



MEMORANDUM

TO: Rock Hill Planning Commission
FROM: Eric S. Hawkins, AICP, Planner III *EH*
RE: Meeting Agenda
DATE: October 26, 2016

The Rock Hill Planning Commission will hold its regularly scheduled monthly meeting Tuesday, November 1, 2016, 7:00 PM, City Hall Council Chambers, 155 Johnston Street. The public hearing portion of the meeting can be viewed online at <http://www.cityofrockhill.com/livestream>. Please feel free to call me at 329.8763 regarding any item on the following agenda. Thank you.

AGENDA

Rock Hill Planning Commission
November 1, 2016

Pledge of Allegiance

1. Approval of minutes of October 4, 2016, meeting.

PUBLIC HEARING ITEMS

2. Hold public hearing and consider a recommendation to City Council on petition M-2016-22 by PBI Performance Products Inc. to rezone approximately 23.4 acres at 2972 Cherry Road from Industrial Development (ID) in York County to Industry Heavy (IH). The subject property is proposed to be annexed into the City of Rock Hill. Tax parcel 663-00-00-080.*

NEW BUSINESS

3. Consideration of a request by Keck & Wood, Inc. for Major Site Plan approval for Rock Hill School District Three Administration Building. (Plan #20160854)**
4. Presentation of the Albright Road/Saluda Road Corridor Study.

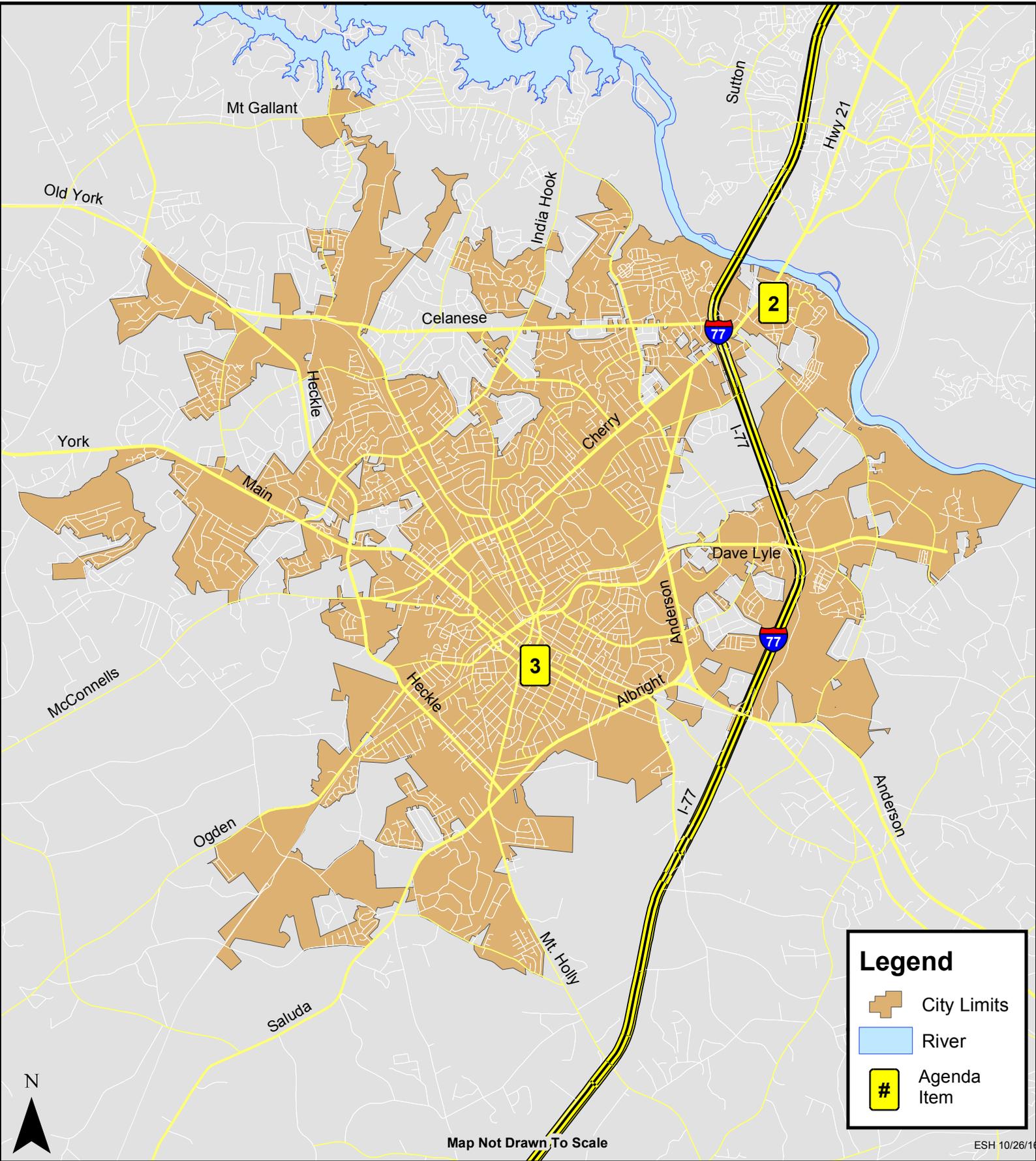
5. Consideration of meeting calendar for 2017 regular Planning Commission meetings.**
6. Other Business.
7. Adjourn.

* The Planning Commission makes a recommendation to City Council on these items. Recommendations made at this meeting are tentatively scheduled for consideration by City Council at their November 28th meeting. City Council agendas are posted on the City website (www.cityofrockhill.com) on the Friday prior to each meeting. Please contact Eric Hawkins at 803.329.8763 or eric.hawkins@cityofrockhill.com with any questions.

** The Planning Commission makes the final decision on these items.

Planning Commission Agenda Items

City of Rock Hill, SC
November 1, 2016
Planning Commission



Planning Commission

City of Rock Hill, South Carolina

October 4, 2016

A regular meeting of the Planning Commission was held Tuesday, October 4, at 7PM in City Council Chambers, City Hall, 155 Johnston Street, Rock Hill, South Carolina.

MEMBERS PRESENT Tom Roper, Randy Graham, Duane Christopher, Georgia Thomas, Justin Smith, Gladys Robinson, Shelly Goodner

STAFF PRESENT Eric Hawkins, Leah Youngblood, Dennis Fields, Bill Meyer, Janice Miller

1. Approval of minutes of the September 6, 2016, meeting.

Mr. Christopher made a motion to approve the minutes from the September 6, 2016, meeting. Mrs. Thomas seconded, and the motion passed unanimously by a vote of 7-0.

PUBLIC HEARING ITEMS

2. Hold public hearing and consider a recommendation to City Council on petition M-2016-20 by City of Rock Hill to rezone approximately 0.7 acres owned by Bernard Glenn at 4181 Pennington Road and adjacent right-of-way from Residential Conservation District I (RC-I) to Single-Family Residential-5 (SF-5). This property is proposed to be annexed into the City of Rock Hill. Tax parcel 546-00-00-056.

Mr. Hawkins presented the staff report.

Mr. Graham presented the motion to recommend approval of the proposed Single-Family Residential-5 (SF-5) zoning. Dr. Robinson seconded, and the motion carried unanimously by a vote of 7-0.

3. Hold public hearing and consider a recommendation to City Council on petition M-2016-21 by Rock Hill School District 3 to rezone approximately 2.0 acres at 370 & 386 E Black Street, 210-232 Orange Street, and 363 Flint Street from Neighborhood Office (NO) and Multi-Family Residential-15 (MF-15) to Downtown (DTWN). Tax parcels 627-17-02-012 through -019.

Mr. Hawkins presented the staff report.

Mr. Roper noted that this action would square up the Downtown zoning district.

Mr. Christopher presented the motion to recommend to City Council the request to rezone the property from Neighborhood Office (NO) and Multi-Family Residential-15 (MF-15) to Downtown (DTWN). Mrs. Thomas seconded, and the motion carried unanimously by a vote of 7-0.

4. Hold public hearing and consider a recommendation to City council on petition T-2016-03 by Rock Hill City Council to amend the Zoning Ordinance affecting Article 4: Use Regulations in relation to visitor accommodation uses.

Ms. Youngblood presented the staff report.

Mr. Roper asked if the new regulations would be complaint driven as well. Ms. Youngblood stated this was correct but that now the regulations would be more enforceable than previously.

Mrs. Thomas asked if there had been many complaints. Ms. Youngblood stated the police department had come to staff to request a process through zoning as there had been instances of people staying in hotels for long periods of time, creating issues for other guests.

Dr. Robinson asked how the process would work. Ms. Youngblood stated enforcement would be through the police department who were able to write zoning violations as well as other violations.

Mr. Roper asked if contractors staying in a hotel for longer than three months would be required to get a letter from their employer. Ms. Youngblood stated this was correct, and the intent of the regulations was

to encourage those having a good reason to stay while those not having a good reason to move along.

Mrs. Thomas asked if enforcement would be difficult. Ms. Youngblood referred to the situation with the Executive Inn of guests staying for 8-10 years, adding that the regulations would help keep this from happening at other locations.

Dr. Robinson presented the motion to approve the text amendments affecting Article 4 as presented by staff. Mr. Smith seconded, and the motion carried unanimously by a vote of 7-0.

NEW BUSINESS

5. Consideration of a request by Joel E. Wood & Associates for Major Site Plan approval for Comfort Inn at 973 Corporate Boulevard (Plan #20160732).

Mr. Roper recused as chair, citing a conflict of interest as he represents the owner in this case. Mr. Graham assumed the duties of the chair.

Mr. Fields presented the staff report.

Mr. Christopher presented the motion to approve the Major Site Plan subject to staff comments. Mrs. Goodner seconded, and the motion carried unanimously by a vote of 6-0 (Roper recused).

Mr. Roper resumed as chair.

6. Consideration of a request by the Greens of Rock Hill related to wall signage on the YMCA building in Riverwalk (998 Riverwalk Parkway).

Ms. Youngblood presented the staff report.

Mr. Christopher asked if each sign would be placed on top at the parapet wall. Ms. Youngblood stated this was proposed, but would be better answered by the applicant.

Mr. Dave Williams, 998 Riverwalk Parkway, applicant, stated the parapet location was what had been agreed upon by signed future tenants. He added that monument signs would be used for future buildings.

Mr. Roper asked if monument signs would be used from this point forward. Mr. Williams stated they would comply with the zoning ordinance, where a single building tenant would be able to have a sign on the building and multiple tenants of one building would be on a monument sign.

Mr. Graham asked for clarification on where the confusion came from. Mr. Williams stated there was a misinterpretation on their part as to entrances.

Mr. Graham asked for further clarification from staff. Ms. Youngblood stated multiple entrances on the exterior of a shopping center was obvious, but multiple office tenants within a single building was not a scenario considered when the sign regulations were developed.

Mr. Graham noted these regulations may need rewriting in order to avoid future confusion. There was further discussion regarding signage in relation to the number of entrances and tenants within a single building. Ms. Youngblood suggested looking at allowing exterior signage in these cases provided they were similar in appearance with neutral colors and styles.

Mr. Smith asked if the request was only for this building. Ms. Youngblood stated this was correct.

Mr. Christopher presented the motion to approve the request related to wall signage on the YMCA building at 998 Riverwalk Parkway, subject to staff comments. Mrs. Thomas seconded, and the motion carried unanimously by a vote of 7-0.

7. Other Business.

a. Presentation of draft meeting schedule for 2017 regular Planning Commission meetings.

Ms. Youngblood presented information regarding the Commission's regular meeting schedule. Mr. Roper noted that meetings held the day after a holiday are not a problem. The Commission noted that the August meeting should be moved to avoid a conflict with National Night Out. The final calendar will be presented at the November meeting for approval.

b. Request to change the Commission's meeting time.

Ms. Youngblood presented information regarding the Commission's regular meeting time, specifically requesting that the Commission look at changing the meeting time to earlier in the evening. There was general discussion over this concept, which will be decided at the November meeting.

c. Annual Christmas Dinner.

There was general discussion regarding the date and location of the annual Christmas dinner. It was decided that as December was a very busy month for everyone, staff will look at making reservations at The Pump House in January.

d. Low Impact Retail.

Mr. Graham brought up a situation where a florist wanted to open at a location in a Neighborhood Office (NO) zoning district. He noted other uses that could locate in that zoning district having a more significant impact than a florist and other low impact uses. He asked for the process to create a new category for low impact businesses. Ms. Youngblood stated a sponsorship request would be necessary. Mr. Roper asked that other businesses be looked at as low impact and do a comprehensive amendment.

8. Adjourn.

There being no further business, the meeting adjourned at 7:50PM.

Staff Report to Planning Commission M-2016-22

Meeting Date: November 1, 2016



Petition by PBI Performance Products Inc. to rezone approximately 23.4 acres at 2972 Cherry Road from Industrial Development (ID) in York County to Industry Heavy (IH).



Reason for Request: The applicant is requesting the annexation and rezoning in order to bring the property into the City.

Staff Recommendation: Staff recommends approval of the proposed Industry Heavy (IH) zoning.

SEE ATTACHED REPORT FOR MORE INFORMATION



Rezoning Analysis-Report to Planning Commission

Meeting Date: November 1, 2016

| | |
|------------------------------|--|
| Location: | 2972 Cherry Road, Tax Map #663-00-00-080. |
| Site Area: | Approximately 23.4 acres. |
| Request: | Annex property into the City and rezone from Industrial Development District (ID) in York County to Industry Heavy (IH). |
| Proposed Development: | None- existing manufacturing plant. |
| Owner/Applicant: | PBI Performance Products Rock Hill, SC |

Site Description

The subject property is the location of the PBI Performance Products plant. It is located on the northeast side of the City and fronts on Cherry Road. Surrounding uses include commercial and undeveloped property in commercial zoning districts.

Development Proposal

The applicant is requesting the annexation and rezoning in order to bring the property into the City. Annexation will result in lower water and sewer bills for the property.

Existing Zoning District Summary

Industrial Development District (ID)- The Industrial Development District (ID) is designed to recognize and protect one of the county's greatest assets - its industry. Too often, it is infringed upon and "boxed in" by incompatible development, and sites with industrial potential lie unprotected from smaller scale uses. This district is designed to improve this situation by protecting certain areas with industrial potential for future industrial use and by buffering industrial uses from incompatible development. In the case of undeveloped property, the purpose of this district is not to usurp the development rights of property owners in anticipation of industrial development, but to allow the continuation of agricultural activity as an interim use; one which does not commit the land to higher intensity use and subsequently negate the prospects of industrial development. Permitted uses include animal hospitals and veterinarian clinics, keeping or raising of animals, agriculture operations, cemeteries, churches, indoor commercial recreation, community centers, equestrian operations, mining operations, outdoor recreation facilities, roadside stands, schools, utilities, manufacturing uses and services, and warehousing establishments.

Proposed Zoning District Summary

Industry Heavy (IH)- The IH District is established and intended to provide lands for heavy industrial uses, including manufacturing, resource extraction, uses that require outdoor stockpiling of raw materials, and other uses whose impacts are so adverse as to require its own district. Commercial uses are allowed, but are considered incidental

to the predominantly industrial nature of the district. Residential uses, other than caretaker dwellings, are not permitted.

Zoning History of the Property and Previous Rezoning Cases in the Area

The property to the east and south was annexed into the City in 2008 as part of the Riverwalk Master Plan and the property to the north was annexed in June of this year as part of the Riverside on the Catawba Master Plan.

INFRASTRUCTURE CONSIDERATIONS

The property is fully developed and the annexation will not result in any new impacts on infrastructure.

RELATIONSHIP TO PUBLIC PLANS

Focus 2020 Comprehensive Plan

The property is located at the edge of the Riverwalk Mixed Use Center Character Area and within the Cherry Road Redevelopment Area. A mix of uses and continued investment is encouraged in these areas.

Conclusion

The proposed zoning is generally consistent with the Focus 2020 Comprehensive Plan.

PUBLIC INVOLVEMENT

Staff hereby certifies that the required public notification actions have been completed as follows:

- October 14: Rezoning notification signs posted on subject property.
- October 14: Rezoning notification postcards sent to 27 property owners within 300' of the subject property.
- October 15: Planning Commission public hearing advertisement published in *The Herald*.

Public Feedback

No comments received to date.

RECOMMENDATIONS

Staff Assessment

Annexation of the subject property will eliminate an enclave area that is contiguous to the City Limits on three sides. The proposed zoning is consistent with the City's Land Use Plan and is compatible with surrounding uses.

Staff Recommendation

Staff recommends approval of the proposed Industry Heavy (IH) zoning.

Attachments

- Annexation Map
- Rezoning Map

To see the applications submitted for this case, go to: www.cityofrockhill.com/PlanInfo.

Staff Contact: Eric S. Hawkins, AICP, Planner III
eric.hawkins@cityofrockhill.com
803-329-8763



ROCK HILL
SOUTH CAROLINA

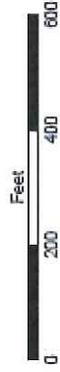
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ANNEXATION MAP
North Cherry Road
Area 15

ANNEXATION TO THE
CITY OF ROCK HILL

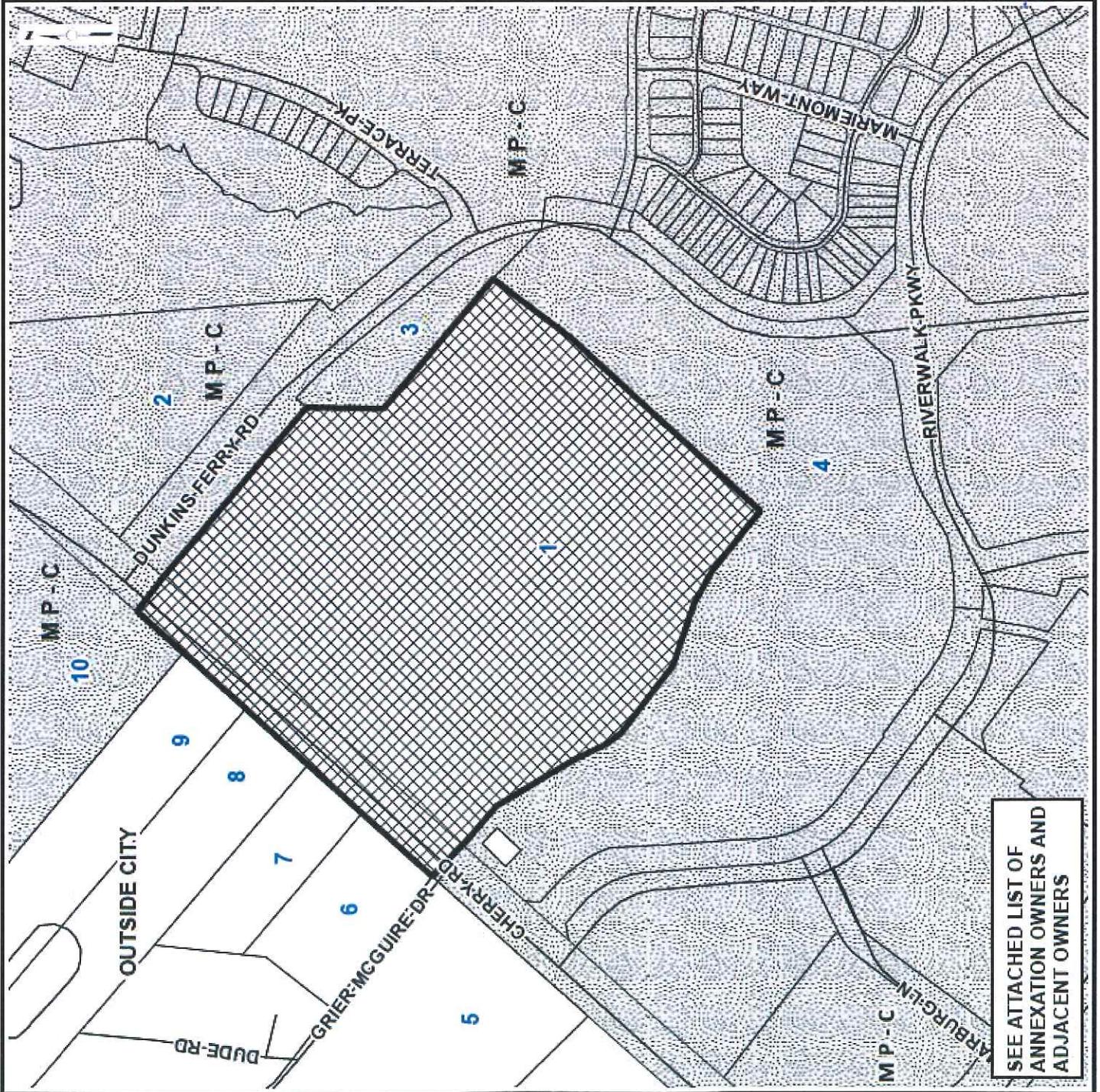


PROPOSED ZONING: IH
WARD: 6
ACREAGE: 23.4



THIS MAP WAS COMPILED FROM PLATS AND
OTHER AVAILABLE INFORMATION.
NO ACTUAL FIELD SURVEY WAS PERFORMED.

Handwritten signature and date:
DATE 01/26/10
CIB ADMINISTRATOR



SEE ATTACHED LIST OF
ANNEXATION OWNERS AND
ADJACENT OWNERS

ANNEXATION PROPERTY OWNER

| Map # | Tax Parcel | Owner Name |
|-------|------------|-----------------------------|
| 1 | 6630000080 | PBI Performace Products INC |

ADJACENT PROPERTY OWNERS

| Map # | Tax Parcel | Owner Name |
|-------|------------|---|
| 2 | 6610000005 | Porter Riverside Development |
| 3 | 6620701122 | The Greens of Rock Hill LLC |
| 4 | 6620701176 | The Greens of Rock Hill LLC |
| 5 | 6600000009 | Perry D McGuire |
| 6 | 6600000008 | The Georgetta B McGuire Trust |
| 7 | 6600000007 | Frank D McGuire Jr Trustee & C/O Betty McGuire Trustee |
| 8 | 6600000010 | The Frank O. McGuire & Eula M. McGuire Family LTD Partnership |
| 9 | 6600000006 | The Frank O. McGuire & Eula M. McGuire Family LTD Partnership |
| 10 | 6610000016 | Porter Riverside Development |

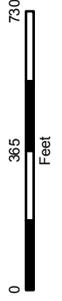
M-2016-22

Legend

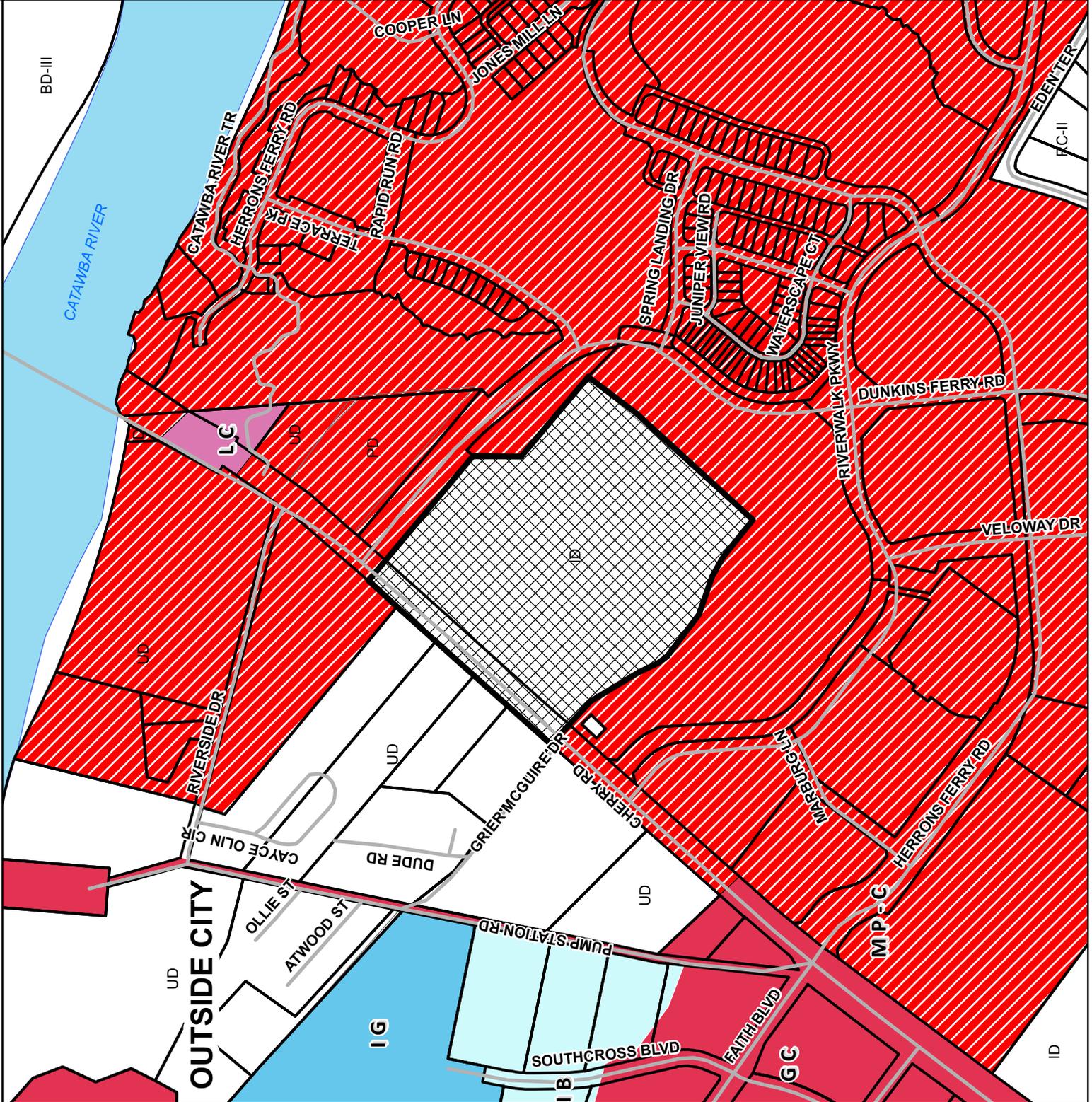
-  Master Planned-Commercial (MP-C)
-  Limited Commercial (LC)
-  General Commercial (GC)
-  Industry Business (IB)
-  Industry General (IG)
-  Subject Properties

Zoning Data
Current:
ID
(York County Zoning)

Proposed:
IH



Development Services
Department
City of Rock Hill
11/01/2016





Planning Commission Staff Report

November 1, 2016 ~ Agenda Item #3

| | |
|-----------------------------|---|
| Project Name: | Rock Hill School District 3 - Administrative Building |
| Plan Type: | Major Site Plan |
| Plan Number: | 20160854 |
| Tax Map Number: | 627-07-01-005 & 627-17-02-012 through 019 |
| Location: | 370, 386 and 410 Black Street, 210, 214, 224, 228, and 230 Orange Street, and 363 Flint Street |
| Owner: | Rock Hill School District #3 PO Box 10072 Rock Hill, SC 29731 |
| Contact: | Keck and Wood Tripp Barrineau (803) 620-1300 |
| Land Use Information | Type: Vacant Land / portion of existing school Current Zoning: NO (Neighborhood Office) MF-15 (Multi-Family 15) OI (Office and Institutional) Proposed Zoning: DTWN (Downtown) Land Area: ~2 acres |
| Proposal | The proposed major site plan would be located on both the southwest and southeast corners of Black Street and Orange Street. The proposed building includes a 33,000 square-foot administrative office building with an associated parking lot. |
| History/Background | <p>This project involves nine parcels on both sides of Orange Street between Black Street and Flint Street. Eight parcels on the west side of Orange Street were old single family home sites, and would be combined as part of the project. The Central Child Development Center is located on the east side of Orange Street. A portion of this building along Orange Street would be demolished to allow for additional off-street parking for the proposed administrative office building.</p> <p>The eight parcels on the west side of Orange Street are in the process of being rezoned from MF-15 and NO to DTWN. The City Council has approved the first reading of the rezoning, and second reading is scheduled for November 14. Staff has added a condition that the Major Site Plan</p> |

approval will be subject to final approval of the rezoning application.

Parking

129 new off-street parking spaces are proposed with the construction of the building, as well as 26 on-street parking spaces. Approximately 107 parking spaces are required.

Streets

The proposed development will be primarily served by Black Street and Orange Street. Orange Street would be reconstructed as part of this project.

Pedestrian Access

A sidewalk connection will be made to both Black and Orange Streets. The applicant will construct public sidewalks along Orange Street, with a pedestrian crossing between the sites.

Landscaping:

The applicant has not submitted a landscape plan showing how they will meet the requirements for landscaping, however they will be required to meet the landscaping requirements in the zoning ordinance.

Special Notes:

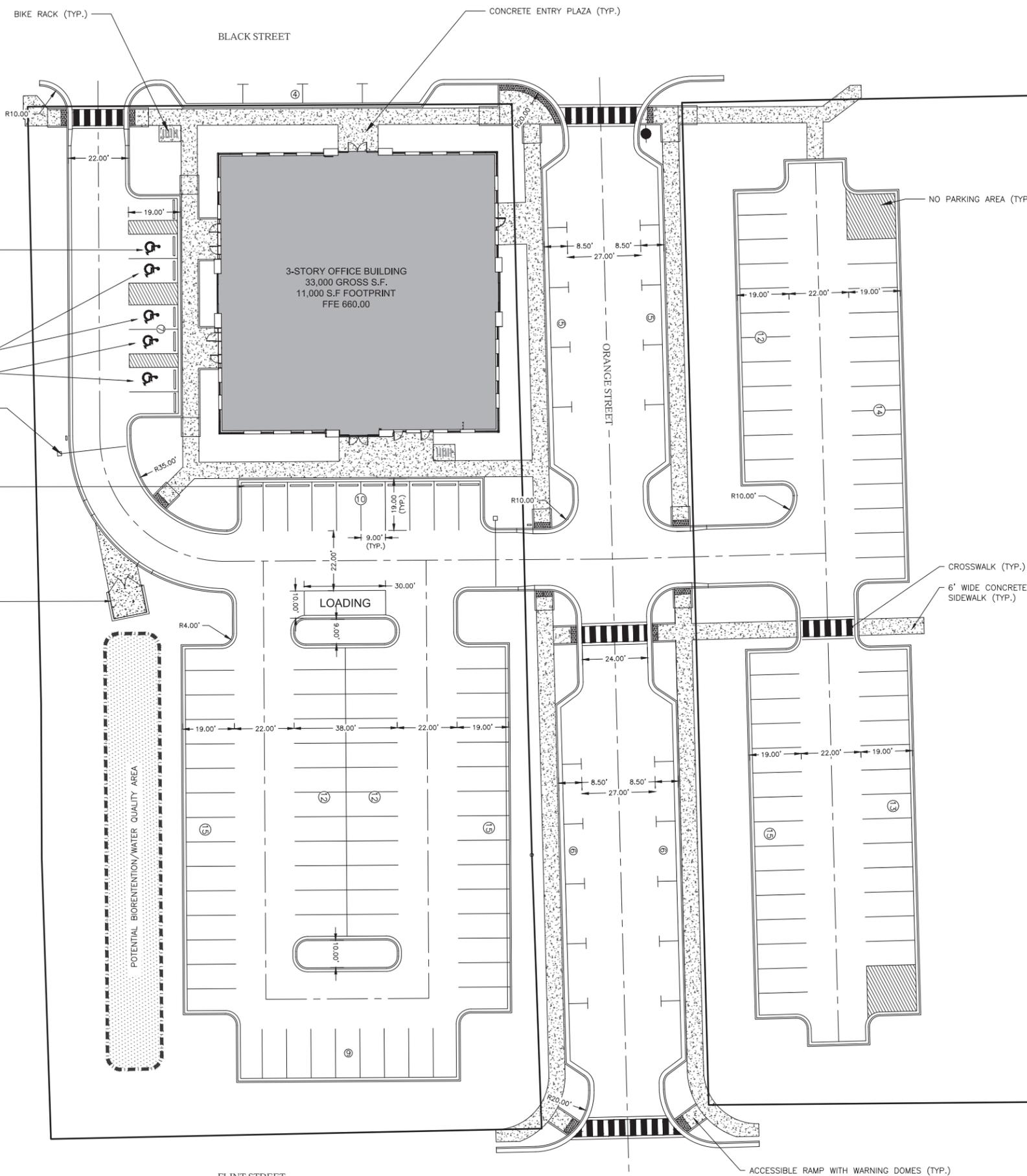
There are outstanding staff comments. While these comments will need to be addressed, they are editorial in nature and are not likely to result in substantial changes to the proposed layout.

Recommendation:

Staff recommends the Planning Commission approve the Major Site Plan subject to staff comments, with the condition that the City Council approves second reading of the rezoning application (Case M-2016-21).

Attachments:

Major Site Plan
Plan Review Comments



| IMPERVIOUS AREAS | | |
|---------------------------------------|--|-----------|
| SURFACE | | AREA |
| PROPOSED ROOF: | | 11,000 SF |
| ONSITE CONCRETE (SIDEWALK & C&G): | | 7,597 SF |
| OFFSITE CONCRETE (SIDEWALK & C&G): | | 7,291 SF |
| ONSITE DRIVES/PARKING (INC LOADING): | | 44,866 SF |
| OFFSITE DRIVES/PARKING (INC LOADING): | | 16,013 SF |
| TOTAL ONSITE IMPERVIOUS AREA: | | 63,463 SF |
| *TOTAL SITE AREA: | | 98,830 SF |
| *PERCENT IMPERVIOUS: | | 64% |

*TOTAL SITE AREA INCLUDES RHSD BUILDING SITE AND CROSS STREET PARKING EASEMENT AREA. OFFSITE IMPERVIOUS AREAS ARE NOT CONSIDERED IN THE PERCENT IMPERVIOUS AMOUNT.

| PARKING SUMMARY | | | |
|---------------------------------|-------------|-----------------|------------|
| | REQUIREMENT | OFFICE BUILDING | |
| | | SF | REQ PRKING |
| OFFICE SPACE | 1 SP/250 SF | 33,250 | 133 |
| TOTALS: | | 33,250 | 133 |
| MINIMUM (BOX - OLDTOWN): | | | 107 |
| PROVIDED OFFSTREET STANDARD SP: | | | 129 |
| PROVIDED OFFSTREET ACC. SP: | | | 5 |
| TOTAL PROVIDED OFFSTREET SP: | | | 134 |
| TOTAL PROVIDED ONSTREET SP: | | | 26 |
| REQ BICYCLE PARKING | 1/10 SP | | 14 |
| PROVIDED BICYCLE PARKING | | | 14 |

- SITE PLAN NOTES:**
- THE PROJECT IS LOCATED WITHIN OLD TOWN.
 - THE PROPOSED BUILDING AND ASSOCIATED PARKING ARE LOCATED ON TAX MAP PARCELS 627-17-02-012 TO 019. THE CROSS STREET PARKING WILL BE CONSTRUCTED ON A PORTION OF TAX MAP PARCEL 627-07-01-005.
 - TAX MAP PARCEL 627-07-01-005 IS CURRENTLY ZONED "OL."
 - TAX MAP PARCELS 627-17-02-012 THROUGH 015 ARE CURRENTLY ZONED "MF-15" AND PARCELS 927-17-02-016 THROUGH 019 ARE CURRENTLY ZONED "NO." THESE PARCELS ARE CURRENTLY IN THE REZONING PROCESS TO BE REZONED "DTWN." THE REZONING CASE NUMBER IS M-2016-21.
 - THE TOTAL AREA OF THIS PROPOSED DEVELOPMENT IS 2.27 AC. THIS INCLUDES THE AREA OF ALL PARCELS LOCATED ON THE BUILDING SITE AS WELL AS THE AREA OF PARKING EASEMENT TO BE LOCATED ACROSS ORANGE STREET.
 - THE PROPOSED BUILDING FOOTPRINT IS 11,000 SF.
 - THE PROPOSED BUILDING IS 3 STORES.
 - NO PORTION OF THIS LOT IS WITHIN THE 100-YEAR FLOODPLAIN PER FEMA FIRM MAP 45091C0317E.
 - LANDSCAPING SHALL MEET THE REQUIREMENTS OF THE CURRENT RH20.
 - THIS DEVELOPMENT IS EXEMPT FROM OPEN SPACE STANDARDS IN ACCORDANCE WITH RH20 6-600(B)(2).
 - THIS DEVELOPMENT IS EXEMPT FROM TREE RETENTION STANDARDS IN ACCORDANCE WITH RH20 6-200(B)(3)(G).
 - SETBACKS: NONE REQUIRED IN DTWN DISTRICT.

Keck & Wood, Inc.
215 HAMPTON STREET
SUITE 100
ROCK HILL, SC 29730
Phone: (803) 620-1300
Fax: (803) 526-7328
www.keckwood.com



| NO. | DATE | REVISION |
|-----|------|----------|
| 1 | | |

Rock Hill School District
Orange Street Property
Rock Hill, South Carolina

Site Plan

PRELIMINARY
NOT FOR CONSTRUCTION

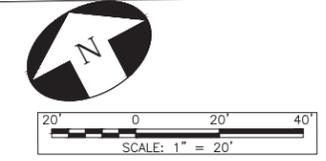
Project Manager:
Stephen D. Wallace, PE

Drawn By: CEB Checked By: SDW

Date: 10-14-2016
Scale: As Shown

Project No.:
166252

Drawing No.:
C.2.0



This drawing and the design shown are the property of Keck & Wood, Inc. The reproduction, copying or other use of this drawing without written consent is prohibited and any infringement will be subject to legal action.

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Review of: Major Site Plan
Status: Not Approved
Project: RHSD3 New District Office
Plan # 20160854

Review Comments

Inspections: Not approved

- 1) Please review the following excerpt from the 2015 SC/IBC, it appears that the project will require two additional Accessible Parking Spaces.
1106.4. Where more than one parking facility is provided on a site, the number of parking spaces required to be accessible shall be calculated separately for each parking facility.
- 2) Details consisting of but not limited to Fire apparatus access, Fire hydrant and Fire Department Connection type and location, accessibility, Knox Box location, first floor elevation relative to the rim elevation of the next upstream manhole in the public sewer, Grease/Oil interceptor type and location and other pretreatment requirements, basic building code compliance items that surface prior to building plan submission etc. will be reviewed at the Civil Plan review phase.

Zoning: Not approved

- 1) This item requires review by the Planning Commission since it is larger than 20,000 square feet. The item has been scheduled for the November 1, 2016 Planning Commission meeting.

Infrastructure-Roadway: Conditional

- 1) Sidewalks adjacent to the road that fall outside of the ROW must be within sidewalk easements.
- 2) A recombination plat must be provided to combine all of the properties into one.
- 3) Provide a typical section for Orange Street. Public streets require an extension agreement and warranty period.

Infrastructure-Water & Sewer: Conditional

- 1) Pull the irrigation meter and domestic meter off of the fire line so as to minimize the number of taps made to the water main.

Infrastructure-Stormwater: **Pending comments** – Staff will provide any updated comments at meeting.

- 1) Provide a preliminary grading concept. Does adequate vertical exist to implement the underground detention concept?
- 2) Ensure drainage is not trapped within the on-street parking shown at Black Street.
- 3) Orange Street is going to need inlets at the low points of the on-street parking. This would give a public system for the east parking area to tie into. Being that the existing system in Flint is too small to tie into, all of these systems can be integrated to run through the detention area with associated 20' storm drain easements. Under this scenario, all of the existing paving within Orange Street can be modeled as pre-development conditions as well as the existing building to be demolished. It appears that there can be some economy of pipe by having two separate systems north of the parking entrance off of Orange and another one at the intersection of Orange/Flint.
- 4) Water quality must be provided in addition to detention.

Infrastructure-Landscape: Conditional

- 1) Awaiting a landscape plan.

Utilities - Electrical: Not approved

- 1) Adjust site to provide a 10' Utility Easement that is required along all road frontage.
- 2) Submit proposed transformer location. Transformer must be on level ground 10' from any above ground structure, 5' from any below ground structure, within 10' of paved access point, and 5' behind curbing or have protective bollards installed as needed.

Albright Road & Saluda Road Corridor Study



Prepared by:

Planning and Development Department
November 1, 2016 DRAFT

Acknowledgements

City Council Members

A. Douglas Echols, Jr. *Mayor*
Ann Williamson, *Mayor Pro Tem, Ward 5*
Sandra Oborokumo, *Ward 1*
Kathy S. Pender, *Ward 2*
Kevin Sutton, *Ward 3*
John A. Black III, *Ward 4*
James C. Reno, Jr., *Ward 6*

City Management

David Vehaun, City Manager
Jimmy Bagley, Deputy City Manager
Steven Gibson, Deputy City Manager

Plan Prepared by:

Planning and Development Department

Bill Meyer, AICP, Planning and Development Director
Erin Musiol, AICP, Senior Planner
Alex Boyce, Long Range Planner
Austin Rutherford, Long Range Planner

Many thanks to the citizens, neighborhood representatives and residents, property owners, business owners, realtors, and City staff from various departments who provided valuable input to help create this corridor study.

Introduction

The Albright Road/Saluda Road Corridor is one of six redevelopment areas identified in the City's Focus 2020 Comprehensive Plan. It is thought of by most residents as the City's primary southern artery, connecting the southern side of the City with I-77. It is distinct from other major corridors because it has experienced little development pressure and is largely undeveloped.

Development interest has been historically low along the corridor, but the combination of completed and planned road improvements, as well as interest from a major retail corporation, make the area prime for development. Additionally, while the corridor feels more rural in nature than other major corridors, it is just over a mile from downtown. A few investments from the private sector could make this area a viable City destination. Undertaking this corridor study now, ahead of development pressures, provides a framework for when the inevitable interest arises.

The overall framework for the plan is to create a multi-modal corridor that balances meeting the needs of nearby residents with supporting small businesses and entrepreneurs and preserving mobility for commuters. While increasing activity along the corridor is the focus, it should not be achieved at the expense of safety, aesthetics, or quality.

The plan is comprised of the following sections: Introduction, Existing Conditions, Challenges, Solutions & Recommendations, and Implementation. The Introduction provides general information on the study area, the planning process, and plan document. Existing Conditions describes the current trends and conditions along the corridor. Challenges details the key issues facing the corridor including traffic operations, bicycle & pedestrian infrastructure, land use & zoning, and code enforcement. The Solutions & Recommendations discusses planned projects, that once implemented, will address many of the challenges identified as well as ideas for enhancing planned projects and other mechanisms for improving the corridor. Finally, the plan includes an implementation program outlining how to accomplish the recommendations set forth in the plan.

Planning Process

Planning staff began work on the Albright Road/Saluda Road Corridor Study in December 2015. The plan began with an analysis of existing conditions. Staff collected and reviewed available data; performed windshield and walking surveys; and

conducted interviews to understand efforts under way along the corridor, areas of concern, and ideas for the corridor.

Next, staff held two stakeholder meetings in January 2016, one with business owners/property owners/Realtors and one with representatives of neighborhoods adjacent to the study area, to identify problems, issues, and concerns along the corridor as well as to hear ideas for the area.

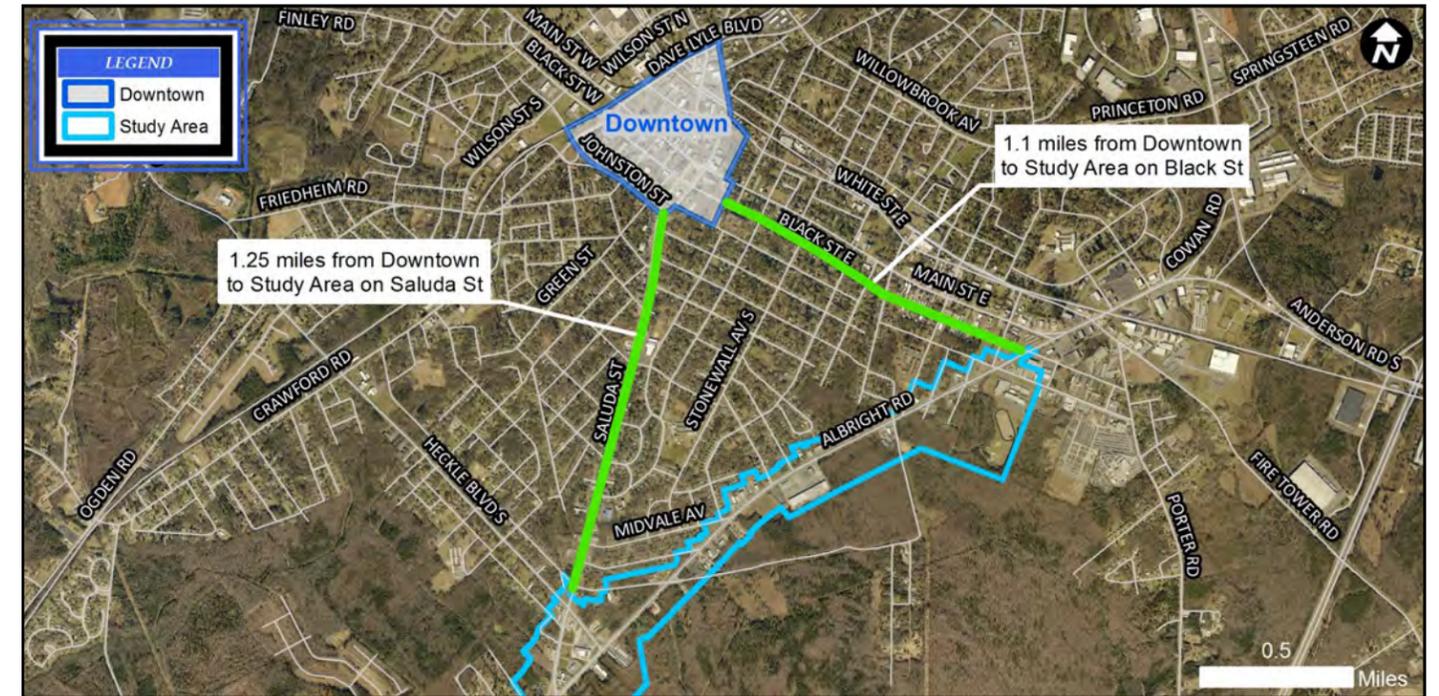
Staff held a public meeting on April 12, 2016, at Saluda Trail Middle School to share what was heard at the stakeholder meetings and to see what other issues and concerns may exist. The City also shared information about the status of the proposed Wal-Mart Supercenter that is planning to locate along the corridor as well as available City programs like the Open for Business Program and the Landscape Incentive Program. Nearly 50 people attended the meeting.

On May 23, 2016, staff held a workshop with City Council to share the results of the public meeting and to present some initial draft recommendations.

Staff spent the next few months learning the details of projects planned for the corridor and fleshing out the plan recommendations.

On September 29, 2016, staff held a second public meeting at South Pointe High School to summarize all of the challenges facing the corridor and to share the draft plan recommendations. About 30 people attended the meeting.

Staff spent October refining the plan recommendations and drafting the plan document. Staff presented the draft plan to the Planning Commission for review and comment at its November 1st meeting. Staff then presented the draft plan to City Council for review and comment at a November 28, 2016 workshop. Finally, the plan was presented to City Council for approval at its December meeting.



The corridor is just over a mile from downtown.



More than 50 attendees provided input on challenges facing the corridor at the first public meeting.



Residents discussing desired future land use at the first public meeting.

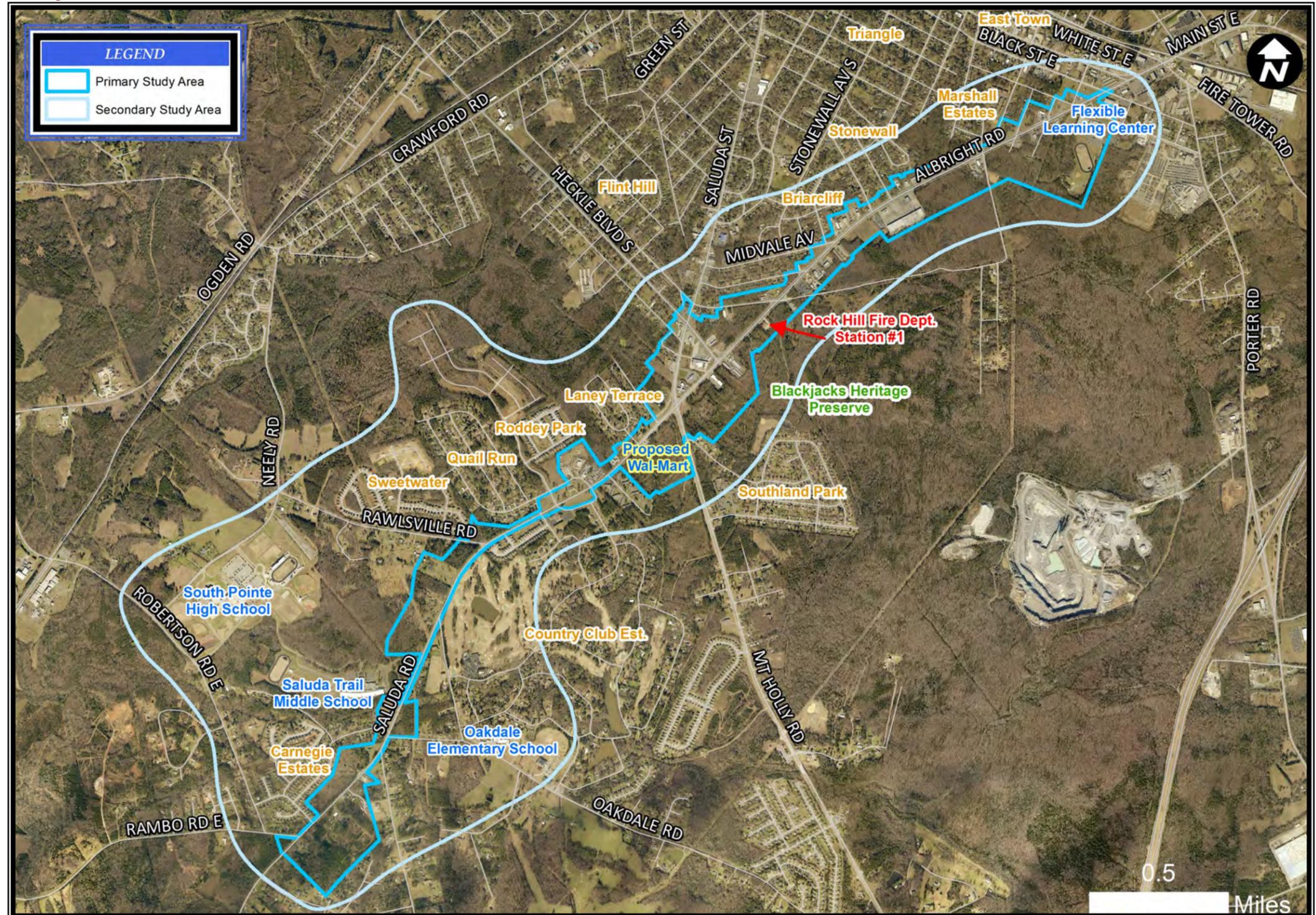
Study Area

The study area includes an approximately four-mile stretch of roadway between the intersection of Black Street and Albright Road and the intersection of Saluda Road and Rambo Road. In total, the study area includes 327 parcels totaling 467 acres. These parcels contain about 875,000 square feet of building square footage in approximately 300 buildings.

The road changes names three times throughout the study area. Between Black Street and Mt. Holly Road/Saluda Street, the road is known as Albright Road. Between Mt. Holly Road/Saluda Street and John T. Roddey Circle/Country Club Drive, the road is officially called Saluda Street. The remaining portion of the roadway to the south is Saluda Road.

While the study area is primarily focused on properties within this defined formal area, it was sometimes appropriate to consider a larger study area to account for several new phases of residential development underway just off the corridor as well as Rock Hill District Three's three Science, Technology, Engineering, Arts, and Math (STEAM) schools of choice concentrated at the western end of the study area.

Study Area



Existing Conditions

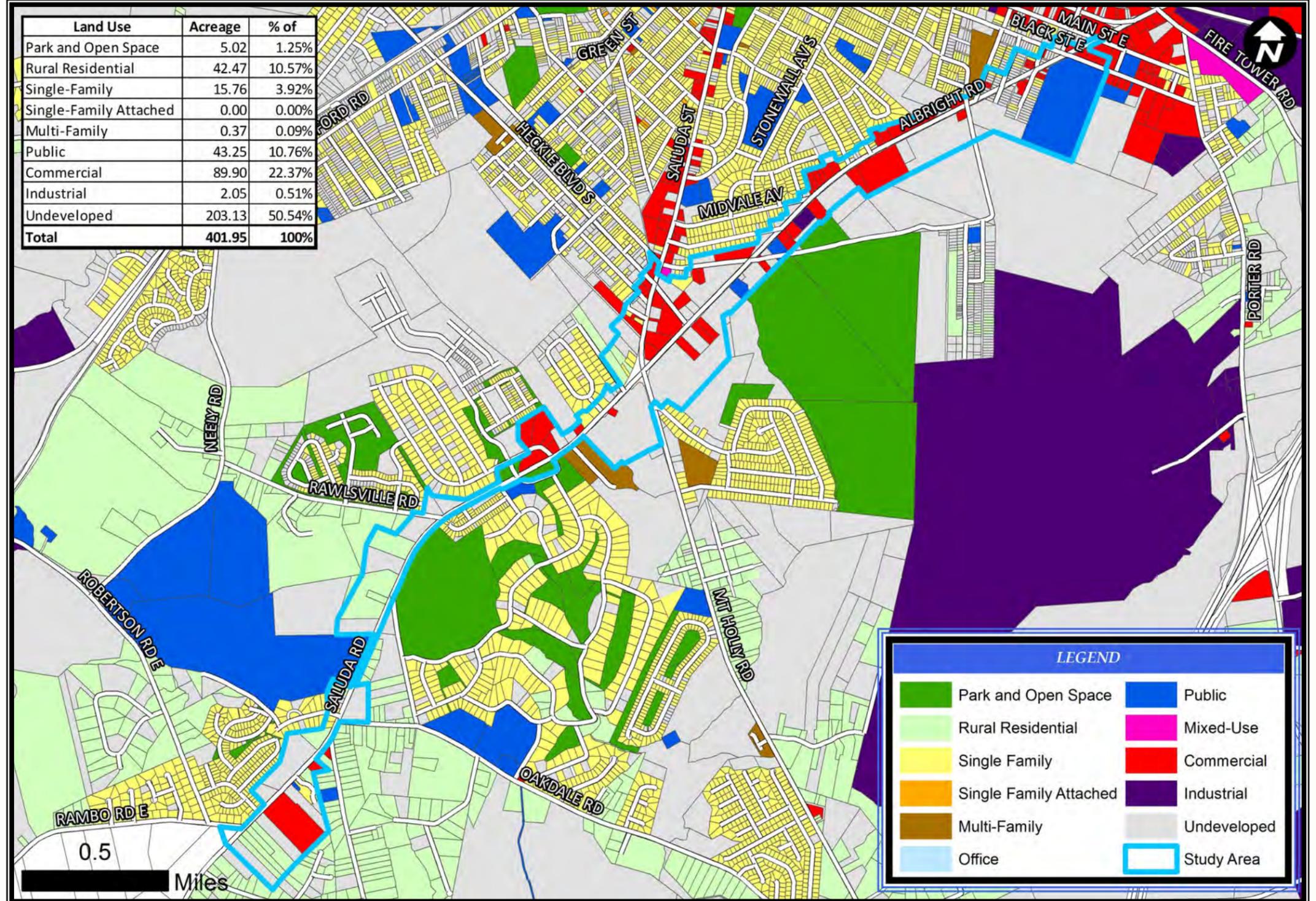
The first step in the planning process is the existing conditions analysis, which involves the collection and review of available data. The data was used to create a series of resource maps that document current trends and conditions along the corridor. This information serves as the foundation for the challenges and solutions/recommendations presented in later chapters.

Existing Land Use

Currently, half of the study area is undeveloped. Another 22 percent is commercial, primarily auto-related uses such as used-car lots, repair and body shops, and garages. Some small-scale retail strip centers, convenience stores and gas stations also exist along the corridor. Public uses include the Rock Hill Fire Station 1, the Oakdale Fire Department Station 1, churches, and the Rock Hill School District Three Adult & Community Education building. Three other schools, South Pointe High School, Saluda Trail Middle School, and Oakdale Elementary School, are near the study area.

Although residential land uses are minimal within the study area itself, several neighborhoods (both single-family and multi-family) are directly adjacent to the study area.

Existing Land Use



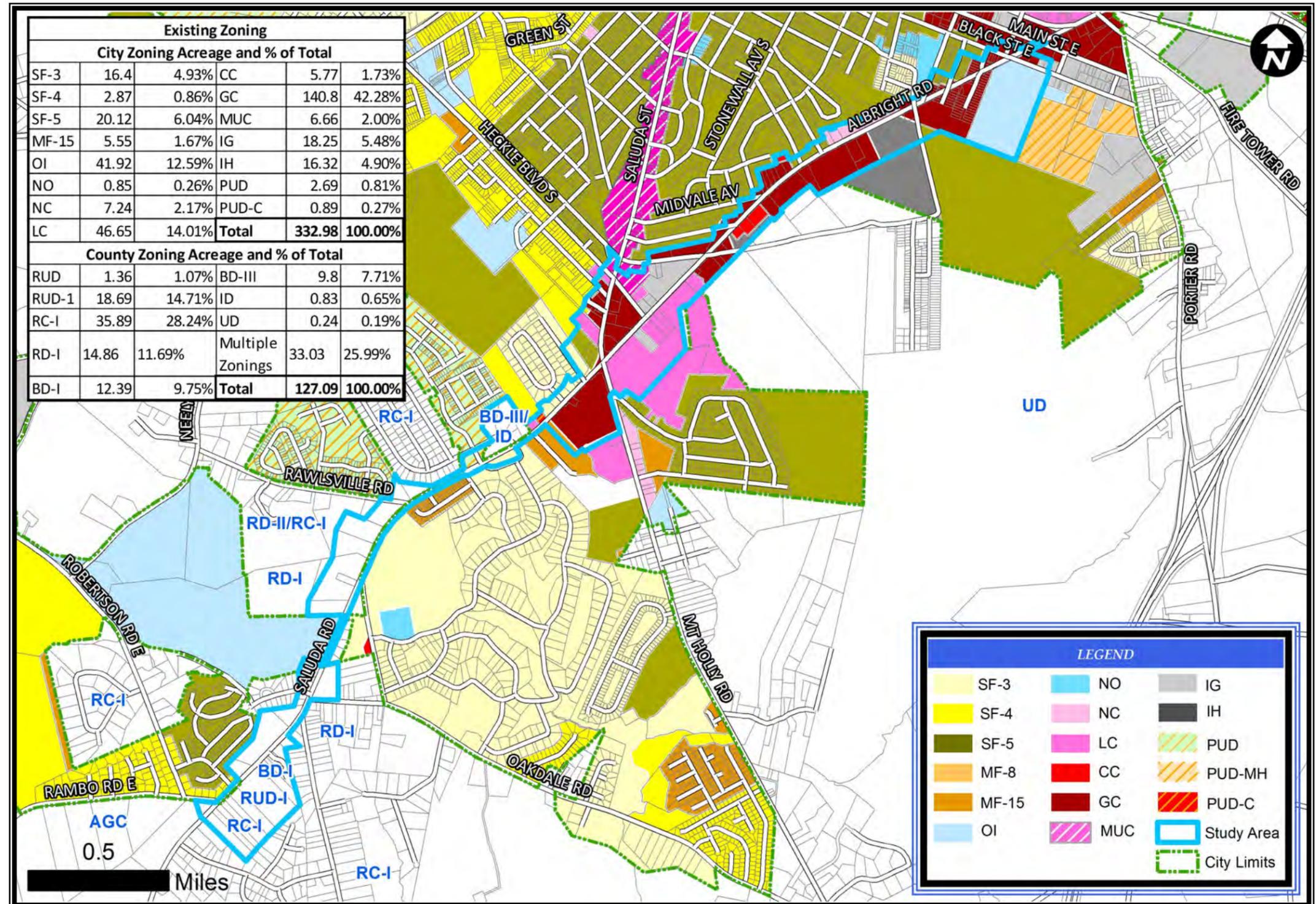
Zoning

About 42 percent of City property within the study area is zoned General Commercial (GC). GC allows for a broad variety of commercial uses as well as some residential, retail, office, and industrial uses. The City is phasing out the GC district by not allowing new rezonings to this district.

Other prominent City zoning districts include Limited Commercial (LC) and Office and Institutional (OI). LC is a mid-level intensity commercial district (in terms of the range of non-residential uses and intensities allowed) when compared to all commercial zoning districts. The OI district provides for a wide variety of professional and business offices and institutions, including schools.

Prominent County zoning districts include Residential Conservation I (RC-I), Residential Development I (RD-I), Rural Development I (RUD-I), Business Development I (BD-I), and Business Development III (BD-III). Several County properties have multiple zoning designations. RC-I is designed to preserve and protect existing neighborhoods. Typical allowed uses include single-family dwellings, schools, parks, and churches. RD-I permits a variety of residential uses and variable densities so long as it does not adversely impact existing residential subdivisions. RUD-I is intended to protect and preserve rural areas, with densities no greater than one unit per acre. BD-I allows small-scale commercial uses, while BD-III allows large-scale commercial uses.

Zoning

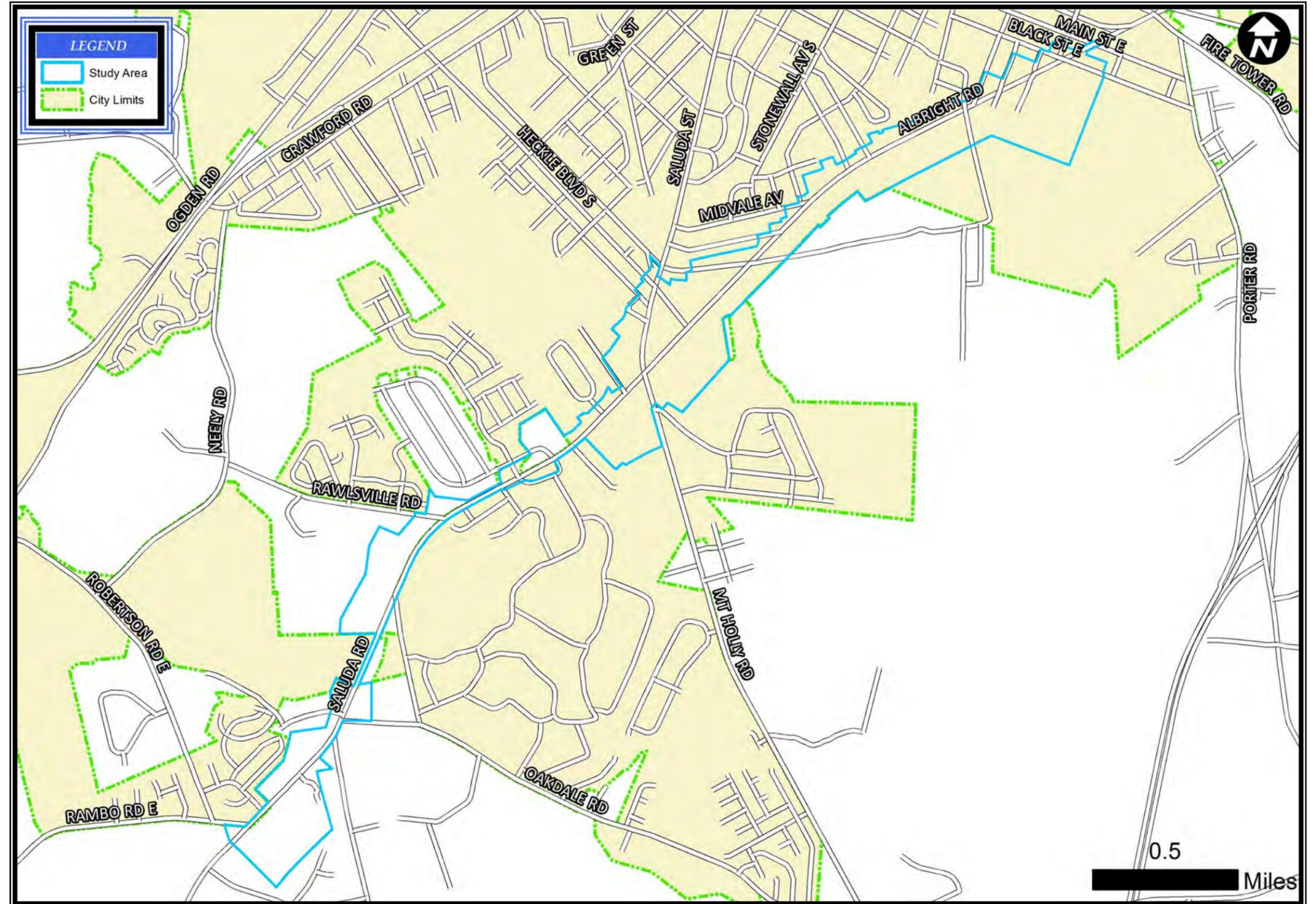


Municipal Boundaries

The majority of the study area is located within the City; however, several properties toward the southwestern end of the study area are located in York County. These properties are a mix of uses that include single-family residential, undeveloped land, a storage facility, a used-car lot, a construction company, an ice company, a bar and grill, a convenience store/thrift store, a mobile home park, and the Oakdale Fire Department Station 1. Properties in the County have their own zoning code requirements and code enforcement measures that differ from the City.

These differences can cause inconsistencies in appearance and impacts along the corridor. The City actively annexes contiguous County property when possible to ensure consistency in the appearance of the corridor.

Municipal Boundaries

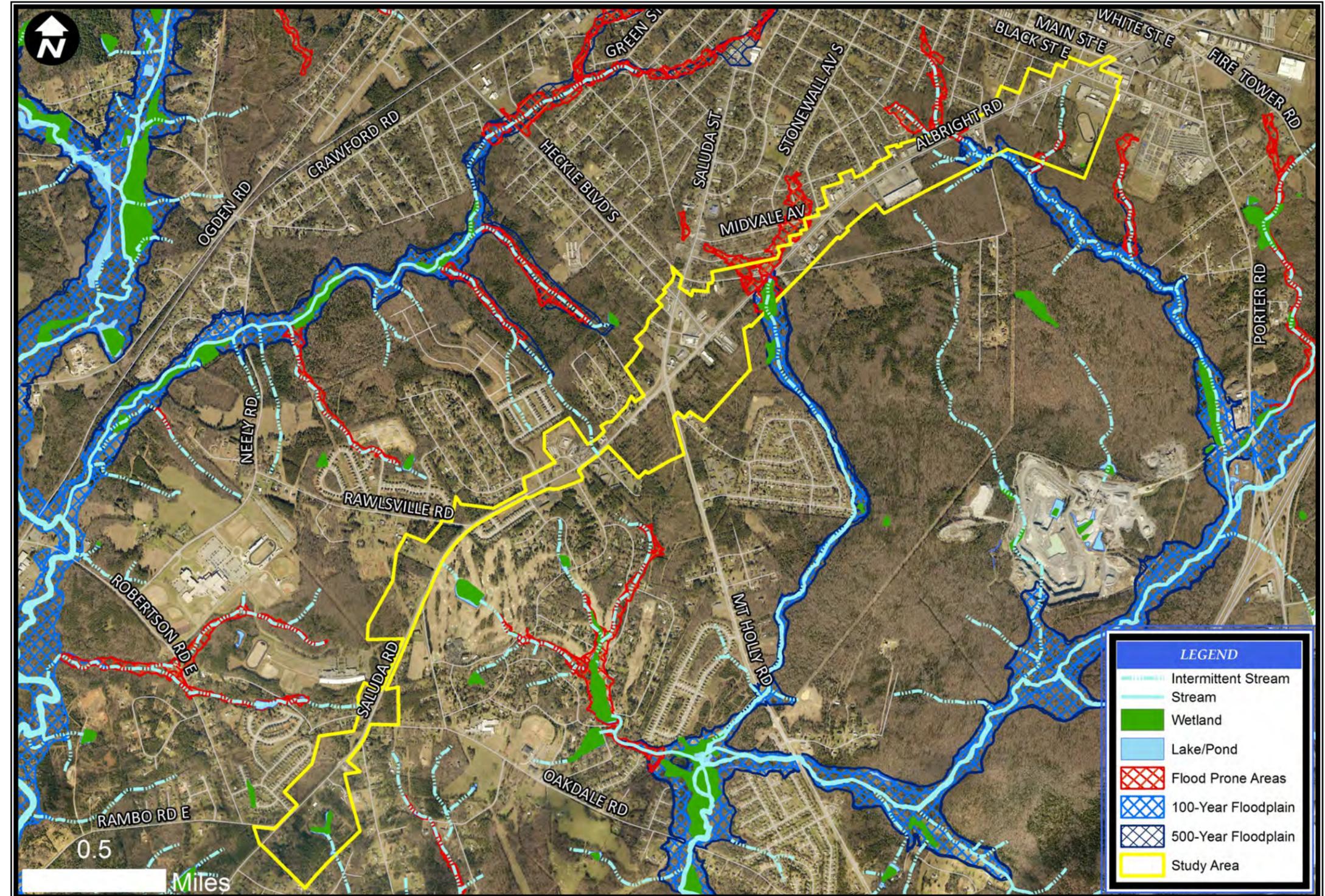


Environmental Constraints

Several intermittent streams traverse the study area. As a result, the Federal Emergency Management Agency (FEMA) has designated portions of some properties as within either the 100-year or 500-year floodplain. Additionally, the City has designated many other areas outside of FEMA-designated floodplain areas as flood-prone areas. Within the study area, 22 parcels and 23 acres are within a FEMA- or City-designated floodplain.

Blackjack soils are common throughout the study area. These soils contain a lot of rock and can be financially cost prohibitive for developers to mitigate.

Environmental Constraints



Public Investment

A significant amount of public investment has occurred along and around the corridor. Five Pennies for Progress projects totaling more than \$25 million, have been completed in the area. Additionally, a sixth project (SC 72) is currently in the preliminary design phase and is estimated to cost close to \$11 million. No other corridor within the City has experienced this large of an investment by the Pennies Program in terms of number of projects or total investment.

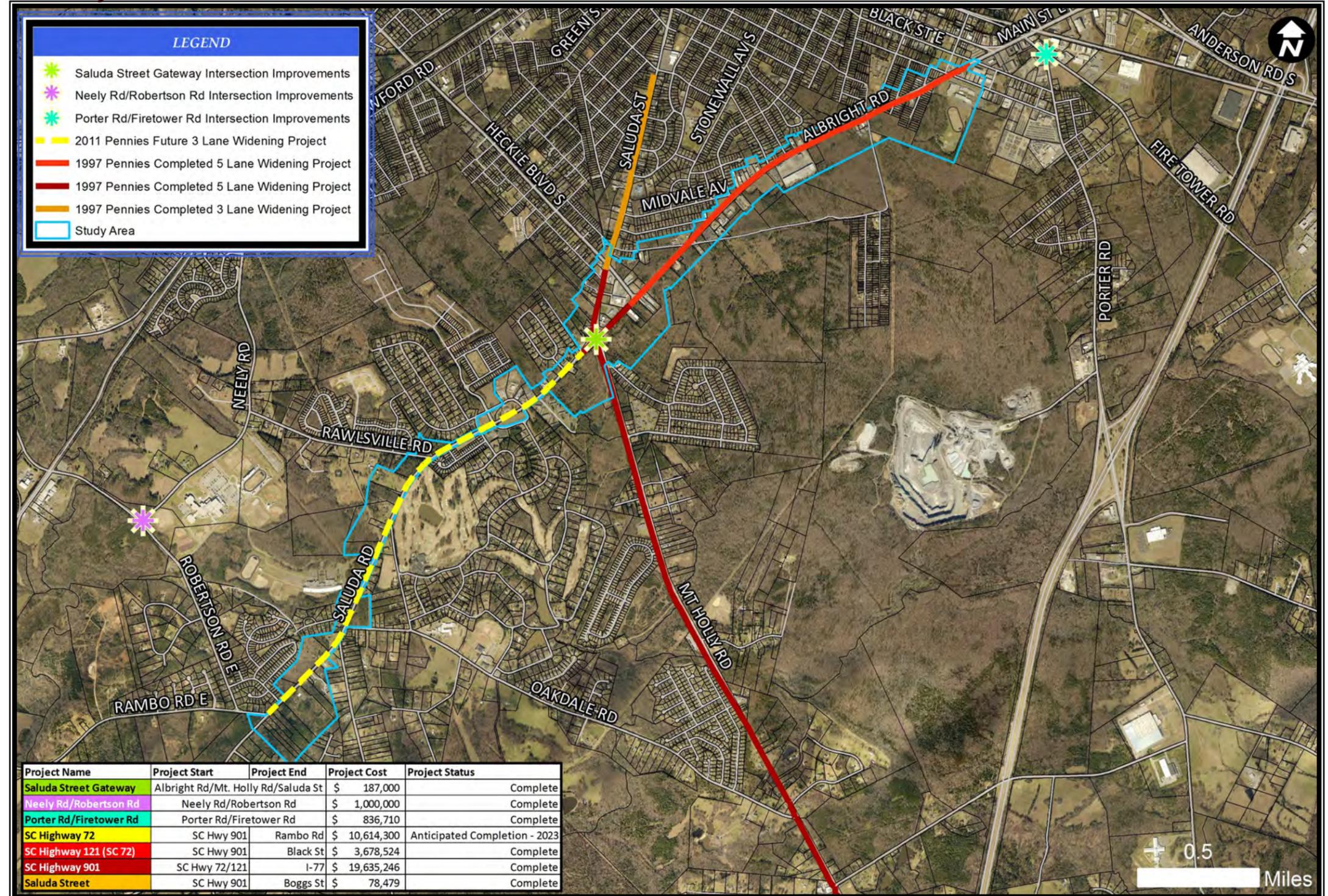
The widening and intersection improvement projects have increased roadway capacity, safety, and walkability in the area.

In 2012, the City also completed a new 'gateway' into downtown at the Albright Road/Saluda Street/Mt. Holly Road intersection. The project, funded through SCDOT Transportation Enhancement Program (TEP) grants, cost \$187,000. The project was intended to spark community pride and private investment in the area.



The City secured a grant to make the Albright Road/Saluda Street/Mt. Holly Road intersection a 'gateway' into the City.

Public Projects



Challenges

Despite its proximity to downtown, the significant amount of public investment in the area, and the amount of undeveloped land available along the corridor, the Albright/Saluda road corridor has seen little development activity. The lack of development activity has contributed to a lack of investment by existing businesses, which has detracted from the appearance of the corridor. While the corridor may be a viable route for residents and commuters to get to other parts of the City and the larger region, it is not viewed as a desirable destination.

The challenges facing the corridor are organized into five categories: traffic operations, bicycle and pedestrian infrastructure, land use/zoning, code enforcement, and other. Details on each of the challenges is described below.

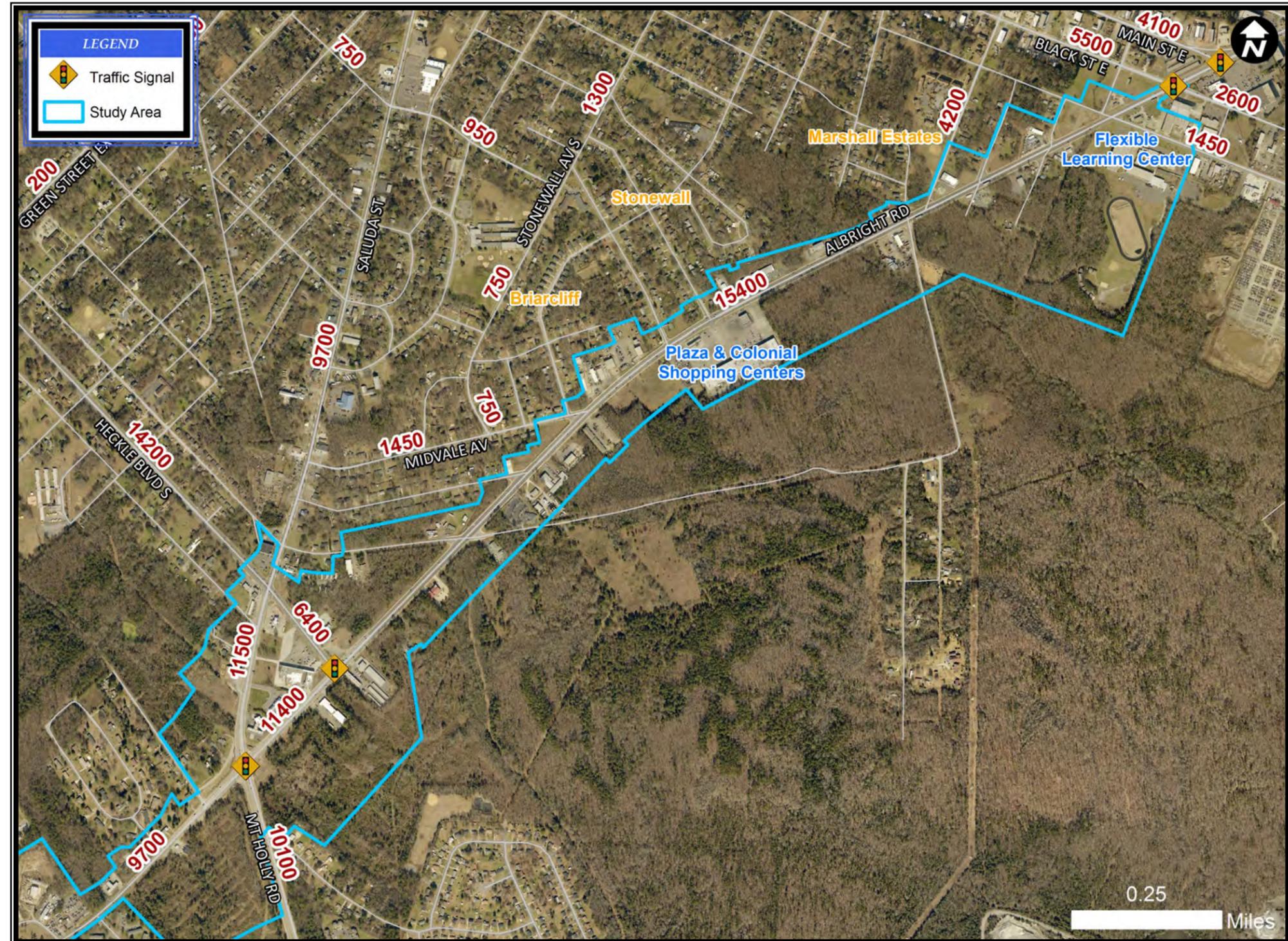
Traffic Operations

Albright Road was widened to five lanes in 2014 in association with the 1997 Pennies project. It had a 2015 traffic count of between 11,400-15,400 vehicles per day (vpd). Several neighborhoods, like Briarcliff, Stonewall, and Marshall Estates, have direct connections with the corridor, but none of the locations are signalized. The Pennies project included a bi-directional center turn lane that residents can pull into when trying to make a left onto the corridor, but **some residents expressed difficulty turning left onto Albright road (especially at peak periods)**.



Albright Road was widened to five lanes in 2014. The road carries more than 15,000 vehicles per day.

Albright Road Traffic Conditions



Saluda Road is currently a two-lane facility with 2015 traffic volumes of 9,700 vpd. The Albright Road/Saluda Street/Mt. Holly Road intersection was improved as a part of the SC 901 Pennies project, but **residents expressed concern about the transition from the intersection to the unimproved Saluda Road** where two lanes quickly drop back to one lane traveling west-bound where the Pennies project ended.



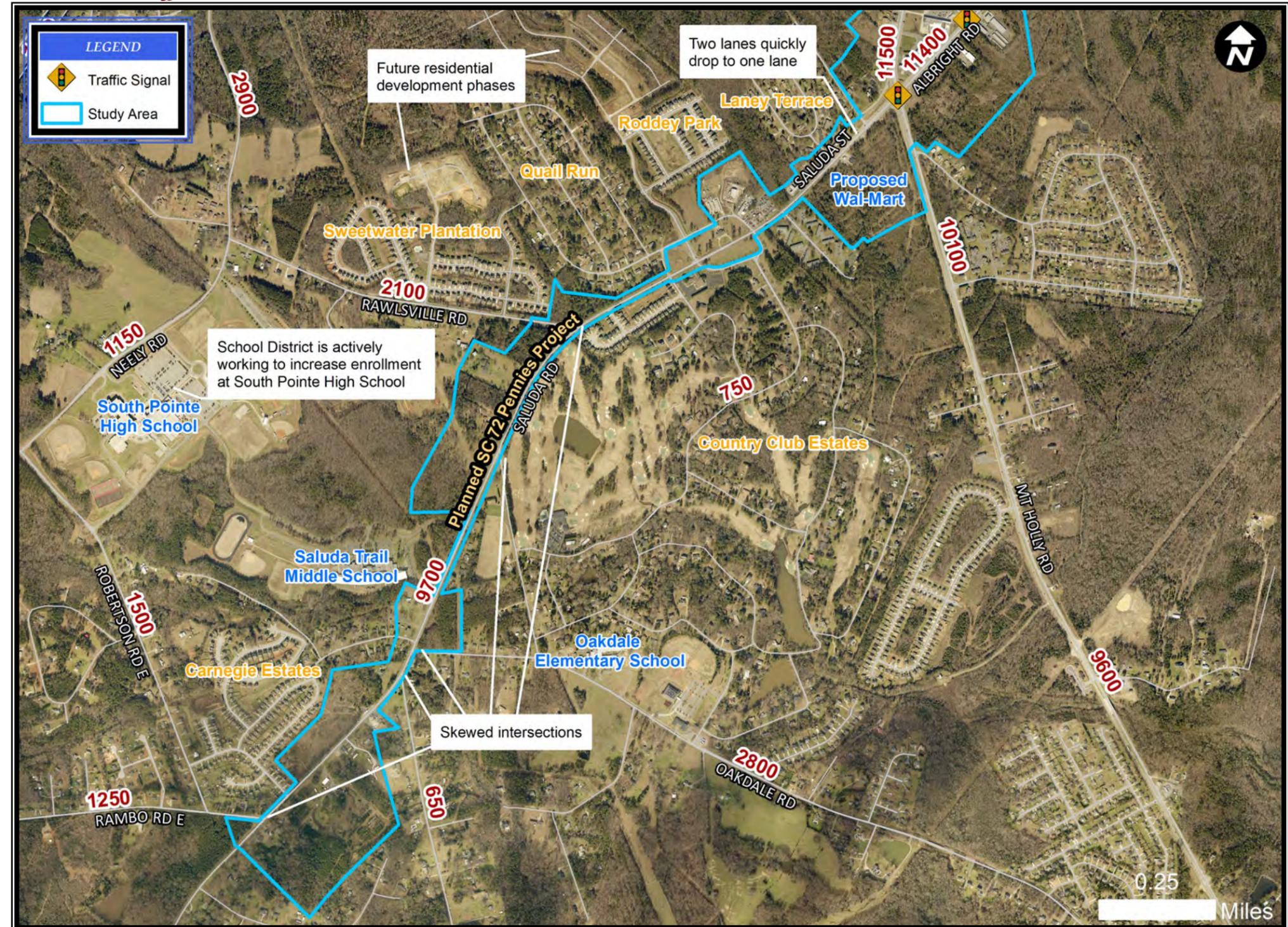
Two lanes quickly drop back to one when traveling westbound on Saluda Road just after the Albright/Saluda/Mt Holly intersection.

Many **intersections along the corridor are skewed**, creating operational and safety concerns for motorists.



One of many skewed intersections along the corridor.

Saluda Road Traffic Conditions



A Pennies project was approved for the Saluda Road stretch of the corridor in 2003, but due to a funding shortfall, the project was moved to the 2011 Pennies referendum. Since the original project approval, a number of conditions have changed that will likely bring more traffic to the corridor in the short-term than was originally anticipated. A Wal-Mart Supercenter is approved for the Albright Road/Saluda Street/Mt. Holly Road intersection, renewed residential development activity is under way in the area, and Rock Hill School District Three is actively working to increase enrollment at South Pointe High School.

Residents are also concerned that the Wal-Mart Supercenter will bring more traffic to surrounding roadways like Mt. Holly Road and Saluda Street.

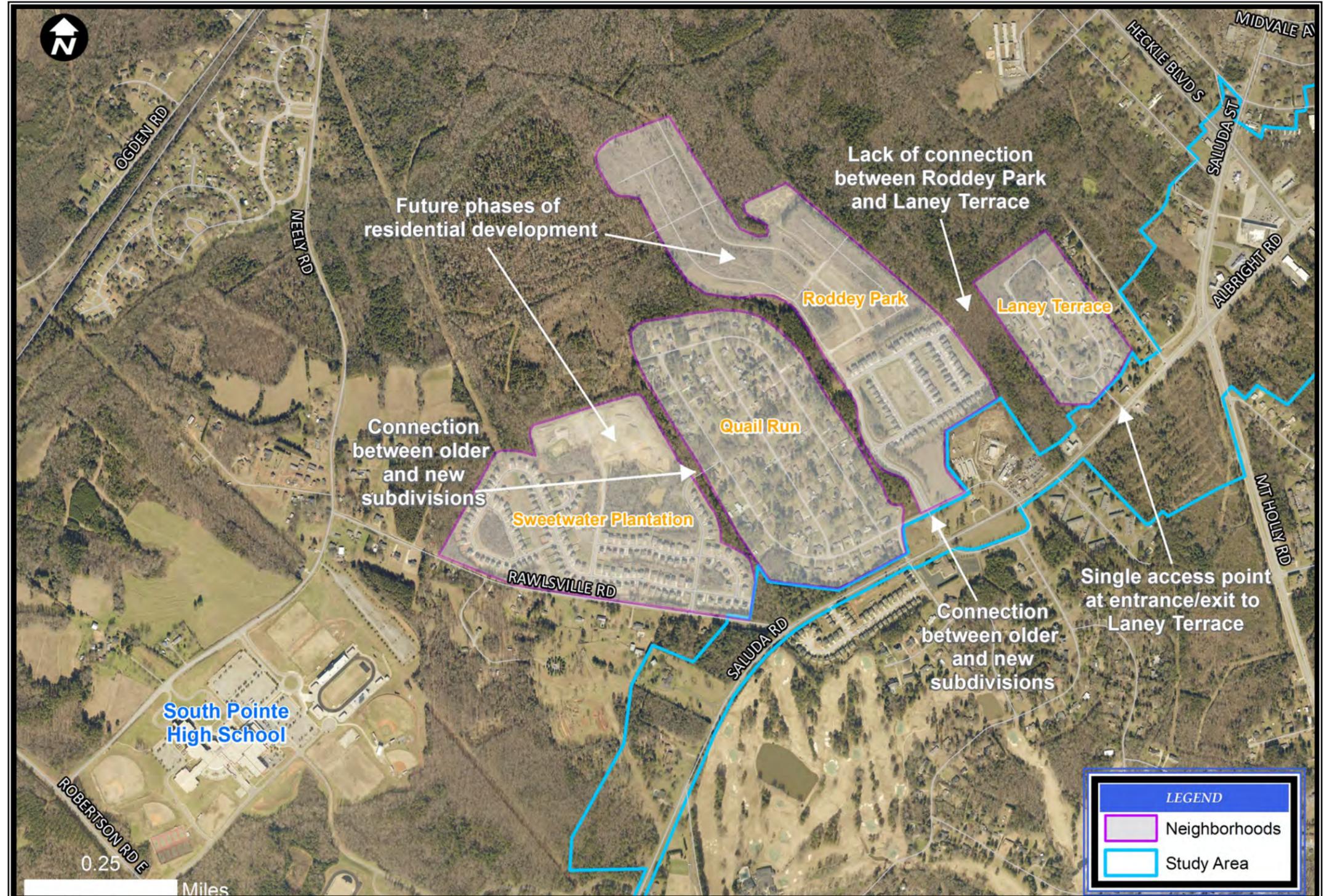
Residential development activity and interest in this area has increased since South Pointe High School opened in 2005. Approximately 230 residential units have been constructed in the new Roddey Park and Sweetwater subdivisions, about 76 more units are under construction, and around 180 are planned for future phases of these neighborhoods.



The road under construction to the new phase of Roddey Park.

The City has successfully connected these subdivisions to the existing Quail Run neighborhood and to Rawlsville Road, which offers residents more than one point of ingress and egress. The Laney Terrace neighborhood is older, however, and currently has only a single access point directly onto Saluda Road. Laney Terrace residents have expressed difficulty turning left from the neighborhood. Future development plans show a potential connection to Roddey Park, but there has been no development interest in the property between Laney Terrace and Roddey Park to date.

Residential Development Activity



Bicycle & Pedestrian Infrastructure

The corridor has a high concentration of seniors, minority populations, low-income households, and households without cars. These residents rely on walking and biking as their primary modes of transportation. As a result, the study area has more walkers and bikers than most other corridors in the City.

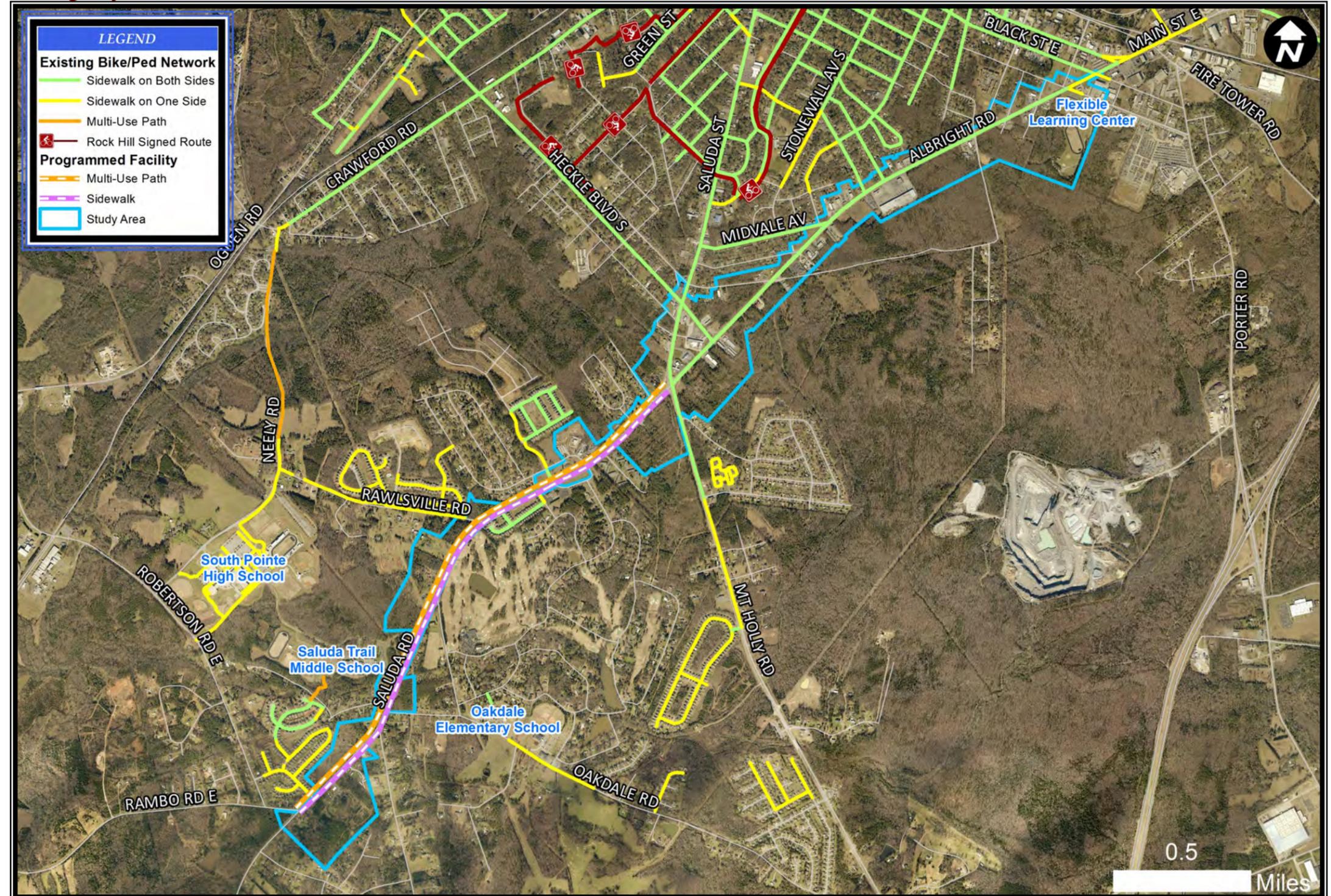
Fortunately, the majority of neighborhoods off Albright Road were built with a grid street pattern and have sidewalks. In 2014, the SC 121 Pennies Project was completed, which included five-foot sidewalks on both sides of the street and lighting on the south side. **The Albright Road sidewalks were built with no separation between the road and sidewalk**, however, which affects pedestrian safety and comfort. Additionally, without a planting strip, there is no place to put mailboxes, road signs, utility poles, and trash cans so these are placed in or on the sidewalk, creating impediments for pedestrians.

While the newer subdivisions off of Saluda Road have sidewalks, the older neighborhoods do not. Additionally, **Saluda Road lacks sidewalks** and the southern portion near Saluda Trail Middle School lacks lighting. Residents walk along drainage ditches and in the road to access schools and shopping by foot. Many residents expressed safety concerns about walking in this area.



Saluda Road lacks sidewalks and lighting.

Existing Bicycle & Pedestrian Facilities



A Pennies project is approved for this stretch of roadway (SC 72), and the preferred typical section to date currently includes pedestrian and bicycle facilities. Design plans have not been finalized, however, and it will be several years until the project is completed.

A short stretch of sidewalk exists along the south side of Saluda Road, and a crosswalk and pedestrian signage exists near the entrance to Saluda Trail Middle School, but the crosswalk lacks American with Disabilities Act (ADA)-compliant curb ramps and **no sidewalk connects the crosswalk to the middle school entrance.**



Crosswalk in front of Saluda Trail Middle School

The school created a path between its campus and the Carnegie Estates subdivision, which is utilized by not only students of the middle school but by South Pointe High School students as well. The path is unpaved, unlit, and in a wooded area. **Some parents feel the path is unsafe for children.**

The SC 121 project ended about 700 feet before Black Street. As a result, a small stretch of roadway on the eastern end of the study area is unimproved. **Sidewalks between Mint and Black streets have gaps and are in poor condition.** A crosswalk and pedestrian signage exists at Flint Street, but the crosswalk has faded and lacks ADA-compliant curb ramps.



The path connecting Carnegie Estates to Saluda Trail Middle School is unpaved, unlit, and in a wooded area.



Sidewalks between Mint and Black streets have gaps and are in poor condition.

Three signalized intersections are located within the study area that provide safe crossing opportunities. These intersections are located at Black Street, Heckle Boulevard, and Mt. Holly Road/Saluda Road. The Heckle Boulevard and Mt. Holly Road/Saluda Road intersections have been improved, but the **Black Street intersection lacks crosswalks, pedestrian signals, and ADA-compliant curb ramps.**



The Heckle Boulevard and Mt. Holly Road/Saluda Road intersections have been improved with steel strain poles, pedestrian signals, crosswalks, and ADA-compliant curb ramps (see above). The Black Street intersection is older and has wooden poles and lacks pedestrian signals, crosswalks, and ADA-compliant curb ramps (see below).

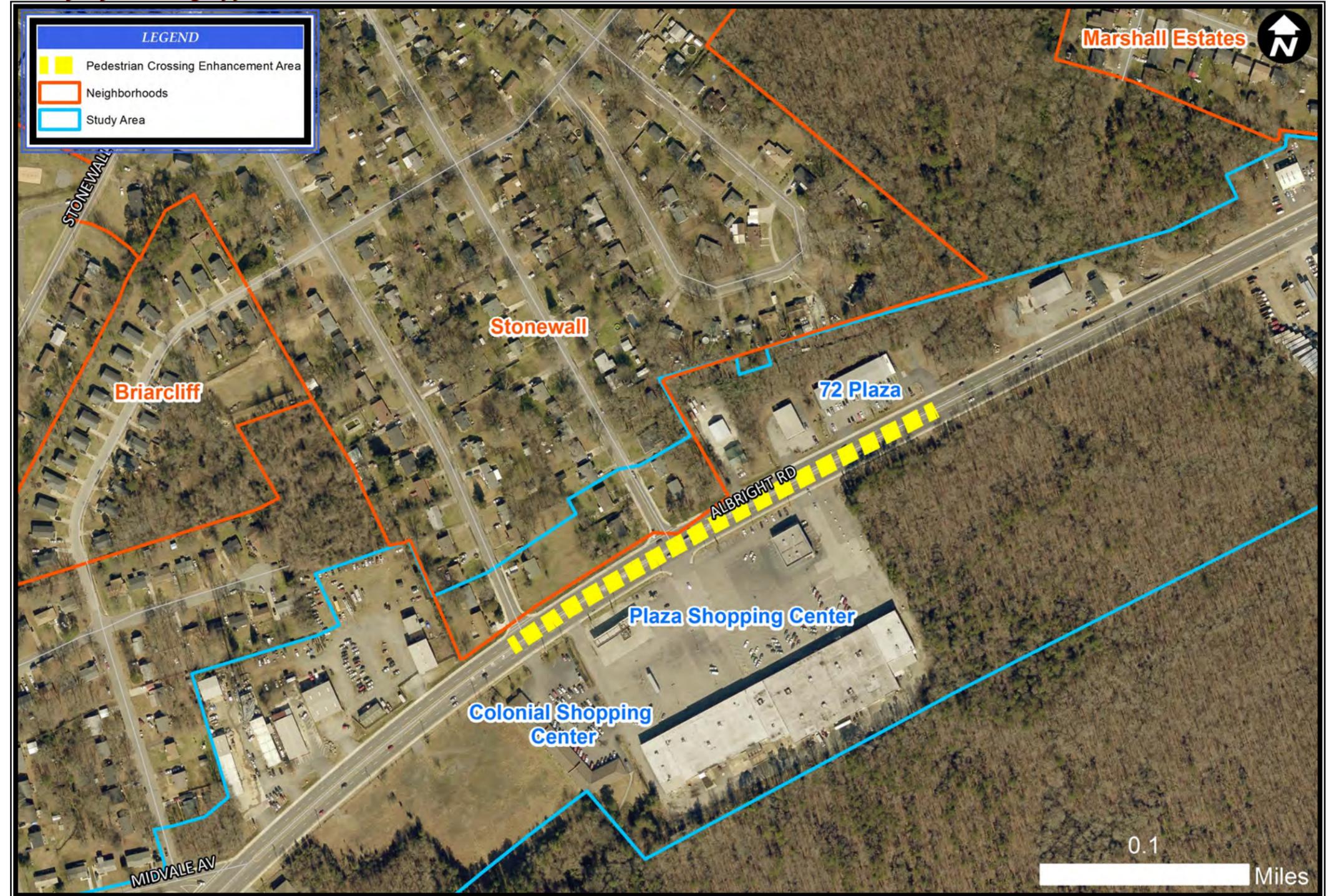


No signalized crossing opportunities exist for a roughly 1.75-mile stretch between Black Street and Heckle Boulevard. Pedestrians were observed crossing Albright Road in many locations to get back and forth between neighborhoods on the north side and businesses on the south side. One notable location was at roughly the midway point between Black Street and Heckle Boulevard, where there are two shopping centers (Plaza Shopping Center and Colonial Shopping Center) and a gas station. Many residents from the Stonewall and Briarcliff neighborhoods cross the street at this location without a signal or designated crosswalk. With the expected increase in traffic volumes, combined with a farther distance to cross due to the road widening, the City is concerned about pedestrian safety in this area. Residents of nearby neighborhoods have requested a traffic signal at the intersection of Albright Road and Rockwood Drive, but the SCDOT has said that **traffic counts on Rockwood Drive are too low to warrant a signal**. ADA-compliant curb cuts were added across from the Colonial Shopping Center with the SC 121 Pennies Project, but **the City's request for a mid-block crosswalk, pedestrian signage, or a refuge island was turned down by SCDOT because the pedestrian counts are too low**.



Pedestrians have no safe crossing opportunities to reach businesses on the south side of Albright Road.

Lack of Safe Crossing Opportunities



Bicycle infrastructure along and in proximity to the study area is scarce. Wide outside lanes and “Share the Road” signs were installed along Albright Road in conjunction with the Pennies Project, but high speeds (the speed limit is posted at 45 mph) and traffic volumes result in little ridership, even by advanced cyclists. Local residents ride on the sidewalk.

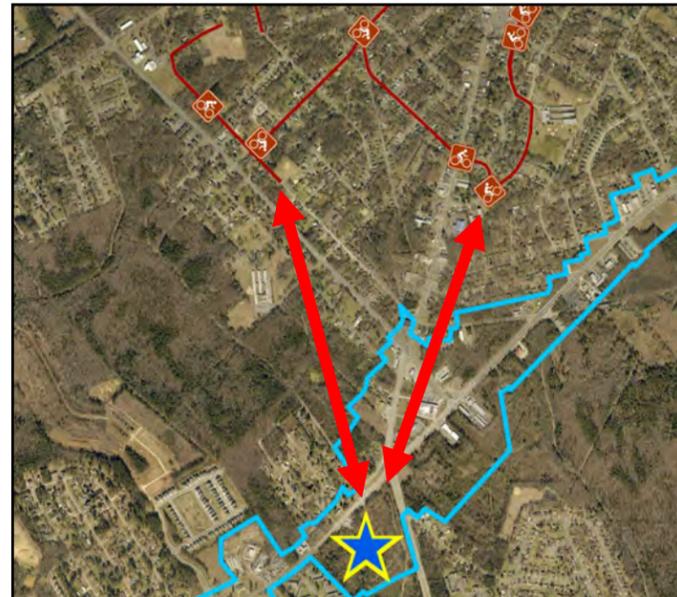


“Share the Road” signs were installed on Albright Road in conjunction with the Pennies project, but few cyclists ride on the road because of high speeds and traffic volumes.

No bicycle facilities are present along Saluda Road, but a multi-use path will be constructed on the north side in conjunction with the Pennies project.

Besides a multi-use path along a portion of Neely Road, no separated in-roadway or off-street bicycle facilities are located in proximity to the study area.

Two signed bicycle routes are located near the corridor: one City route and one County route. The City-signed bicycle route, the Saluda Street route, runs along neighborhood streets in proximity to Saluda Street and is primarily designed for recreational riding. **The route ends at Lige Street Park, however, and does not connect to the corridor.** The County-signed bicycle route, the Reservation Route, ties into the western end of the study area. This route is primarily designed for advanced cyclists, however, and is not safe for students and families to ride.

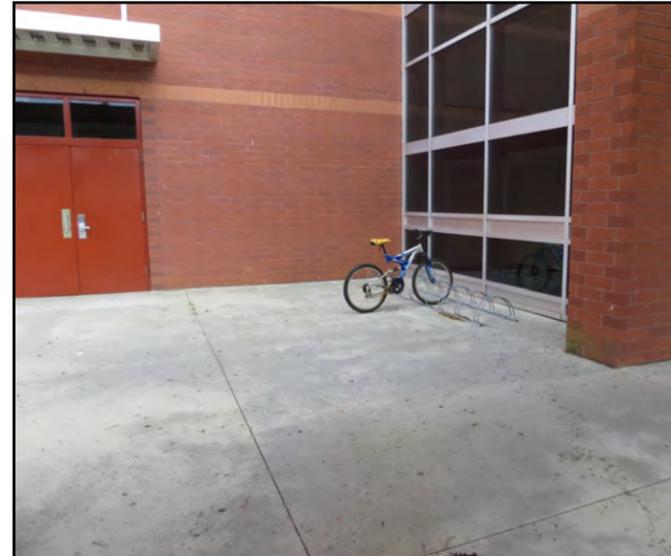


The City's signed Saluda Street route does not connect to the proposed Wal-Mart.



York County's signed Reservation Bicycle Route ties into the corridor, but it is not safe for students or families.

The plans for the Wal-Mart Supercenter include bicycle parking, but **schools and existing businesses lack bicycle racks.** South Pointe High School is the only school with a bicycle rack, and it is poorly designed. The rack acts more like a bicycle stand than rack because it does not offer the ability to lock the bicycle frame.



The only bicycle rack between the three schools is poorly designed.

Three schools are located off the study area: Oakdale Elementary, Saluda Trail Middle, and South Pointe High. When the schools were built, the surrounding area was largely rural subdivisions or undeveloped so **little bicycle and pedestrian infrastructure exists on, adjacent to, or between school campuses.**

Land Use/Zoning

The Albright/Saluda Road corridor differs from other major corridors in the City because about half of the land is undeveloped. Despite a lot of available land, **there has been little development interest or activity along the corridor.** Wal-Mart purchased property at the intersection of Albright Road/Saluda Street/Mt. Holly Road for construction of a new Supercenter in 2015, but **plans to build the Supercenter have been on hold** since. Many property owners and developers are holding onto their properties until the Wal-Mart Supercenter is constructed, further perpetuating the lack of activity.

Of the developed land in the study area, almost half is commercial, primarily auto-related uses such as used-car lots, repair and body shops, and garages. Some small-scale retail strip centers, convenience centers, and gas stations also exist along the corridor.



One of the many auto-related uses found along the corridor.

The corridor lacks shopping and dining opportunities (which are highly desired by residents), but the lack of access, visibility, and **lower traffic counts make it less attractive to developers** than other areas of the City. Most of the restaurants that have opened along the corridor have closed.

Although the area has not attracted restaurant and retail uses, other types of businesses have expressed interest in the corridor. Entrepreneurs looking to start or grow small businesses and businesses that do not rely on location and visibility for customers, have increasingly explored the area. These types of

businesses are looking for small office/warehouse/flex space to rent, but these types of spaces are limited along the corridor. Currently, 72 Station is the only building with this type of space available, and it generally remains full.



Small office/warehouse/flex space, like at 72 Station, is limited along the corridor.

A handful of other buildings are vacant and could be converted to support these types of uses, but **property owners feel that code requirements make it cost-prohibitive to retrofit existing buildings** to suit these uses.

The lack of available and suitable existing space is compounded by **difficulties building new office/warehouse/flex space.** The predominant zoning in the study area is General Commercial (GC), which does not allow for this mix of uses by right. Property owners or business owners can apply for a special exception to the Board of Zoning Appeals, but the added cost and time associated with this process often deters interest. Additionally, multi-tenant flex spaces are typically more expensive to build, and with the lower rents along the corridor, property owners view this type of development as too risky of an investment.

While the GC zoning is often not flexible enough for developers and business owners, **many residents feel GC is too flexible** in that it allows more uses than most other commercial districts. GC zoning directly abuts residential neighborhoods in many areas along the corridor, and some residents are concerned that uses could be built that would have negative or unintended impacts on their neighborhoods.

Lastly, several properties along the Saluda Road portion of the corridor are located within the County. **The County's**

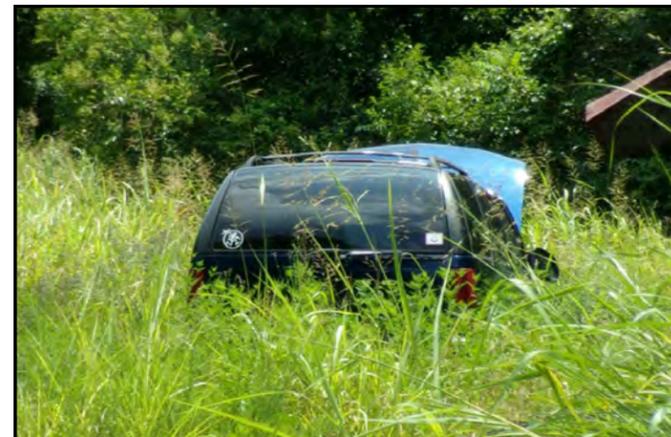
development standards differ from the City's, creating inconsistencies in appearance and impacts along the corridor. The City generally has stronger development standards regarding signage, landscaping, screening, outdoor storage, and building materials. Many of the County properties abut City subdivisions or are highly visible from residential neighborhoods. Residents call with concerns about these properties, but the City must refer them to the County.



City residents complain about the appearance of some County businesses.

Code Enforcement

Because the Albright/Saluda Road corridor has a lot of undeveloped land and has experienced little development activity for the past several years, **many property owners are not regularly maintaining their properties, and several properties have open code enforcement cases** for overgrown grass and weeds.



Code violations for overgrown grass and weeds are common along the corridor.

While the lack of new available inventory has helped occupancy rates at existing spaces, it provides little incentive to property owners to make improvements to existing properties. **Many buildings along the corridor are older and are in need of paint or other more significant repairs.** The condition of the buildings also depresses rents compared to other corridors. Since **property owners collect less rent, they do not have the financial means to make needed repairs.**



Many buildings along the corridor are older and are in need of repairs.

Lastly, a lot of businesses have trash and debris on their property, a lot of it visible from the road. **Residents feel that the appearance of these businesses reduces their quality of life** and detracts from development interests along the corridor.



Many businesses have trash and debris on their property, a lot of it visible from the road.

In September 2014, the Neighborhood Inspections Division of the City's Housing and Neighborhood Services Department shifted from a complaint-based model of code enforcement to a more proactive one. City inspectors conduct windshield surveys to document structural and non-structural violations utilizing Mobile 311® technology. The City's **proactive code enforcement** has helped decrease the number of calls made by residents, and has improved the appearance of existing businesses along the corridor. Although the City catches and corrects many violations, inspectors are limited and have large areas to cover so they generally only cite violations they can see from their vehicles. As a result, not all violations are discovered (inspectors only search the entire property if a violation is discovered during a windshield survey) or cited. Additionally, **several properties are repeat offenders.**

Other

Communication

Many business owners and residents expressed difficulty reporting city service issues and accessing information about the status of issues that they have reported. The City has multiple phone numbers that can be used to report different types of issues, but many of these phone numbers are not readily known, and it is unclear which number to call for what issues. The City also has an online service request option, but people feel it is not user-friendly.

Transit

Currently the City offers a commuter bus to Charlotte and demand response service locally (commonly referred to as "Dial-a-Ride"), but **does not have fixed-route transit service.** Some residents of neighborhoods near this corridor do not have cars. This, combined with the lack of shopping, services, and dining opportunities along the corridor, increases the need for transit in the area.

In the latest Rock Hill–Fort Mill Area Transportation Study (RFATS) transit study (completed in July 2015), two potential future transit routes were identified in proximity to the corridor. The first route would run from the White Street Commuter Park-And-Ride lot in downtown down Saluda Street to the future Wal-Mart. The second route would start at the White Street Commuter Park-And-Ride lot in downtown and run down White Street and out to the Galleria. While the study identified these as good locations for potential future routes, it also concluded that the City generally

did not have sufficient density to support fixed-route transit at this time.

Lighting

New lighting was installed along the south side of Albright Road in January 2013 in association with the 1997 Pennies project. The City paid to enhance the lighting (more lights, better lights) beyond what was included with the Pennies Project and the lighting meets nationally accepted standards for roadway and area lighting. Despite these enhancements, **some residents and business owners expressed difficulty seeing the road and sidewalk traveling north on Albright Road at night.**



No street lights exist on the north side of Albright Road.

Stormwater

Many neighborhoods on the Albright Road portion of the corridor are older and have aging infrastructure. **Some residents have complained about flooding problems in their yards and on the streets on which they live.** The City has undertaken several stormwater projects in this area, including completion of a detention basin in the homeowner's association (HOA) space of the Briarcliff neighborhood, the installation of additional pipe and catch basins along Briarcliff Road, upgrades to two stream crossings under Albright Road, and pipe replacements on Stonewall Court. The City is also currently working on the first phase of improvements along Chestnut Street, which include replacing the existing storm system and adding additional catch basins. The City also plans to evaluate Flint and Black streets.

While the City has completed several stormwater projects in neighborhoods north of Albright Road, yard and street flooding problems still remain. All areas with problems are documented and prioritized in a Neighborhood Stormwater Project List. The City charges a stormwater fee to pay for needed neighborhood stormwater projects, but the number of projects and the project costs far exceed the revenues collected. As a result, **stormwater problems are not addressed as quickly as residents would like.**



Many neighborhoods near the corridor are older and have aging infrastructure and flooding problems.

Aesthetic Improvements

The City has buried all of the power lines that run across the roadway including guywires, high voltage and secondary power lines, and communications lines, and Comporium is in the process of completing burial of all of its overhead crossings as well. However, above-ground power lines run along the south side of Albright Road. **Residents and business owners feel that the power lines detract from the appearance of the corridor.**

Others feel the **lack of street trees and other streetscape features** along the corridor negatively impact the impression people have of the area, especially of those who primarily use the corridor for commuting.

Lastly, while the Heckle Boulevard and Mt. Holly Road/Saluda Road intersections have been improved with steel strain poles, **the Black Street intersection has older, wooden poles.**



The Black Street/Albright Road intersection is older, with wooden poles.

Solutions & Recommendations

Many of the challenges facing the corridor will be addressed through planned projects like the SC 72 Pennies Project, the Wal-Mart Supercenter, and the Rock Hill District Three STEAM Campus. Often times the project design could be enhanced, which would address several other identified challenges.

Some challenges, however, will not and cannot be addressed through planned projects and need to be addressed through other mechanisms like capital projects or legislative changes.

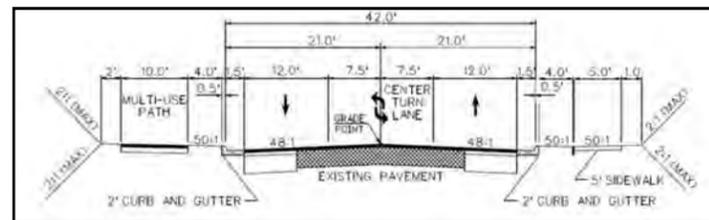
This section discusses the challenges that will be or could be addressed by planned projects as well other mechanisms for solving remaining challenges.

SC 72 Pennies Project

Saluda Road from SC 901 to Rambo Road was originally approved on the Pennies 2 (2003) referendum, and due to a funding shortfall was moved to Pennies 3 (2011). The project, which is still in the design phase, is anticipated to begin in 2019 and be completed by 2023.

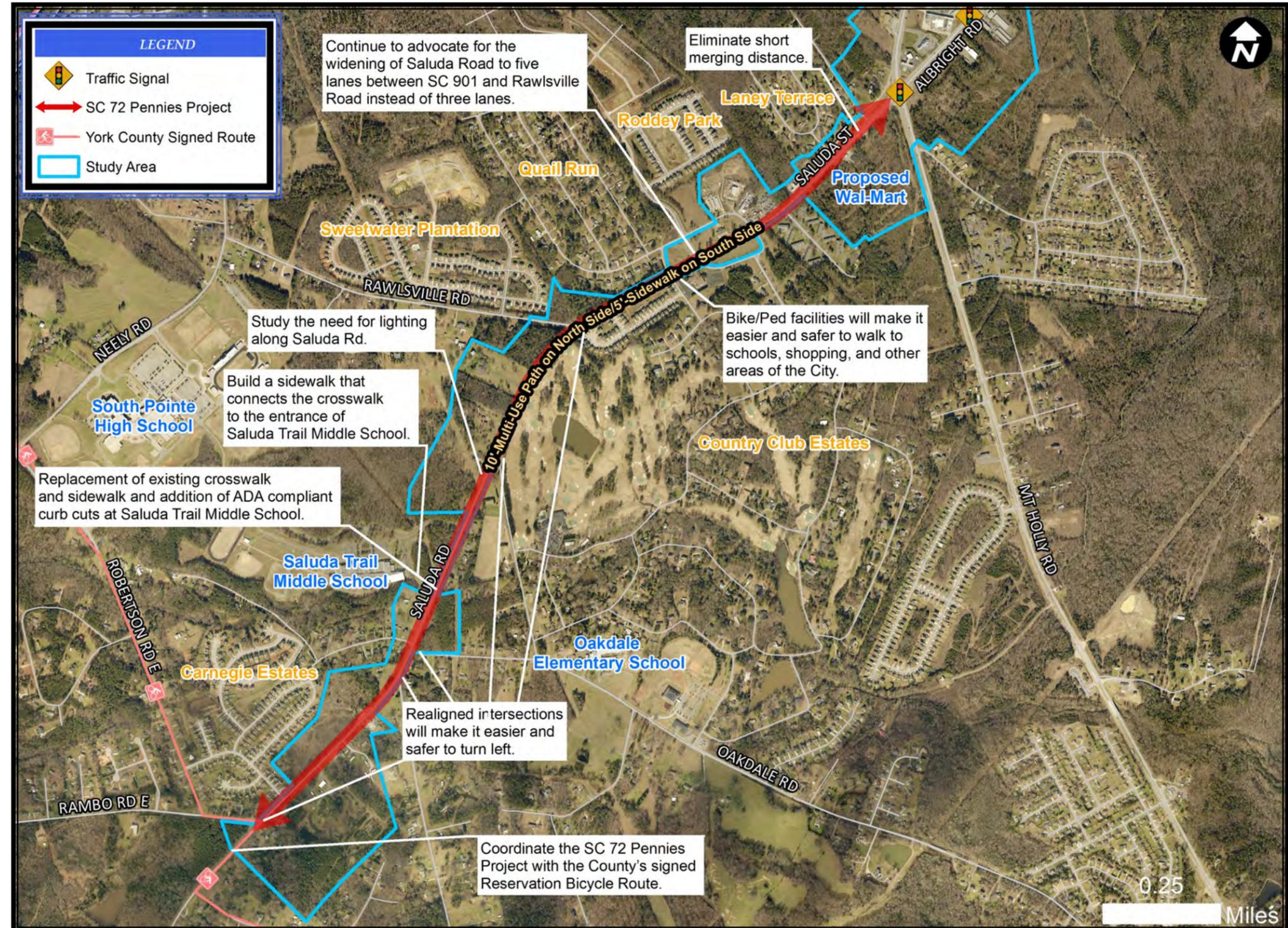
Programmed Solutions

The preferred typical section for the SC 72 Pennies project includes **widening the road to three lanes**, a **10-foot multi-use path** on the north side of the road, and a **five-foot sidewalk** on the south side. The project also includes four feet of separation between the facilities and the back of curb. These facilities will make it easier and safer to walk and bike to Saluda Trail Middle School, South Pointe High School, and area shopping and will improve walkability to other areas of the City as well.



The preferred typical section for the SC 72 Pennies project.

SC 72: Programmed Solutions and Proposed Enhancements



The project includes a bi-directional turn lane as well as the **realignment of multiple skewed intersections**, which will make it easier and safer to turn left onto Saluda Road. It will also **extend the merging distance** west of SC 901 on Saluda Road.

Additionally, the project includes replacement of the existing crosswalk and pedestrian signage in front of Saluda Trail Middle School. The roadway engineers will also add Americans with Disabilities Act (ADA) - compliant curb ramps to meet federal regulations.

Unresolved Challenges & Proposed Solutions

Although widening the road to three lanes will help reduce congestion, the City, School District, and **many local residents feel that five lanes are needed between SC 901 and Rawlsville Road** because of all the conditions that have changed since the original design plans were developed. The City has expressed these concerns to York County, and the County is currently getting up-to-date traffic counts for this section. Although York County is concerned about increased project costs, the marginal cost of going to five lanes in the initial construction will be minimal and more cost effective than coming back to widen the road at a later date. **The City should continue to advocate for five lanes between SC 901 and Rawlsville Road** in the final SC 72 design plans.

The SC 72 Pennies project has no budget for upgraded or additional lighting. The existing lighting along Saluda Road will be replaced, but it may not be sufficient for either motorists or bicyclists and pedestrians when the road project is complete. Traffic is expected to increase in the area and the sidewalk and multi-use path will likely bring more pedestrian and bicycle activity, especially to the schools. Deciding the appropriate amount of lighting and who should pay for the lighting is difficult in this area because Saluda Road is a State-owned road and several properties along the roadway are located in the County. However, **the City should study the lighting needs along Saluda Road**, including determining the appropriate lighting to illuminate both the road and the new sidewalk and multi-use path, the cost for the lighting, the timing of the installation, and who should fund the lighting.

Although the crosswalk and signage at Saluda Trail Middle School will be replaced during the Pennies project, and the crosswalk will include ADA-compliant curb ramps, it will essentially connect to nowhere because of the **lack of sidewalk to the entrance of the middle school**. Rock Hill School District Three, with assistance from Safe Routes to School (SRTS), should **build a sidewalk that connects the crosswalk to the entrance of Saluda Trail Middle**

School in conjunction with the already planned crosswalk enhancements.

Recommendations

- ◆ Continue to advocate for the widening of Saluda Road to five lanes between SC 901 and Rawlsville Road.
- ◆ Study the lighting needs along Saluda Road.
- ◆ Build a sidewalk that connects the crosswalk to the entrance of Saluda Trail Middle School.

Wal-Mart Supercenter

Wal-Mart began securing approvals for a Supercenter at the intersection of Albright Road/Saluda Street/Mt. Holly Road in late 2013, and construction plans were conditionally approved by the City in March 2015. Since the plans were approved, Wal-Mart has shifted its business model to construction of neighborhood markets. While construction of the Supercenter has been delayed, Wal-Mart does own the site.

Potential Solutions

The Wal-Mart Supercenter will **bring needed commercial activity** to the corridor and will likely **serve as a catalyst for additional development activity** in the area near the Wal-Mart site.

When the Wal-Mart is constructed, the developer will add a traffic signal on Mt. Holly Road and will add turning bays on both Mt. Holly Road and Saluda Road to help with the flow of through-traffic. Although the traffic impact analysis (TIA) only shows a need for one traffic signal at this time, **a second future signal will likely be needed on Saluda Road at Laney Terrace. SCDOT should monitor warrants to determine when a second signal is needed.** The traffic signals and other road improvements will help with traffic flow, and the signal on Saluda Road across from Laney Terrace should resolve resident complaints about the difficulty of turning left out of the neighborhood. The Supercenter will also have secure bicycle parking.

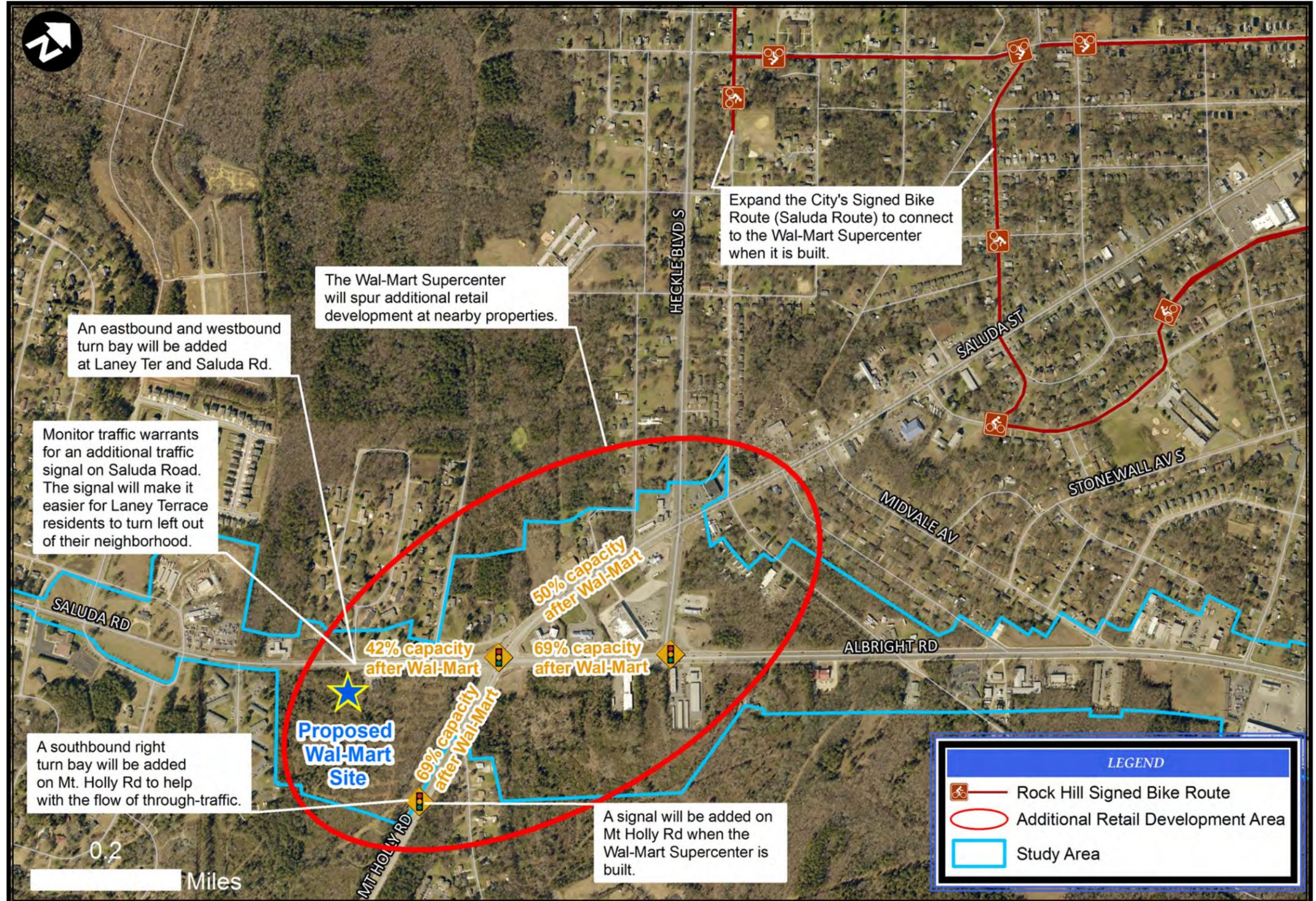
Unresolved Challenges & Proposed Solutions

Many residents in nearby neighborhoods will likely access the Wal-Mart by foot or bike. When the SC 72 Pennies project is complete, there will be sidewalks on all major roads leading to the Supercenter (Albright Road, Saluda Road, Saluda Street, and Mt. Holly Road) and a multi-use path along Saluda Road to the store. **Although the Saluda Signed Bike Route is in proximity to the Wal-Mart, it does not connect. The City should expand the City's signed bike route to the Wal-Mart.**

Recommendations

- ◆ Monitor warrants for the traffic signal on Saluda Road at Laney Terrace.
- ◆ Expand the City's signed bike route to the Wal-Mart.

Wal-Mart Improvements



Rock Hill Schools' STEAM Campus

The Rock Hill School District Three offers choice/magnet programs that allow students with certain talents or interests to go to school outside of their assigned district. Oakdale Elementary School and Saluda Trail Middle School have been designated as Science, Technology, Engineering, Arts and Math (STEAM) schools for several years. In 2016, the School District designated South Pointe High School as a STEAM school as well in order to provide continuation of the program through graduation. The STEAM designation may also increase enrollment at South Pointe, which has lagged the other two high schools, and make the surrounding neighborhoods attractive to families of these students since these three schools are the only STEAM schools in the district. Currently the STEAM Campus vision has not been finalized and no funding has been secured. **The School District should finalize its STEAM Campus vision and begin seeking funding for implementation.**

Resolved Challenges

Infrastructure improvements will increase walking and biking on and between school campuses. Priority projects include a sidewalk connection between Saluda Road and Saluda Trail Middle School, a multi-use path connection between the middle school and high school, and a multi-use path connection between Oakdale Elementary School and Saluda Trail Middle School.

Once the infrastructure improvements are completed, **the School District will enhance the walking and biking experience between the schools** through streetscape enhancements including uniform lighting, benches, wayfinding signage, landscaping, pavers, and public art.

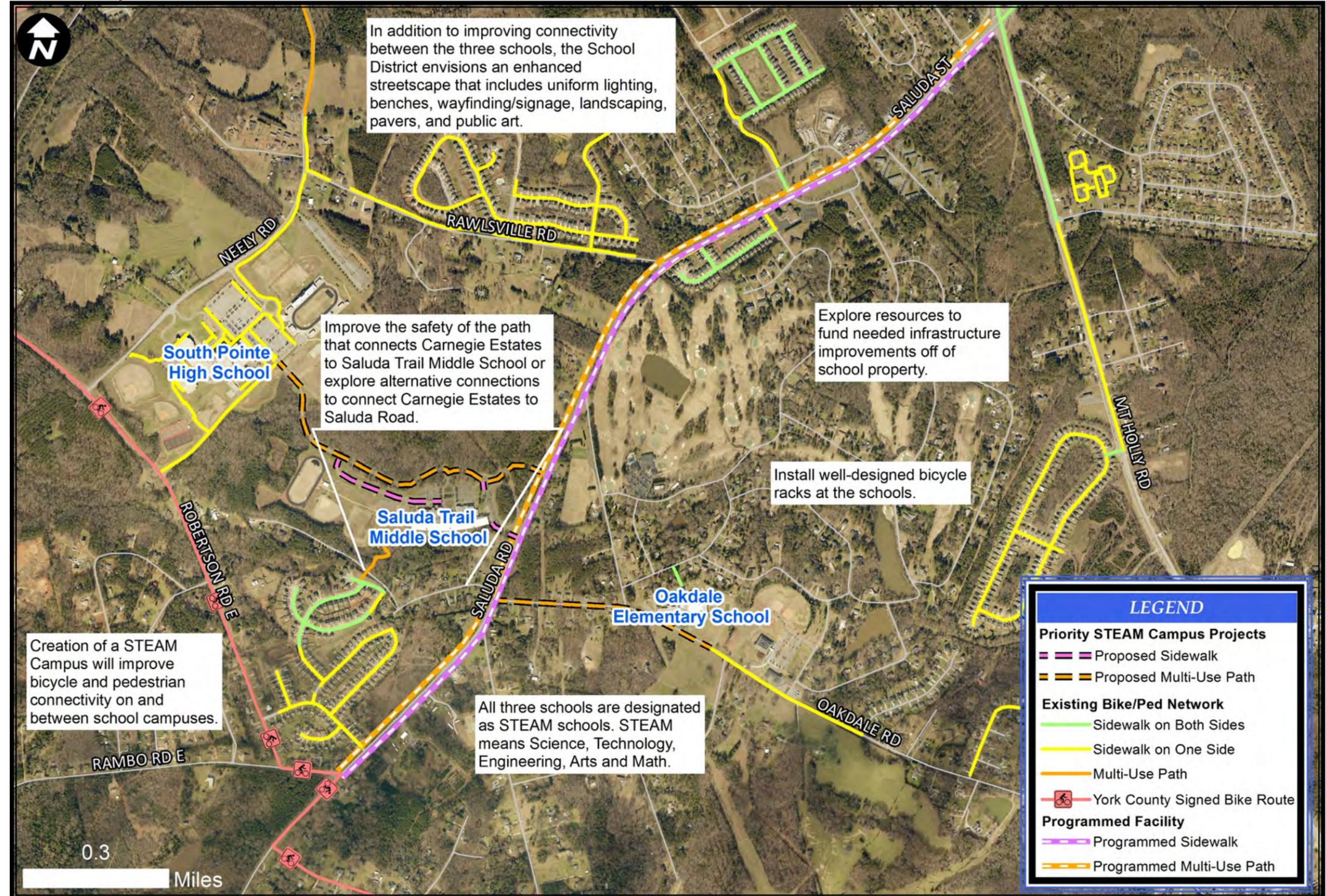
Unresolved Challenges

Although creation of the STEAM campus will improve bicycle and pedestrian connectivity between schools, it does not address the larger connectivity problems in this part of the City. **Many major roads that connect to the schools and older neighborhoods in their proximity lack pedestrian and bicycle infrastructure. The City should provide better connectivity between neighborhoods and between neighborhoods and schools.**

Recommendations

- ◆ Finalize and implement the STEAM Campus vision.
- ◆ Provide better connectivity between neighborhoods and between neighborhoods and schools.

STEAM Campus Recommendations



Capital Projects

The corridor would also benefit from several other physical improvements that will not be addressed by any of the solutions discussed previously. It is assumed that the City would take the lead in most implementation. The projects are divided into short-term and long-term. Short-term projects are smaller-scale projects, with a manageable price tag but noticeable impacts, that should be considered within the next five years. Long-term projects have significant costs and must be balanced against other City priorities. The majority of these projects will take more than 10 years to complete.

Short-Term Projects

With the completed improvements associated with the Albright Pennies Project and improvements planned with the SC 72 Pennies project, the area between Mint Street and Black Street is the only area directly along the corridor that has not/will not be improved. This area has a lot of pedestrian activity, but the infrastructure is in poor condition. The City should **ask SCDOT to repair/replace the existing sidewalks and fill in the sidewalk gaps between Mint Street and Black Street** to ensure that the area is safe and accessible to pedestrians.

The City is concerned about the lack of crossing opportunities on Albright Road. SCDOT owns the road, and as such, determines if, when, and where to locate a crossing. At this time SCDOT has said that traffic volumes and pedestrian counts along Albright Road and its side streets do not warrant a signal or any type of pedestrian facility or signage. SCDOT acknowledges that recent traffic and pedestrian count data does not exist for this area, however, and encouraged the City to **conduct a current turning movement and pedestrian count during peak hours**. The City should conduct the count to determine if counts are higher than originally thought. If the counts confirm that a pedestrian facility is still not warranted, the City should plan to conduct counts regularly so it can revisit the conversation with SCDOT when the time is right.

The Black Street intersection is the only unimproved intersection in the study area. The City should **upgrade the Black Street/Albright Road intersection with steel strain poles, crosswalks, pedestrian signals, and ADA-compliant curb ramps** to make the intersection consistent with the other intersections along the corridor.

Long-Term Projects

While lighting was improved on Albright Road and it meets nationally accepted standards, some residents and business owners expressed difficulty seeing the road and sidewalk traveling north on Albright Road at night since it was widened. The City should **study the area at night to determine if additional lighting is needed**.

Some residents and business owners feel that the above-ground power lines running along the south side of Albright Road detract from the appearance of the corridor. While this plan strives to document all of the concerns identified by participants, staff recognizes that this is a common request during corridor studies. About 40 percent of the City's primary lines remain above ground. Because of the cost of undergrounding utilities, the City must prioritize the remaining areas not only against one another, but also against other City needs. Improving areas with frequent outages are prioritized higher than undergrounding for aesthetic reasons. Additionally, the type of line and presence of rock on Albright Road will likely double the cost of burial compared to other corridors. Based on these factors, **undergrounding utilities along this corridor should be a longer-term strategy** than the other plan recommendations.

Some attendees at the public meeting also felt that the lack of street trees and other streetscape enhancements along the corridor detracted from the perception of the corridor. The City should **consider adding street trees and other streetscape enhancements along the corridor**.

The City's stormwater problems extend beyond the Albright Road corridor. The City regularly explores ways to improve the stormwater system and works to identify additional funding for stormwater projects. Specifically for this corridor, the City should **review the success of the projects completed in the area and ensure that all relevant projects are on the City's Neighborhood Stormwater Project List**.

Like stormwater, transit is also a citywide challenge. As the City explores transit options, it should ensure that transit is available to the corridor.

Recommendations

- ◆ Ask SCDOT to repair/replace the existing sidewalks and fill in sidewalk gaps between Mint Street and Black Street.
- ◆ Conduct turning movement and pedestrian counts during peak hours at high activity locations along the corridor. If counts warrant a crosswalk, ask SCDOT to install. If counts do not warrant a crosswalk, conduct counts regularly and revisit the conversation with SCDOT when the time is right.
- ◆ Upgrade the Black Street/Albright Road intersection with steel strain poles, crosswalks, pedestrian signals, and ADA-compliant curb ramps.
- ◆ Study the need for lighting on the north side of Albright Road.
- ◆ Continue to consider Albright Road when prioritizing and budgeting for undergrounding utilities.
- ◆ Consider adding street trees and other streetscape enhancements along the corridor.
- ◆ Review the success of completed stormwater projects in the area and ensure that all relevant projects are on the City's Neighborhood Stormwater Project List.
- ◆ Ensure that future fixed-route transit service is available to the corridor.

Legislative & Policy Changes

Although a lot of the challenges facing the corridor will be or can be solved through completion of physical improvements, some challenges can only be solved through other mechanisms.

Although the City cannot force a business to open in a location, it can make the development process simpler. With so little development along the corridor, property owners are asking for as much flexibility as possible. The majority of the study area is zoned General Commercial (GC), a district that allows for a lot of flexibility in terms of commercial uses, but does not allow many light industrial uses by right. **The City should create a new zoning district or modify an existing district that allows for a mix of office, retail, commercial, and light industrial uses by right.** The City should also initiate the rezoning of the area on the south side of Albright Road as indicated on the map.

The City has strong development standards in place to ensure that new businesses are aesthetically pleasing and will not negatively or unintentionally impact their neighborhoods. Many properties along the corridor are located in the County, however, and the County has different development standards. **The City should work with the County to create consistency between development standards for properties in proximity to the City.**

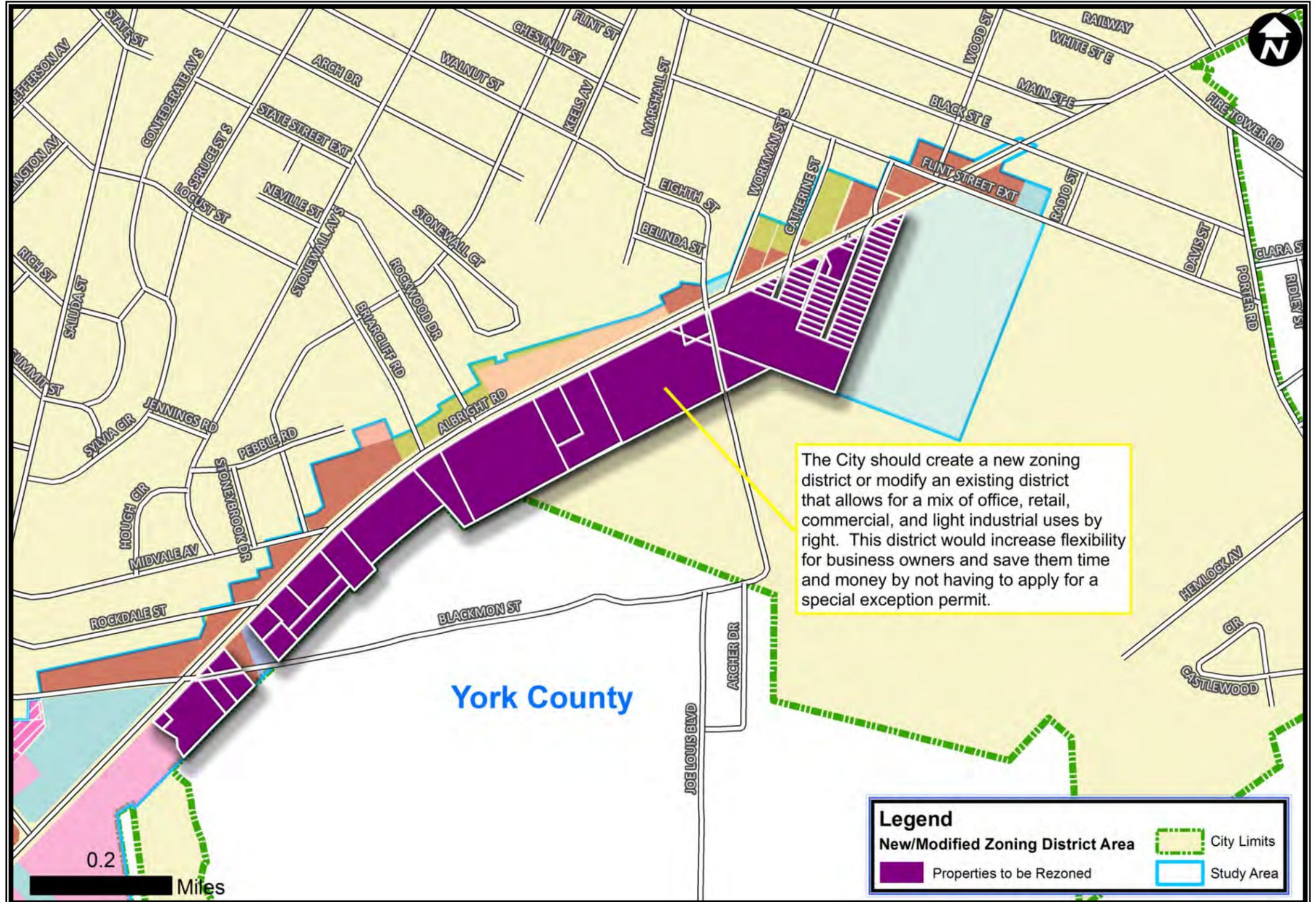
While the City has proactive code enforcement, inspectors are limited and have large areas to cover. The City should make the corridor a priority area for code enforcement.

The City is replacing the online service request portal and the new system is anticipated to be live by the end of the year. The system includes a new e-bill system as well as an interactive dashboard for viewing utility usage. This portal is designed as a “one-stop shop” to make it easier for residents and business owners to report issues and make requests. **The City should make residents and business owners aware of the new portal and educate the public on its features.**

Recommendations

- ◆ Create a new zoning district or modify an existing district that allows for a mix of office, retail, commercial, and industrial uses by right. Initiate the rezoning of the area as indicated on the map.
- ◆ Seek consistency between City & County development standards and code enforcement.
- ◆ Make the corridor a priority area for code enforcement.
- ◆ Make residents and business owners aware of the new utility service portal and educate the public on its features.

Proposed Zoning District



Implementation

The implementation plan is a strategy for accomplishing the plan solutions and recommendations that are not being addressed through one of the planned projects. For many of the recommendations associated with enhancing planned projects (SC 72 Pennies Project, Wal-Mart Supercenter, Rock Hill Schools' STEAM Campus), the City will play a supporting role. Lead agencies include York County Pennies for Progress, SCDOT, and Rock Hill School District Three. Since the Pennies Project has approved funding and a timeline for completion, these recommendations should be completed in the short-term (within the next five years). Since the timeline for the Wal-Mart Supercenter and the timeline and funding sources for the STEAM Campus projects are more uncertain, the majority of these projects are listed as ongoing.

Various City departments will take the lead on implementing most of the capital projects and legislative and policy changes: Planning & Development, Electric Utilities, Public Works, General Services, Parks Recreation & Tourism, Housing & Neighborhood Services, as well as City Management. All recommendations were shared with and supported by other City departments. Some of the capital projects should be completed within the short-term, while others are longer-term strategies (taking 10 years or more to complete). Although legislative and policy changes require staff time, they do not require funding. As such, most of these recommendations should be completed in the short-term.

Planning-level cost estimates (in 2016 dollars) and potential funding sources are provided for all projects where applicable.

Implementation Program

| Recommendations | Priority | Lead Party | Supporting Parties | Planning Level Cost Estimates | Potential Funding Sources |
|--|------------|------------------------------------|--|-------------------------------|---|
| SC 72 Pennies Project | | | | | |
| Continue to advocate for the widening of Saluda Road to five lanes between SC 901 and Rawlsville Road. | Short-term | Planning & Development | York County Pennies for Progress; Rock Hill School District Three | TBD | Pennies 4 |
| Study the lighting needs along Saluda Road. | Short-term | Electric Utilities | SCDOT; York County Pennies for Progress | TBD | Electric Fund |
| Build a sidewalk that connects the crosswalk to the entrance of Saluda Trail Middle School. | Short-term | Rock Hill School District Three | Safe Routes to School | \$10K-\$15k | grants |
| Wal-Mart Supercenter | | | | | |
| Expand the City's signed Saluda Bike Route to the Wal-Mart area. | Short-term | Planning & Development | Public Works; Parks, Recreation & Tourism | \$500 | General Fund; grants |
| Monitor warrants for a traffic signal on Saluda Road. | Ongoing | Planning & Development | SCDOT | N/A | N/A |
| Rock Hill Schools' STEAM Campus | | | | | |
| Finalize and implement the STEAM Campus vision. | Ongoing | Rock Hill School District Three | Rock Hill; York County; SCDOT | TBD | C-Funds; grants |
| Provide better connectivity between neighborhoods and between neighborhoods and schools. | Ongoing | Public Works | Rock Hill School District Three; Rock Hill; York County | varies | General Fund |
| Capital Projects | | | | | |
| Repair/replace sidewalks and fill in sidewalk gaps between Mint & Black streets. | Short-term | SCDOT | Public Works | \$25K-\$40K | General Fund |
| Conduct turning movement and pedestrian counts on Albright Road during peak hours at high activity locations along the corridor. If counts warrant a crosswalk, ask SCDOT to install. If they do not, conduct counts regularly and revisit the conversation with SCDOT when the time is right. | Short-term | Planning & Development | SCDOT; Public Works | \$1K | Planning and Development Budget |
| Upgrade the Black Street/Albright Road Intersection with steel strain poles, crosswalks, pedestrian signals, and ADA compliant curb ramps. | Short-term | Public Works | Project Management Team; Utilities; Planning & Development; SCDOT | \$285K-\$300K | General Fund; Utilities |
| Study the need for lighting on the north side of Albright Road. | Long-term | Electric Utilities | | \$425K | Electric Fund |
| Ensure that future fixed-route transit service is available to the corridor. | Long-term | City Management | RFATS | N/A | FTA 5308 Program; SMTF |
| Consider adding street trees and other streetscape enhancements along the corridor. | Ongoing | Parks Recreation & Tourism | Rock Hill Tree Commission; Rock Hill Clean and Green Board; A.W. Huckle City Beautification Fund Committee | varies | General Fund; Hospitality Tax; grants; A.W. Huckle City Beautification Fund |
| Review the success of completed stormwater projects in the area and ensure that all relevant projects are on the Neighborhood Stormwater Project List. | Ongoing | Public Works (Stormwater Division) | Housing & Neighborhood Services (HNS) | TBD | Stormwater Fund; Stormwater Bonds |
| Legislative & Policy Changes | | | | | |
| Create a new zoning district or modify an existing district that allows for a mix of office, retail, commercial, and industrial uses by right. Initiate the rezoning of properties on the south side of Albright Road as indicated in plan. | Short-term | Planning & Development | Planning Commission; City Council | N/A | N/A |
| Make residents and business owners aware of the new online service request portal and educate the public on its features. | Short-term | General Services | Communications | N/A | N/A |
| Seek consistency between City and County development standards and code enforcement. | Ongoing | Planning & Development | York County Planning & Development | N/A | N/A |
| Make the corridor a priority area for code enforcement. | Ongoing | HNS | | N/A | N/A |



MEMORANDUM

TO: Planning Commission
FROM: Eric S. Hawkins, AICP *EH*
Planning Commission Staff
RE: Regular Meetings for 2017
DATE: October 26, 2016

Please see below schedule of proposed meeting dates for 2017. Alternative meeting dates are shown in parentheses and will be advertised in case a meeting has to be moved due to unforeseen circumstances. Meetings will begin at 6:00 PM and will be held in City Hall Council Chambers unless otherwise noted on the agenda. We will be asking you to adopt the calendar at your November meeting. Thank you!

January 3 (Jan. 10)
February 7 (Feb. 14)
March 7 (Mar. 14)
April 4 (Apr. 11)
May 2 (May 9) Election of Officers
June 6 (June 13)
July 11- Moved due to Independence Day (City Holiday) (July 18)
August 8- Moved due to National Night Out. (Aug. 15)
September 5 (Sept. 12)
October 3 (Oct. 10)
November 7 (Nov. 14)
December 5 (Dec. 12)