	Change	Percentage
Total Population	7,620	100%	4,410	100%	3,480	84.06%
Population by Race						
American Indian and Alaska native alone	17	0.22%	5	0.12%	12	240.00%
Asian alone	151	1.98%	37	0.89%	114	308.11%
Black and African American alone	232	3.04%	87	2.10%	145	166.67%
Native Hawaiian and Other Pacific native alone	10	0.13%	4	0.10%	6	150.00%
Some other race alone	45	0.59%	16	0.39%	29	181.25%
Two or more races	107	1.40%	24	0.58%	83	345.83%
White alone	7,058	92.62%	3,967	95.82%	3,091	77.92%
Population by Hispanic or Latino Origin (of any race)						
Persons Not of Hispanic or Latino Origin	7,366	96.67%	4,100	99.03%	3,266	79.66%
Persons of Hispanic or Latino Origin	254	3.33%	40	0.97%	214	535.00%
Population by Gender						
Female	3,852	50.55%	2,138	51.64%	1,714	80.17%
Male	3,768	49.45%	2,002	48.36%	1,766	88.21%
Population by Age						
Persons 0 - 4 years	510	6.69%	231	5.58%	279	120.78%
Persons 5 - 17 years	1,717	22.53%	868	20.97%	849	97.81%
Persons 18 - 64 years	4,594	60.29%	2,656	64.15%	1,938	72.97%
Persons 65 years and over	799	10.49%	385	9.30%	414	107.53%

Source: US Census, Census Viewer



Household Characteristics

Households, as reported by the US Census Bureau, are essentially the occupied housing units in a community. As shown in Table 12, Tega Cay’s housing occupancy rate has historically remained quite high at over 94%. Additionally, the number of persons per household has been steady. These figures indicate that Tega Cay is a stable, growing city whose residential market is healthy.

Education & Income

Education and income have a symbiotic relationship. Notwithstanding factors such as personal motivation, family inheritance and sheer luck; the higher someone’s level of education, the higher his income will be. The following data bear this generalization out. Table 13 – Households by Education Level indicates that 97.3% of Tega Cay residents graduated high school or higher and an even larger advantage of 60.8% in regard to a bachelor’s degree or higher.

Table 13—Households by Education Level

	High School Graduate or Higher	Bachelor’s Degree or Higher
Tega Cay	97.3%	60.8%
York County	87.0%	27.8%
South Carolina	84.0%	24.6%

Source: American Community Survey, 2008—2012

Tega Cay has experienced a tremendous amount of population growth in recent years, with little drop off in sight. The citizens enjoy an affluent lifestyle that is supported by robust incomes and a high level of formal education. Table 14 shows that of the families and persons living in the City of Tega Cay, only a small percentage of residents live below poverty levels, unlike York County and South Carolina.

Table 12—Tega Cay Households Between 1980—2010

Category	1980	1990	2000	2010
Households	821	1,212	1,509	2,752
Persons per Household	3.1	2.6	2.7	2.8%
Housing Units	n/a	1,162	1,577	2,926
Occupancy Rate	n/a	94.0%	95.7%	94.1%

Source: US Census

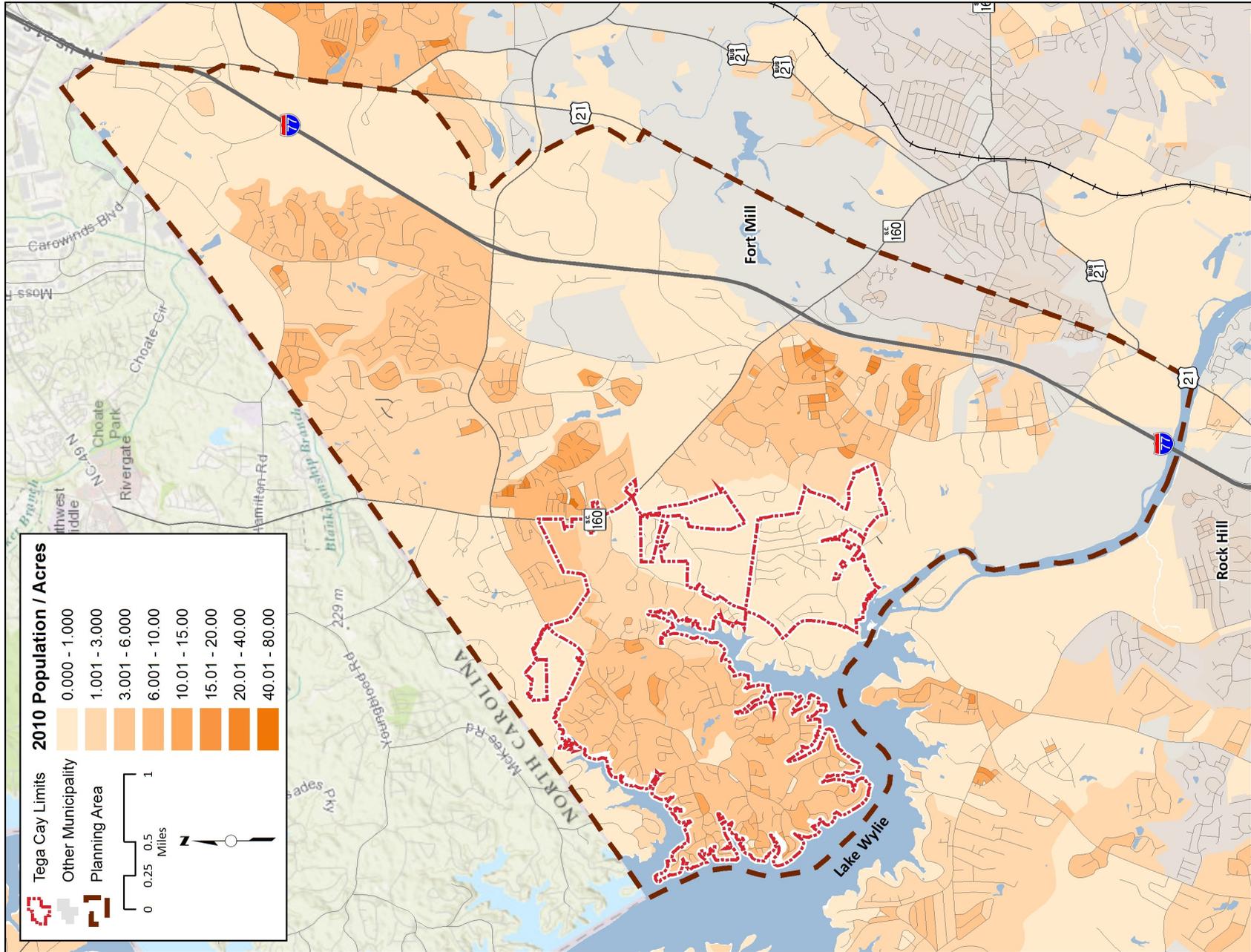
Table 14—Families and Persons Living in Poverty

	Percentage of Families Whose Income in the Past 12 Months is below the Poverty Line	Percentage of Persons Whose Income in the Past 12 Months is below the Poverty Line
Tega Cay	1.5%	2.8%
York County	10.2%	13.2%
South Carolina	13.2%	17.6%

Source: American Community Survey, 2008—2012



Figure 29 - Population Density





Appendix B

Land Use

Existing Conditions

The Land Use element is a cornerstone of the comprehensive plan and a careful review of the present situation will help to shape the overall plan. The City of Tega Cay was founded as a residential community and changed little during its first three decades. However, toward the end of the 1990s and immediately after the turn of the 21st century, Tega Cay began to grow through significant annexation and began to mature into a full-service municipality.

In the late 1990's and early 2000's the City began its expansion with the Lakeshore Planned Unit Development which resulted in an extension of growth on the peninsula. Later in the decade the City's boundaries moved off the land-locked peninsula with the annexation of the Stonecrest Planned Development District and the Lake Ridge Residential Development.

This trend has continued in the current decade. Major annexations since 2010 include: Cameron Creek - 75 acres with 202 Single-Family Detached and 207 Single-Family Attached (townhome) dwelling units and River Falls- 54 acres with 145 Single-Family Detached Dwelling Units.

Existing Land Use

The data in Table 15 – Existing Land Use Distribution provides specific land use information for both the City of Tega Cay and the planning area at the parcel level. The study area boundary was established by the Planning Commission to provide a framework for the discussion of opportunities and threats that may affect the future of the Tega Cay: North – North Carolina state line West – Lake Wylie South – Catawba River East – SC Hwy 21.

Following the data on land use distribution is the Land Use Map for the entire study area. This graphic representation of the information helps to establish a spatial understanding of not only the geographic location of the land uses, but their relationship to each other and the transportation system. This connection to transportation is a key point that will be continued in the Transportation Element.

Residential is still the predominant land use in Tega Cay and the study area with figures for single-family and multi-family at roughly the same levels. Not surprisingly, Tega Cay has a larger percentage of recreation-based land uses at nearly 14% of the total, compared to the planning area's 5%. As Table 15 shows, there are more properties designated business and government/public in the study area. These include commercial and office uses, schools, libraries and churches. Because the peninsula of Tega Cay is essentially built-out, no accounting of vacant land was considered. The few undeveloped parcels are slated for residential development.

Any expansion of the City limits is mainly possible through the annexation of land to the east and south, due to the western boundary of Lake Wylie and the North Carolina state line to the north. The only portion of land to the north that may be considered for growth would be the northwest side of Torrence Creek.

There are numerous challenges that Tega Cay must face in order to provide a sustainable future for its residents and none greater than the provision of land on which development can occur. This is a multi-faceted problem that will be discussed in some detail in this section. Several hundred acres have been brought into the corporate limits through the annexation of Stonecrest, Serenity Point, Lake Ridge (formerly known as Gardendale), Cameron Creek and River Falls. Of these, only Stonecrest offers commercial land uses in addition to residential. In fact, Stonecrest has the distinction of including the largest commercial development in Tega Cay's history. With the current residential predominance, it is important that future expansion and growth offer a variety of land uses that would serve the citizens as well as provide some economic benefit to the city itself.



Table 15—Existing Land Use Distribution

Land Use	City Limits			Planning Area		
	Acres	Square Miles	Percentage	Acres	Square Miles	Percentage
Rural Agriculture	20	0.03	1%	1,170	1.83	8%
Residential	830	1.30	34%	3,010	4.70	22%
Mixed Residential	200	0.31	8%	1,430	2.23	10%
Commercial	70	0.11	3%	1,850	2.89	13%
Industrial	30	0.05	1%	650	1.02	5%
Government/ Institutional	100	0.16	4%	350	0.55	3%
Open Space	340	0.53	14%	730	1.14	5%
Undeveloped	840	1.31	35%	4,780	7.47	34%
Total	2,430	3.80	100%	13,970	21.83	100%

Source: Catawba Regional Council of Governments

Land development projects initiated by the private sector and the supply of water and sewer utilities from the public sector are the prevailing methods of increasing a municipality's land area. In South Carolina, municipalities are handicapped and often are placed in competitive situations with other cities and sometimes even their home county for the right to serve neighboring properties. However, in 2006 Tega Cay began planning for growth by engineering a 12" sewer force main along the Catawba River to the Manchester Treatment Plant in Rock Hill. This line was placed in service in 2008 and currently the City

is using less than 5% of the line's capacity. The City is poised for expansion of its municipal boundaries along this line in the southeastern portion of The Planning Area. Currently the City of Tega Cay is the major supplier of affordable sewer service within the area. This has led to intergovernmental agreements with the Town of Fort Mill and York County in regards to providing wholesale sewer service.

Tega Cay leaders have successfully used development agreements to entice new development that have allowed the city to grow. The use of this vehicle has also been a means to exact public amenities and raise

the standards for architecture and design in general. While Development Agreements will continue to be utilized when necessary, the Planning Commission and City Council have indicated a desire to make the City more competitive by instituting measures to create a more level playing field through by-right mixed-use zoning.

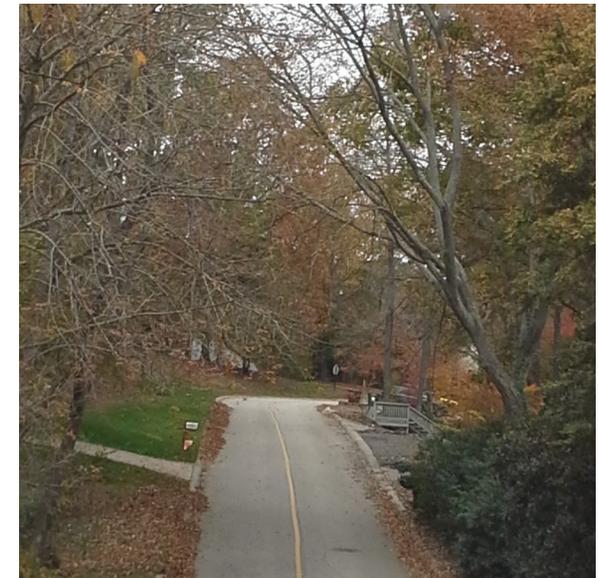
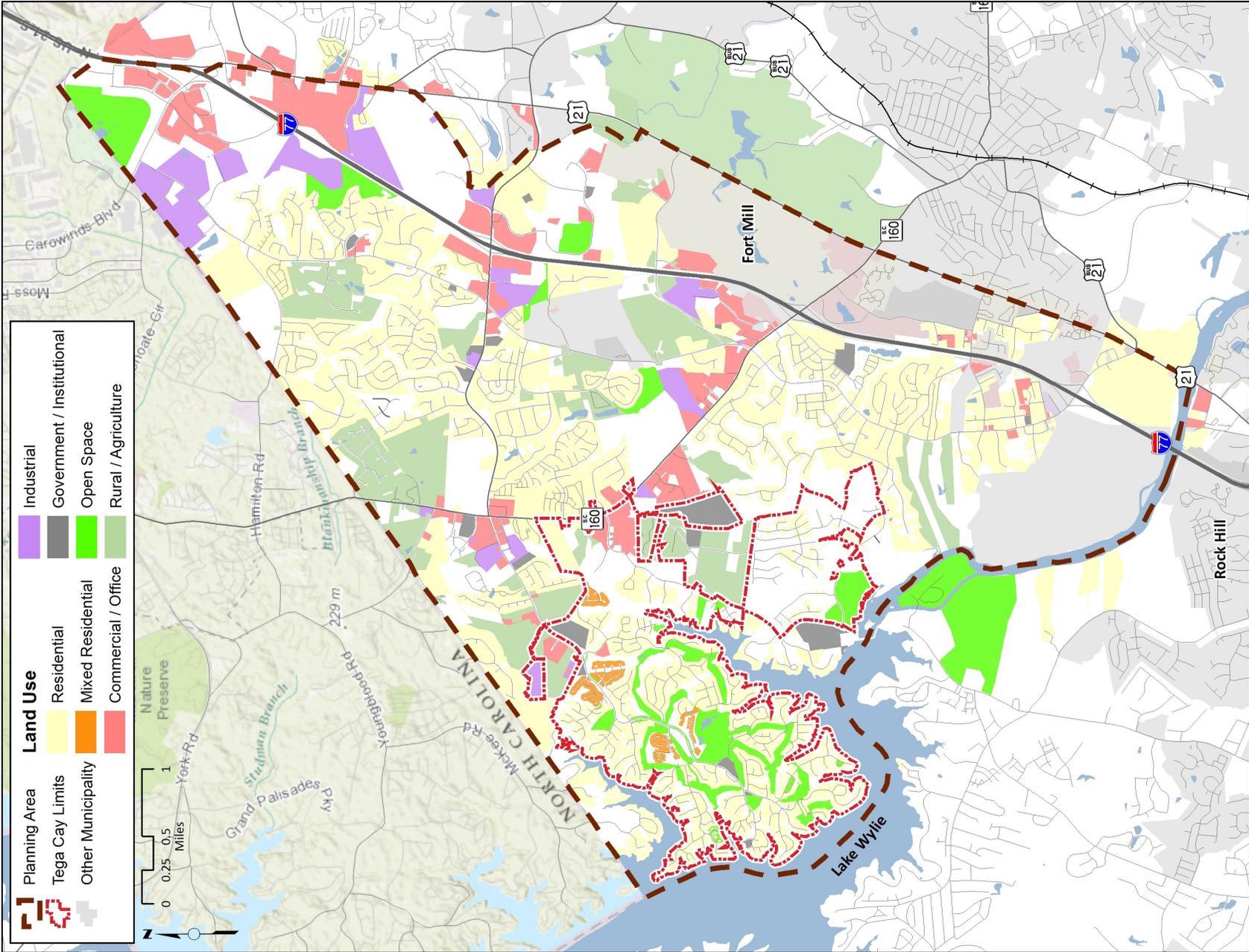


Figure 30 - Existing Land Use





Appendix C Transportation

Existing Conditions

Safety and accessibility are the hallmarks of a successful transportation system. While roads and streets make up the majority of the facilities, trails and sidewalks are also well represented. The residents and leaders of Tega Cay place a high priority on the pedestrian as a viable user of the transportation network as evidenced by the many trails that are in constant use.

Traffic Classifications

Within the planning area, the transportation corridors are classified as follows: US Interstate 77/ freeway, SC Highway 160, SC Highway 21 and Zoar Road/major thoroughfares and Gold Hill Road and Tega Cay Drive/minor thoroughfares. The remaining roads are classified as collector and local roads. The functional classifications are determined by the South Carolina Department of Transportation (SCDOT) in conjunction with the Rock Hill-Fort Mill Area Transportation Study Area (RFATS).

SCDOT and RFATS are responsible for planning, improving and maintaining the streets that are in the state and federal transportation systems. The Statewide Transportation Improvement Program (STIP) 2014—2019 is the comprehensive transportation plan for South Carolina and provides

a detailed listing and funding plan for the major road improvements, new road construction, transit projects, pedestrian and bicycle projects, and other elements of the state's transportation network. The STIP also includes projects that are locally funded, such as the Pennies for Progress improvements in York County. The City of Tega Cay is a member of RFATS and its transportation projects are covered by the STIP. Therefore, this element will primarily focus on issues affecting the transportation system that should be given further consideration.

Aside from land use, transportation is the vital component of a community's physical character. Roads, streets, trails and sidewalks not only provide access, but help define the landscape. Traffic and congestion are also part of the equation and are expected by-products of rapid growth. Tega Cay is fortunate to have the benefit of two major sources of funding for transportation-related projects—RFATS and York County's Pennies for Progress.

Tega Cay is a voting member of the RFATS Policy Committee and provides representation to the support committees that report to this board. RFATS is federally designated Metropolitan Planning Organization (MPO) and is responsible for identifying and prioritizing transportation projects that will use federal funds. The aforementioned STIP is the multi-year plan that addresses transportation improvements statewide. The MPO prepares its portion of the STIP with considerable input from local stakeholders, staff and elected officials. The MPO is staffed with local professionals that are charged with planning for all modes of transportation and for all jurisdictions within the MPO.

The York County Capital Projects Sales and Use Tax Programs were adopted by voters in 1997, 2003 and 2011 to “provide the citizens with a safer and more efficient roadway system.” The 1997 Program widened a 3.5 mile stretch of SC 160 from I-77 to Gold Hill Road to five lanes at a cost of \$10 million. The 2003 Program set aside \$1.5 million for the ½-mile Hubert Graham Way from Stonecrest Drive to Gold Hill Road and \$1.5 million for a ½-mile widening of SC 160 to three lanes from Gold Hill Road to Zoar Road. These latest improvements have not been constructed and may take several more years to be completed.

Traffic Volumes and Congestion

Tega Cay Drive has between 10,000 to 20,000 vehicles per day. SC Highway 160 has between 20,000 to 40,000 vehicles per day as well as Gold Hill Road west of I-77 and Carowinds Blvd. I-77 has over 40,000 vehicles per day.

SC Highway 160 north of Gold Hill Road/Tega Cay Drive is above capacity. Also, Gold Hill Road west of I-77 is above capacity. Portions of SC Highway 160 west of I-77 is at capacity.

Potential Congested Corridors are noted in the 2035 Long Range Transportation Plan and these include: Carowinds Boulevard, Gold Hill Road, Highway 21, I-77 and Dam Road from Gardendale Road to New Gray Rock Road.



Transit

Currently Nelson/Nygaard Consulting Associates is developing a RFATs Urbanized Area Transit Implementation Study. Preliminary reports indicate the provision of a demand response service for the Tega Cay and Fort Mill jurisdictions that fall within the Charlotte Urbanized Area and are currently not served with demand response. Earlier transit plans showed potential transit routes as reflected in Figure 18, Transportation Plan. Tables 16 and 17 show examples of good transit corridors and transit design principles for successful transit programs.



Bike Lanes

Currently bicyclists can ride throughout Tega Cay along trails and roads. York County is involved in a Bike Ped Task Force to promote and develop bicycling and pedestrian enhancements throughout York County. One bike route planned out of a total of five routes is the Fort Mill Route. This route is indicated on Figure 18, Transportation Plan and is a 30-mile route total with a 25.21 mile loop and a 4.85 cut through. This planned bike route is moderately strenuous with a +732 elevation gain. The Fort Mill Route entire western loop is inside the planning area and a major portion falls with the City of Tega Cay. This route planned lists Lake Wylie, Baxter Village and the Anne Springs Close Greenway as the amenities to enjoy along the way. Two other bike routes are planned Kings Mountain Route and Nimitz Route. Two bike routes currently exist, Central York County Route and Reservation Route.



Table 16—Transit Design Principles

Design Principles
• Service should be simple.
• Service should operate at regular intervals.
• Routes should operate along a direct path.
• Routes should be symmetrical.
• Routes should serve well defined markets.
• Service should be well coordinated.

Source: Nelson/Nygaard Consulting Associates, 2014

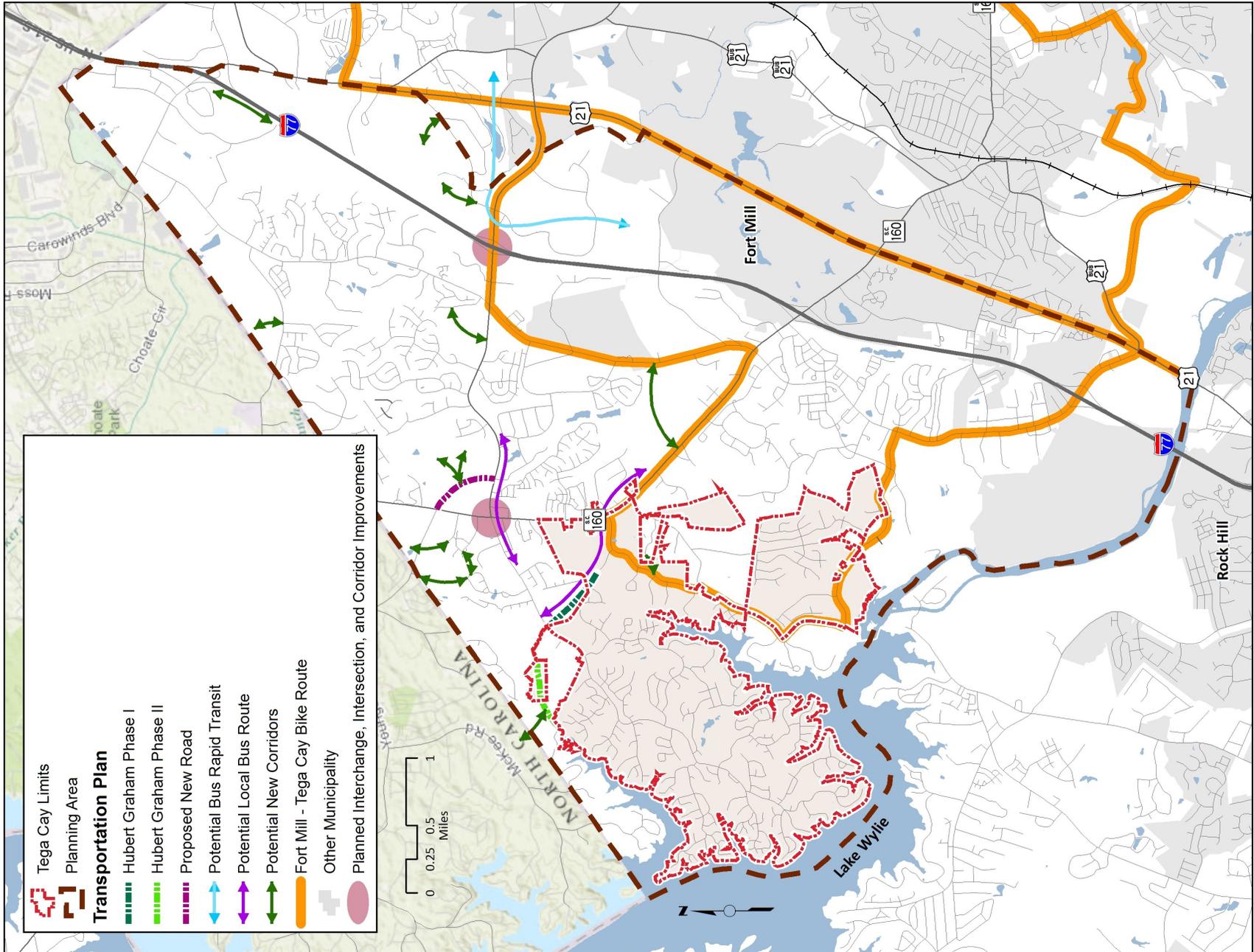
Table 17—Transit Corridor Characteristics

Characteristics of Good Transit Corridors	Examples
Mix of Uses	Activity centers and Multi-Family Housing
All-Day Trip Generators	Hospitals, Schools and Shopping
Supportive Pedestrian Infrastructure	Nearly all transit riders walk to/ from the bus on at least one end of their trip

Source: Nelson/Nygaard Consulting Associates, 2014



Figure 3 I—Transportation Map





Appendix D Economic Development

Existing Conditions

Statistical information is tracked on a county-wide basis and is now updated annually in the American Community Survey produced by the US Census Bureau. Table 18—Employment by Industry for 2008—2012. The following graphics provide a snapshot of Traded Clusters, Local Clusters, Job Creation, Employment by Industry and New Hires by Industry from the U.S. Cluster Mapping Project.

Combined with the community’s demographic make-up, the occupational data point to a high concentration of “creative class” residents. This class has the independence, education and wealth to be selective in their place of residence. Less than 7.2% of the workers were unemployed according to August, 2014 and this is the same for York County during the same period. South Carolina is almost identical at 7% unemployment. These statistics support the perception that Tega Cay has a robust workforce that is well-suited to sustained employment into the future.

Tega Cay workers (94.7%) have approximately 30 minutes of mean travel time to their primary place of employment. This means a significant percentage of City residents work outside the municipal boundaries. By reviewing all workers as a group, patterns emerged that can help guide economic

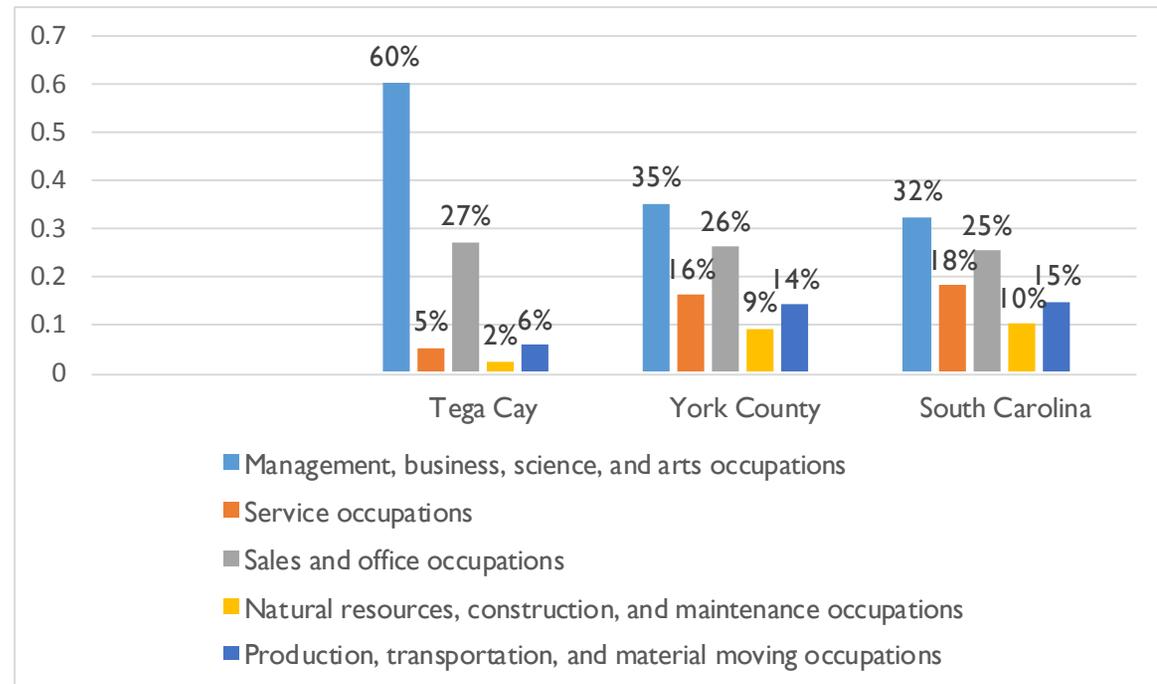
development decisions and policies. Page 76 shows where York County residents work and where York County workers live. At the county level, 54% of the workers in York County also live in the county. Not surprisingly, Mecklenburg County, NC is the second highest ranked places of employment followed by Gaston County in North Carolina and Richland Counties in South Carolina. The fact that only 5.3% of Tega Cay residents work at home within the municipal boundaries indicates that there may be a new job growth category where the primary work place is from the home. Figure 32 below reflects of those Tega Cay residents employed, 60% are in the fields of management, business, science and arts. This is appropriately double those employment

figures for York County and South Carolina.

Job Creation

Industries within the “Traded Clusters” are located within the county and primarily export goods and services. After massive losses between 2006-2009, Distribution and Electronic Commerce experienced significant gains in jobs between 2009-2012, as does Production Technology and Heavy Machinery, both well outpacing the national trend. Significant job losses were noted between 2009—2012 primarily in Financial Services with additional losses within the clusters of Transportation and Logistics and Metalworking Technology.

Figure 32- Employment by Occupation



Source: US Census



Industries within the “Local Clusters” are located within the county and primarily produce goods and services that stay within the county or region. Massive gains in Local Financial Services jobs between 2009-2012. Local Commercial Services, Local Food and Beverage Processing and Distribution, and Local Health Services all saw significant gains between 2009-2012. Significant losses in Local Utilities between 2009-2012 as well as losses in Local Real Estate, Construction, and Development.

Employment

Residents of York County primary source of employment in 2013 4th Quarter were Retail Trade followed closely by the Manufacturing, Health Care and Social Assistance, and Educational Services sectors. Additional leading employment sectors include Accommodation and Food Services, and Administrative & Support & Waste Management & Remediation Services. Residents of York County primary source of new employment in 2012 Q2 were Accommodation and Food Services followed by Administrative & Support & Waste Management & Remediation Services which comprises firms performing routine support activities for the day-to-day operations of other organizations.

Table 18—Employment by Industry

Industry	South Carolina		Tega Cay	
	Estimate	Percent	Estimate	Percent
Civilian employed population 16 years and over	1,995,222	1,995,222	3,528	3,528
Agriculture, forestry, fishing and hunting, and mining	20,730	1.0%	0	0.0%
Construction	141,930	7.1%	160	4.5%
Manufacturing	272,400	13.7%	364	10.3%
Wholesale trade	54,341	2.7%	117	3.3%
Retail trade	241,153	12.1%	344	9.8%
Transportation and warehousing, and utilities	93,612	4.7%	170	4.8%
Information	35,607	1.8%	187	5.3%
Finance and insurance, and real estate and rental and leasing	119,240	6.0%	784	22.2%
Professional, scientific, and management, and administrative and waste management services	185,894	9.3%	343	9.7%
Educational services, and health care and social assistance	430,438	21.6%	614	17.4%
Arts, entertainment, and recreation, and accommodation and food services	199,865	10.0%	255	7.2%
Other services, except public administration	99,306	5.0%	147	4.2%
Public administration	100,706	5.0%	43	1.2%

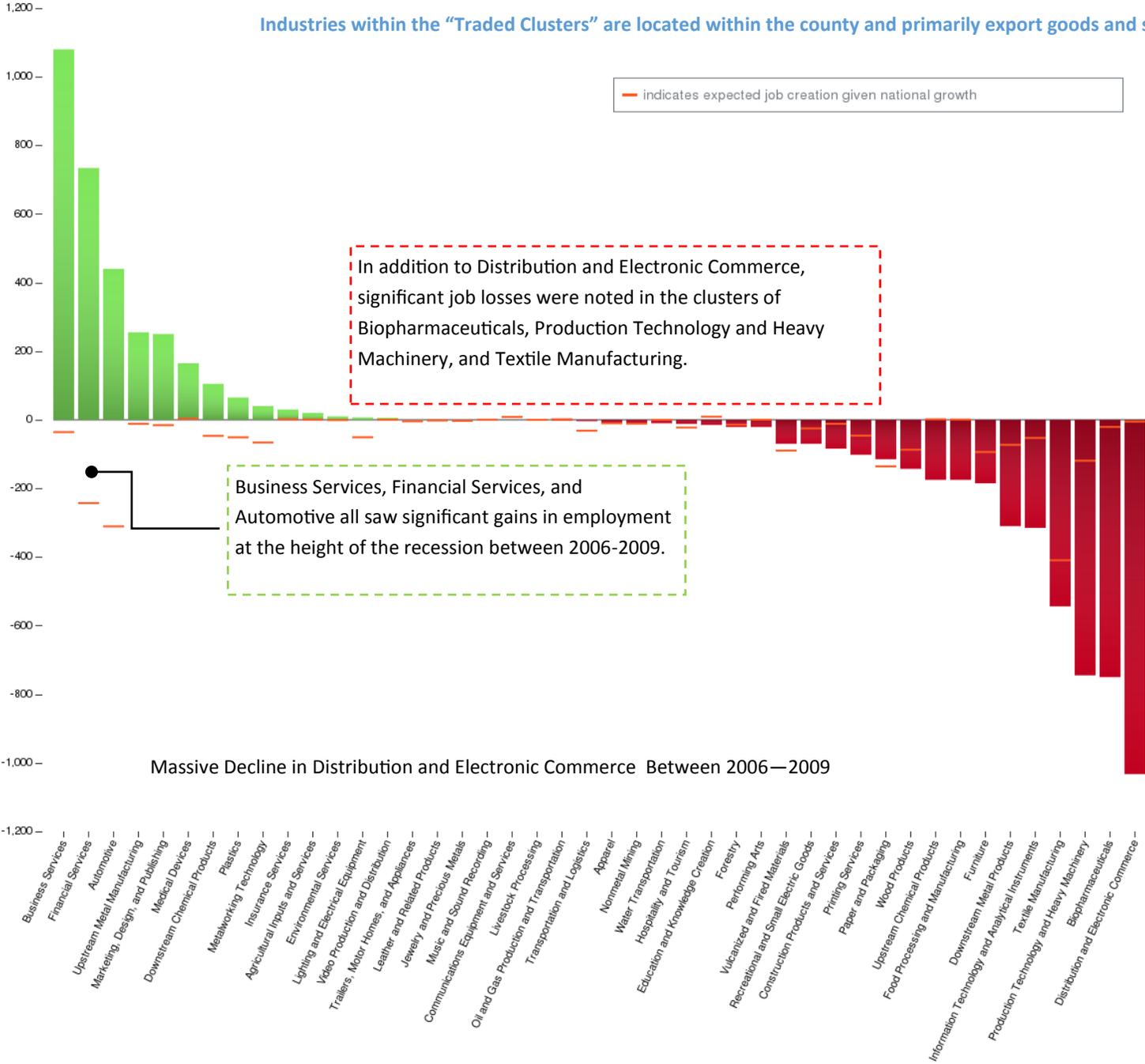
Source: American Community Survey, 2008—2012



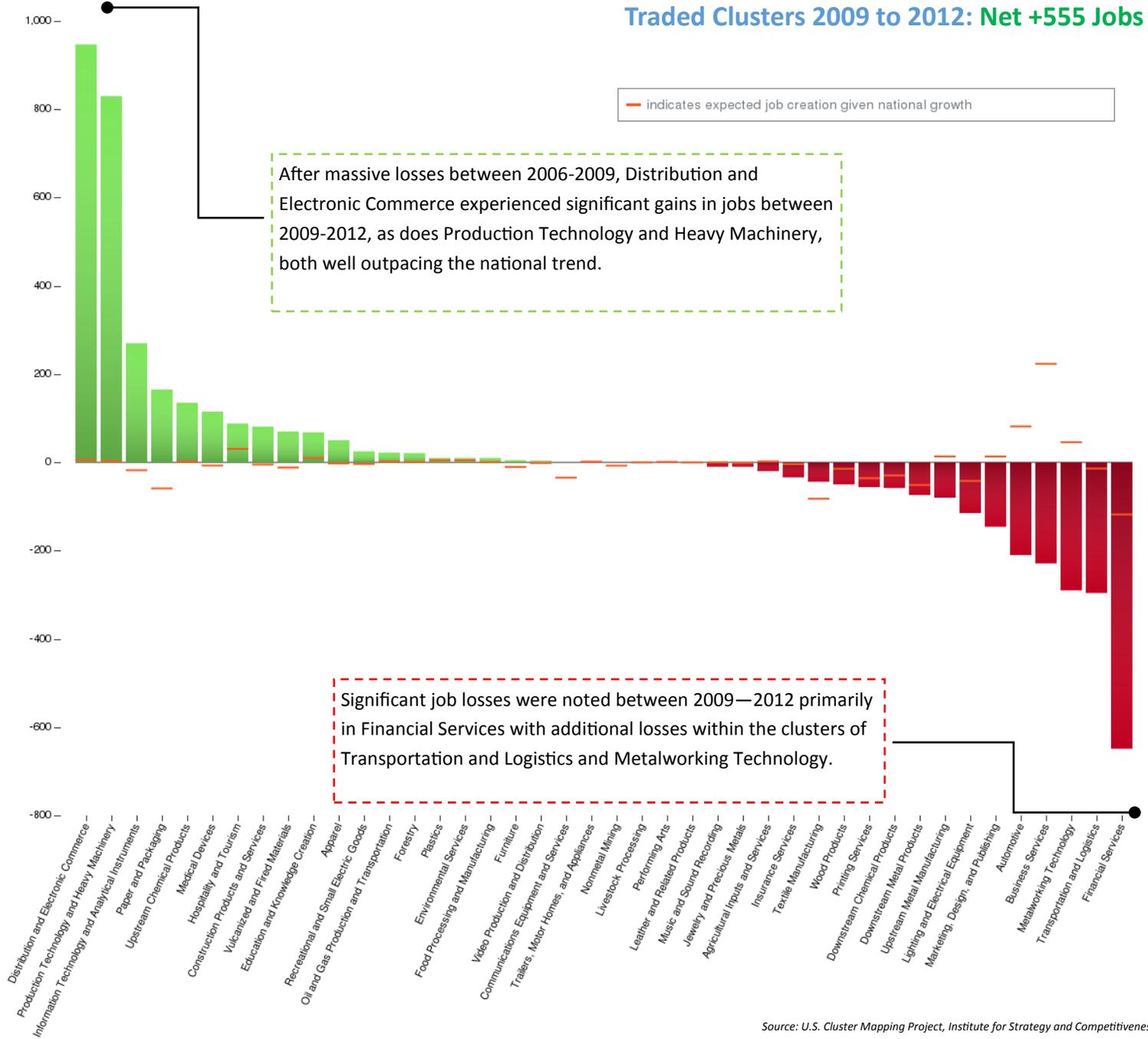
Traded Clusters 2006 to 2009: Net -1,714 Jobs

Industries within the "Traded Clusters" are located within the county and primarily export goods and services

Traded Clusters



Job Creation -



Source: U.S. Cluster Mapping Project, Institute for Strategy and Competitiveness, Harvard Business School.

Local Clusters 2006 to 2009: Net +1,884 Jobs

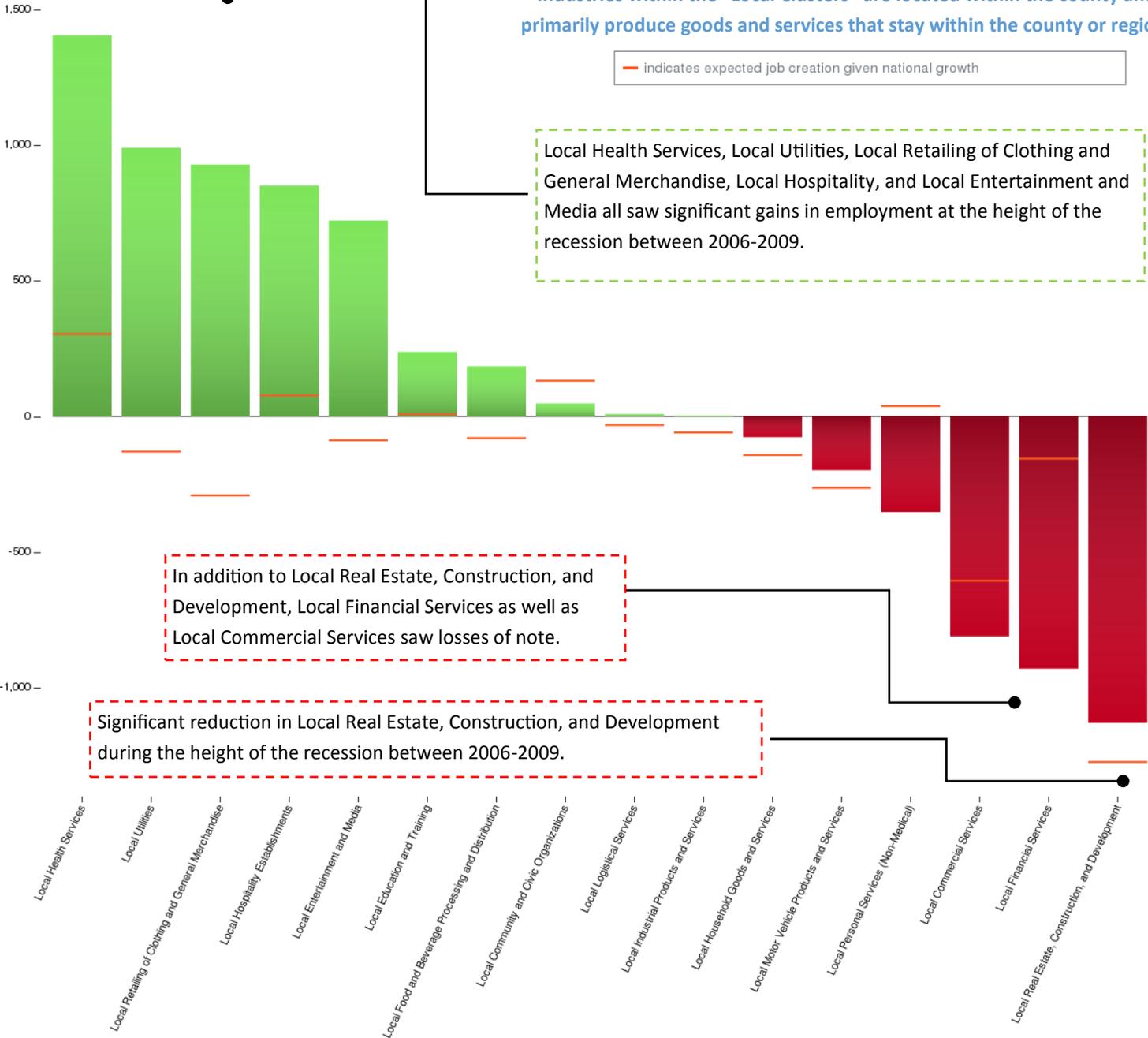
Industries within the “Local Clusters” are located within the county and primarily produce goods and services that stay within the county or region.

— indicates expected job creation given national growth

Local Health Services, Local Utilities, Local Retailing of Clothing and General Merchandise, Local Hospitality, and Local Entertainment and Media all saw significant gains in employment at the height of the recession between 2006-2009.

In addition to Local Real Estate, Construction, and Development, Local Financial Services as well as Local Commercial Services saw losses of note.

Significant reduction in Local Real Estate, Construction, and Development during the height of the recession between 2006-2009.

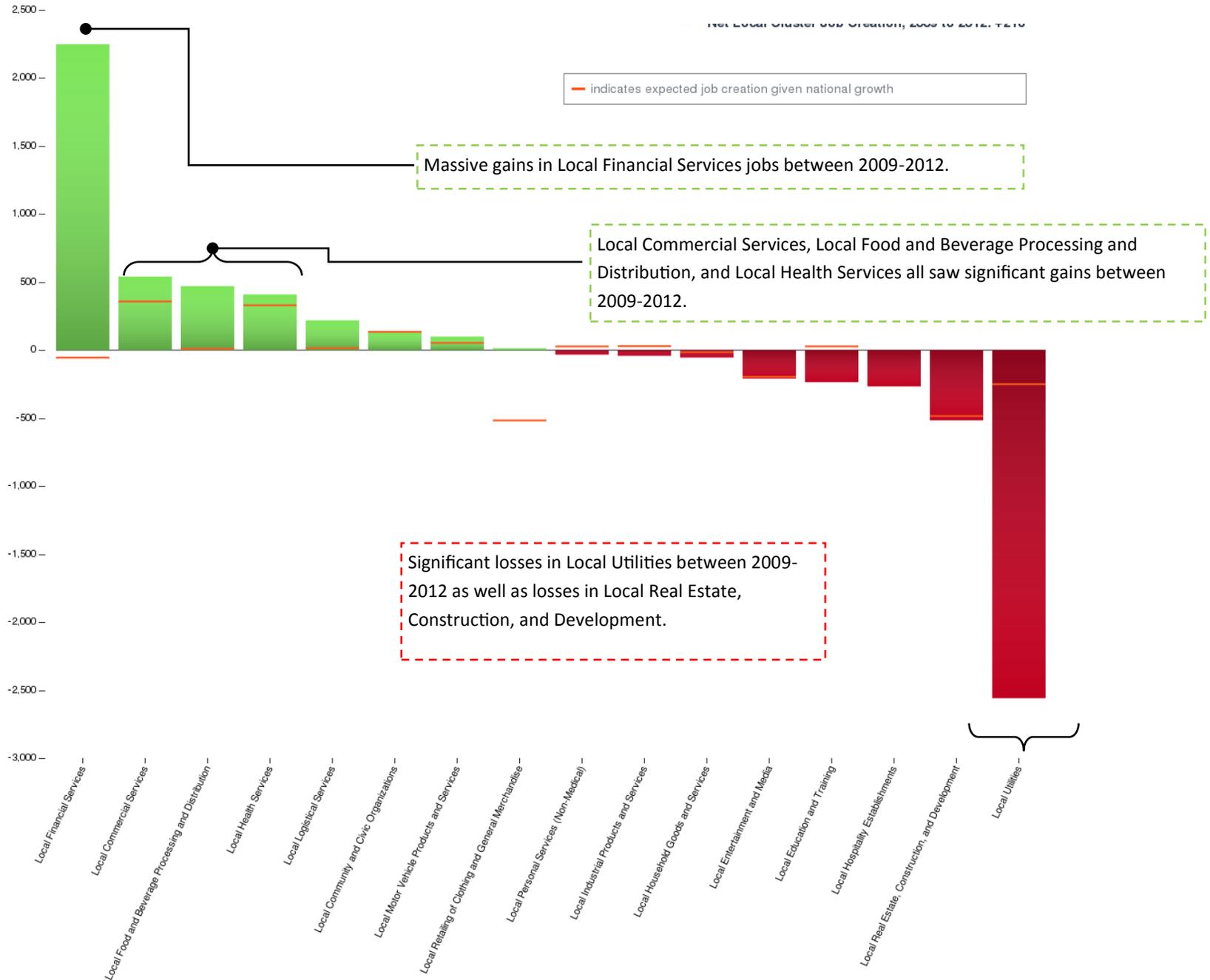


Local Clusters



Job Creation -

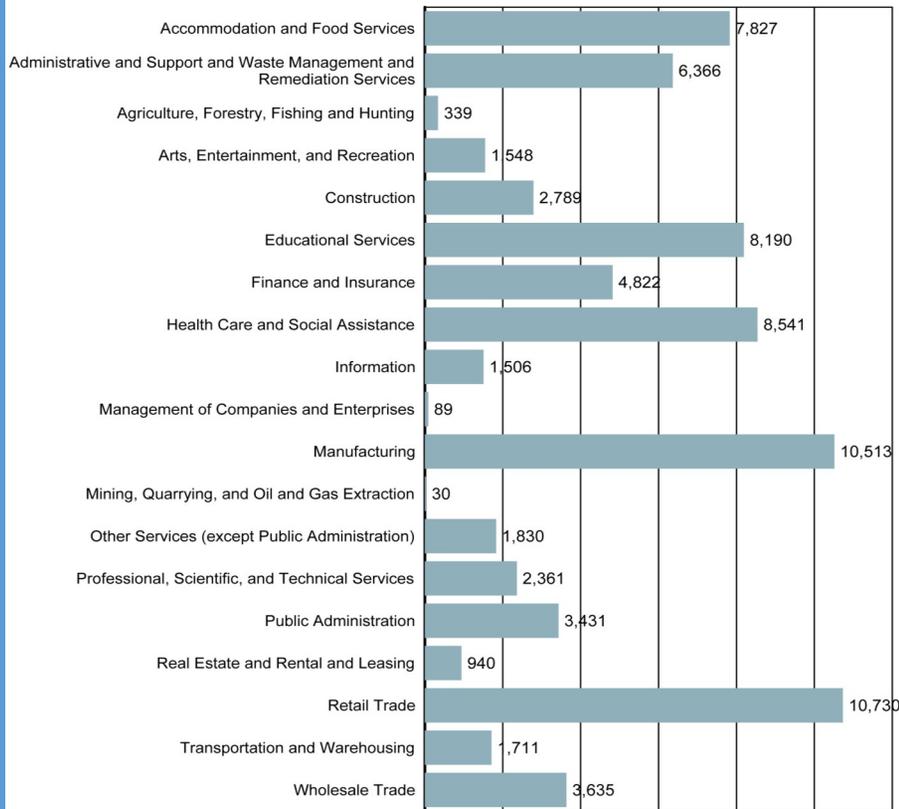
Traded Clusters 2009 to 2012: Net +216 Jobs



Source: U.S. Cluster Mapping Project, Institute for Strategy and Competitiveness, Harvard Business School.



Employment by Industry



Source: S.C. Department of Employment & Workforce Quarterly Census of Employment and Wages (QCEW) - 2013 Q4

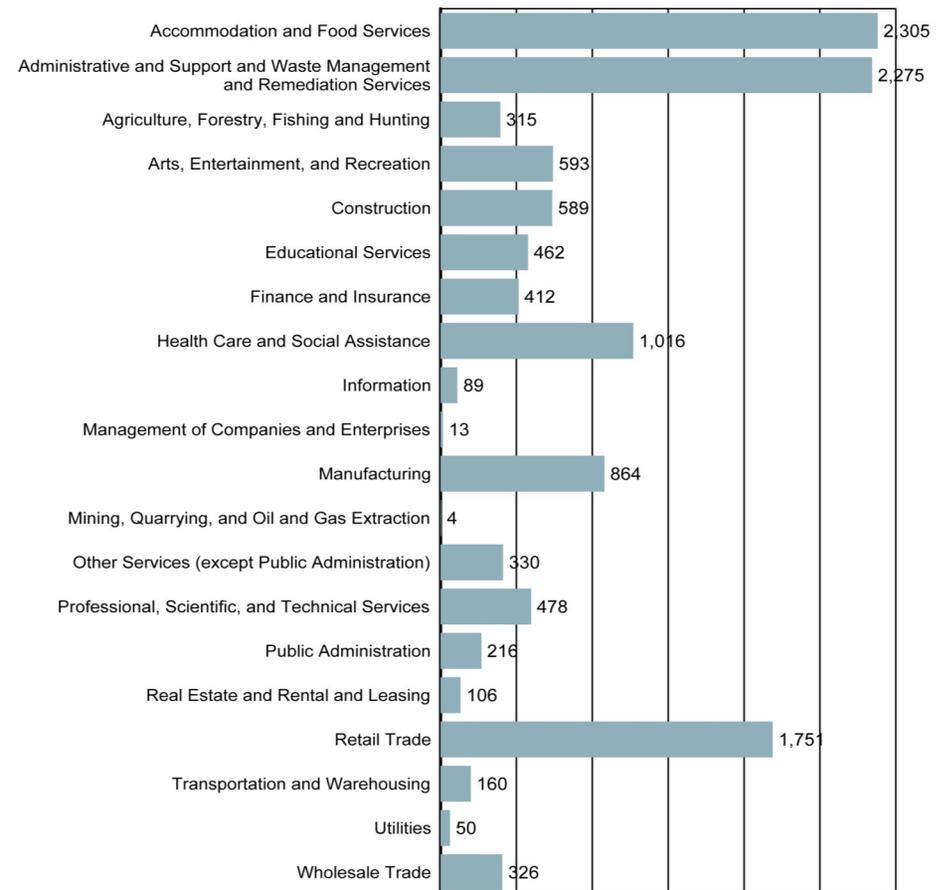
Employment by Industry—2013 Q4

Residents of York County primary source of employment in 2013 Q4 were *Retail Trade* followed closely by the *Manufacturing, Health Care and Social Assistance, and Educational Services* sectors. Additional leading employment sectors include *Accommodation and Food Services, and Administrative & Support & Waste Management & Remediation Services*.

New Hires by Industry—2012 Q2

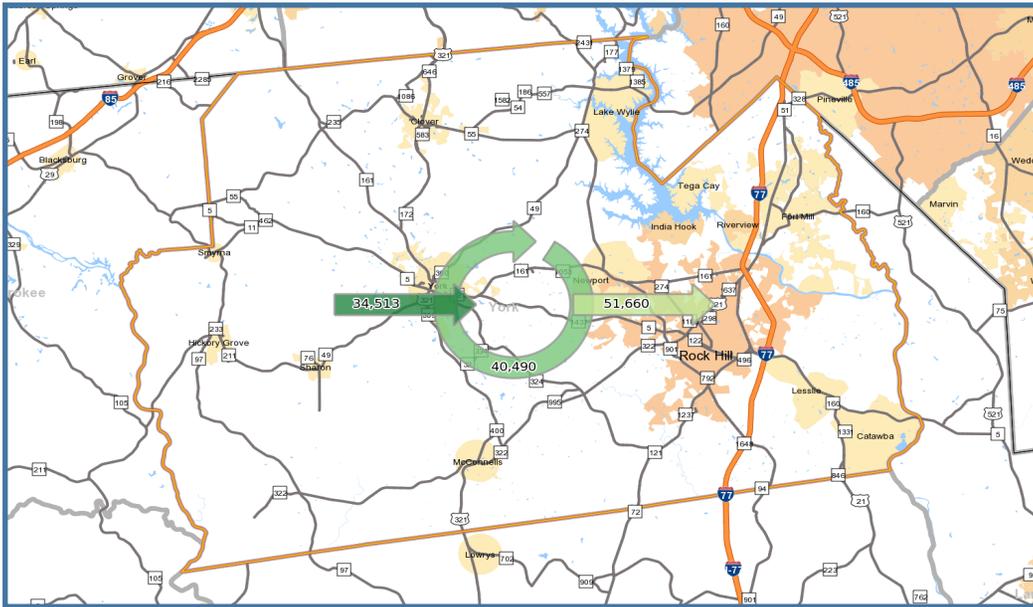
Residents of York County primary source of new employment in 2012 Q2 were *Accommodation and Food Services* followed by *Administrative & Support & Waste Management & Remediation Services* which comprises firms performing routine support activities for the day-to-day operations of other organizations.

New Hires by Industry



Source: U.S. Census Bureau, Local Employment Dynamics - 2012 Q2

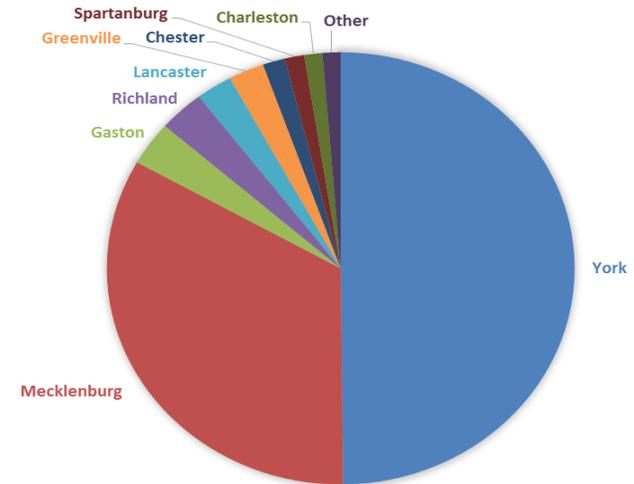




Commuting

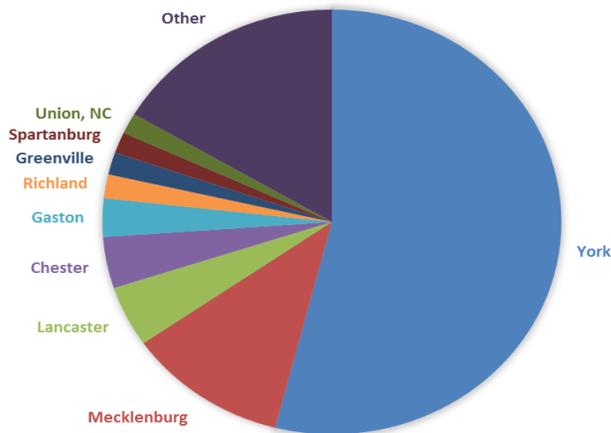
Where do people who live in York County work?

Of the employed residents of York County in 2011: 51,660 commute out of the county for their primary job and 40,490 live and work their primary job in York County. The balance primarily commute to Mecklenburg, NC (29.4%) for their primary job.



Where do people who work in York County live?

Of the primary jobs in York County, 54% (40,490) are filled by persons who both live and work in York County. The balance of 34,513 primary jobs are filled by workers commuting into York County largely from Mecklenburg, NC.



County	Share
York	54.0%
Mecklenburg	11.4%
Lancaster	4.6%
Chester	3.9%
Gaston	2.9%
All Other Counties	23.2%

County	Share
York	43.9%
Mecklenburg	29.4%
Gaston	2.9%
Richland	2.8%
Lancaster	2.2%
All Other Counties	18.8%

Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics





Appendix E

Housing

Existing Conditions

Tega Cay’s identity since its development in the early 1970s has been that of a residential community. The homes in Traditional Tega Cay have a variety of architectural styles, and wooded lots are the most common sites. Newer communities also contain varied architecture but lack diversity in residential type, scale and footprint. The housing element will take a closer look at the type, location, age and price of housing in Tega Cay. Housing resources are important because they are essential for fostering high quality of life of residents and supporting the anticipated population growth of Tega Cay. A lack of housing diversity and affordability can cause negative impacts to the economic competitiveness of a region.

Housing Types

The Housing Map as Figure 36 indicates single-family residential as yellow and multi-family and apartments as orange. Figure 33 – Housing Types provides more detail for the City of Tega Cay and reflects that 84% of the housing types in the City are single-family residential (detached) and 11% are townhome (single-family residential attached).

Housing Occupancy

In terms of housing occupancy, owner occupied homes represent 94.5% of the total occupied housing

units in the City of Tega Cay. The home ownership rate is a market indicator that is widely used to gauge the general stability of a community. A commonly accepted view is that communities with a higher rate of home ownership are economically healthier and less prone to decline than those with higher renter occupancy rates. However, recent studies of the 100 most Resilient Cities in America also demonstrate that sufficient, robust and inclusive housing for all results in a greater capacity to withstand both economic and natural disasters. Therefore, it is important that Tega Cay continue to strive to balance the scale, type, and price point of housing diversity and stock.

Income Levels

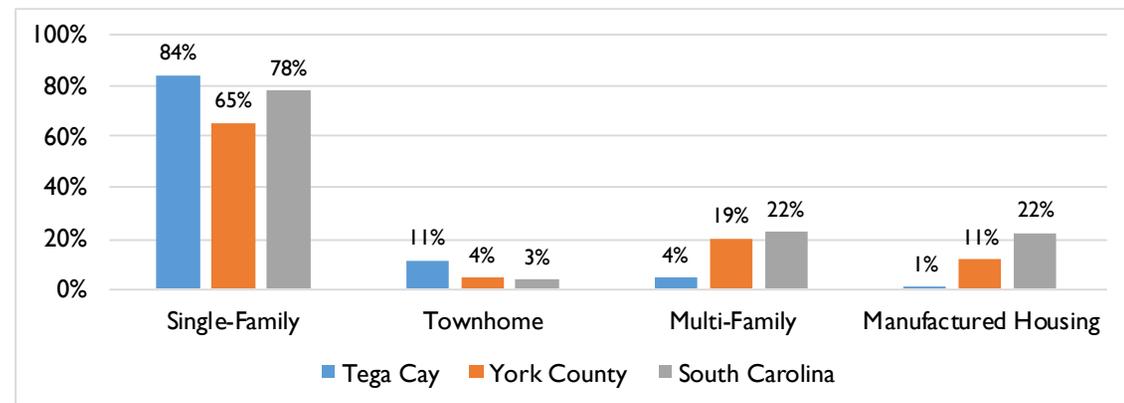
The City of Tega Cay is located within the Charlotte-Gastonia-Concord, NC-SC Metropolitan Statistical Area (MSA) and is subject to the income limits established by the US Department of Housing and Urban Development (HUD). For FY2012 HUD data show that the median family income for the MSA is

\$68,500. HUD further designates families that earn 80% of median income as “low-income” or LMI and that figure is \$54,800. The 2012 median income in Tega Cay was \$110,236. Given the disparity in these income levels, it is apparent that what is deemed as a federal standard of affordability is virtually nonexistent in Tega Cay. As our population demographics change due to aging and the influx of families with children, the City should consider more affordability and choice in housing options.

Housing Condition

Housing condition is also a key factor in maintaining good public health and community development. Elderly residents may experience unique issues related to housing affordability, maintenance costs and transit needs. Maintaining housing stock is a vital component to economic growth and neighborhood vitality. Currently, Tega Cay City Council is approving the 2012 International Property Maintenance Code which will be an asset to the City’s ongoing code enforcement activities.

Figure 33—Housing Types



Source: American Community Survey, 2008—2012



Housing Age

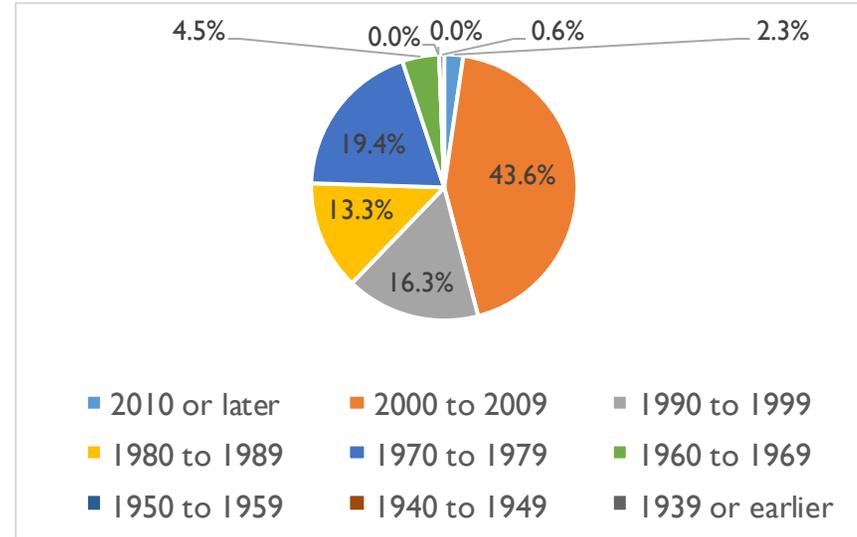
Figure 34 - Year Housing Built shows data compiled from the US Census Bureau regarding the age of homes in Tega Cay. Based on this data, Tega Cay saw consistent growth in the 1970s, 1980s and 1990s, with approximately 49% of the current housing stock built during this 30 year period. However, recent annexation of land has resulted in approximately 46% of the homes being built in the last fifteen years. The median housing value in Tega Cay is \$280,400 with the York County median housing value is \$160,900. This again demonstrates the relative affluence of the community. Figure 35 shows the continued growth with single-family residential construction in the City of Tega Cay. Over this 2.5 year period, single-family residential is valued at appropriately \$100 million. Commercial development over the same period is appropriately \$16.5 million.

Special Needs Housing Resources

If needed, residential services and care facilities for special needs individuals are provided through York County Board of Disabilities and Special Needs. Elderly assistance is available through Park Avenue Adult Day Care operating under York County Adult Day Care, Flint Hill Community Adult Day Care and York County Council on Aging. Low income persons can receive housing assistance through local Housing Authorities in Fort Mill, York and Rock Hill. The Salvation Army of Rock Hill operates centers for homeless and other shelters are available in Charlotte, NC. Catawba Care Coalition provides housing coordination to persons with HIV/Aids.

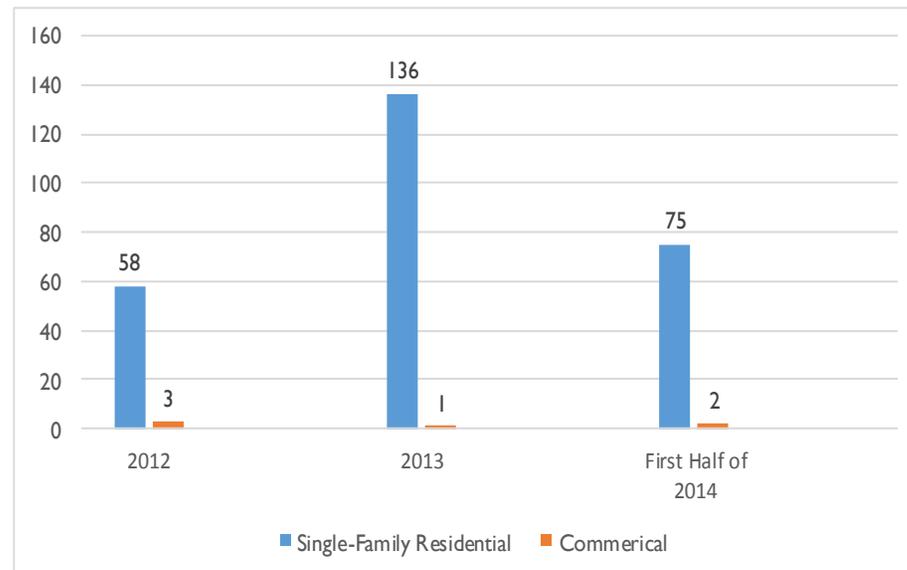


Figure 34—Year Housing Built



Source: American Community Survey, 2008—2012

Figure 35—Building Permits 2012—June 2014



Source: Tega Cay Development Services, Catawba Regional Council of Governments



Windjammer Drive, Traditional Tega Cay Neighborhood



Chestnut Hill Drive, Lakeshore Neighborhood



Agate Court, Traditional Tega Cay Neighborhood



Point Clear Drive, Traditional Tega Cay Neighborhood



Ledgestone Court, Stonecrest Villas Neighborhood



Reliance Court, Serenity Point Neighborhood



Silver Gull Drive, Lakeshore Neighborhood

Table 19—Tega Cay Neighborhoods

Neighborhoods	
• Calloway	• River Lakes
• Cameron Creek	• Serenity Point
• Lake Ridge	• Stonecrest
• Lakeshore	• Stonecrest Villas
• River Falls	• Traditional Tega Cay





Appendix F National Resources

Existing Conditions

Natural resources are the hallmarks of Tega Cay. This community is rich with scenic beauty and fosters a genuine sensitivity to the environment. It is impossible to travel for any distance on the peninsula without catching a glimpse of the lake, passing a park, spying a walker on a trail or noticing the thousands of trees that blanket the city. “The Good Life” of Tega Cay comes from a daily dose of exposure to the abundance of natural resources that are available.

These assets are naturally occurring in the environment, such as water, wetlands, soils, prime agricultural and forest lands. Native plant and animal species are also considered natural resources. These community amenities are the City’s ecosystem and contribute to the economic prosperity and health. A review of existing conditions and characteristics of natural resources include: Plant & Animal Habitats, Parks & Recreation Areas, Scenic Views & Sites, Hydrology & Wetlands, and Slope Characteristics/Soil Types.

Plant & Animal Habitats

The 1990 Land Use/Land Cover South Carolina map produced by the South Carolina Land Resources Commission indicates three major types of land cover for Tega Cay. These land covers are mixed forest, deciduous forest and agricultural grassland.

Today there is very little undeveloped land inside Tega Cay, therefore, the plant and animal habitats are mainly found in the many parks and private yards in the community.

In 1994, the SC Department of Parks, Recreation & Tourism produced the report, Animals and Plants of South Carolina's Catawba River Corridor. This comprehensive document identifies fish, amphibians and reptiles, birds, mammals, trees, and flowering plants and shrubs in the area.

Parks & Recreation Areas

The Tega Cay Parks & Recreation Master Plan adopted in 2009 provides a wealth of information regarding public and private parks and recreations areas. This plan also discusses recreation programming, standards and needs based on feedback from members of the community. The Master Plan illustrates the prevalence of parks and recreation facilities in Tega Cay as 209 acres of the total 2,144 and 4.25 miles of trail. The Natural Resources Map includes a comprehensive listing of parks, trails and recreation facilities in and adjacent to the Study Area. It is readily apparent that these green spaces help to provide the framework for the developed and developing areas of the community. Also, seven locations are available for residents to enjoy lake and river access as shown in Table 20. All recreational areas and their amenities are included in Tables 25 and 26 under Appendix H, Community Facilities.

Scenic Views & Sites

Unlike the remainder of the Study Area (and most of York County), Tega Cay is dominated two unique physical features—Lake Wylie and the undulating topography of the peninsula. These distinct environments have likewise been embraced by the pattern of development and architectural styles. The almost mountain-like terrain immediately adjacent to Tega Cay Drive offers interesting views and home sites tucked into the hillsides. The lake front areas have larger homes that are punctuated by boat docks, boardwalks, kayak/canoe and fishing piers.

Table 20—Lake and River Access Locations

Community Facility	Location	Amenities
Beach and Swim Center	4088 Beach Club Lane	Fishing access
Lookout Pier	1965 Newberry Lane	Fishing pier
Pitcairn Park	4099 Triton Drive	Boat landing and picnic area
Windjammer Park	8999 Windjammer Drive	Beach, boat dock, and picnic area
Marina	28000 Marina Drive	Boat launch
Nivens Creek Landing	809 Nivens Landing Drive	Boat launch
Catawba River Boat Access	2541 New Gray Road	Boat launch and fishing pier

Source: City of Tega Cay, 2014



Hydrology & Wetlands

Lake Wylie is the dominant natural resource in Tega Cay. Duke Energy is integrally linked to this water body and the entire Catawba River basin. Following is an overview of the lake from the Duke website. Lake Wylie was named after Dr. W. Gil Wylie, who organized the Catawba Power Company, a predecessor of Duke Energy. It is the oldest lake on the Catawba River. The lake was first created in 1904 by a dam near Fort Mill, South Carolina. The dam was rebuilt in 1924 and the lake's surface expanded to approximately 13,443 acres and 325 miles of shoreline. In addition to supporting Wylie Hydroelectric Station, Lake Wylie also supports Allen Steam Station and Catawba Nuclear Station with cooling water and provides a dependable water supply for Belmont and Rock Hill. Full pond elevation at Lake Wylie is approximately 569.4 feet. Duke Energy provides six boat access areas (with one leased to Mecklenburg County and one to York County), one bank fishing area and one boat access area below the dam in cooperation with the North wetlands close to the Beach Club and the Marina.

Carolina Wildlife Resources Commission and the South Carolina Department of Natural Resources. Due to the severe topography, there are very few documented wetlands in Tega Cay except the

Soil and Slope Characteristics

The peninsula of Tega Cay is generally characterized by a central ridgeline that rises from the shoreline of Lake Wylie at its southern tip and travels northwest to the City's entrance at Shoreline Parkway. Soils can

be characterized by slope, drainage, erosion, frequency of flooding and ponding to capacity to transmit water.

Figure 37, Soil Map delineates a soil survey of the soils and/or miscellaneous areas in the City of Tega Cay. The map unit descriptions, along with the map, can be used to determine the composition and properties of a soil unit. Table 21 includes the symbols, soil name and acres within the City, also known as the "Area of Interest" or the "AOI". The indication of water is area of Lake Wylie that was inadvertently included in the AOI.

The four soil units that consists in the majority of the City of Tega Cay are summarized below and are described by differences in texture of the surface layer, slope, stoniness, salinity, degree of erosion, and other soil characteristics that affect their use.

WwE2—Wynott-Wilkes Complex

Appropriately 60.8% of the City or 1,632.3 acres are classified as Wynott-Wilkes Complex soils with 15 to 25 percent slopes and moderately eroded.

Other characteristics of this classification include— Elevation: 410 to 960 feet; Mean annual precipitation: 42 to 55 inches; Mean annual air temperature: 51 to 72 degrees F; Frost-free period: 202 to 249 days ; Map Unit Composition Estimate— Wynott, moderately eroded, and similar soils: 55 percent; Wilkes, moderately eroded, and similar soils: 40 percent.

Description of Wynott, Moderately Eroded Setting (properties and qualities)—Slope: 15 to 25 percent;

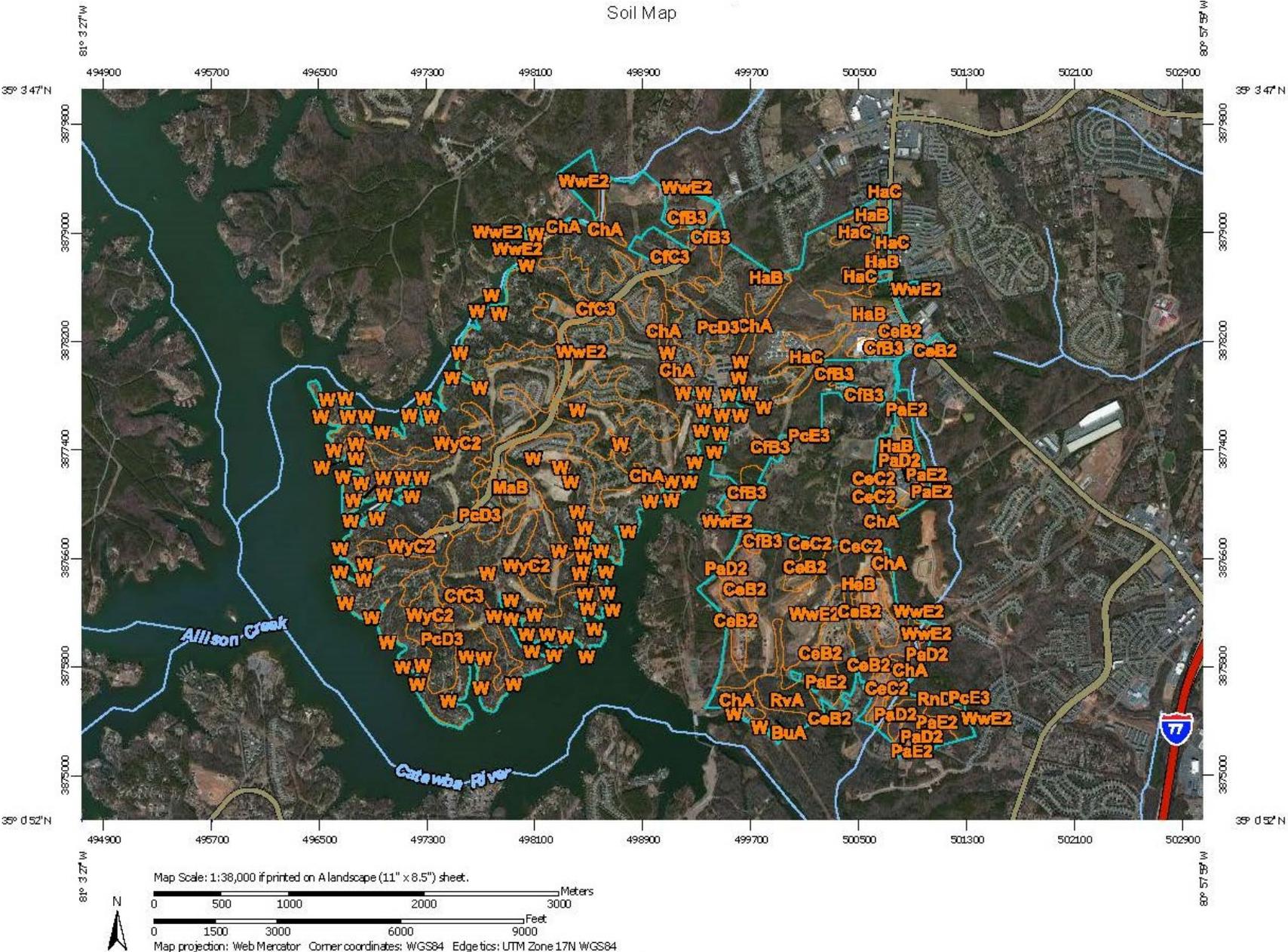
Table 21—Soil Unit Descriptions in City

Soil Symbol	Map Unit Name	Acres in AOI	Percent of AOI
BuA	Buncombe loamy sand	17.9	0.7%
CeB2	Cecil sandy clay loam	120.3	4.5%
CeC2	Cecil sandy clay loam	20.9	0.8%
CfB3	Cecil clay loam	56.5	2.1%
CfC3	Cecil clay loam	266.6	9.9%
ChA	Chewacla loam	72.7	2.7%
HaB	Hard Labor sandy loam	55.1	2.1%
HaC	Hard Labor sandy loam	49.2	1.8%
HeB	Helena sandy loam	3.1	0.1%
MaB	Masada sandy loam	15.3	0.6%
PaD2	Pacolet sandy clay loam	30.3	1.1%
PaE2	Pacolet sandy clay loam	47.7	1.8%
PcD3	Pacolet clay loam	89.6	3.3%
PcE3	Pacolet clay loam	3.1	0.1%
RnD	Rion sandy loam	0.7	0.0%
RnE	Rion sandy loam	6.8	0.3%
RvA	Riverview sandy loam	30.4	1.1%
W	Water	48.3	1.8%
WwE2	Wynott-Wilkes complex	1,632.3	60.8%
WyC2	Wynott-Winnsboro complex	118.3	4.4%
Totals		2,685.2	100%

Source: USDA, NRCS, 2014



Figure 37—Soil Map



Depth to restrictive feature: 20 to 40 inches to paralithic bedrock; Natural drainage class: Well drained; Runoff class: High; Capacity of the most limiting layer to transmit water (Ksat): Very low to moderately low (0.00 to 0.06 in/hr); Depth to water table: More than 80 inches; Frequency of flooding: None; Frequency of ponding: None; Available water storage in profile: Low (about 3.6 inches).

Description of Wilkes, Moderately Eroded Setting (properties and qualities)—Slope: 15 to 25 percent; Depth to restrictive feature: 10 to 20 inches to paralithic bedrock; 40 to 72 inches to lithic bedrock; Natural drainage class: Well drained; Runoff class: Very high; Capacity of the most limiting layer to transmit water (Ksat): Very low to moderately low (0.00 to 0.06 in/hr); Depth to water table: More than 80 inches; Frequency of flooding: None; Frequency of ponding: None; Available water storage in profile: Very low (about 2.7 inches).

CfC3—Cecil Clay Loam

Cecil Clay Loam makes up appropriately 9.9% of the land within the City of Tega Cay or 266.6 acres with 6 to 10 percent slopes and severely eroded. Other characteristics of this classification include—Elevation: 400 to 980 feet; Mean annual precipitation: 42 to 55 inches; Mean annual air temperature: 51 to 72 degrees F; Frost-free period: 202 to 249 days; Map Unit Composition Estimate; Cecil, severely eroded, and similar soils: 97 percent.

Description of Cecil, Severely Eroded Setting (properties and qualities)—Slope: 6 to 10 percent; Depth to restrictive feature: More than 80 inches;

Natural drainage class: Well drained; Runoff class: Medium; Capacity of the most limiting layer to transmit water (Ksat): Moderately high to high (0.57 to 1.98 in/hr); Depth to water table: More than 80 inches; Frequency of flooding: None; Frequency of ponding: None; Available water storage in profile: Moderate (about 6.1 inches)

WyC2—Wynott-Winnsboro Complex

The City of Tega Cay has appropriately 4.4% of land or 118.3 acres classified as Wynott-Winnsboro Complex with 6 to 10 percent slopes and moderately eroded.

Other characteristics of this type soil include—Elevation: 410 to 960 feet; Mean annual precipitation: 42 to 55 inches; Mean annual air temperature: 51 to 72 degrees F; Frost-free period: 202 to 249 days.; Map Unit Composition Estimate—Wynott, moderately eroded, and similar soils: 55 percent; Winnsboro, moderately eroded, and similar soils: 35 percent.

Description of Wynott, Moderately Eroded Setting (properties and qualities) - Slope: 6 to 10 percent; Depth to restrictive feature: 20 to 40 inches to paralithic bedrock; Natural drainage class: Well drained; Runoff class: Medium Capacity of the most limiting layer to transmit water (Ksat): Very low to moderately low (0.00 to 0.06 in/hr); Depth to water table: More than 80 inches; Frequency of flooding: None; Frequency of ponding: None; Available water storage in profile: Low (about 3.6 inches)

Description of Winnsboro, Moderately Eroded (properties and qualities)—Slope: 6 to 10 percent;

Depth to restrictive feature: 40 to 60 inches to paralithic bedrock; Natural drainage class: Well drained; Runoff class: High Capacity of the most limiting layer to transmit water (Ksat): Very low to moderately low (0.00 to 0.06 in/hr); Depth to water table: More than 80 inches; Frequency of flooding: None; Frequency of ponding: None; Available water storage in profile: Moderate (about 6.1 inches)

WwEPcD3—Pacolet Clay Loam

Pacolet Clay Loam is classified as 3.3% of the land within the City of Tega Cay or 89.6 acres with 10 to 15 percent slopes and severely eroded.

Other characteristics of this soil type include—Elevation: 220 to 750 feet; Mean annual precipitation: 42 to 55 inches; Mean annual air temperature: 51 to 72 degrees F; Frost-free period: 202 to 249 days; Map Unit Composition Estimate Pacolet, severely eroded, and similar soils: 92 percent.

Description of Pacolet, Severely Eroded Setting (properties and qualities) - Slope: 10 to 15 percent; Depth to restrictive feature: More than 80 inches; Natural drainage class: Well drained; Runoff class: Medium; Capacity of the most limiting layer to transmit water (Ksat): Moderately high to high (0.57 to 1.98 in/hr); Depth to water table: More than 80 inches; Frequency of flooding: None; Frequency of ponding: None; Available water storage in profile: Moderate (about 7.8 inches)





Appendix G

Cultural Resources

Existing Conditions

If asked, most residents of Tega Cay would likely say that their city is a peninsula land-form situated along the shores of Lake Wylie; that it was founded in 1970 by the Ervin Company as a master-planned community; and that it was incorporated in 1982 as a municipality by the State Legislature. These assertions are true, but only account for the past four decades of recorded history. This element of the plan will take note of earlier activities and settlements that preceded the City of Tega Cay from early the Europeans to the present.

Archaeological & Other Cultural Resources

Early maps of the Carolinas that date to the late 1700's clearly show that Tega Cay was once part of the Catawba Nation's 144,000 acres. The adjacent map shows the present location of the Catawba Reservation and the municipalities of Tega Cay, Fort Mill and Rock Hill in relation to the historic Catawba Nation holdings.

The Catawba Indian Nation remains a viable tribe that is federally-recognized with land holdings that include a considerably smaller reservation on the Catawba River. Evidence of the Catawba and other early settlers is available from multiple historic

records. ArchSite, a website offered by the South Carolina Institute of Archaeology and Anthropology (SCIAA) and the South Carolina Department of Archives and History (SCDAH), provides a comprehensive online cultural resource information system. ArchSite combines data from the state's archaeological and built heritage to provide researchers with an online source for cultural resource information.

Historic Buildings & Structures

Significant buildings and structures related to northern York County and Tega Cay are reflected in Figure 38—Historic Features. Ferries were a common sight along the Catawba River, even after the construction of the Lake Wylie Dam. Additionally, mills that ground corn and wheat were situated along the Catawba. Churches were the spiritual center of rural life in the area and often served as sites for social and political meetings. For example, Philadelphia United Methodist Church, on SC Highway 160 was founded in 1832. Other historic sites in the Tega Cay area include farm houses, barns and family cemeteries. Some of these properties are not mapped and are known only to long-time residents.

Unique, Natural or Scenic Resources

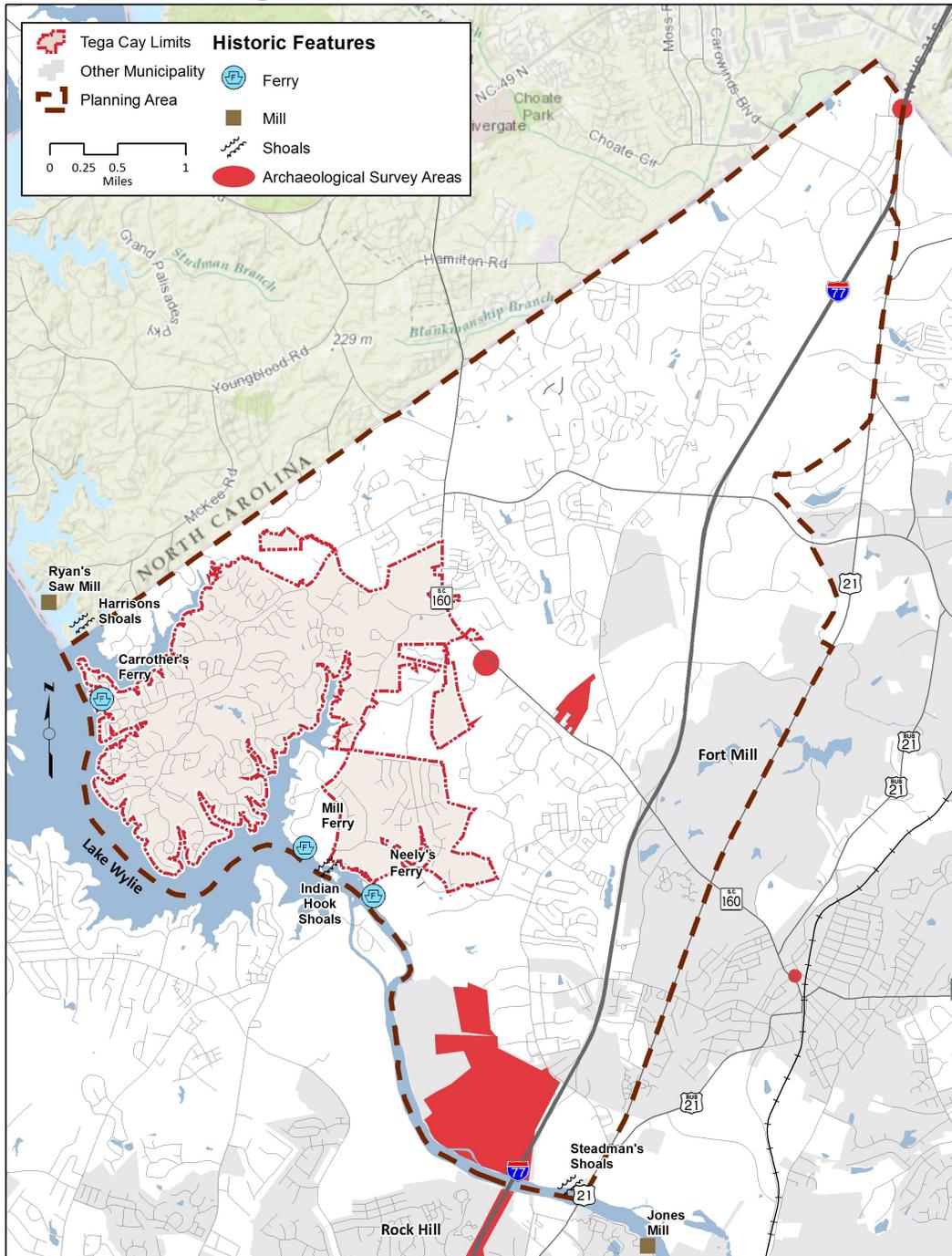
The most noticeable natural resource is the Catawba River. As noted earlier, this water course was impounded in 1904 by the Catawba Power Company and resulted in the creation of Lake Wylie and the peninsula of Tega Cay. The peninsula is unique because it is bisected by a ridge line that offers

significant changes in elevation from the central ridge to the water's edge. Access and views of the water are prime real estate in Tega Cay. The city's Fourth of July water parade, water ski team, swim teams and marina all pay homage to the lake.

Perhaps the largest concentration of artifacts in the planning area can be found on the site once planned for the Stans Museum of Life and the Environment located on Sutton Road at US Interstate 77. *The Herald* reported in an article in June 2007, titled "Progress Uncovers History," that "One site believed to be an ancient Catawba Indian Village will be preserved as a community park in the Kanawha development, planned for 350 acres off Sutton Road near the Catawba River. For years, archaeologists in the region suspected that two Catawba villages might be underneath the soil where the Kanawha community is planned. Based on the many different kinds of pottery they've found, Davis believes the village was ethnically diverse. Smallpox was raging and the Iroquois were attacking neighboring tribes. Refugees may have joined the Catawba at Newstie."



Figure 38—Historic Features

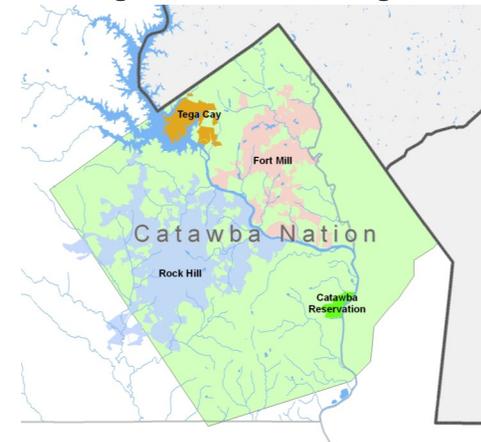


Commercial & Residential Districts

Historically, northern York County has been characterized by a collection of farms and the modest-sized Town of Fort Mill until the 1970's. Industrial development was limited to the textile mills in Fort Mill and Main Street was the commercial district. With the extension of US Interstate 77 into South Carolina in the 1970's, strip commercial development began to wend its way along the former farm-to-market roads of SC Highway 160 and Gold Hill Road.

Today, the intersection of SC 160 and Gold Hill Road is effectively the gateway of Tega Cay. Annexation and development of the Stonecrest PDD on SC 160 attempted to reorient the commercial center of the community with a presence on SC 160, with this area being the primary commercial activity center. The planned construction of a new entrance into the City via the construction of Hubert Graham Parkway will create new opportunities for commercial activity, especially where it intersects with Tega Cay Drive.

Figure 39 –Catawba Region





Appendix H Community Facilities

Existing Conditions

The community facilities that serve Tega Cay are vital to the daily operations of the city as well as the future prosperity of its residents and businesses. These services can be grouped into four categories: utilities, public safety, general government and education. Due to its size and relatively short tenure as a municipal government, some services are not provided by the City of Tega Cay. Therefore, it is incumbent on the city’s leaders to promote cooperation and coordination when planning and financing capital improvements. This strategy is discussed in greater detail in Section II of the Priority Investment element of the plan.

Utilities

The provision of utility services in Tega Cay is shared by a host of providers as noted in Table 22—Utility Service Providers. In the case of potable water and sanitary sewer, there are two providers inside the city limits: Tega Cay Utility Department (TCUD I and II) The following Water Service Area Map and Sewer Service Area Map identify these providers as well as other adjacent providers. June 2014, Carolina Water Service was purchased by the City of Tega Cay and became TCUD II is a public utility providing water supply service and wastewater collection/treatment service.

It is helpful to note the location of these service areas, particularly in regard to Tega Cay’s plans for growth. South Carolina’s annexation law makes it difficult for municipalities to increase in size. Because of this legal handicap the provision of water and sewer has been a successful tool for promoting orderly growth by cities with utility systems. Of particular interest are the ‘unassigned’ areas on the Sewer Service Area Map, which may be served by any provider. An important caveat is that areas that are unassigned prior to annexation become part of the municipality’s utility service area.. In 2006 Tega Cay began planning for growth in these unassigned areas by engineering a 12" sewer force main along the Catawba River to the Manchester Treatment Plant in Rock Hill. This line was placed in service in 2008 and currently the City is using less than 5% of the line's capacity. The City is poised for expansion of its municipal boundaries along this line. Currently the City of Tega Cay is the major supplier of affordable sewer service within the area.

The developing areas of Stonecrest, Serenity Point, Lake Ridge, Cameron Creek, River Falls and other areas identified in the City’s Growth Management Plan promise to markedly increase the customer base.

Drought conditions, as demonstrated during the summer months of 2008, causes water pressure to be severely challenged. TCUD’s consulting engineering firm, Joel E. Wood & Associates, has recommended installing a booster pump and exploring an alternate emergency water supply to address this issue. A study is ongoing to determine the best course of action.

Duke Energy, York County Natural Gas Authority and Comporium Communications are the sole providers for their particular utility within Tega Cay. This is not an unusual situation and is somewhat beneficial when coordinating infrastructure and other capital improvement projects.

Public Safety

As a municipal government, Tega Cay is responsible for providing basic services to its citizens. Public safety is a community priority and the city is served by a full-time Police Department and a full service Fire Department. The 22-member Police department has patrol units that work 12-hour shifts. with an overlapping schedule, which allows for complete coverage of the entire City 24 hours a day, 7 days a week. The main goal of the Tega Cay Police Department is to create and maintain a safe,

Table 22—Utility Providers

Provider	Service
Tega Cay Utility Dept. (TCUD I)	Potable Water & Sanitary Sewer
Tega Cay Utility Dept. II (TCUD II)	
Duke Energy	Electricity
York Electric Cooperative	
York County Natural Gas	Natural Gas
Comporium Communications	Telephone, Cable TV, Internet
Signature Waste	Sanitation & Recycling

Source: City of Tega Cay



secure environment for all Tega Cay citizens. This goal is accomplished through proactive community programs designed to prevent crime as well as efficient, thorough investigations of crimes committed. The Tega Cay Police Department's House Watch Program is designed to provide peace of mind to residents while they are away from home for extended periods of time, whether for vacation, illness, work-related travel, or other circumstances. The purpose of the Neighborhood Watch program is to organize neighbors and bring them together in order to make them more vigilant about what transpires in their neighborhood. Neighborhood watches help reduce the fear and incidence of crime, thus making the City a safer place to live, work, and play. Neighborhood Watch meetings are held on the first Wednesday of each month, beginning at 7 PM in the lower level meeting room of the Glennon Community Center.

The Tega Cay Fire Department began as an all-volunteer organization serving the City of Tega Cay. Since 2010, the department has transitioned into a full service fire service with paid employees providing coverage 24 hours a day. The paid staff is supplemented by a cadre of fully trained volunteers who provide relief services. The Tega Cay Fire Department is responsible for providing an efficient and effective delivery of fire suppression & prevention, medical, rescue, and life safety emergency services within the City limits and surrounding area through mutual aid agreements. The Fire Department also strives to improve the quality of life for City residents by providing public education, volunteer opportunities, and ongoing

training for firefighters. The department has an ISO rating of 3 on a scale of 1 to 10 (1 is the highest score). A rating of lower numbers equates to significant savings on insurance premiums for both commercial and residential property owners. The four-bay fire station includes meeting and training rooms, a physical conditioning / workout area, a full kitchen, private office space, and equipment and supply storage. The Tega Cay Fire Department operates a fleet of equipment specially designed and equipped to serve our diverse and unique community. Equipment includes two Class A Engines, a Pumper/Tanker, a Medium Duty Service Truck, a Heavy Duty Grass Truck, a Command and Support Truck, and a Fire and Rescue / Dive Boat.

Tega Cay has a council-manager form of government with a mayor, four at-large city council seats elected on a two-year cycle, and a city manager. "The manager is the chief executive and head of the administrative branch. He appoints, sets salaries and removes employees at will, including the clerk. The manager also prepares and administers the annual budget, makes financial reports, advises council on departments and appointments, and designates a manager during temporary absence."

Library Services

Tega Cay is served by the Fort Mill branch of the York County Library System. The library is located in Baxter Village off SC Highway 160 and holds a place of prominence in the master-planned community. Having a comparable library branch in Tega Cay would help the city develop a civic center and hub of activity for the community.

Education

Tega Cay is located within the Fort Mill School District (FMSD). The school district serves the northeastern corner of York County from the Catawba River to the state line. Enrollment figures for FMSD have increased dramatically in recent years and show little sign of slowing.

A recently completed ten-year facility plan for Fort Mill School District indicates that although two new elementary schools opened in 2014, including Tega Cay Elementary, two additional elementary schools may be needed in 2021. The largest growth surge was noted at the middle school level with two additional schools needed by 2017 and 2021. This does not include the current additional middle school planned on Pleasant Road for growth in the southern portion of the Fort Mill School District. Fort Mill School District School Enrollment Project is reflected in Table 24 and the methodology is as follows:

- 1) The starting enrollment figure for the 2014/15 school year was the end of year enrollment number for the 2013/14 school year.

Table 23—City Service Providers

Provider	Service
Tega Cay Police Department	Police Protection
Tega Cay Fire Department	Fire Protection
Piedmont EMS	Emergency Medical Services

Source: City of Tega Cay



2) The predicted student increase for each of the five school years projected was calculated by:

A) New home sales were calculated by determining the annual average total of new residential building permits issued within the school district for the period January 1, 2012 to June 30, 2014. The annual average of new home sales for this period was 712 (1,781 ÷ 2.5). This annual average total of residential building permits was multiplied by the school district’s average person per household figure (2.69) to get an estimated population increase. From this estimated total population, the number that was

representative of school age children was calculated by using the percentage such children represented of the 2010 population. That was 11.5% (elementary school), 5.1% (middle school) and 7.6% (high school) respectively.

B) Existing home sales were calculated by taking the number of such sales (1095) between January 1, 2012 and June 30, 2014. The annual average of existing home sales was 438 (1095 / 2.5). The number of new students these sales represented was calculated using the method described in Section A, paragraph 2.

C) The estimated number of new students for both new and existing home sales is then added to the Starting Enrollment figure to get a Final Projected Enrollment for the 2014/15 school year of 12,392 or a 9.5% increase.

D) The Final Projected Enrollment number becomes the Starting Enrollment figure for each subsequent school year and is then multiplied by 9.5% to get the Final Projected Enrollment number for that school year. The Final Projected Enrollment number represents the end of year enrollment for each school year.

Table 24—Fort Mill School District Enrollment Projections

	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019
Starting Enrollment	11,823	12,392	13,569	14,858	16,270
Final Projected Enrollment	12,392	13,569	14,858	16,270	17,816

Source: Catawba Regional Council of Governments, 2014

Table 25—Other Recreational Facilities

Additional Facilities	Summary Description
Tega Cay Golf Club	27 Holes of Championship Golf, Semi-Private Membership, Full-Service Clubhouse with Restaurant & Bar, Full-Line Golf Shop and Tennis, Men’s and Ladies Locker Rooms, 4 Tennis Courts, Event Pavilion, Glennon Community Center. The Glennon Community Center and Clubhouse are available for parties, weddings, meetings & conferences.
Tega Cay Marina	Privately owned and operated. Slips available for rent, boat launch, and repair shop.
Nivens Creek Boat Landing	Two launch ramps, parking, docks, free to the general public, fishing pier.
Fort Mill River Access	One launch ramp, parking, free to the general public.
Croquet Court	Championship level court designed for club play and competition.

Source: Tega Cay Recreation Master Plan, 2009



Table 26—City of Tega Cay Recreational Facilities

Facilities	Baseball Field	Basketball	Multi-Purpose Field	Volleyball	Trail / Sidewalk Access	Restrooms	Parking	Playground	Boat Launch	Lake Access	Pool	Picnic Area	Park Benches	Fishing
Beach & Swim Center				X	X	X	X	X		X	X	X	X	X
Central Bark (Dog Park)							X						X	
Diamond Head Park								X				X	X	
Heron Harbor Park					X		X	X					X	
Koala Park							X	X				X	X	
Linerieux Nature Trail					X								X	
Lookout Park			X		X	X	X	X				X	X	X
Palmyra Park							X	X					X	
Pitcairn Park					X	X	X	X	X	X		X	X	X
Runde Park	X	X	X		X	X	X	X				X	X	
Turner Field	X		X		X	X	X							
Trailhead Park		X			X	X	X	X				X	X	
Walking Trails					X								X	
Windjammer Park						X	X	X		X		X	X	X
Windsong Park					X			X				X	X	
Wuertle Tennis Courts					X	X	X							

Source: Tega Cay Recreation Master Plan, 2009



Figure 40—Community Facilities

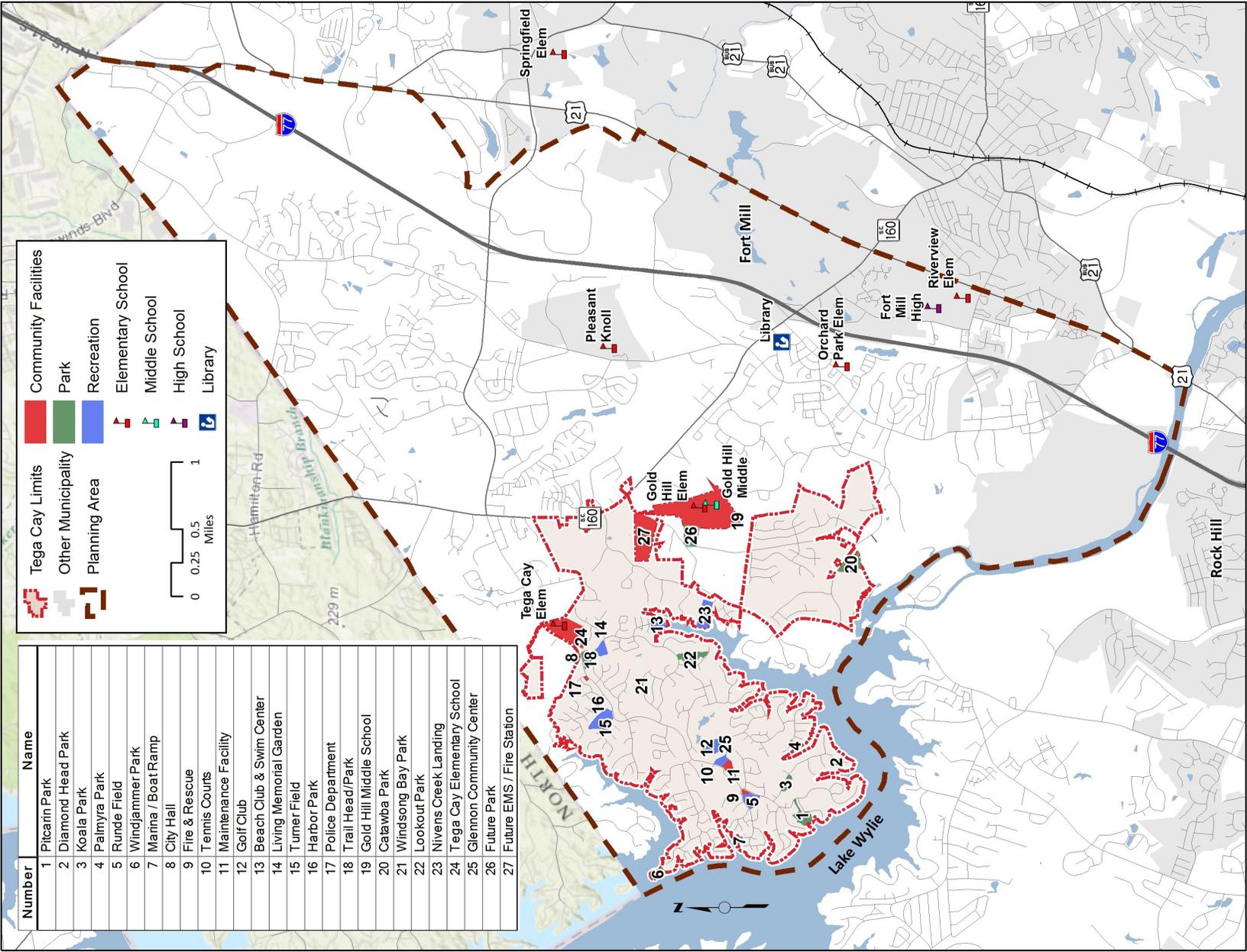


Figure 4I—Sewer Service Areas

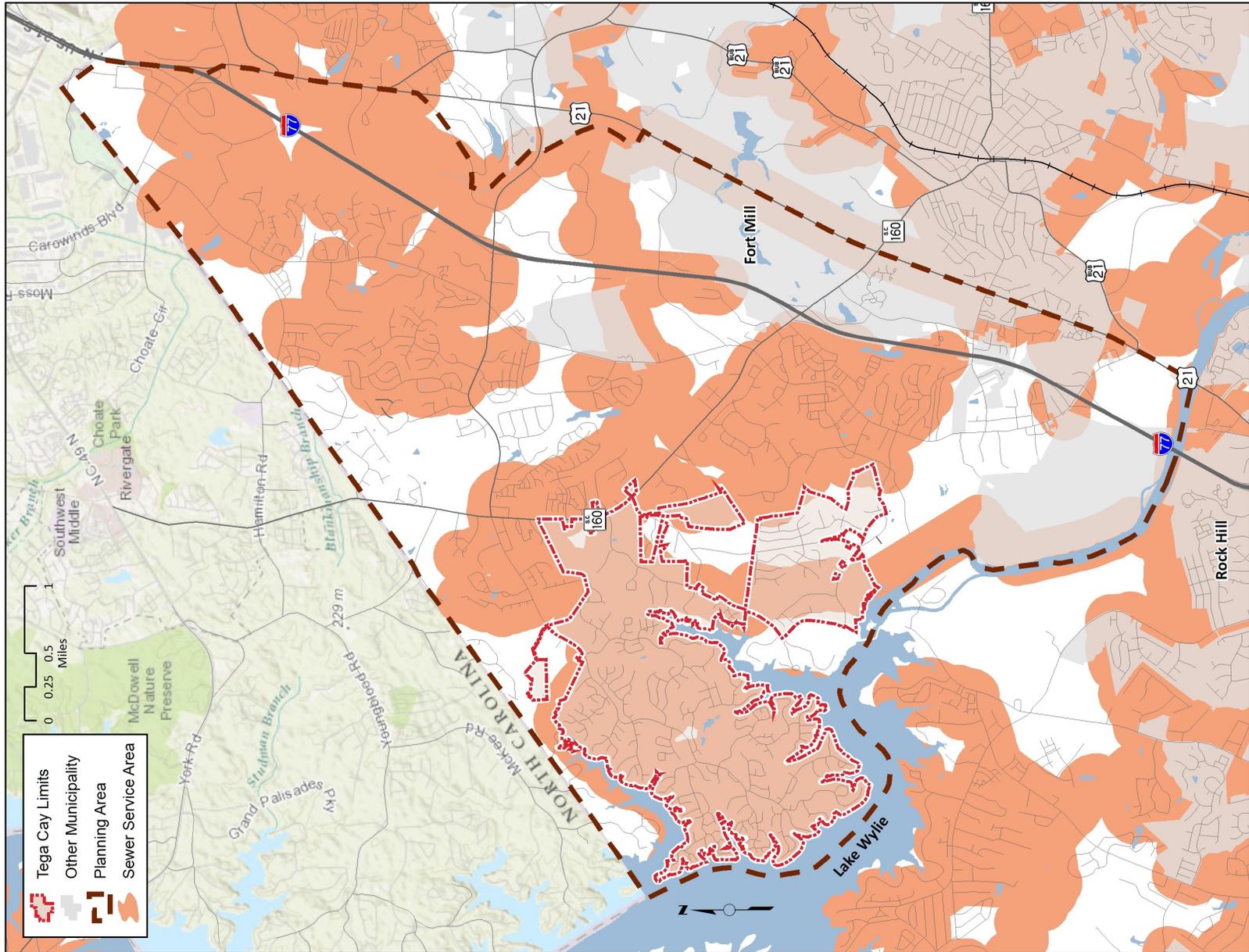
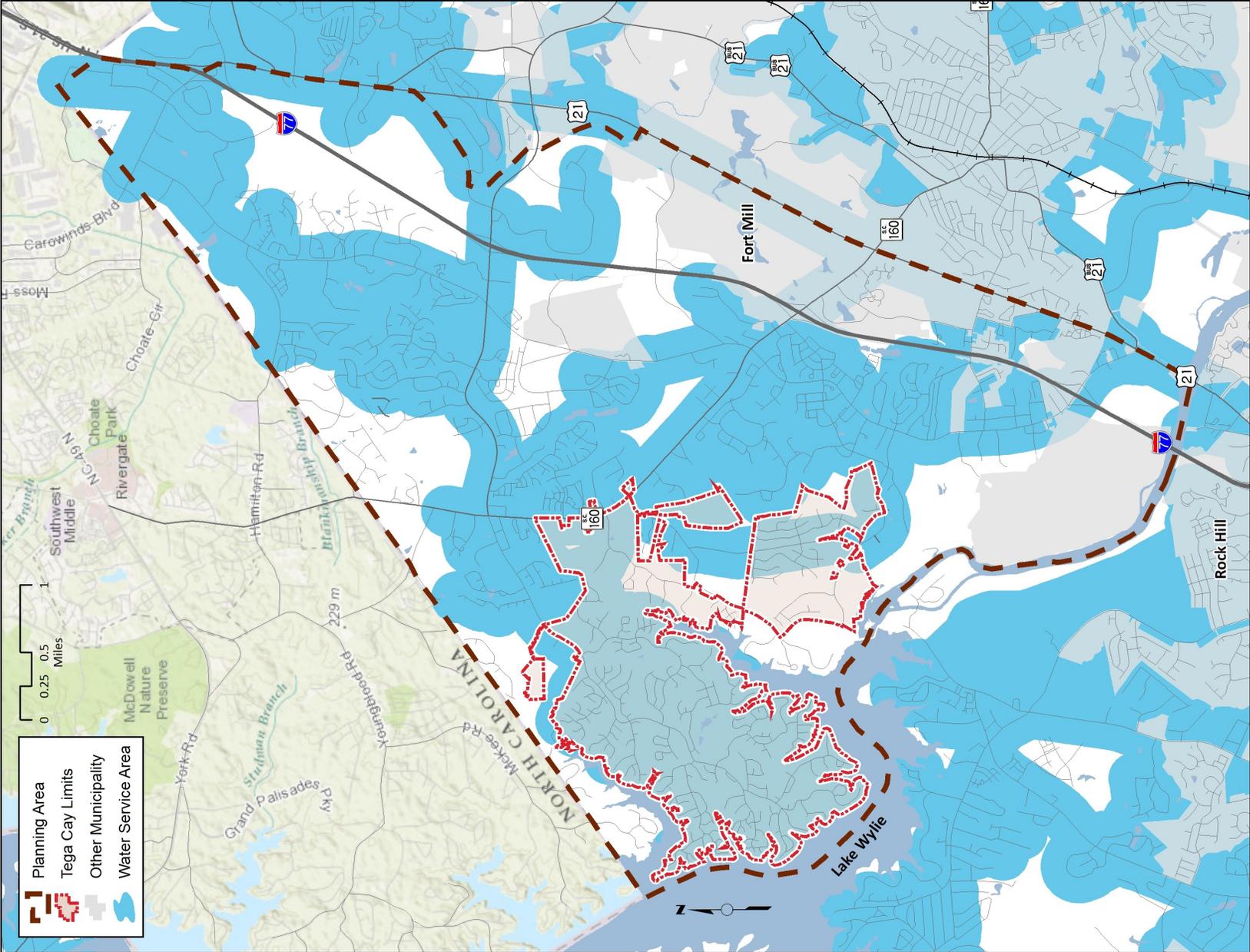


Figure 42—Water Service Areas





Appendix I

Priority Investment

Existing Conditions

The purpose of the Priority Investment Element is to tie the capital improvement needs identified in other elements to forecasted revenues for the next ten years. It is, in essence, a ten-year Capital Improvements Plan that is meant to guide the City’s ten-year Financial Plan and the annual budgeting process.

In May 2007, the South Carolina Priority Investment Act (PIA) was signed into law by the governor. The PIA consists of amendments to the 1994 Local Government Comprehensive Planning Enabling Act. One of the amendments adds the Priority Investment Element to the list of required elements for local comprehensive plans. The PIA states the following regarding this new element:

A priority investment element [is required] that analyzes the likely federal, state, and local funds available for public infrastructure and facilities during the next ten years, and recommends the projects for expenditure of those funds during the next ten years for needed public infrastructure and facilities such as water, sewer, roads, and schools. The recommendation of those projects for public expenditure must be done through coordination with adjacent and relevant jurisdictions and agencies.



For the purposes of this item, 'adjacent and relevant jurisdictions and agencies' means those counties, municipalities, public service districts, school districts, public and private utilities, transportation agencies, and other public entities that are affected by or have planning authority over the public project. For the purposes of this item, 'coordination' means written notification by the local planning commission or its staff to adjacent and relevant jurisdictions and agencies of the proposed projects and the opportunity for adjacent and relevant jurisdictions and agencies to provide comment to the planning commission or its staff concerning the proposed projects. Failure of the planning commission or its staff to identify or notify an adjacent or relevant jurisdiction or agency does not invalidate the local comprehensive plan and does not give rise to a civil cause of action.

Financial Plan

Many local communities use CIPs as the financial tool to implement their comprehensive plans. A CIP provides an additional level of detail and justification for each project that is included so that decision-makers, including the Planning Commission, can set priorities and allocate resources.

Outside Funding Sources

Many public agencies and service providers augment the work of the City of Tega Cay in delivering services to the city’s residents and businesses. The community facilities and transportation elements of this comprehensive plan are good places to start when identifying outside funding sources and

partnership opportunities. The Table 24 lists the service providers that meet the state requirement of ‘adjacent and relevant jurisdictions and agencies’ that should be consulted regularly regarding capital projects and major policy changes.

Table 27—Service Providers

Organization
Comporium Communications
Duke Energy
Fort Mill School District
RFATS
SC Department of Transportation
Town of Fort Mill
York County
York Electric Coop
York County Natural Gas

Appendix J Community Survey

Tega Cay Comprehensive Plan - Community Survey

Section 1 of 3

Rate questions 1 - 8 according to your view on the community topic. Please select the answer that best fits your opinion.

1. The most important consideration for Tega Cay development regulations for the future should be....

	Individual Land Owners' Desires ONLY	Mostly Land Owners' Desires	Balance of Land Owners' Desires and Community's Best Interests	Mostly the Community's Best Interests	The Community's Best Interests ONLY
Key Consideration	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

2. Tega Cay should grow in the next ten years by encouraging....

	Strategic Growth ONLY	Mostly Strategic Growth	Balanced Approach	Mostly No Growth	No Growth
Growth Consideration	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

3. The best way for Tega Cay to develop is through....

	New Construction ONLY	Mostly New Construction	Balanced Approach	Mostly Redevelopment/ Reuse/ Preservation	Redevelopment/ Reuse/ Preservation ONLY
Key Development Method	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

4. Tega Cay should plan for....

	Existing residents and businesses ONLY	Mostly existing residents and businesses	Both existing and future residents and businesses	Mostly future residents and businesses	Future residents and businesses ONLY
Key Consideration	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

5. Development in Tega Cay should be guided by....

	Minimal Regulation ONLY	Mostly Minimal Regulation	Balanced Approach	Mostly Strict Regulation	Strict Regulation ONLY
Development Enforcement	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

6. New residential development should take place primarily on....

	Mixed-Use Developments ONLY (i.e. Baxter, etc.)	Mostly Mixed-Use Developments	Both	Mostly Residential Only Developments	Residential ONLY Developments
Type Consideration	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>



Tega Cay Comprehensive Plan - Community Survey

7. New development in Tega Cay should....

	Let Developers choose what amenities ALWAYS	Mostly let Developers choose what amenities	Balanced Approach	Mostly require pedestrian sidewalks, trails and other amenities	Require pedestrian sidewalks, trails and other amenities ALWAYS
Amenities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

8. New streets in Tega Cay should focus on....

	Bike and pedestrian friendly ONLY	Mostly bike and pedestrian friendly	Balanced Approach	Mostly traffic flow	Traffic flow ONLY
Key Consideration	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>



Tega Cay Comprehensive Plan - Community Survey

Section 2 of 3

Answer each question by selecting the options that best fits your opinion. You may select multiple options.

9. Does Tega Cay have sufficient recreational facilities?

- Facilities are GREAT
- Facilities are OK
- Facilities are LACKING

10. What recreational facilities are missing or need improvement? [check all that apply]

- Trails and pathways
- Active recreation - sports fields, playgrounds, etc.
- Passive recreation - open space, picnic areas, etc.
- Natural areas - wooded areas, creek-side trails, public fishing areas, etc.
- Neighborhood parks (up to 5 acres)
- Community parks (10 to 80 acres)

Other (please specify)



Tega Cay Comprehensive Plan - Community Survey

11. Which natural features should be protected from development? [check all that apply]

- Natural features SHOULD NOT be protected from development
- Agricultural land
- Floodplains
- Wooded areas
- Creeks and waterways
- Views of hilly topography

Other (please specify)

12. If residential property taxes are needed to increase to fund community improvements, what would you and your family support? [check all that apply]

- Never support increased taxes
- Roadway improvements
- Sidewalks/trails/bicycle lanes
- Utility expansions (could increase user fees)
- More community parks and recreation sites
- School district maintenance or enhancement
- More enforcement for regulation violators (signage, property upkeep, etc.)
- Senior services

Other (please specify)



Tega Cay Comprehensive Plan - Community Survey

Section 3 of 3

13. Which community best describes where you live?

- Historic Tega Cay
- Lake Ridge
- Lakeshore
- River Lakes
- Serenity Point
- Stone Crest
- Live outside Tega Cay

Other (please specify)

14. If you are a resident, how long have you lived in Tega Cay?

	1 - 5 years	6 - 10 years	11 - 20 years	20 years plus	Lifelong resident
Years	<input type="radio"/>				

15. Please select your age category.

	19 and under	20 - 29	30 - 44	45 - 54	55 - 64	65 - 74	75 and over
Range	<input type="radio"/>						

16. What is your household size?

	1	2	3	4	5 or more
Number of Persons	<input type="radio"/>				



Tega Cay Comprehensive Plan - Community Survey

17. General Comments Section. Please feel free to share additional thoughts, suggestions, concerns and questions that you have regarding the Tega Cay Comprehensive Plan 2015-2025.

18. If you would like to receive additional information related to the Tega Cay Comprehensive Plan, please provide your contact information.

Name:	<input type="text"/>
Address:	<input type="text"/>
Address 2:	<input type="text"/>
City/Town:	<input type="text"/>
State:	<input type="text"/>
ZIP:	<input type="text"/>
Email Address:	<input type="text"/>
Phone Number:	<input type="text"/>

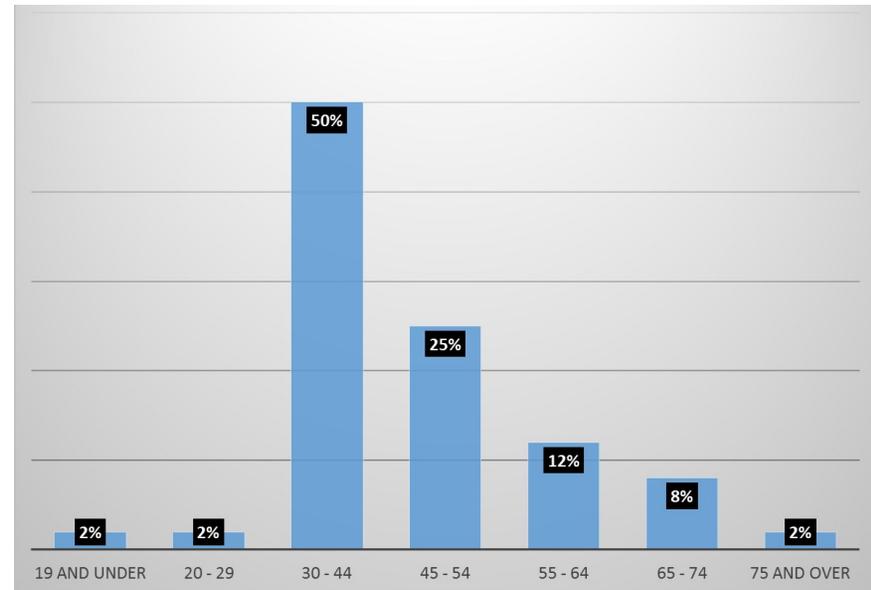
You have reached the end of the survey. Thank you for your time and assistance! The Tega Cay Comprehensive Plan project wants to ensure that the vision and goals of the plan adequately reflect local community values.



Table 28—Comprehensive Plan Community Survey Outreach

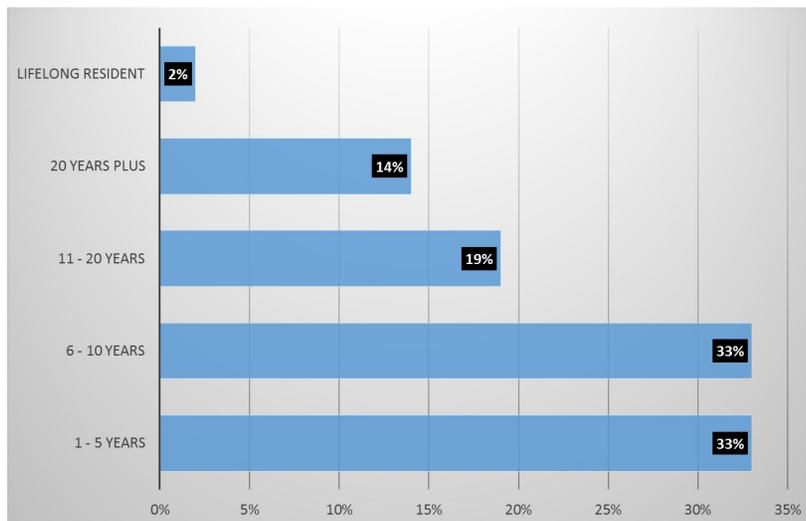
2014 Date	Type of Community Outreach
May 29nd	Community Press Release
June 3rd	WRHI, Radio Interview
June 20th	CN2, Television Interview
July 2nd	Fort Mill Times, Newspaper Interview
Spring	City Facebook Page
Spring	City Community Electronic Sign
Spring and Summer	City, High School and Council of Governments Websites
Spring and Summer	City Monthly Newsletter

Figure 44—Age Range



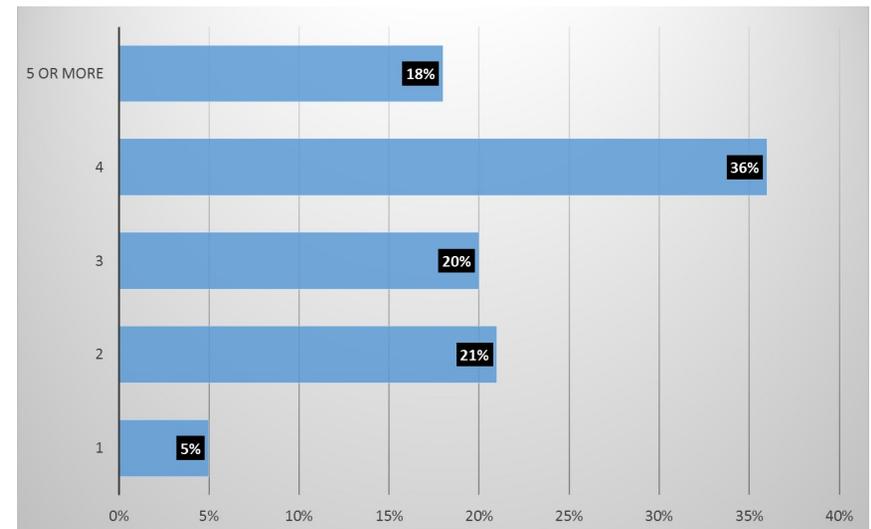
Source: Community Survey, 2014

Figure 43—Length of Residency



Source: Community Survey, 2014

Figure 45—Household Size



Source: Community Survey, 2014



Appendix K

Focus Group Input

Community Facilities, Cultural Resources and Natural Resources

What community facilities do you think will be necessary as we continue to grow in population and where should they be located, i.e. police dept., fire stations, recreation and community centers?

- Fire station – new area of Tega Cay (Lake Ridge, Stonecrest, close to Catawba Park, Walmart) (noted 8 times)
- Satellite (substation) police department (noted 4 times)
- Recreation facility with indoor capacity (noted 4 times)
- Catawba park (noted 3 times)
- Recreation/Community Center (noted 2 times) – Lake Ridge
- Upscale restaurants
- Bike paths
- Art Center
- Yoga Studio
- Medic bay in new area near Walmart (noted with new FD and P substation)

- Community area with farmers market
- Tennis and other sports complex for tournaments
- Golf cart and bikes
- Public works, fire and police departments
- Parks outside TC proper
- Water tower?
- Parks and recreation facilities
- Hotel
- Multi sports complex
- Water (Lake or river) recreation opportunities
- Larger Dog Park located at Catawba Park

What kind of cultural or entertainment facilities are currently deficient and where should they be located, i.e. movie theaters, performance facilities?

- Movie Theater (noted 4 times)
- Amphitheater (noted 3 times)
- Concert Hall/Performing Arts Center (noted 2 times)
- Dog park (noted 2 times)
- Entertainment district needed (noted 2 times), ability to walk, location Stonecrest?
- Fruit and vegetable markets

- Upscale gourmet markets
- Community area with farmers market
- Swim center opened May 1 – October 1
- Bathrooms
- Is there really room for these?
- Catawba Park – Stonecrest
- Skate park/disc golf
- Good outdoor space
- Parks
- Tie into York Tech, Winthrop to bring educational closer
- Arts programming
- Recreation center, ballpark and field, soccer, etc.

How do our changing demographics (aging population, work-at-home professionals, ethnic diversity) affect our need for new facilities?

- School/daycare needs due to population
- Growth that will be coming/business growth
- Maintained hiking paths, public restrooms
- Gourmet markets/bakeries
- Professionals – stop and shop – Fresh Market (Papa Joes – Rochester MI “Gormetrion”)
- No more auto repairs or tire shops



- Recreation facility needed for all ages but would provide for middle school/high school that don't have opportunities.
- Rent meeting space or conference space
- We draw from the community area and may need to adjust as time passes
- New families have created a larger need for recreation facilities
- 2 story facility for renting space for conferences and office space while downstairs could be shops/small businesses.
- Not sure but there is a need – part of the study.
- Meeting space
- Durable goods store
- Day care
- Need small business for work from home
- Wellmore
- Business center

How should we protect our natural assets, i.e. adoption of lake and stream buffer ordinances?

- Ensure green space needs/requirements are maintained as we grow
- Ensure streams/wetland areas are preserved/protected during and after development.
- Upkeep

- Signage
- Crosswalk markings for safety
- More regulations
- Promote community gardens
- Maintain existing natural attributes
- We have a lot already always need more.
- Updating ordinances
- Additional staff for upkeep
- Limit the building allowed around the lake
- Water buffers
- Major road buffers
- Protect large forest areas from clear cutting
- Park rangers

Economic Development, Housing and Transportation Focus Group

What kind of economic drivers do you think are appropriate for Tega Cay, i.e. professional/technical resource centers, class A office, retail?

- Hotel (noted 3 times)
- Entertainment/theaters (noted 3 times)
- Entertainment/regional attractions (noted 2 times)
- Health care (noted 2 times)

- Family/community oriented development – retail, restaurants, and activity-based services.
- Not large shopping/restaurant centers but mixed-use – walkable.
- Lake, roof tops, education and health care, wine bars, entertainment, art, music, doggie day care.
- Professional/technical, etc. – within land use and space availability
- Need commercial and retail, need all.
- Roof tops generate commercial growth.
- Focus on brand name restaurants, stores etc. (contact Economic Dev Crop by Clemson)
- Reach out for placement in our area, based on rapid roof top growth
- Amenities, parks and activities; technical services, doctor offices.
- Dining
- Water access/golf/spa
- Shared spaces, incubator business
- Professional/medical
- Office – technology/financial
- Retail – live/work
- Create a “destination” – walkability



- Professional office/medical/technical
- Retail
- Restaurants
- Mix of commercial development is important with a focus on retail/office
- Medical, commercial and retail to serve I-77 corridor
- Think of walkability and density as an economic driver
- Recreation/sports tourism
- Art Culture
- Mixed-use development higher density
- Tax generation
- Multifamily/retail/commercial
- Education cultural center
- Designation/local amenities
- Healthcare network to UC/Hospitals (game changer)Professional service base/Corporate – quality of life/amenities, diversity of services
- Town center
- Chamber/Economic
- Walkability
- Technology
- Professional and technical resources are

important considering the Wellmore project as well as the new Hospital

- Medical space is important – possible medical “technical” office

Should there be diversity in housing choices and if so what is meant by diversity, i.e. scale of single-family dwellings, apartments, live/work spaces?

- Town center (noted 4 times), by water (noted once)
- Live/work spaces (noted 2 times) are great. A lot of people are currently working out of their home. But we need to enhance that effort – zoning issues, etc.
- Mixed-use (noted 2 times)
- Mixed income, mixed family, mixed age.
- Yes
- Not too high rise apartments over retail, few stories outdoor patio.
- Absolutely – brings in all income, stimulates upgrade sales.
- All values of homes – add balance for tax assessment.
- We have to stay focused on what would benefit the cities environment for all, our personal opinions might conflict with that.
- Focus on community longevity versus temporary/transitional

- Urban living
- Patio homes
- Apartments
- Yes. Mixed-use areas need a diversity in housing types (apartments, townhomes, live/work units)
- Apartments do not need to be dense apartment complexes.
- Riverwalk in Rock Hill as a model.
- Affordable
- Mixed income – service businesses
- Single family/multifamily/rental and ownership
- Mixed age
- Price
- Size
- Create environment to move up
- Would love more diverse housing
- Tega Cay is not just a retirement community
- We need affordable housing for younger generations to be able to live work and play in the Tega Cay community.



What regional impacts are there that would affect economic development, housing and transportation, i.e. proximity to Charlotte employment centers, perception of school quality, mass transit opportunities?

- Hospital (noted 5 times), activities – tie into thread trail, traffic intersection improvements, greenscaping
- Outlet malls (noted 3 times) going on I 60/485
- I-77 Corridor (noted 2 times)
- CLT Airport (noted 2 times) to intermodal facility.
- In discussion with City Manager for Fort Mill, he mentioned we are trying to accomplish a mass transit system which we should join effort.
- Obviously Wellmore advertising a possible 230 + job starts at 36K and up is very attractive for our housing and commercial work.
- Tie into Thread Trail to Charlotte
- Traffic control and abatement
- Charlotte Google Site
- Gold Hill/I-77 Interchange
- SC Hwy I 60/I-77 Interchange development
- Cato/Wellmore
- Urgent care center
- Light rail – Fort Mill/Rock Hill

- Hubert Graham Connector
- Perception of school quality – great
- Winthrop University/York Tech
- Regional Trails
- Traffic – the proximity to Charlotte is a driving factor for economic development
- Handling traffic better
- Knights Stadium redevelopment

What transportation choices and improvements do you think will assist in increasing economic development opportunities and housing diversity, i.e. public transit, new I-77 connector roads, intersection improvements?

- Working with other jurisdictions.
- Obviously we need to open the I 60 – Goldhill Intersection – Hubert Graham Pkwy and a connector to Zoar Road would help navigate traffic away from that intersection.
- Intersection improvements
- Streets with planted medians/greenscaping
- Intersection improvements and roadway design
- Complete streets - bike improvements/lanes
- Gateway to Tega Cay at SC I 60 and Gold Hill
- Signage
- Traffic issues

- Light Rail
- Fort Mill Southern Bypass
- Size
- Create environment to move up
- Would love more diverse housing
- Tega Cay is not just a retirement community
- We need affordable housing for younger generations to be able to live work and play in the Tega Cay community.
- Traffic control and abatement
- Charlotte Google Site
- Gold Hill/I-77 Interchange
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- Urgent care center
- Light rail – Fort Mill/Rock Hill
- Hubert Graham Connector
- Perception of school quality – great
- Winthrop University/York Tech
- Regional Trails
- The proximity to Charlotte is a driving factor for economic development
- Handling traffic better



Land Use, Population and Priority Investment Focus Group

Should land uses abutting (but not within municipal boundaries) be planned in coordination with adjacent jurisdictions, i.e. York County, to ensure compatibility in density, use, function, and design?

- Absolutely, particularly in respect to traffic.
- Density consistency with respect to shopping and growth.
- More established areas of business.
- Yes.
- Yes, be that Tega Cay is a smaller community we could benefit from sharing resources, extend the dollar.
- Smart planning, synergy.
- Yes. Compatible functions and aesthetics is important in maintaining community quality, connectivity, and value.
- A must it is our surroundings.
- Yes. Adjoining property may be similarly zoned or have a unique feature that could benefit both entities - Tega Cay – York County, etc.

If so, what methods should be instituted to accomplish this coordination, i.e. adoption of similar design standards?

- Zoning consistent with growth.
- York County coordination.
- Services, Fire to Walmart area.
- Smart Growth – but it seems we have some discussion left as to what this means.
- Delegate to attend York County and Fort Mill Council meetings.
- Invite Fort Mill and York County to coordinated long term planning meetings.
- Use developers as a medium to coordinate large projects.
- Similar design standards, community function, continuity of connectivity. Adjacent land uses don't need to be identical, but should be compatible and transition appropriate.
- Annexation
- Extra Territorial Jurisdiction
- Joint efforts with neighboring municipalities.
- Joint planning efforts, zoning and marketed together to end users/developers.

How do you see this coordination effort being instituted, i.e. joint discussions between the Councils, Managers?

- Joint Council Meetings/Manager Workshops
- Communication of Zoning Changes
- Presentation of long-term plan with discussion, primarily with County upon completion of the comp plan.
- By reaching out politically.
- Yes, planning commissions, zoning, uses, etc.

Should these areas of coordination be a priority investment area?

- Yes. Allows for coordination of shared costs, more bang for the buck.
- Investing in these areas will, in some cases, allow for more interest and desire for annexation of new areas in the vicinity.
- Yes.
- Infrastructure must be available to sell land.



Appendix L

Definitions

Adaptive reuse: The renovation and reuse of pre-existing structures which have outlived their uses for new purposes.

Architecture: The art and science of constructing a building.

By Right: Refers to uses requiring a permit with no public hearing required.

Civic Space: A building or lot designated for occupancy or use by the public that is of recreational, cultural, historic, or educational interest.

Complete Streets: A transportation policy and design approach that requires streets to be planned, designed, operated, and maintained to enable safe, convenient and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation. Complete Streets allow for safe travel by those walking, bicycling, driving automobiles, riding public transportation, or delivering goods.

Comprehensive Plan: A long-range plan intended to guide the growth and development of a community or region for a set period of time and which typically includes inventory

and analytic sections leading to recommendations for the community's land use, future economic

development, housing, recreation and open space, transportation, community facilities and community design, all related to the community's goals and objectives for these elements.*

Cultural Resources: The beliefs, art and institutions that help shape and define the character of an area's population. Historic buildings and structures, unique commercial and residential areas, natural and scenic resources, archeological sites, as well as educational, religious and entertainment areas shape the community and its people.

Density: The number of families, individuals, dwelling units, households or housing structures per unit of land. Typically, density is expressed as dwelling units per acre (DUA).*

Development: Any man-made change to improved or unimproved real estate, including, but not limited to, buildings or other structures; any change in use in land or increase in the number of dwelling units.

Double Crossover Diamond Interchange: A relatively new interchange concept that is very efficient at processing heavy left turn movements—such as those occurring from eastbound Gold Hill Road to I-77 north. The interchange is characterized by a traffic “crossover” that flips the travel lanes to make left turns as simple as right turns.

Fresh Farm Market: An establishment engaged in the retail sale of fresh fruits and vegetables.

Gateway: A major entrance or point of access into a neighborhood, district, community or region.*

Greenway: (1) A linear open space established

along either a natural corridor, such as a riverfront, stream valley or ridgeline, or over land along a railroad right-of-way converted to recreational use, a canal, a scenic road or other route; (2) any natural or landscaped course for pedestrian or bicycle passage; (3) an open space connector linking parks, natural reserves, cultural features or historic sites with each other and with populated areas; (4) locally, certain strip or linear parks designated as parkway or greenbelt.*

Green Building: A structure that is designed to utilize LEED (Leadership in Energy & Environmental Design) certification standards to improve sustainability and performance throughout the life cycle of the building.

Growth: The rate, amount, location, timing and type of development.

*Smart Growth: Policies, legislation, regulations, procedures and strategies that attempt to achieve more compact, efficient, mixed-use development, tied to existing infrastructure and facilities by using techniques such as Transfer of Development Rights, Growth Boundaries, targeted Public and Private Investments, Impact Fees, Open Space and Farmland Preservation, and Flexible Zoning and Subdivision Regulations within established parameters.**



Infrastructure: The basic physical and organizational structure needed for the operation of a society or enterprise or the services and facilities necessary for an economy to function. It can be generally defined as the set of interconnected structural elements that provide a framework supporting an entire structure of development.

Infill: The rededication of land in an urban environment, usually on vacant parcels that have no existing activity, to new construction and land uses.

Land Use: A description of how land is occupied or used.*

Commercial: land where activity involving the sale of goods (retail) or services is carried out for profit.

Industrial: Any parcel of land containing an industrial use as defined by ordinance or any building containing such uses.

*Mixed-Use: The development of a neighborhood, tract of land, building or structure with a variety of complementary and integrated uses, such as but not limited to, residential, office, manufacturing, retail, public and recreation, in a compact urban form.**

Multi-Family: A dwelling designed for or occupied by three or more persons or families with separate housekeeping, sanitation, cooking and eating facilities for each.

*Open Space: Any parcel or area of land or water, essentially unimproved and set aside, dedicated, designated or reserved for public or private use or enjoyment or for the use and enjoyment of owners, occupants and their guests.**

*Single-Family: a building containing one dwelling unit that is not attached to any other dwelling by any means and is surrounded by open space or yard.**

Node: An area of activity, residential, shopping, employment or services destination.

Planning Area: For the Tega Cay Comprehensive Plan, the planning area is defined as that area north of the Catawba River extending to the North Carolina (NC) border and west of Highway 21 and extending westward to the NC border.

Professional Office: An establishment used for the conducting of the affairs of a profession or industry.

Redevelopment: The rehabilitation of city areas by renovating or replacing dilapidated buildings with new housing, public buildings, parks, roadways, industrial areas, etc., often in accordance with comprehensive plans.

RFATS: The Rock Hill – Fort Mill Area Transportation Study is a commission created in the early 1960s to administer federal transportation funds in York County. The board is comprised of locally elected officials representing Rock Hill, Fort Mill, Tega Cay and York County; a member of the South Carolina General Assembly; a representative of the South Carolina Department of Transportation; and a representative of the Catawba Indian Nation. The Pennies for Progress road improvement program is administered by RFATS.

Soil Complex: A soil complex consists of two or more soils or miscellaneous areas in such an intricate

pattern or in such small areas that they cannot be shown separately on the maps. The pattern and proportion of the soils or miscellaneous areas are somewhat similar in all areas. Alpha-Beta complex, 0 to 6 percent slopes, is an example.

Soil Map Units: The map units delineated on the detailed soil maps in a soil survey represent the soils or miscellaneous areas in the survey area. The map unit descriptions, along with the maps, can be used to determine the composition and properties of a unit. A map unit delineation on a soil map represents an area dominated by one or more major kinds of soil or miscellaneous areas. A map unit is identified and named according to the taxonomic classification of the dominant soils. Within a taxonomic class there are precisely defined limits for the properties of the soils. On the landscape, however, the soils are natural phenomena, and they have the characteristic variability of all natural phenomena. Thus, the range of some observed properties may extend beyond the limits defined for a taxonomic class.

Stakeholders: Individuals or groups having a stake in the process or changes that are the result of the implementation of the Comprehensive Plan.

Sustainability: A state of organization that ensures, without discontinuity, an opportunity for evolution.

Sustainable Development: Development that meets the needs of the present without compromising the ability of future generations to meet their own needs. This requires the reconciliation of the “three pillars”, environmental, social and economic demands.



Transportation: a system of moving people, goods, and services throughout an area.

Road Network: The overall framework for transportation mobility as it specifically relates to roads and their hierarchy or principal arterial, minor arterial, collector streets and local streets. The road network provides access and allows for the movement of people, goods and services through an area. It also includes opportunities for alternative modes of transportation such as bicycle lanes and pedestrian pathways.

Principal Arterial: a system of streets and highways designed to carry the major portion of trips entering and leaving an urban area, or intra-area travel between the central business district and outlying residential areas.

Minor Arterial: a street system that interconnects with and augments the principal arterial system and is designed to carry trips of a moderate length.

Collector Street: a street system that provides land access service and traffic circulation within residential neighborhoods, commercial and industrial areas. It serves to collect traffic from local streets and channel it into the arterial system.

Local Street: a street system that serves to provide direct access to abutting land and access to the higher order road systems. It is the lowest level of mobility.

Transit: An alternative mode of transportation other than vehicular, bicycle and pedestrian that has the ability to move people along a fixed route and fixed times. Modes of transit include bus, light rail,

commuter rail, streetcars, trolleys and shuttle services.

Traffic Impact Analysis: A report analyzing anticipated traffic and roadway conditions within and near an applicant’s development.

Walkability: A measure of how friendly an area is to walking. Walkability has many health, environmental, and economic benefits. Factors influencing walkability include the presence or absence and quality of footpaths, sidewalks or other pedestrian rights-of-way, traffic and road conditions, land use patterns, building accessibility, and safety, among others.

Vegetated Swales: Grassed swales are shallow grass-covered hydraulic conveyance channels that help to slow runoff and facilitate infiltration. The suitability of grassed swales depends on land use, soil type, slope, imperviousness of the contributing watershed, and dimensions and slope of the grassed swale system. In general, grassed swales can be used to manage runoff from drainage areas that are less than 4 hectares (10 acres) in size, with slopes no greater than 5 percent. Use of natural, low-lying areas is encouraged and natural drainage courses should be preserved and utilized.

Walking School Bus: A walking school bus is a group of children who walk together to school supervised by adults. Like a school bus, the group picks up children at stops along the way to school. The walk to school is made safer by the presence of trusted adults. The children may also bike to school in a bicycle train supervised by adults.

* Denotes definitions taken from: Moskowitz, Harvey S. and Carl G. Lindbloom, The Latest Illustrated Book of Development Definitions, The Center for Urban Policy Research, Edward J. Bloustein School of Planning and Public Policy at Rutgers, the State University of New Jersey, 2004.



Appendix M—Referencing and Resources

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