



# TOWN OF CHERAW

South Carolina

## Comprehensive Zoning Plan

2016-2026

Prepared for:  
**Town of Cheraw, SC**

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**DRAFT**  
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**“Cheraw will  
Preserve Our  
Town’s  
Unique  
History and  
Charm While  
Ensuring a  
Sustainable  
Future for All  
Residents”**



# TOWN OF CHERAW

**South Carolina**  
Comprehensive Zoning Plan

Developed by the Cheraw Planning and Zoning Commission  
with assistance from  
Cardno, Inc.

August, 2016

**THE TOWN OF CHERAW, SOUTH CAROLINA**

***MAYOR AND COUNCIL***

NAME 1

NAME 2

***PLANNING COMMISSION***

NAME 1

NAME 2

***TOWN ADMINISTRATOR***

Michael D. Smith

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# TOWN OF CHERAW

# Town Overview

## Plan Purpose

The purpose of the Town of Cheraw Comprehensive Plan is to provide a framework for the future growth and development of the Town. Cheraw is a special place with a quality of life and an abundance of culture and history that needs to be both preserved and advanced. To provide for proper development, Town officials and citizens should insure that the pattern of land uses will promote the highest degree of health, safety, efficiency, and well-being.

This Comprehensive Plan Update has been prepared in accordance with the South Carolina Comprehensive Planning Act of 1994, as amended. Additional assistance was drawn from the 2014 Comprehensive Planning Guide for Local Governments prepared by the Municipal Association of South Carolina (MASC). Each of the plan elements contained herein is required including some new elements that were not required when Cheraw's previous Plan was prepared in 1998, a separate element dedicated to Transportation is now required as is a new element addressing Priority Investments. It is anticipated that the Comprehensive Plan will be updated as needed but not less than every 10 years as also required by State Law.

A key element to any Comprehensive Plan is the Land Use Element which sets forth the existing land uses within the Town, considering existing patterns of development, relationships between land uses, and any existing or potential development conflicts or limitations. This element also considers the important projections for spatial requirements for each land use classification.

Another important aspect of the Comprehensive Plan is an examination of the socio-economic, physical characteristics of Cheraw along with the historic resources of the Town both of which shape growth and influence future development.

Overall, the Plan will provide a framework for shaping future development in Cheraw, serve as a guide for local policy and decision-making pertaining to development, and it will identify investment and other priorities intended to maintain and enhance Cheraw's status as that special place to live, work and play.



## Location

Since its settlement in the 18th century, Cheraw has commanded a strategic location in northeastern South Carolina on the Great Pee Dee River. Originally founded at the head of navigation on the Pee Dee River, the community today relies on an extensive regional road network for its success. It is accessible to Florence, Charlotte, and other regional markets by way of major highway routes, including US 52, US 1, and SC 9.

Cheraw is situated on the eastern edge of Chesterfield County in the heart of the rural region. It is 5.42 square miles in size and is 13 miles from Chesterfield and 17 miles from Bennettsville, its largest neighbor. Cheraw commands a large industrial and commercial base as compared to nearby Bennettsville. Cheraw is a retail and manufacturing center for a 30 mile market area. In 2012 Cheraw had 2,142 of the County's 4,375 manufacturing jobs, 668 of the County's 1,271 retail jobs, and 404 of the County's 848 accommodation and food services jobs. Cheraw accounted for roughly 50% of all jobs in these three predominant sectors in Chesterfield County.

Cheraw is also home to Northeastern Technical College and Cheraw State Park, both positive influences for future growth and development. It is also 35 miles from Interstate 95, the "main street" of the eastern coast of the United States.

MAP TOWN OVERVIEW – AERIAL



# Chapter 1: Population Element

## CHERAW COMPREHENSIVE PLAN

### 1.0 –Summary

The population data presented in this section is a *mix of data* taken from the 2010 US Census and the 2009-2013 American Community Survey (ACS) 5-Year Estimates. The ACS is a nationwide survey designed to provide communities a fresh look at how they are changing.

US Census data suggests that since Cheraw's population peaked in 2010, population growth has flattened and may even be in decline. This is thought to be due in part to the limited number of new housing opportunities within town limits.

Housing vacancies in Cheraw were 12% in 2010 as compared to an estimated 5.8% in 1990. It has doubled suggesting individuals and families are looking outside of Cheraw where there is a greater range and variety of housing options. Cheraw may want to undertake a thorough review of its housing vacancies, their ownership and condition.

Population growth in the CCD and the County is increasing at rates 2.5 and 3.5 times greater than in Cheraw over the last 10 to 20 plus years.

Residents of Cheraw 25 years and older had a high school graduation rate of 78% in 2013. This was a marked increase in Cheraw's high school graduation rate for this same cohort (25 years +) which in 2010 was 69%. The same graduation rate in 2013 for the State of South Carolina was 83% and 73% for Chesterfield County.

Residents of Cheraw with BS degrees or greater stood at roughly 17% in 2010 and 2013 (a 5% increase over 1990) as compared to 24% for the State and 11% for the County in 2013.

There are number of factors contributing to Cheraw's current and projected slower rate of growth, but chief among them is the combination of an ageing community and growth that is occurring beyond Cheraw's incorporated limits.

### 1.1 - Population Trends

Population trends in Cheraw suggest an essentially flat growth pattern with a continuing shift in historical race and age demographics. Going back to 1970 and throughout the 80' and 90's Cheraw's population total averaged around 5,600. In 2010 the population of Cheraw was reported to be 5,851 or a modest 6% increase over 1990's total. The US Census Bureau's estimate of the Town's population in 2014 was 5,793 or a slight decrease from 2010. By comparison, during the period 1990 – 2010 the CCD's population increased by 14% and in Chesterfield County the population increased by 20%.

There are a number of factors believed to be contributing to Cheraw's slow or no growth in recent years. There is a perceived shortage of available, buildable acreage capable of supporting new and/or affordable housing. While infill development opportunities exist and are desirable, opportunities for small to medium subdivision style residential development in Cheraw is limited. Subdivision housing prices can certainly range from affordable or modest to very expensive, but subdivision developments can present lower per unit land and infrastructure costs which can lead to lower, more affordable housing costs. These lower housing costs are

appealing to first time homeowners and young families just starting out, both of whom can be catalysts to population growth.

Other factors identified as possible reasons for the Town’s recent slow growth are limited dining and entertainment options within the incorporated limits, a downtown retail district that is challenged, and a declining number of persons per household as the population continue to age.

**Town and Vicinity Population Data**

	1990	2013
Town of Cheraw	5,505	5,851 (+6%)
CCD*	13,063	14,944 (+14%)
County	38,577	46,197 (+20)
*CCD – A subdivision of a county that is a relatively permanent statistical area established cooperatively by the Census Bureau and state and local government authorities.		

**1.2 - Population Projection**

Population projections presented in the Town’s 1998 Plan as compared to actual 2014 US Census data, and a 2013 American Community Survey (ACS) population statistics and projections shows a much slower rate of growth than previously thought.

**Cheraw Populations**

	Projected	Actual
2010 (per 1998 Plan)	6,550	5,581
2014	NA	5,793
2018 (per ACS)	5,835	NA
2020 (per 1990 Plan)	7,100	NA

Given these historical and current trends it is not expected that Cheraw will experience any substantial growth over the next ten years. Annexation would be one factor that could result in an increase in population. Earlier forecasts suggesting a population of 6,550 by 2010 and 7,100 by 2020 did not and will not likely develop. The following projections though 2025 suggest a much slower rate of growth:

***Cheraw Population Projections***

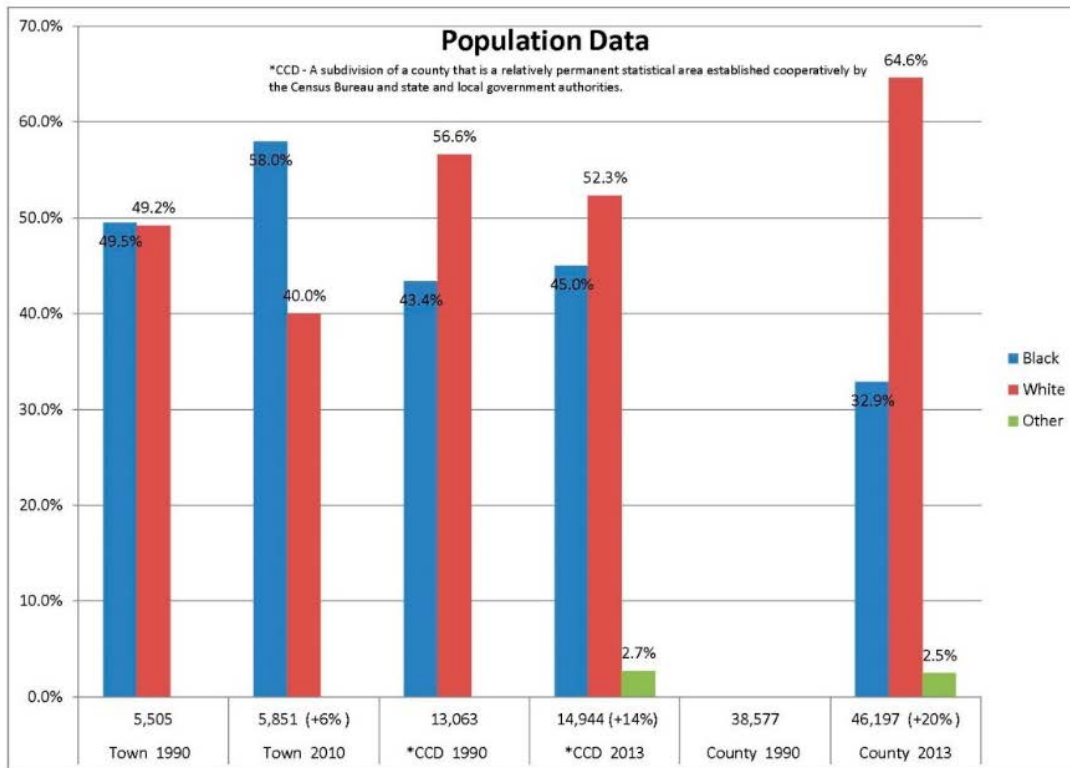
Year	Town of Cheraw
2010	5,581
2020	5,950
2025	6,020
Note: 5,835 is what ACS 5 year projection or for 2018 ... where this current analysis suggested 5,863 in 2018	

There are number of factors contributing to this projected slower rate of growth but chief among them is the combination of an ageing Cheraw and growth that is occurring beyond Cheraw's incorporated limits.

**1.3 - Socio-economic Characteristics and Trends**

The racial composition of Cheraw continues to shift and fairly dramatically. In 1980 the Black population of Cheraw was 44%. In 1990 the ratio of Black or African Americans to Whites was 1:1 or each race representing roughly 50% of the Town's population. And; in 2010 the Black population represented 58% of Cheraw's population. In 2013 African Americans accounted for 33% of the population in Chesterfield County and 45% of the CCD's total population.

Another trend in Cheraw is the Town's ageing population. The median age in Chesterfield County in 2010 was 39.9 as compared to 51 years of age for Cheraw. And; In 2013 nearly 20% of the residents of Cheraw were 65 years and over as compared to approximately 15% for Chesterfield County and the same (15%) for the State of South Carolina. It has been said "people come to Cheraw to retire". Both of these factors result in fewer women of child bearing age living in or locating to the Town of Cheraw. In 2010 there were only 704 women between the ages of 19 and 40 years of age or 21% of all females in Cheraw. Over 50% of all females in Cheraw in 2010 were over the age of 40 years old.



The lower median age in the County supports the thought that younger families and first time homeowners are choosing to locate outside Cheraw's incorporated limits (where there are a greater housing options and possibly shorter commuting times). This phenomenon is further supported by the growth of the populations in these outlying areas. During the period 1990 to 2010 the County's population grew 20% whereas Cheraw's growth rate was a modest 6%. Growth in the CCD for the same period was 14%.

**Population Age 65 Years and Older**

Year	Town	County	State
1990	16.4%	12.8%	11.4%
2010	18%	15.5%	15.2%
2013	18%	15%	14%
2015	20%	12.6%	25.1%

The number of household units in Cheraw increased during the period 1990 – 2010 so too did the vacancy rate, up from 5.8% in 1990 to 12% in 2010. One factor that may have contributed to both the increase in the number households and the higher vacancy rate is the creation of rental units within homes that were previously single family homes. Still, the number of owner occupied units only declined by 1% during this period and the number of rental units only increased by 1% during the same period, a swing of owner to rental units of fewer than 25 units. It should also be noted that despite a doubling of the vacancy rate, a vacancy rate for rental units of 12% in 2015 was surprisingly the norm across South Carolina (according to the St. Louis Federal Reserve Bank). Cheraw may want to undertake a thorough review of its housing

inventory: vacancies, ownership, and conditions.

***Housing Characteristics***

Household Units	Town 1990	Town 2010
Total	2,309	2,709
Vacant	121	374
Owner Occupied	52%	51%
Black	NA	34.6%
White	NA	12.5%
Other	NA	3.9%
Renter Occupied	48%	49%

***Rental Vacancy Rate***

Year	Vacancy Rate
2014:	12.0 %
2013:	11.2 %
2012:	9.7 %
2011:	11.6 %
2010:	13.9 %
Annual, Not Seasonally Adjusted	

In 2013 roughly 78% of residents 25 years and older had graduated high school. This was a marked increase in Cheraw’s high school graduation rate. This same cohort’s graduation rate in 2010 was 69%. The same cohort graduation rate in 2013 for the State of South Carolina was 83% and 73% for Chesterfield County.

Residents of Cheraw with BS degrees or greater stood at approximately 17% in 2010 and 2013 (a 5% increase over 1990) as compared to 24% for the State and 11% for the County in 2013.

Cheraw’s graduation levels coupled with the presence of Northeastern Technical College are both positive factors with regard to workforce development provided the available supply meets the demand. One note of potential concern is in 2010 the High School graduation rate for males in Cheraw, among those 25-34 years of age, was 76% as compared to males 35-44 years of age, whose graduation rate was 84%. The female graduation rates for these same two age cohorts were consistently 85% +/-.

**Graduation Rates ACS Data 2009-13**

Graduation Rates	Town	County	State
High School Graduates	78%	73%	83%
Bachelor’s Degree (BS)	17%	11 %	24 %

**Incomes and Poverty Levels**

Income/Poverty Levels	Town 1990	Town 2013	County 1990	County 2013	State 2013
Median Household Income	\$17,690	\$22,876 (+29% over 1990 1.2% per year)	\$21,069	\$31,252	\$44,779
Percent Persons in Poverty	28.3%	36.8%	19.3%	26.8%	18.1%
**Median income is not average income; rather it is the midpoint income among all incomes in the community.					

The median household income in Cheraw in 1990 was \$17,690 and in Chesterfield County it was \$21,069. ACS data for the period 2009-2013 records a 30 % increase in median household income in Cheraw over 1990. The County’s median household income, for the same period, had increased by nearly 50% (48.3% to be exact).

The median value of owner-occupied units in Cheraw was roughly 10% higher than it was for the County according to the 2009-2013 ACS. The percentage of persons living in poverty in Cheraw has gone down slightly since 1990 as is the case in Chesterfield County. But, there are approximately a third more persons living in poverty in Cheraw than in the County, as a percentage of total population.

**1.4 - Household Composition**

There were 2,685 households in Cheraw in 2013; 2,335 in 2010; and 2,188 in 1990. Of the 2,335 households in Cheraw in 2010, 27.9% had children under the age of 18 living with them (as compared to 33.4% in the County), 26.9% had a female householder with no husband present (as compared to 16.3% in the County), and 36% were non-families (as compared to 29.3% in the County). 66.6% of all households in Cheraw were made up of individuals (as compared to 25.9% in the County) and 13.7% had someone living alone who was 65 years of age or older. The average household size in Cheraw was 2.09 and (2.54 in the County) and the average family size was 2.98 (as compared to 3.05 in the county).

In Cheraw, the approximate 2013 population was spread out with 26% under the age of 18 (26.6 in the County) and 18.6% who were 65 years of age or older (12.0% in the County). The median age was 51.8 in Cheraw and 36 years in Chesterfield County. Females represented 56.1% of Cheraw's total population (51.4% in the County).

The approximate median income in 2013 for a household in Cheraw was \$22,786 (\$31,252 in the County), and the median income for a family was \$33,075 in Cheraw (\$36,200 in the County). Persons in poverty in Cheraw in 2013 accounted for 36.8% of the Town's population (26.5% in the County).

## 1.5 - Affects and Impacts

Cheraw's historic beauty and charm is helping to bolster the median value of owner-occupied housing units which was \$87,500 and compared to the County's median value of \$79,400. The question may be though how long will Cheraw be able to maintain these values given other conditions that are impacting the Town's growth, housing options, and quality of life gaps (e.g., retail, restaurants, entertainment within the Town's incorporated limits).

There is pattern of growth in the County supported by a larger average family size, fewer female householders, and a substantially younger population base. So Cheraw's population is aging, decreasing, earning less, and experiencing higher rates of poverty and vacancy rates as compared to the County's population all suggesting the need to reverse these trends or continue to see the community struggle and decline.

Cheraw is experiencing some shifts in vacancy rates and household size and composition. Cheraw may want to undertake a thorough review of its housing inventory: vacancies, ownership, and conditions. It would also be good to understand the shortage of any new residential construction in Cheraw which has seen fewer than 25 new single-family homes built in the last 15 years.

## 1.6 – Population and Social Objectives (PS)

- **Objective (PS) 1.6.1: Reverse the Ageing of Cheraw** – This is an interesting and challenging objective, but one that can be achieved with time and a focused set of initiatives designed to attract younger individuals and families to Cheraw. Some of the reasons younger individuals are not locating within the Town's incorporated limits are the limited number of housing options that are available to them and a Downtown lacking the retail, dining, and entertainment attractions that appeal to younger individuals and families alike.
- **Objective (PS) 1.6.2: Broaden Housing Options in Cheraw** – The Town supports a wider range of housing options in Cheraw and particularly within the downtown areas of Cheraw. The goal here is to increase the number of residents living in the downtown area who will most naturally "shop the downtown". Housing options that will be promoted include apartments, town homes and condominiums, in fill development, and affordable housing. The Town will work to amend existing land use controls and ordinances to encourage higher densities, the re-fitting of second floor apartments in the downtown area, consideration of allowing greater flexibility with regard to the conversion of larger homes in the Historic District to apartments and condominiums, and an emphasis on mixed use development in the downtown area.



- **Objective (PS) 1.6.3: Address Quality of Life Issues and Needs/Wants** – The importance of retail, dining, and entertainment to the vitality and sustainability of small town downtowns is well understood. The challenge is which comes first, the businesses or the patrons. The Town can work to introduce more residents to the downtown area, but investors will naturally follow demand. Therefore the Town of Cheraw will work to establish partnerships with local businesses, developers and industry to provide the vision and incentives to move the tipping point for investors forward and in some cases ahead of demand. Cheraw will consider expanding its current incentive program for new retail and commercial business to include incentives such as land grants or leases, time based property tax abatements; while the focus here is on the downtown areas certain desired uses may require land areas that cannot be supported in Downtown Cheraw. Cheraw's leading industries have identified a strong need for a new hotel with conference facility, alternative food shopping experiences (e.g., neighborhood type markets, delicatessens, and food speciality stores), and entertainment venues such as a bowling alley or an indoor sports complex. Industry leaders have reported that the lack of such amenities have proven to make the recruitment of top talent a challenge which is neither good for business or Cheraw.
- **Objective (PS) 1.6.4: Set Downtown Revitalization Plan and Strategy** - The goal here is to get people, customers into the downtown on a regular or routine basis. This will be accomplished by increasing the number of customers living in or in close proximity to the downtown (younger and older alike given the right set of housing options); by increasing the number of people who work in the downtown area on a daily basis; and by enhancing the number and type of retail, dining, and entertainment experiences in Downtown Cheraw.

Cheraw will form a *Downtown Revitalization Task Force* which will be made up of local business and industry leaders, representatives of town boards, commercial developers, Northeastern Technical College (NTC), among others. Their charge will be to:

- i. establish strategic partnerships with local businesses, industry leaders, commercial developers, and academia;
- ii. recommend specific incentive programs for adoption by Town Council; and
- iii. direct recruitment of regional and national hotel, grocery, and entertainment providers to encourage them take a closer look at Cheraw and all that it has to offer including a community that is "open for business".

Another important objective of the Task Force will be to enlist local industries to establish a presence in the downtown area which will place personnel in the downtown on a daily basis (e.g., sales offices, back room functions, R&D or design centers, training centers). Perhaps there are even opportunities for NTC to provide satellite programs in Downtown Cheraw (e.g., a culinary school). Businesses willing to make such investments in Cheraw and its downtown could be eligible for grants, low interest loans, utility grants, business start-up assistance, and/or marketing assistance.

# Chapter 2: Economic Element

## CHERAW COMPREHENSIVE PLAN

### 2.0 – Summary

Cheraw is host to a number of Chesterfield County's largest employers with a significant concentration in the industrial / manufacturing sector.

The unemployment rate in Cheraw fluctuates with corresponding up and down cycles in the manufacturing sector and the construction trades, typical of other communities in Chesterfield County and the State of South Carolina.

Cheraw's total Civilian Labor Force is growing (1.73%) and the Town's Participation Rate is increasing (53%). Yet Cheraw's in-town Civilian Labor Force has been declining, due to the Town's population ageing out of the work force and other social factors. So, fewer individuals in the work force had the net effect of raising the 2010 Participation Rate of those remaining in the work force.

Recent employment data suggests that Cheraw may be experiencing growth (current and future) in three new emerging sectors: Financial and Insurance, possibly Health Care, and Warehousing and Wholesale Trade.

The majority of Cheraw's Civilian Labor Force of nearly 4,300 is comprised of individuals who do not live in Cheraw. Of those citizens of Cheraw who are in the workforce (1,908 in 2013), 66% actually work in Cheraw or 1,260. These same 1,260 individuals in turn represent 28% of the Town's Total Civilian Workforce.

For those individuals who work and live in Cheraw, the average commuting time is less than 10 minutes. Approximately 6% of all who work and live in Cheraw work at home.

### 2.1 - Labor Force

Cheraw's labor force is focused heavily on manufacturing. Cheraw commands a large industrial and commercial base as compared to nearby neighbors. Cheraw is the retail and manufacturing center for a 30 mile market area. In 2012 Cheraw accounted for 2,142 of the County's 4,375 Manufacturing jobs, 668 of the County's 1,271 Retail jobs, and 404 of the County's 848 Accommodation and Food Services jobs. Cheraw supported roughly 50% of all jobs in these three sectors in Chesterfield County in 2012.

Industry/manufacturing enterprises are the primary employment engines in Cheraw along with a range of businesses in the food and beverage and retail sectors. Cheraw is essentially tied as second top industrial employer among all Chesterfield County communities.

**Labor Force**

Labor Force	1990	2010
Civilian Labor Force	2,497	4,288 (+72% over 1990)
Participation Rate*	48%	52.8% (+11% over 1990)

\* Participation Rate is the portion of the population that is in the Labor Force (note in 2013 the rate fell to 48.3%)

**Unemployed Persons in Cheraw (average)**

Unemployed	1990	2010	2015
	10-12%	7.8%	6.8%

**2012 Full Time Industrial Employment in Chesterfield County by Town\*\***

Town	Employees
Cheraw	1,002
Chesterfield	209
Jefferson	151
McBee	1034
Mt. Croghan	24
Pageland	2,647
Patrick	10
Ruby	19
TOTAL EMPLOYEES:	5,096

### **2013 Sampling of Cheraw's Predominant Occupations**

<b>Occupation</b>	<b>Employees</b>
Management, business, science, and art occupations	494
Service occupations	471
Sales and office occupations	616
Natural resources, construction, and maintenance	90
Production, transportation, and material moving	237
NOTE: Manufacturing and Retail are the dominant industries while Educational services, including health care and social assistance are the leading subject area.	
**based on Industry Directory information. Numbers do not include contract (1099) jobs or part-time jobs	

## **2.2 - Employment**

Cheraw's workforce mix and industries track closely with the rest of Chesterfield County and for that matter the State of South Carolina. A look at employment across all sectors in Cheraw suggests the possible emergence of some new areas for employment growth. These potential emerging sectors are Finance and Insurance and possibly Health Care. In 2013 Cheraw's Civilian employed population over 16 years and over was reported to total 1,908.

Unemployment rates in Cheraw have ranged from 6.1% in April 2014 to 18.2% in June 2009. The rate for unemployment for Cheraw was 7% throughout most of 2015. Cheraw's unemployment rates tend to mirror those of the County and the State. The Town's major employers are in the manufacturing and construction arenas, both are commonly more susceptible to swings in employment than retail or some other sectors.

### ***Unemployment Rates and Estimates***

Period	Chesterfield County	South Carolina	United States
Jul 2015	6.7%	6.4%	5.6%
Jun 2015	7.0%	6.7%	5.5%
May 2015	6.6%	6.5%	5.3%
Apr 2015	6.2%	6.1%	5.1%
Mar 2015	6.3%	6.2%	5.6%
Feb 2015	6.8%	6.8%	5.8%
Jan 2015	6.9%	6.9%	6.1%
Dec 2014	6.4%	6.4%	5.4%
Nov 2014	6.6%	6.5%	5.5%
Oct 2014	6.8%	6.6%	5.5%
Sep 2014	7.1%	6.8%	5.7%
Aug 2014	7.7%	7.2%	6.3%
Jul 2014	7.4%	6.9%	6.5%
Source: S.C. Department of Employment & Workforce, 2015			

### **2.3 - Commuting Patterns**

Approximately 66% of Cheraw’s residents who are employed work in Cheraw. Of the remaining residents of Cheraw who are employed; 24% work in the County and 10% in another state. The average commuting time for these residents is 12-15 minutes, with 54% having less than a 10 minute commute.

With a total Civilian Labor Force (workers 16 years and over) greater than 4,200, the majority of these individuals, who work in in Cheraw, do not live in Cheraw. In fact Cheraw’s Civilian Labor Force totalled approximately 1,900 individuals or 45% of Cheraw’s total labor force and not all of these individuals work in Cheraw as already noted. Nearly 90% of all individuals who work in Cheraw commute by car, truck or van of which only 7.5% carpool. Roughly 4% walk to work and 6% work at home. There were no employees reporting commuting by public transit or taxi.

## 2.4 - Largest Employers

The S.C. Department of Employment reported the following companies as among Cheraw's leading employers in 2015:

### *Largest Employers*

Name/Location	Products	Employees
American Stainless & Supply, LLC 815 State Road Cheraw, SC 29520	Quality process piping distribution. Industrial pipe, valves, fittings, controls.	65
AT&T 385 Meeting St., SC 29403	Telecommunications, wired and wireless	50
BGF Industries, Inc. 90 Huger Street Cheraw, SC 29520	High-tech carbon-fiber woven fabric.	33
Carolina Cannery, Inc. 300 Hwy. 1 South Cheraw, SC 29520	Bottles Pepsi products; over 70 different beverages	155
Cheraw HealthCare, Inc. 400 Moffat Road Cheraw, SC 29520	Skilled/Intermediate Nursing Facility	125
Chesterfield General Hospital 711 Chesterfield Hwy. Cheraw, SC 29520	Hospital serving Chesterfield County and surrounding area; workforce and community wellness programs.	210
Crown Cork and Seal Company, 100 Evans Row Cheraw, SC 29520	Aluminium beverage cans; recently added laser graphic plate facility.	186
EZ Products 901 West Greene Street, Cheraw, SC 29520	Buys plastic drink bottles and recycles material	25
Schaeffler Group USA Inc / INA 301 U.S. Hwy 1, Cheraw, SC 29520	Makes automotive bearings, power train components, etc.	
Stanley Black & Decker Stanley Road, Cheraw, SC 29520	Manufacturer of hand tools, saws, utility knives, tool boxes, etc.	
Source: Phone survey of local industries conducted by Cardno personnel in April of 2016		

## 2.5 - Economic Development Base and Potential

A closer look at future employment opportunities across Chesterfield County, suggest that total jobs will grow at an annual rate of 1.07% during the period of 2012 and 2022. The three top growth industries will likely be Administrative, Health Care and Construction services. The bottom three new job producers are expected to be Manufacturing, Government and Information services. Those industries expected to beat the average anticipated rate of growth are Transportation and Warehousing, Wholesale Trade, and Educational services.

Should the Town of Cheraw trend along similar growth patterns the Town will want to encourage a local workforce which is supportive of the top three new job producers and the physical space and locations as well as infrastructure to support those industries which are expected to beat the average rate of growth for new jobs during this planning period, specifically Transportation, Warehousing and Wholesale Trade. Encouraging adequate workforce training will be key along with ensuring that zoning is in place that will support these developing sectors, particularly the more intense Transportation, Warehousing and Wholesale Trade sectors.

### Labor Market Projections

Pee Dee Industry Estimates for Chesterfield County	2012 Estimates Employment	2022 Projected Employment	Change	Percent Change	Annual Percent
Total Employment, All Jobs	126,589	140,842	14,253	11.26	1.07
Health care and social assistance	18,789	23,713	4,924	26.21	2.35
Administrative ,support, waste management and remediation	3,764	5,143	1,379	36.64	3.17
Retail Trade	14,854	16,002	1,148	7.73	0.75
Educational services; state, local, and private	10,124	11,259	1,135	11.21	1.07
Accommodation and food services	9,741	10,642	901	9.25	0.89
Construction	2,939	3,702	763	25.96	2.33
Transportation and Warehousing	4,290	4,962	672	15.66	1.47
Wholesale trade	4,076	4,725	649	15.92	1.49
Other services (except public administration)	5,217	5,773	556	10.66	1.02
Finance and insurance	4,884	5,406	522	10.69	1.02
Manufacturing	19,461	19,780	319	1.64	0.16

Pee Dee Industry Estimates for Chesterfield County	2012 Estimates Employment	2022 Projected Employment	Change	Percent Change	Annual Percent
Government	9,557	9,823	266	2.78	0.27
Real estate, rental and leasing	835	952	117	14.01	1.32
Arts, entertainment, and recreation	1,008	1,118	110	10.91	1.04
Utilities	922	997	75	8.13	0.79
Information	1,006	1,060	54	5.37	0.52

Note: Projections are available by Workforce Investment Area (WIA). The data displayed is selected from the appropriate WIA.

Source: S.C. Department of Employment & Workforce - Industry Projections

In considering emerging sectors or industries showing the greatest promise for growth, it is helpful to consider average annual wages among these same industries. For example, two of the industries that are projected to lag other industries' rates of growth are Information and Manufacturing both of which are top wage producers. Other top annual wage producers (on average) are Professional, Scientific, Technology and Utilities.

**Top Annual Wage Producers**

Industry Type/Sector	Average Annual Wage
Information	\$102,596
Utilities	\$60,216
Manufacturing	\$47,112
Professional, Scientific, & Tech.	\$47,008
Construction	\$39,676
Transportation, Warehousing	\$39,572
Finance & Insurance	\$34,424
Wholesale Trade	\$34,216
Agriculture	\$32,344
All Other Sectors	< \$30,000

Source: S.C. Department of Employment & Workforce - Industry Projections, 2015



**Age of Workers in Chesterfield County, SC by Industry**

Industry	14-18	19-21	22-24	25-34	35-44	45-54	55-64	65+
Total, All Industries	184	506	668	2,344	2,883	3,544	2,647	749
Agriculture, Forestry, Fishing and Hunting	0	8	10	21	41	60	39	26
Mining, Quarrying, Oil and Gas Extraction	0	0	4	14	20	30	18	4
Utilities	0	0	0	3	7	10	11	7
Construction	3	12	17	104	104	96	55	22
Manufacturing	10	79	161	680	1,022	1,400	1,067	179
Wholesale Trade	3	14	15	66	109	104	77	22
Retail Trade	57	101	104	238	189	241	159	80
Transportation and Warehousing	6	70	74	185	200	201	160	63
Information	0	0	0	18	22	25	6	0
Finance and Insurance	0	6	16	76	71	59	37	11
Real Estate and Rental Leasing	0	0	3	7	9	11	12	3
Professional Scientific and Technical Service	0	0	0	19	31	28	26	18
Management of Companies and Enterprises	5	4	4	8	14	13	7	3
Administrative, Support and Waste Management	4	18	28	119	92	156	128	23
Educational Services	0	5	30	187	344	420	344	83
Health Care and Social Assistance	3	41	78	283	311	362	263	94
Arts, Entertainment and Recreation	0	3	0	7	0	4	0	7
Health Care and Social Assistance	3	41	78	283	311	362	263	20
Accommodation and Food Services	84	123	95	179	123	119	58	20
Other Services (Except Public Administration)	2	5	10	37	52	44	46	20
Public Administration	0	11	16	96	123	162	132	63

Source: U.S. Census Bureau, Local Employment Dynamics - 2014 Q1

## 2.6 - Economic Objectives (EC)

- **Objective (EC) 2.6.1: Ensuring the Future Needs of Cheraw's Economy** – Cheraw's labor force is projected to grow at a rate of 1.73% per year over the next 5 -15 years. That translates into 75 -100 new jobs per year during the same period. Cheraw will want to work closely with local industry and educators to ensure that the workforce is trained to support this growth and these new positions in the area's traditionally strong industrial, manufacturing and construction sectors. The same will be true for the area's emerging growth sectors: financial and insurance, health care, warehousing and wholesale trade.
- **Objective (EC) 2.6.2: Ensure the availability of land parcels** - The town must ensure that there are adequate and zoned properties for these employment uses, particularly the more intensive manufacturing and warehousing operations. The Town is already well positioned with regard to an available sewer and water capacity to support this growth. Power, green power, internet and cellular communications are additional areas the Town will want to continue to promote, stay current and lead in.
- **Objective (EC) 2.6.3: Allow and accommodate home occupations** - A growing segment of Cheraw's resident work force is made up of individuals who work from home, 6% in 2013. While this may not present any particular challenges from a zoning or a utilities perspective, this trend will likely continue, again adding emphasis to the need for state of the art internet and cellular communications.
- **Objective (EC) 2.6.4: Acknowledge retail, service, & entertainment sectors** – While not traditionally a focus of a community's local economy, these are important to Cheraw and its future. For not only do they represent a significant number of current jobs, these sectors are closely tied to the successful revitalization of Downtown Cheraw which will require and drive new jobs. Here again a trained work force will be important.
- **Objective (EC) 2.6.5: Address Shadow Economy** - It is worth noting, Cheraw is committed to supporting employment opportunities for all of its residents across all sectors. Recent trends showed that less than 30% of Cheraw's Civilian labor Force is made up of residents of Cheraw. While the Town would like to see more of its Civilian Work Force actually living in Cheraw as a means to supporting and growing the local businesses; there is another important consideration. Despite Cheraw's 2015 unemployment rate +/-7% too many residents of Cheraw are believed to have given up on employment or are struggling with underemployed, living in poverty. Nearly 37% of all residents of Cheraw were living in poverty in 2013. Cheraw will work with local schools, churches and businesses on advancing the "soft skills" of residents who are either unemployed or underemployed by supporting educational programs designed to improve skills related to job searching, interviewing , filling out job applications, resume writing and preparation, professional appearance and demeanor, managing time and being on time, and meeting deadlines.

- **Objective (EC) 2.6.6: Help grow industry and businesses** - Recruiting new businesses and “top talent” for exiting businesses are two areas where the Town of Cheraw may introduce incentives. There are a wide range of incentives the Town (County and State) can provide to businesses who bring new jobs to Cheraw ranging from grants to loans to tax abatements. But, there may also be incentives that the Town would want to consider for leading local industries and businesses as they seek to recruit “top talent” to their business if the new hires were to locate/reside in Cheraw: Examples here might include scheduled utility grants (sewer and water) to the hiring companies; scheduled, property tax relief to the hiring companies; or other such incentives, the value of which the hiring company may even be able to pass on or share with the “top talent” recruited and hired.

# Chapter 3: Natural Resources Element

## CHERAW COMPREHENSIVE PLAN

### 3.0 – Summary

Natural constraints and opportunities abound in the Cheraw area. These natural elements can and will play a significant part in the development future of the community. The major elements discussed below will include climate, topography, soils, water resources, wetlands / flood prone areas, and scenic resources.

### 3.1 – Climate and Air Quality

As with the balance of the Pee Dee, Cheraw has a temperate climate with warm humid summers and mild winters. The mean average temperature is about 62 degrees (F), ranging from a winter mean of 49 degrees (F) to a summer mean of 73 degrees (F). Temperature extremes are unusual, with less than a dozen winter days having temperatures of less than 20 degrees and usually only a few days over 100 degrees during the summer.

Precipitation averages 46 Inches a year with little snow. Over half of this total is derived from scattered afternoon and evening thundershowers in the spring and summer. The moderate climate is a positive for industrial development, with few construction delays on most projects and very few production delays encountered.

Air quality in Cheraw and the surrounding area is reported as Good 98.58% of the time and Moderate 1.42% of the time. The area is considered a high risk area for tornadoes and UV Ray exposure, but a low potential risk with regard to Radon.

### 3.2 – Topography and Soils

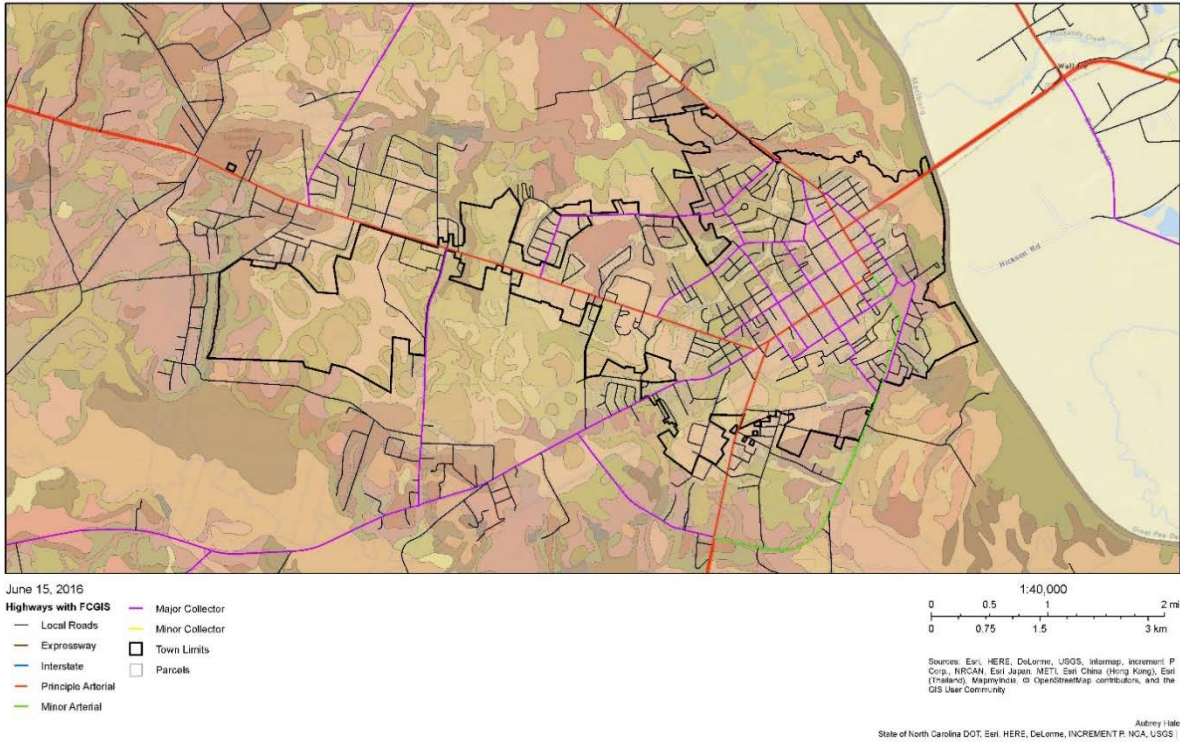
Situated in the Carolina Sandhills (the geologic transition zone between Coastal Plains and the Piedmont Plateau), the area is characterized by gently rolling hills. Its location adjacent to the Great Pee Dee River means the Cheraw area is relatively flat. Elevations in the vicinity of the River and Thompson Creek are as low as 80 feet above sea level, rising to about 160 feet in downtown Cheraw. Elevations slowly rise to the West, reaching 200 feet on a ridge just west of the Technical College.

The Cheraw area has very few areas of excessive slopes. The eastern edge of downtown and the vicinity of the US 1/52 bridge over Thompson Creek have some relatively steep bluffs but these are the only areas posing a constraint to development. Indeed, the relatively flat topography makes a good portion of the Town subject to isolated flooding.

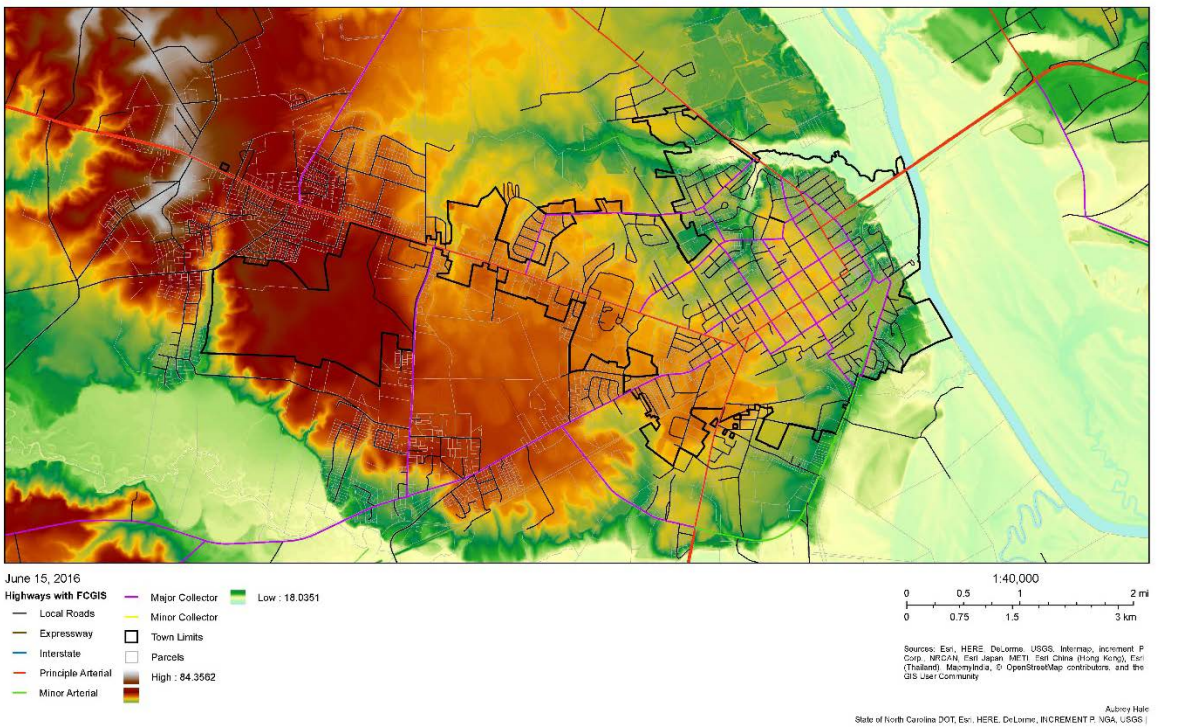
Two general soil associations are found in the Cheraw area. Soils of the Congaree-Chewacla-Wehadkee association are prevalent along the floodplain of the Great Pee Dee River, Thompson Creek and Huckleberry Branch. These are among the poorest soils found in Chesterfield County, and development is strongly discouraged in these areas due to their general unsuitability for building footings.

The balance of the Cheraw area is comprised of soils of the Norfolk-Gilead-Rutledge association. Most soils in this association are well-drained and have only slight limitations for road and building construction.

MAP 3.2A – SOILS



MAP 3.2B – ELEVATIONS



### **3.3 - Water Resources**

Water resources of the area include the Great Pee Dee River and its tributaries as well as groundwater. The Cheraw area is located along the shallow edge of the Tuscaloosa formation. Private wells perform fine at shallow depths (with relatively low yield), but urban development generally requires surface water as a primary source because of the relatively shallow aquifer, groundwater cannot usually supply sufficient water for industrial and commercial needs nor those of dense residential development.

The Great Pee Dee River is an excellent source of water from a quantitative standpoint. While there are impoundments in North Carolina that restrict flow at some times, the River generally provides an abundant supply of water to the municipal system.

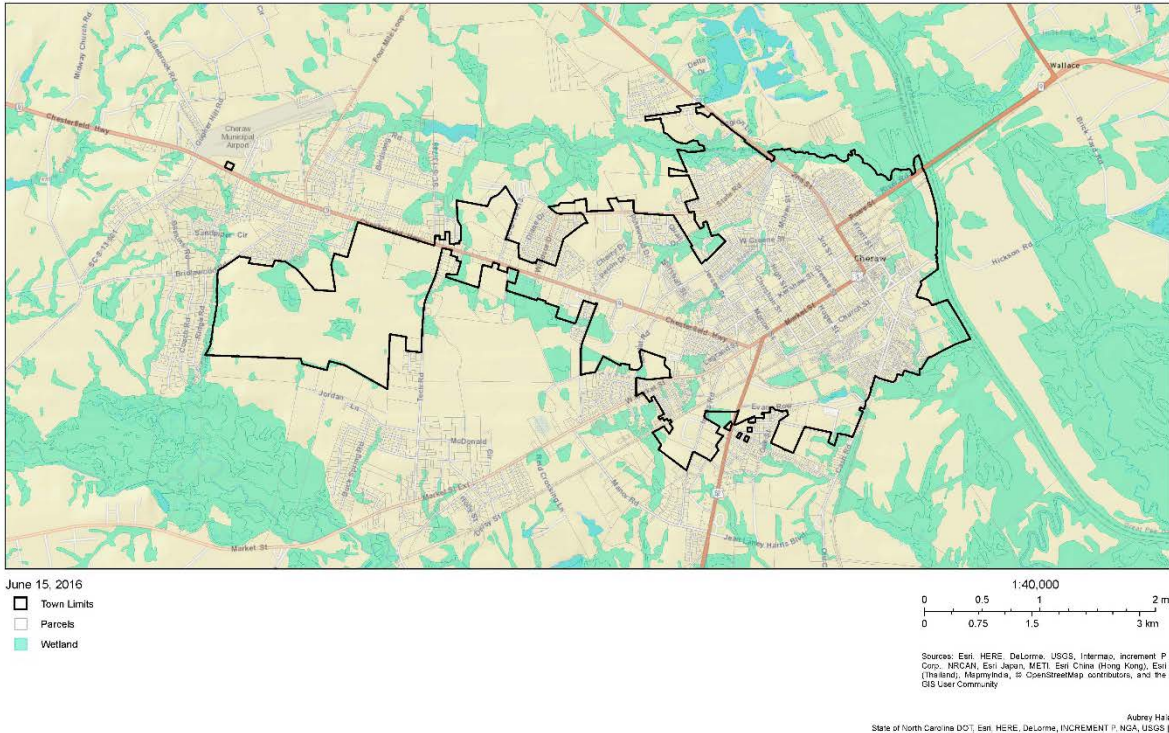
### **3.4 – Wetlands**

Areas are considered wetlands when they are periodically inundated or saturated with surface or groundwater in the frequency and duration necessary to support vegetation that normally thrives in saturated soil conditions are considered wetlands. More typically called swamps, marshes, and bogs; the technical definition of wetlands generally requires a combination of water, hydric soils, and specific types of vegetation. While such conditions normally mean an area is wetlands, a determination is often difficult except by a qualified specialist.

Wetlands exist in and around Cheraw, principally along major tributaries. The attached map of flood-prone areas provided a general idea as to areas likely to contain wetlands. There is a limited amount of wetland areas in the Cheraw area.

These natural areas are considered to be a critical part of the ecosystem, supporting both plant and animal life. Specific State and Federal agencies, most notably the US Army Corps of Engineers, the US Fish and Wildlife Service, the SC Natural Resources Commission, and the SC Department of Health and Environmental Control have specific interest in preserving these natural areas, including the issuance of development permitted when conditions warrant. Typically, the Corps of Engineers that's the lead role in wetlands protection, reviewing proposed projects and marking a wetlands determination. When wetland conditions are found, the Corps evaluates the public benefit of the project relative to the potential damage to the wetlands resources. While not all development in wetland areas requires a permit, an assessment of conditions is required. Often, utilities and other simple projects are covered under a nationwide permit.

MAP 3.4.A – WETLANDS

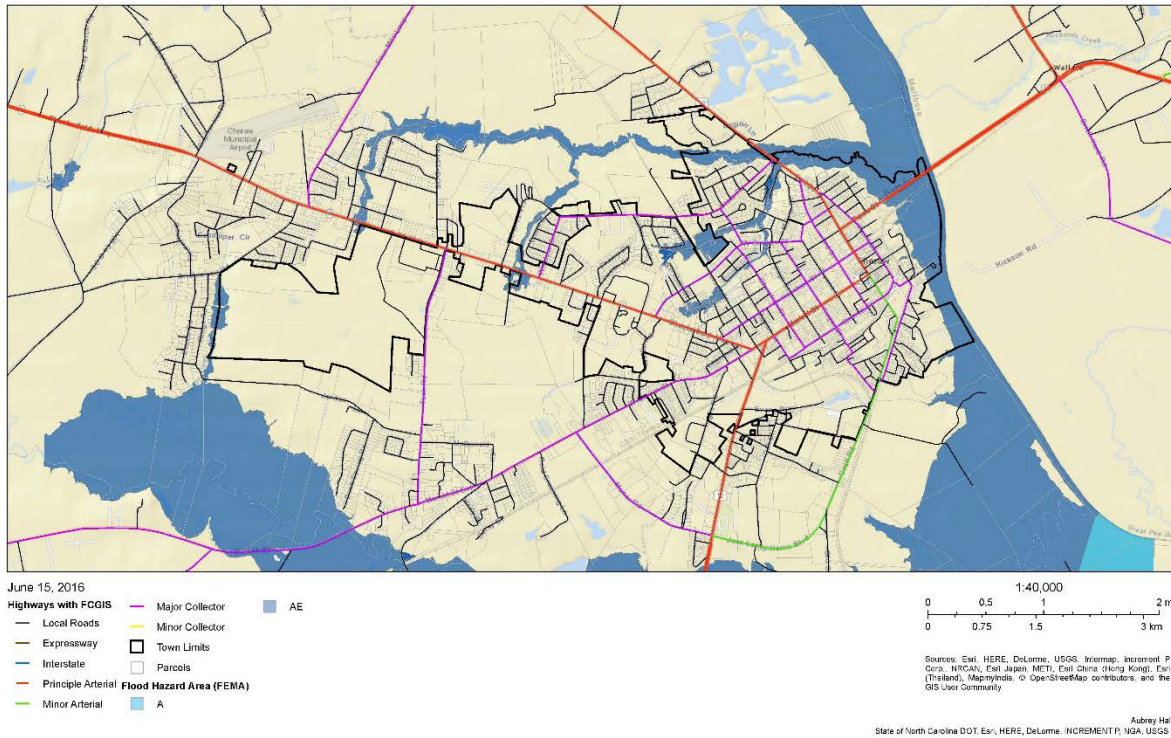


### 3.5 – Flood Plains and Flood Way Areas

Urban development usually consumes well-drained high ground first but eventually encroaches on those areas that are prone to periodic flooding. The Federal Emergency Management Agency (FEMA) has identified such areas, which are illustrated on the attached map. This map is based on Flood Hazard Boundary Maps produced by FEMA, and illustrates those areas that are subject to flooding during a storm of 100-year frequency (thus, a 100-year flood event). The Town is bordered by several major flood ways, including the Great Pee Dee River to the east, Huckleberry and Wilson Branches to the north, and although somewhat removed from the corporate limits, Thompson Creek to the South. Both the Pee Dee River and Thompson Creek have broad floodplains that effectively define the urban area, while Huckleberry and Wilson Branches are more narrow and confined.

As can be seen in the illustration, only one flood prone area intrudes into the corporate limits, Wilson Branch.

MAP 3.5.A – FLOOD HAZARD AREA



As noted earlier, these flood prone areas often contain wetlands. Their value to the community is broader, however. The creeks and the flood prone areas associated with them are significant part of the overall drainage system for the community. The entire floodplain is important to storm water management, as development that encroaches into the floodplain tends to block the flow of water in critical rain periods, not only potentially damaging the buildings in the floodplain but also spreading the effects of the flooding to surrounding property that otherwise would not be affected by high water levels. Again, FEMA has determined the elevation and extent of floodway and floodplain area and has proved development guidelines to the Town for use in permitting development. The Town participates in the National Flood Insurance Program, which makes flood insurance available to property but also requires that the Town carefully review development activity as it relates to flood hazards. Generally this requires the base floor elevation to be above the flood elevation established.

### 3.6 - Scenic Resources

Deserving of special mention is the Cheraw State Park. While enhanced by man-made facilities such as the golf course, The State Park has immense value as a natural area. By all indications, the Park will continue to emphasize its natural areas and the community should support this fact of the Park's development.



### 3.7 – Natural Resources Objectives (NR)

- **Objective (NR) 3.7.1: Protect natural resources** – Make the protection of Cheraw’s natural resources a priority in shaping future development of the Town. New development proposals should be reviewed for their potential impacts on natural resources.
- **Objective (NR) 3.7.2: Protect and promote natural drainage** – The Town and other regulatory agencies, need to evaluate the filling and development of wetlands. The entire surface water runoff system of any proposed development should be reviewed by officials of such agencies.
- **Objective (NR) 3.7.3: Protect riparian areas** - The Town needs to consider riparian areas to limit development encroachment on to the Pee Dee River, the Pee Dee is the Town source of drinking water.
- **Objective (NR) 3.7.4: Review natural features with development proposals** - The Town needs to consider wetland, flood hazard areas, and storm water management as part of development approvals. Storm water is very important when considering commercial, industrial, and subdivision developments.
- **Objective (NR) 3.7.5: Continue community education pertaining to natural resources** - Cheraw should consider creating an outreach/education program to emphasize the importance of not depositing vehicle fluids and other chemicals into catch basins and storm drains. Cooking grease, if flushed, clogs sewer flow resulting in sewer overflow during heavy rain events. This can potential contaminate water quality and becomes a sanitation issue for nearby property owners.

# Chapter 4: Cultural Resources Element

## CHERAW COMPREHENSIVE PLAN

### 4.0 –Summary

Cheraw is a beautiful antebellum town steeped in history comprising a blend of cultures making it a special place for those fortunate enough to live here or those who simply come for a visit. Cheraw's historic district, various historic walking trails, and seasonal festivals make a must to experience.

### 4.1 - History

The Cheraw and Pee Dee Indians inhabited what is now Chesterfield County at the time of European settlement of Siouan stock; the Cheroaws' were the dominant tribe in the upper Pee Dee. The Cheroaws' migrated to this area in the late 17th century and maintained a well-fortified village on the river hill close to present day Cheraw. Wars and disease greatly decimated their population over time, and around 1738 they joined the Catawba Confederacy. They left only their names and well established trading routes. By the time of the Revolution, only a few scattered families of Native Americans remained in the area.

Most of Cheraw's early European settlers were English, Scots, French or Irish. Two of the earliest of these were James Gillespie and Thomas Ellerbe who started a trading center and water mill at the Cheraw Hills around 1740. Welsh Baptists later made their way up river from the Society Hill area. Almost from the beginning African Americans were brought here as slaves. By 1750 Cheraw was one of six places in South Carolina appearing on English maps and was an established village with a growing river trade.

Joseph and Eli Kershaw, who also had business interests in Camden, were granted part of the present town of Cheraw around 1768. Around the same time, the colonial government established St. David's Parish, with the parish church to be located at Cheraw. The Kershaws formally laid out the street system with broad streets and a Town Green. By 1830, the streets were lined with triple rows of elm trees. Some of the median trees remain, particularly on Third Street, but many were removed at the turn of the century to put in water lines.

The Kershaws called the town "Chatham" after William Pitt, the Earl of Chatham, but this never seemed to have had wide acceptance, and Cheraw or Cheraw Hill continued to be used interchangeably with Chatham. Cheraw has been the official name since the town's incorporation in 1820.

During the Revolution, Cheraw was the center of much unrest. The town was held at various times by both the British and the American partisans, and St. David's church was used by both armies as a hospital. In January of 1781 Gen. Greene's Continentals had a camp of repose just across the river. After the war, the devastation here was so great that it took many years for the area to recover.

Cheraw was at the head of navigable waters on the Great Pee Dee and was thus the shipping center for a wide area. Corn, tobacco, rice and indigo were grown in the more fertile surrounding lands and cattle raising, with the related tanning and curing industries, was a major source of income. Prior to the Confederate War, both the largest cotton market between

Georgetown and Wilmington and the largest bank in South Carolina outside of Charleston were located here.

The first bridge across the Pee Dee and the advent of steamship service to Cheraw in the 1820's led to a golden age, and numerous buildings from this period still grace Cheraw's streets. A serious fire destroyed most of the business district in the 1835, but by the end of the 1850's Cheraw was a prosperous, secure town which served as a regional center of business, education, culture and religion.

Citizens of Cheraw played a leading role in South Carolina's secession, and the town became a haven for refugees and a storage place for valuables and military stores during the Confederate War. In March of 1865, Cheraw played unwilling host to more of Gen. William T. Sherman's Union troops than any other South Carolina city. They found Cheraw "a pleasant town and an old one with the southern aristocratic bearing", and amazingly they left it that way. Although the business district was destroyed in an accidental explosion, no public buildings or dwellings were burned. However, the county courthouse in Chesterfield was burned and exact dates on many Cheraw buildings are unknown.

Prosperity began to return by 1900 and many fine Victorian and Revival buildings are still in evidence here. Although the Great Depression hit this area hard, it did leave the wonderful legacy of Cheraw State Park and extensive other public lands. Cheraw in the 1960's began to diversify her industrial base, and today Cheraw is a prosperous town that takes pride in preserving her past while planning for the future.

## 4.2 - Historic Resources

Cheraw's Historic District has served well the preservation of the Town's history and charm by means of both public and private effort. Certainly, much of the credit for the continued excellent condition of most historic structures rests with private owners who have maintained the structures, often through several generations.

Credit also rests with the Town and involved groups who helped create the Historic District that encompasses much of the core area of the Town (see the attached map of the District). Just as private owners have maintained structures, the Town has steadfastly adopted and enforced preservation standards for the District that have assisted in maintaining the character of the historic area and have supported the preservation efforts of property owners.

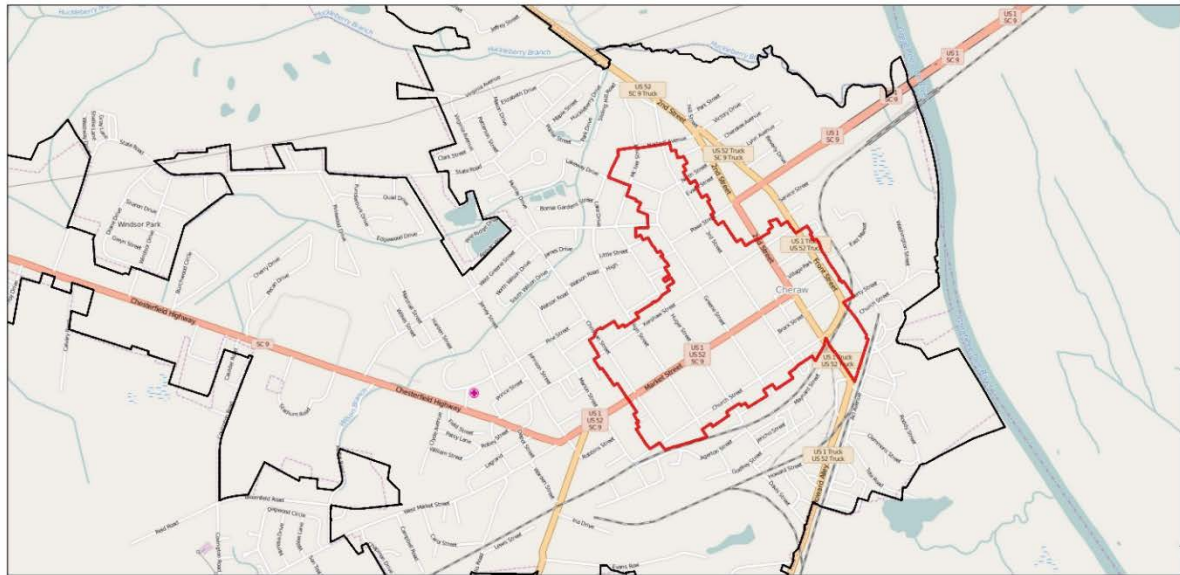
As effective as these public and private efforts have been, there are some concerns relative to the preservation of the charm and historic character of the community. Among these concerns are the following:

- I. Established - The District was established under federal and state guidelines governing such areas, including the eligibility of structures or groups of structures for the National Register. The District was intended to define a cohesive area in terms of character and history. In meeting the guidelines, some historic and /or architecturally significant structures were excluded. Certainly, this exclusion does not diminish the value of the excluded structures to the history and charm of the community, but it does prohibit the Town from protecting the structure and their environment. In light of this, the Town should consider expansion of the District boundaries to include additional properties, some of which may not have met eligibility criteria at the time

the District was formed but may meet them now. Perhaps more importantly, the Town should consider establishment of a buffer area around the District where more limited preservation standards could be applied by the Town. The Town has revisited this issue and developed an overlay district that runs along Market Street through the Historic District (see FLUM 8.4). The purpose of this overlay will permit a flexibility of uses whereas insuring that the charm and overall design of the sites located within are not negatively impacted.

- II. Modern Development Into District - Of special note is the encroachment of development into the historic resources of (Market Street). As far back as the community's Development Plan from 1974, Market Street was envisioned as a 'limited commercial corridor. The community has been successful in limiting development in this corridor, but could make some relatively subtle changes to sign and use standards that may assist in preserving the character of this avenue. With the eminent reduction of truck and other traffic through Market Street, market forces will likely lessen development pressure on this area and permit additional standards to apply.
- III. Gateways - A final general concern regarding the District and the overall historic character of the community are the entrances to the community. These 'gateways' include US 1 from Bennettsville, US 1/52 South and SC 9 West. For the existing and planned gateways; signs, billboards, and commercial uses are all of potential concern. These areas set the tone and character of the community before visitors enter the District. To some extent, the mix of commercial development, signs and other visual impacts of development can detract from the charm that is so evident throughout much of the community. The Town should consider strengthening sign and landscaping standards as well as carefully reviewing permitted uses in these gateway areas.

MAP 4.2 – HISTORIC DISTRICT



June 15, 2016

- Town Limits
- ▭ Historic District

1:20,000  
 0 0.225 0.45 0.9 mi  
 0 0.375 0.75 1.5 km

Map data © OpenStreetMap contributors, CC-BY-SA

Aubrey Hale  
 Map data © OpenStreetMap contributors, CC-BY-SA

### 4.3 - Unique, Natural, or Scenic Areas

The Town of Cheraw is located in a rural area of South Carolina. The Great Pee Dee River runs along the perimeter of the town and offers many scenic views with parks located adjacent to the river. The Town is also located approximately two miles north of the Cheraw State Park. The state park offers many opportunities for outdoor activities and recreation. The state park is one of few parks that offer a full service golf course with available cabins for rent.

The rural nature of the area also permits many opportunities for hiking and biking. The State of South Carolina has mapped a series of trails that runs throughout the Greater Pee Dee Region. This offers patrons of the trail to connect to multiple communities if one so desires.

Lastly, the Town has a rich history that dates back to the start of the country. Many homes and buildings date back to this period and offers unique opportunities to connect to the history of the town and country.

### 4.4 - Cultural Attractions/Activities

Old St. David's Church - The last Anglican or "State" church built (c.1770) in South Carolina under King George III. The church was used by the Americans and the British during the Revolution and later by both Confederate and Union armies. There are soldiers from almost every American War buried in the cemetery. Also in the cemetery is a Confederate monument, the first ever erected (c.1867) in memory of those who had fallen in the Civil War. The original inscription did not mention Confederate soldiers directly because Union forces still occupied the area. The steeple and vestibule were added in 1826.

Walking Tours and Museums- Older English District, The South Carolina Cotton Trail, Carolina Backcountry Revolutionary War Trail, and a portion of the Civil War Traveler trail series are all local to the area offering sights and history passages that few communities can match once again making Cheraw that special place.

The Southern African Heritage Center and the Lycem Museum are also two excellent sources of the areas local history. Finally, there is the Historic Cheraw Cell Phone Tour Free self-guided tour leads to over 25 points of interest, including Dizzy Gillespie Park, the Gillespie's home church, and the school Dizzy attended. Tour brochures available at the Lyceum, Market Hall and the Chamber office.

Cheraw Annual Festivals:

- I. Cheraw at the South Carolina Jazz Festival - once every year regional musical artists from the Carolinas will perform in an eclectic collection of venues. Add a Bebop Parade, Early Jazz and Late Night Jazz Restaurant Venues, the Dizzy Gillespie Scholarship Golf Tournament, a Birthday Party for Dizzy, kids' art activities, Madonnari-Southern Style Chalk Competition, a Jazz Mass, a 5K run/walk and much more while you experience the joy of jazz from your head down to your toes! As Dizzy would say, "Bebop on down to Cheeraw, South Carolina".
- II. Annual Spring Festival - Enjoy good times, great food, intriguing history, amazing entertainment and more at Cheraw's annual Spring Festival. Activities range from a Craft Show, Civil War Lantern Tours and an Antique Fire Truck Parade to a Black Heritage Jubilation and First United Methodist's Famous BBQ. Events take place throughout Cheraw. A brochure with all of the details is available at Cheraw Town Hall, the Cheraw Community Center and area businesses.

#### **4.5 - Cultural Resources Objectives (CR)**

- **Objective (CR) 4.5.1: Preserve Cheraw's unique natural and cultural resources** – the town should preserve its cultural resources with a special emphasis on the Pee Dee River waterway and floodplain, the Town's historic structures and places through legislative means and by working to maintain strong community involvement and pride in this special place. Educate residents and visitors alike what a unique place Cheraw is and to help to keep and respect our historic structure and places.
- **Objective (CR) Create and sustain a physical and socio-economic environment** – the town should help establish an environment and culture that is conducive to responsible development and business growth.

# Chapter 5: Community Facilities and Services Element

## CHERAW COMPREHENSIVE PLAN

### 5.0 - Summary

The Town of Cheraw is a quaint community consisting of approximately 5,500 residents. Currently, the community is serviced adequately for utilities, public safety, education and recreation & parks. The utility services more than the residents of the Town of Cheraw but a number of residents within Chesterfield County in which Cheraw resides. Recent improvements have permitted the Town to expand its services, however additional improvements will be required in the future to insure that all the needs of the residents as well as new development can be serviced appropriately.

Additionally, public safety in general is adequate for the current size of the Town however, significant improvements regarding the fleet of all public safety will be needed in the very near future. The Police Station has been renovated within the last ten years and is in a position to last for many years to come. The Fire Station however is in need of expansion to accommodate the growth of the department as well as to permit gender diversity within the department.

The Town is serviced well by the education institutions. The Town has a significant amount of both public and private education institutions that meet the current needs of the Town and the future. A technical college resides within the Town and provides ample opportunities however, future relations with the college should be explored to insure that training and student development is enhanced.

The Town also contains a number of parks of various sizes with a wide range of uses and services. Though there are a number of parks that adequately service the Town, a key issue will be the continued upkeep and maintenance of the parks and facilities. Annual funding should be set aside to insure the longevity of these assets and to expand upon their usability.

In general, the Town is serviced well with the existing services but there will be areas of these services and facilities that will need to be enhanced to insure the growth and success of the Town. A common theme among many successful towns within the nation is a thriving downtown that permits a wide variety of uses and cultural experiences. The downtown of Cheraw like many other communities is nearly fully developed with limited vacant lands for development however, redevelopment is possible. To insure that new development and redevelopment can occur the Town will need to make a priority to enhance the infrastructure within the downtown. Currently, the water/sewer system servicing the downtown is over 100 years old and will need to be monitored and enhanced to insure that when new development occurs that the system can adequately service both the current users and the new development.

### 5.1 - Water System

The Town water system serves an estimated 6,500 persons both inside and outside the corporate limits of the community. As seen in the accompanying map, the system extends outside the Town limits to the South and West. Except for some concerns regarding the potential demands for water on the South side of the community as a result of potential development related to the Truck Route, the distribution system is sound and services the developing areas of the community. The system has an estimated production capacity of 4.5 million gallons per day

(mgd), but average production is approximately 2.5 mgd. This indicates that the overall water production available for growth and development is up to 3.5 mgd, a very good position for the community. The source for the municipal water is 100 percent surface water - the Pee Dee River. As noted in the Natural Resources Element, groundwater supply does not offer the: volume of water necessary to supply the system due to the shallow aquifer beneath Cheraw. Water storage is by means of elevated tanks (three 500,000 gallon and one 200,000 gallon) as well as ground level storage. The current storage capacity is approximately two (2) million gallons per day, however, relatively minor improvements are needed to increase the capacity to six (6) million gallons per day. By achieving this storage capacity the town will be able to support any development that takes place.

A 12 inch water main has recently been installed that provides service to portions of the City of Chesterfield. Currently underway is the completion of a \$2.5 million dollar auxiliary pump facility that will provide continued service in the case of any failure on the primary water system service. This added feature will provide more security and overall better service to customers and provide an additional incentive for new development.

## **5.2 - Sewer System**

In addition to the water service provided by the Town of Cheraw, sewer service is also provided to the City of Chesterfield and the town. There is enough capacity to handle any new development within both jurisdictions. A new pump has been installed to accommodate for the addition of a 12 inch sewer line that runs to the City of Chesterfield.

## **5.3 - Solid Waste Services**

The Town of Cheraw does not provide solid waste service. All solid waste service is contracted out. The town does not have any intentions on providing this service.



## 5.4 - Public Safety

- **Fire Service** - The Town maintains an ISO rating of 4 for the corporate limits and a limited service area outside. There has been an agreement since the late 1980's for the Town to perform fire suppression duties in the outside area.

One fire station serves the community located near the center of the Town. Staffed by the fire chief and nine full-time firemen and a cadre of 25 on-call firefighters. Response times are usually four to five minutes, an adequate level of service. The truck route has greatly reduced traffic and congestion throughout the town and no longer poses issues with regards to public safety access onto the roadway.

Overall the fire service of the Town needs to keep pace with the urban area as a whole not just the Town limits. As growth and development occurs, the facilities and staff need to keep pace. There is a local rescue squad, an all-volunteer operation. They operate from a downtown location. The dependence of the rescue squad on volunteers will pose problems in the future and may lead to consolidation of some of these services.

The fire station will need to be updated to provide an additional two bays. Currently three vehicles are stored outside, which will greatly reduce the life expectancy of the equipment. Additionally, the fire station has inadequate facilities to handle gender diversity of employees. The current fire station is located well within the town and has a large enough site to handle the additional needed improvements without causing an entire relocation of the fire station.

Fleet replacement will become a need within the coming years. Currently, there are a number of vehicles that are twenty years or older. Fleet replacement is necessary to insure the overall safety of the public as well as being able to maintain the current ISO rating.

- **Law Enforcement** - The Cheraw Police Department operates from a facility that went through a one million dollar renovation in 2007 and is located in the center of the community. The facility is adequate in size to meet the Police Department's needs for the next ten years. The police department patrols 4.2 square miles and protects over 5,900 residents, businesses, and industries. The force will need to be expanded in the coming years to accommodate both for population increase and technology demands that provide new opportunities for criminal activity.
- **Training Facility** - There have been early discussions pertaining to the need for a training facility for the Fire and Police Departments. It is possible that a partnership with the local technical college could accommodate the need for a training facility.

## 5.5 – Education

### School Facilities

School Name	Grades	Address	Type	District Name
Cheraw High School	9-12	649 Chesterfield Hwy Cheraw, SC	public	Chesterfield 01
Cheraw Intermediate School	3-5	421 Chesterfield Hwy Cheraw, SC	public	Chesterfield 01
Cheraw Primary School	PK-2	321 High St Cheraw, SC	public	Chesterfield 01
Faith Christian Academy	PK-8	220 Greene St Cheraw, SC	private	
Jesus is Lord Christian School	PK-10, 12	66 Praise Ln Cheraw, SC	private	
Long Middle School	6-8	1010 West Greene St Cheraw, SC	public	Chesterfield 01

## 5.6 - Recreation and Parks

The community has an impressive mix of public parks and playgrounds, totaling about 120 acres. Based on national recreation standards of 11 to 12 acres of recreation and park facilities per 1,000 persons, the community has adequate overall acreage; however, the distribution and utilization of the acreage is an issue. Much of the existing acreage is in several large facilities. To follow is a general assessment of the various types of facilities in the community:

Based on national standards and an assessment by Town staff, the following assessment of these facilities has been derived:

- **Overall** - The overall acreage of recreation facilities and parks in the community seems adequate for the near-term (ten years), though some facilities need additional acreage in order to function well. The distribution of park facilities in the community is generally well-balanced, although the residential area South of Market and Church Streets has less than adequate access to facilities, particularly in light of lower accessibility of residents in this area.
- **Indoor Facilities** - The two indoor facilities operated by the town complement each other well. The Community Center, an excellent activity center, and the Theatre serve the community well in terms of performance arts.

- **Community Parks** - These four larger parks are well dispersed throughout the community. The two parks on the riverfront appear to be under-developed for their size, likely the cause of their being under-utilized. Riverside Park (at 45 acres) and Southside Park (at 26 acres) both offer opportunities for additional facilities. Both have river access, an important asset. The proposed Beautification Plan calls for connection of these facilities to each other, the State Park, and other facilities by means of an expanded trail system. This concept should be implemented as resources permit. Based on standards, it appears that the community parks have an adequate number of ball fields to serve the community, but other activities may be needed.
- **Neighborhood Parks** - There are six neighborhood parks. This is an adequate number for the community. Several of the parks need to be larger. As opportunities arise, the town should consider additional acquisition. Facilities within some of the neighborhood parks need to be upgraded, including better equipment, etc.
- **Trail System** - As mentioned earlier, the proposed trails system being developed is well-planned and should be executed as resources permit. The Town is making excellent use of available State funding sources in implementing the system. As the role of the Cheraw State Park continues to evolve, a trails link to that facility is more and more important. It is likely that the State Park will place more emphasis on eco-tourism in the future, with possible impact on other facilities at the Park. The town should closely monitor these changes and fill the gap as it is possible to do so.
- **Recreation Programs** - the programs offered by the Town cover a range of art and athletic activities for youth and adults, as well as a limited number of programs for seniors. The Community Center makes some of these programs possible. The community is also excellent in special events planning. It is understood that expanded programs for the elderly are a high priority, with emphasis on wellness. This is particularly important if the community is to maintain its attractiveness as a place to retire.

**Town of Cheraw Parks and Amenities**

Facility	Acres	Amenities	Other
Arrowhead Park	10	4 lighted ball fields 1 lighted soccer/football field	Playground Picnic shelter Walking Trail Landscaped park
Brown Playground	1		2 Playground Units
Byrd Park	1.5	4 lighted basketball courts	
Centennial Park	.25	Gazebo	Located in Downtown Outdoor Performances
Caston Park	5	4 lighted tennis courts Youth Baseball Field Restroom	Playground Shelter Landscaped Park
Community Center	3	Community Center Basketball Court Classrooms Teen Center Game Room Art Gallery	Administrative offices
Foundry Hill Playground	.25	Multi-purpose court	
High School Sports Field	4.6	2 ballfields	
Huckleberry Park	4		Playground Picnic area
Long Playground	6		Playground
Riverside Park	45	Boat ramp and dock Observation Deck Walking Trail	Picnic shelter/area River overlook Nature area
Southside Park	26	1 lighted softball field 1 soccer field	Nature area River access
Theatre on the Green	NA	Performing arts center for 250	

## 5.7 – General Government Facilities

Overall the Town of Cheraw's government facilities will need much attention as it pertains to maintenance and upkeep of the buildings. Over the next 10 years the water and sewer facilities/equipment will need to be updated to insure they continue to deliver the appropriate service to the town residents. The town fleet vehicles spanning all departments but specifically Public Works and Fire will need to acquire new utility vehicles to continue to perform their exceptional services.

The Town Hall is located in the heart of downtown Cheraw and resides within a historic building that was donated to the town. As is the nature of historic properties the Town Hall requires a great deal of maintenance and upkeep and should be planned for accordingly.

## 5.8 – Community Facilities and Services Objectives (CFS)

The Town of Cheraw currently provides the appropriate level of services to its residents and has added utility capacity to support the addition of some major users. However, there is a need for the downtown infrastructure to be upgraded due to the age of the system. Any new impacts to the system may greatly reduce or even endanger the overall system providing service to the downtown core. The current age of the system in place exceed 100 years in age, due to the age of the infrastructure new impacts may have undesired consequences. The areas of improvements include Market Street from 3<sup>rd</sup> Street to Front Street and 2<sup>nd</sup> Street from Church Street to Kershaw Street. The needed improvements will be handled through the Capital Improvement Program. The Town shall continually investigate a multitude of possible funding sources ranging from grants to tax increases to water rate adjustments.

The Public Safety of the Town is of utmost importance and is served well by the Fire and Police departments but future facility and fleet improvements will be needed. In addition, the expansion of both the police and fire personnel are needed to keep pace with the demands of the populace. A training facility and advanced technology will need to be of top priority to maintain a level of service that meets the needs of the community.

The recreation and parks of the Town is well suited to its size but long term maintenance and the identification of funding sources for this maintenance is needed. Below is a list of objectives that the Town will strive for and will provide as a basis for future decision making.

- **Objective (CFS) 5.8.1: Utilities** - To provide adequate utility services to both maintain the current level of service as well as anticipate the future needs of the Town. Improve the existing infrastructure within the Town so as to meet the needs of tomorrow without greatly impacting today.

### Policies

- **(CFS) 5.8.1(a):** Provide utility services that both meet the needs of today as well as provide for future growth.
- **(CFS) 5.8.1(b):** Provide a stable infrastructure that can withstand any new developments.
- **(CFS) 5.8.1(c):** Provide enhanced services to the downtown to promote the infill of downtown shops and plazas.

- **Objective (CFS) 5.8.2: Public Safety** - To provide Public Safety services to the Town of Cheraw that meet the needs of today and prepare for tomorrow. Improve the fleet and facilities of the Town’s public safety officials to insure that response times are efficient and reliable.

**Policies**

- **(CFS) 5.8.2(a):** Provide Public Safety services that are well trained, adequately staffed and provide reliable quick response to the growing needs of the Town.
- **(CFS) 5.8.2(b):** Provide facilities to Public Safety employees that allow for a diverse staff and that meets the demands of current technology.
- **Objective (CFS) 5.8.3: Recreation and Parks** - To provide well maintained parks to protect and insure the future of Town assets. Encourage a sense of family and historical relevance as it pertains to recreation needs.

**Policies**

- **(CFS) 5.8.3(a):** Provide well maintained parks that provide opportunities for physical fitness, enjoyment and connection with Town residents.
- **(CFS) 5.8.3(b):** Promote physical health through means of parks that include a multitude of physical fitness possibilities.
- **(CFS) 5.8.3(c):** Provide recreation services to the Town that promotes a sense of family, historical relevance and unity.
- **(CFS) 5.8.3 (d):** Provide the availability of parks to all residents within their respective community.
- **(CFS) 5.8.3(e):** Promote the use of both trails and parks by providing linkages to parks through the use of trails or designated pathways.
- **Objective (CFS) 5.8.4: General Government Facilities** - Develop and implement a Capital Improvements Program to insure that all Town assets are well maintained and provide adequate environments to all employees and citizens.

**Policies**

- **(CFS) 5.8.4(a):** Perform routine maintenance of Town assets to insure their long term stability.
- **(CFS) 5.8.4 (b):** Promote sustainability in the design and maintenance of Town assets.
- **(CFS) 5.8.4(c):** Provide adequate fleet services to all departments of the Town with an emphasis on Public Safety and Public Works.

# Chapter 6: Transportation Element

## CHERAW COMPREHENSIVE PLAN

### 6.0 – Summary

The Town of Cheraw is in a unique position as a community. Approximately 90% of the roads within the Town are not within the Town's jurisdictional control. A majority of the roads are owned and operated by the South Carolina Department of Transportation and Chesterfield County. This creates some issues regarding the direct improvements the Town can make to the roadway system however, alleviates a larger portion of the financial responsibility of the Town. Regardless of the ownership and maintenance of the roadway system, it is the purpose of this element of the comprehensive plan to insure that development patterns are aligned appropriately to the roadway system in place as well as providing multi-modal solutions.

Currently, there is a lack of multi-modal opportunities primarily due to the size of the Town and the Pee Dee Region in general as it pertains to bus services. There are opportunities to enhance the pedestrian and bicycle experience both through designated trails and future road enhancements. Due to the nature of the roadway system in place within the Town, there will need to be a great emphasis placed upon intergovernmental/jurisdictional coordination to achieve the desired results within the Town and Pee Dee Region.

### 6.1 - Roadway System

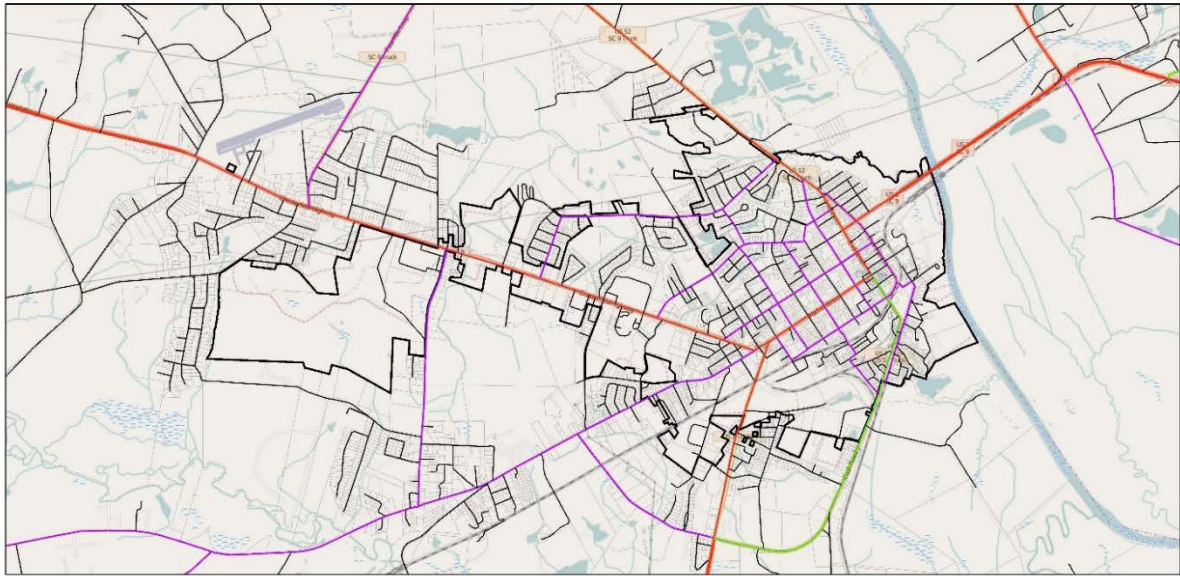
South Carolina Department of Transportation (SCDOT) accounts for a large majority of the roadways throughout Cheraw and Chesterfield County. The SCDOT maintains a Functional Classification of roadways map for each jurisdiction in the State. Roadways and transportation facilities within the Town of Cheraw reflect the SCDOT functional classifications and are identified below:

#### Roadway Classifications

- I. Arterial Roadways – A road that accommodates higher-speed and longer-length trips.
- II. Collector Roadways – A road which provides connection to minor public facilities, interconnection of minor thoroughfares, access to concentrated land uses, or access to diffuse land use areas.
  - a. Major Collector - provides direct property access and traffic circulation in higher density residential neighborhoods and commercial and industrial areas. It may enter/pass-through residential neighborhoods for significant distances and also channel traffic from local streets onto the arterial system.
  - b. Minor Collector - provides traffic access and traffic circulation in lower density residential and commercial/industrial areas. It may enter/pass-through residential neighborhoods for only a short distance and also channel traffic from local streets to/from the arterial system.
- III. Local Roadways – A road that provides basic access between individual properties and connecting with higher order roadways. A route meeting this purpose would connect a

home, work or entertainment trip by connecting the final destination to the roads serving longer trips. Local roadways are further classified as major, minor or infill.

MAP 6.1: ROADWAY CLASSIFICATIONS MAP



June 15, 2016

- Highways with FCGIS
  - Local Roads
  - Expressway
  - Interstate
  - Principle Arterial
  - Minor Arterial
- Major Collector
- Minor Collector
- Town Limits
- Parcels

1:40,000  
0 0.5 1 2 mi  
0 0.75 1.5 3 km

Map data © OpenStreetMap contributors, CC-BY-SA

Aubrey Hale  
Map data © OpenStreetMap contributors, CC-BY-SA |



**Roadway Maintenance Entities**

Maintenance Entity	Roadways	
Town of Cheraw-maintained roadways	Roddy St.	Ladd Alley
	Clemmons St.	Short Chestnut
	Tote Rd.	East Kershaw St.
	Brasington St.	Shields Row
	MLK	Prince St.
	Sanders St.	Jersey St. (between W. Greene & State)
	Campbell St.	Zion St.
	Allen St.	Bass St.
	Howard Alley	Ayers St.
	Ingram St.	Jay Vee Dr.
	E. Greene St.	Wannamaker Row
	Godfrey St.	Watson St.
	White Row	Mclver St. (between Hartzell & Sliding Hill)
	Tillman St.	
County-maintained unpaved roadways	Field St.	Carroll St.
	Washington St.	Bryant St.
	Maples St.	Watson Rd (between High & Christian)
	Harper St.	McDonald Rd.

**6.2 - Public transit**

**Transit**

The state of South Carolina provides a Statewide Inventory and Regional Bus Network Plan that identifies the intercity bus needs throughout the state. The Town of Cheraw is rural and too small to support any municipal or public transportation service solely. Chesterfield County also does not provide any public transportation however, Greyhound Bus Lines is one of two Class A intercity bus carriers in the State and maintains stations in Florence, SC and Laurinburg, NC both of which are located within 45 miles or one hour from the Town of Cheraw. A regional bus service could provide interconnectivity between towns within the region. Cheraw has the capability of becoming the hub due to its central location between the towns such as, Chesterfield, Bennetsville, Society Hill and Hartsville.

Pee Dee River Transit Authority (PDRTA) currently provides on-call transportation services. Its customers are seniors and mobile challenged persons. To promote regional services, Cheraw would have to allocate some funding to support the services.

### Trails

Currently, there are three primary trails that exist within the town limits. The Arrowhead Trail begins at the Arrowhead Park and extends along State Road and Jersey Street. The Pee Dee Trail begins in Southside Park and runs adjacent to the Great Pee Dee River and loops around Riverside Park where the Tanyard Loop Trail resides. The Pee Dee Trail terminates at an overlook point at the Great Pee Dee Trail.

There is approximately 2 miles of the South Carolina Central rail system that are abandoned within the Town limits. These abandoned rail ways have the potential to be converted from a rail system to a trail system and can provide opportunities for an interconnected trail system throughout the Town and connecting other areas within the region. By coordinating efforts with private entities and neighboring jurisdictions a comprehensive trail network can begin to evolve.

## 6.3 – Rail System, Air Facilities and Seaport

### Rail System

The closest passenger train service station is located in Florence, SC, which is approximately 45 miles from the Town of Cheraw. The Amtrak passenger station in Florence is the second largest in terms of passenger travel within the state. A CSX mainline runs through the center of town and connects into the West Columbia HUB station.

Rail traffic for both passenger and freight are likely to increase within the Greater Pee Dee Region due to the installation of I-73. The new interstate corridor will be designed to accommodate multi-modal transportation, specifically identifying the possibility of railway expansion throughout the right-of-way of the interstate corridor.

### Air Facilities

The Cheraw Municipal Airport is located just outside of the northwest town limits along S.C. Highway 9. The airport provides fueling services as well as pilot lounges, conference rooms and maintenance services on-site. There are opportunities for private flights through the Cheraw Municipal Airport. The Florence Regional Airport is the nearest airport offering public flights to regional destinations.

### Seaport

There are two major ports within a 150 mile range of the Town of Cheraw. The Port of Charleston and Port of Georgetown are major economic generators for the state of South Carolina and greatly impact the truck traffic throughout the state. The primary connection to these two ports is by way of U.S. Highway 52 which bisects Cheraw. A truck route has been established around the town to discourage thru truck traffic and maintain the downtown charm of the town. The addition of I-73 through the Greater Pee Dee Region will substantially increase the freight traffic through the area both by vehicle and rail due to the close proximity of the proposed interstate to the Port-of-Georgetown.

## 6.4 - Bicycle and Pedestrian Resources

Currently, sidewalks exist throughout the majority of the town however, designated bicycle lanes do not exist. The Arrowhead Trail provides for some pedestrian and bicycle amenities throughout the Town. The Arrowhead Trail should be expanded to encapsulate the entire town and provide for a centralized pedestrian route. There are possibilities of abandoned railroads to be converted to trails. In doing so, there will only be minor gaps left to complete the trail network.

The Long Range Rural Transportation Plan developed by the Pee Dee region Council of Government acknowledges that traditionally sidewalk and pedestrian amenities are handled through the local governments. However, it is mentioned that a number of communities within the region provide greenways or bike/pedestrian systems. By completing the trail and interconnection within the town, focus on the interconnection of bicycle/pedestrian trails between communities can be achieved.

There is existing currently, a Northern Crescent Bicycle trail route that is mapped through the State of South Carolina Department of Parks, Recreation & Tourism. This trail route touches multiple points of the town. By providing a complete trail network within the Town there is an opportunity for travelers to bypass into areas of the town.

## 6.5 - Transportation Objectives (TR)

Along with water and sewer service, transportation is a critical element of the community's infrastructure. All development depends on roadway access, both external and internal to the community.

Externally, the Cheraw area is served well by a system of State and US highways. US 52, US 1 and SC 9 connect the community to major markets. SC 9 provides a four-lane connection to both Chesterfield and Bennettsville. Improvements to the regions accessibility is currently underway with the planning and design that is underway for the I-73 corridor. Additionally, there is an opportunity to enhance US 52 entering the City from the south. There is approximately a 25 mile gap along US 52 that is two-lanes. By enhancing the highway from two to four lanes greater access to Cheraw can be achieved along with the addition of the future interstate.

The Federal Highway Administration has proceeded with the development of I-73 which will act as a connector from I-74 in North Carolina to the Myrtle Beach Region. Even though the proposed northern segment shows the alignment of the interstate staying east of Bennettsville, overall connection to the Pee Dee Region will be enhanced. The primary access from I-73 will be via SC 9 which is an enhanced four-lane principal arterial into the Town of Cheraw.

Currently, the south segment of I-73 is fully designed and permitting has begun. The north segment has not been designed however, an environmental impact study has been completed with the proposed alignment. The new interstate will allow for the accommodation of multi-modal systems by containing a greater right-of-way area. The multi-modal accommodation may include additional rail that can be used both for freight and passenger traffic.

- **Objective (TR) 6.5.1: Roadway Systems** - To provide a cohesive and unified approach to traffic related issues, by coordinating with other governmental entities regarding maintenance and development of roadways systems.

### Policies

- **(TR) 6.5.1(a):** Mirror the roadway classifications of the South Carolina Department of Transportation to insure that the appropriate development occurs within the roadway classification.
- **(TR) 6.5.1(b):** Insure that the appropriate zoning and future land use occur within a specified roadway classification to insure that any development is consistent with the roadway to promote responsible growth patterns.
- **(TR) 6.5.1(c):** When feasible, any transportation improvements shall include multi-modal aspects as part of the planning and design of the proposed improvement.
- **(TR) 6.5.1(d):** Encourage and coordinate with the South Carolina Department of Transportation (SCDOT) to upgrade the approximate 25 mile gap of US 52 from a two-lane to a four-lane highway to provide greater access entering and exiting the western portion of Cheraw. The development of I-73 from Myrtle Beach to I-74 in North Carolina will promote more east-west traffic movement within the state, therefore potentially creating a greater impact on traffic entering and exiting the town.

- **(TR) 6.5.1(e):** Encourage public education and awareness of the importance of multi-modal systems and usage.
- **Objective (TR) 6.5.2: Public Transit** - Investigate and encourage new strategies that implement the development of a cohesive Public Transit network. Public Transit will include multi-modal opportunities that connect the Town both internally and regionally.

**Policies**

- **(TR) 6.5.2(a):** Pursue opportunities within the Pee Dee Region that promote a regional bus service.
- **(TR) 6.5.2(b):** Pursue opportunities that link the existing trails and parks to create a fully accessible trail system throughout the Town
- **(TR) 6.5.2(c):** Pursue opportunities that promote the ‘Rails to Trails’ idea. Therefore transforming property within the town that is deemed liabilities into useable assets.
- **Objective 6.5.3: Bicycle and Pedestrian Resources** - Work with governmental entities and pursue opportunities to promote multi-modal methods. Enhance bicycle and pedestrian connections both internally to Cheraw and regionally.

**Policies**

- **(TR) 6.5.3(a):** Pursue opportunities that link the Town of Cheraw’s trail system to a regional and state system.
- **(TR) 6.5.3(b):** Work with the Pee Dee Regional Council to continue to identify long range rural transportation strategies.

# Chapter 7: Housing Element

## CHERAW COMPREHENSIVE PLAN

### 7.0 - Summary

The 1997 Comprehensive Plan discussed the advent of I-73 and its impact on the Town of Cheraw, suggesting 3,000 new residents by 2015 which of course would have had a profound impact on Cheraw's housing stock, but that influx of new residents did not take place. In fact less than 5% of the current housing stock was built within the last ten years +/- . Total housing units in Cheraw in 2014 were reported to be 3,028 homes and apartments (2,309 in 1990, and 2,568 in 2000).

Since 1990 the Town has experienced a dramatic drop in the number of owner-occupied units, declining from 52% to 43% by 2014. Roughly 50% of the renter-occupied units in 2014 were single apartment detached units, predominately 2 or 3 bedrooms (68%). The vacancy rate among rental units in 2014 was just above 7%.

Approximately 80% of all renters pay monthly rent that is >25% of their household income. Housing costs as a percentage of household income for homeowners is typically in the 20-25% range except among those homeowners who earn less than \$20,000 per year where it consumes 36% of annual household income.

### 7.1 - Housing Supply Characteristics and Trends

Cheraw has a unique mix of housing types, sizes, and ages. Most notable among these are the Town's historic and beautiful Antebellum, Victorian and Revival architectural styling in a setting comprising a blend of cultures making it a special place. Approximately 65% of Cheraw's housing is single family detached followed by 16% small apartments and 15% apartment complexes, including public housing and Section 8 housing.

There were 2,335 housing units in Cheraw in 2015 of which 385 or nearly 17% were vacant, almost a threefold increase over 1990. We do know however that roughly 40 of these homes are slated for demolition. The housing stock is aging which is to be expected, but there are very few newer homes being built in Cheraw. In 1990, 27% of the homes were considered newer homes as compared to 5% in 2015. There has also been a significant shift away from owner occupied units: 52% in 1990, 51% in 2010, and only 42% in 2015. The majority of renter occupied units are occupied by African Americans at 35% as compared to Whites at 12% (2010), another significant shift since 1990. The accompanying table provides an overview of Cheraw's housing stock.

**Table 7.1.1 - Cheraw Housing Stock Summary**

Housing Characteristics	Units/1990	Percent/1990	Units/2014	Percent/2014
<b>Total Housing Units</b>	2,309		3,028	
<b>Owner-Occupied Units</b>	1,083	52%	1,411	43%
<b>Renter –Occupied Units</b>	1,011	48%	1,348	57%
<b>% Vacant Housing Units</b>	135	5.8%	535	17.7%
<b>Median Household Income</b>				
<b>Occupied Housing Units</b>			\$22,779	
<b>Owner-Occupied</b>			\$44,722	
<b>Renter-Occupied</b>			\$11,166	
<b>**Newer Homes(10-14 years old)</b>	632	27%	118	5%
<b>Established (15-29 years old)</b>	649	28%	887	38%
<b>Well-Established (30-44years old)</b>	528	23%	770	33%
<b>Older-Historic (45 or more years old)</b>	500	22%	560	24%
<b>Owner Occupied Home Values</b>				
<\$50,000	-	-	139	13%
\$50-100,000	-	-	433	40%
\$100-200,000	-	-	312	29%
\$200-300,000	-	-	113	10%
> \$300,000	-	-	85	8%
<b>Median Mortgage</b>	\$478.00		\$882.00	
<b>Median Rent</b>	\$256.00		\$534.00	

Sources: 1990, 2000 and 2014 US Bureau of the Census and \*\* 2015 Neighborhood Scout web site)

## 7.2 - Housing Costs and Values

As can be seen in the Table 7.2.1 the distribution of home values in 2015 track with that of a bell shaped curve with the majority of homes falling in the mid one hundred thousand range. According to 2015 Neighborhood Scout data Cheraw's housing appreciation rate was 4.25% as compared to South Carolina's rate of 4% and the Nation's average of 5%. Further, since 1990 the average annual rate of appreciation for homes in Cheraw was 1.98% per year as compared to South Carolina's 4% and the Nation's 2%. So it would appear that home values are regaining lost ground during the "Great Recession" and they are now on pace with what the rest of South Carolina is experiencing, at least over the recent 12-18 month. This has not been the case in the previous 10 years where Cheraw's annual rate of appreciation averaged 0.64% and South Carolina averaged 5% per year.

## 7.3 - Substandard Conditions

Like many older communities Cheraw is challenged by an aging housing stock which includes a significant number of units that would qualify as inadequate or substandard. According to US Department of Housing and Urban Development a housing unit is defined as inadequate through a combination of gross unit attributes such as lacking a complete kitchen or bathroom facilities or running water, as well as signs of disrepair such as leaks, cracks, peeling paint, and broken systems. While the majority of such units are generally dispersed throughout the community there is a concentration of homes in the neighborhood, many of which would qualify as inadequate. Several units in this same area are vacant and slated for demolition under the Town's program.

According to the American Community Survey (ACS, US Census Bureau) there were 20 homes in Cheraw lacking complete plumbing, no units lacking complete kitchen facilities, and 40 homes with no telephone service available.

Cheraw has a Neighborhood Initiatives Program (NIP) in place funded by the SC Housing Finance & Development Authority. The principal objective of NIP is to rid Cheraw of blight and unsafe housing through demolition and redevelopment of these structures.

## 7.4 - Affordable Housing Opportunities and Barriers

Cheraw has a poverty rate in excess of 35% and a senior population of roughly 20% (residents 65 years of age or older). Housing costs and utility costs will routinely challenge both of these segments of the community. 2014 rent and mortgage data demonstrates the strain that housing costs places on low income, fixed income and single parent/income households.

Cheraw's Housing Authority (843-669-4163) is an excellent source for information on affordable housing in Cheraw including public and Section 8 housing. The Authority operates three 230 affordable units across its public housing portfolio: 13% studio apartments, 21% one bedroom apartments, 27% two bedroom apartments, 11% four bedroom apartments, and 1% five bedroom apartments. These units are located across three locations in Cheraw: Arrowhead Place Apartments at 1200 State Road, Chesterfield Courts Apartments at 712 State Road, and at the Authority's main offices at 1345 Dizzy Gillespie Drive.



## 7.5 - Housing Objectives (HS)

- **Objective (HS) 7.5.1** - To insure the longevity of the existing housing stock as well as maintaining the charm and history that is the Town of Cheraw. Protect the assets that currently exist and provide opportunities for current and new homeowners.

### Policies

- **HS 7.5.1(a)**: Improve housing conditions through code enforcement and scheduled home repair and demolition programs.
- **HS 7.5.2 (b)**: Encourage a broader range of housing types, especially apartments and town homes.
- **HS 7.5.3 (c)**: Encourage new housing in the Downtown area which will serve to meet a growing desire among millennials and baby boomers for in-town and near-downtown housing while creating a built-in population of consumers supporting downtown businesses.
- **HS 7.5.4 (d)**: Encourage new infill single family residential development and subdivision development opportunities.
- **HS 7.5.5 (e)**: Encourage maintenance and re-purposing of larger older homes capable of supporting apartments and condominiums.
- **HS 7.5.6 (f)**: Create incentives for first time home buyers and young families.

# Chapter 8: Future Land Use Element

## CHERAW COMPREHENSIVE PLAN

### 8.0 – Summary

The Future Land Use Element is intended to guide development, urban form, and land usage in a way that strengthens the town's identity, quality of life, and economic prosperity. The Land Use Element includes an existing conditions assessment and also identifies the community's future vision.

The Future Land Use Element will be used to guide future development within the town. The Strategies sections focus on how areas of the Town will be managed with the goal towards a defined character and purpose in various parts of the municipal limits. The Land Use Map and Categories will assign development limits for specific parcels however, the Future Land Use will be further implemented through the zoning/land development code on a parcel by parcel basis.

### 8.1 – Existing Land Use

A critical ingredient in the Town's Comprehensive Plan is an existing land use assessment for properties in Cheraw. Field observations identified current land use activity, structures, and character on individual parcels and neighborhoods within the Town. The highway and downtown corridors received the primary assessment; whereas individual neighborhoods were surveyed on a broader scale. Gateway areas were also observed as it pertained to the entrances into the Town. This assessment was conducted through walking tours and aerial photography.

#### Land Use Types

Cheraw's existing land usage can be classified into six land use types. The land uses included, *single-family, multi-family, commercial, industrial, public/semi-public, agricultural and vacant lands*. The vacant lands classification includes lands that contain structures yet are currently unoccupied or derelict. This existing land use assessment was used as the base line data for creating a Land Use Map that regulates future development in terms of allowed uses and site intensity. In most cases, the current land use activity was recognized as appropriate for the site. In other situations, it was noted when a particular land use activity seemed out-of-character or problematic to the surrounding neighborhood.

The existing land use was recorded during field surveys in February of 2016. The categories of land use include:

- **Single Family Residential** - consists of all single family detached housing units on individual lots, including mobile homes that are not in mobile home parks.
- **Multi-Family Residential** - consists of all duplexes, apartments, condominiums, mobile home parks and attached single family units.
- **Commercial** - consists of all retail and wholesale trade outlets, business or repair services, finance, insurance, real estate services, personal and professional services and hotels/motels.

- **Industrial** - consists of all manufacturing, fabrication and similar activities, including related shops, mills and yards. Also included are warehouses, transmission towers, transportation terminals, utility sub-stations and similar uses.
- **Public/Semi-Public** - Includes all public right-of-way, educational, religious, recreational, governmental, cultural and fraternal uses as well as other places of public assembly.
- **Agricultural** – Includes all lands used in the raising or cultivation of animals, crops or foliage for the purpose of sale.
- **Vacant** – Land that currently lies unused for any purpose. This includes lands that may contain structures but currently unoccupied or derelict.

Land Use acreage totals in the Town are as follows:

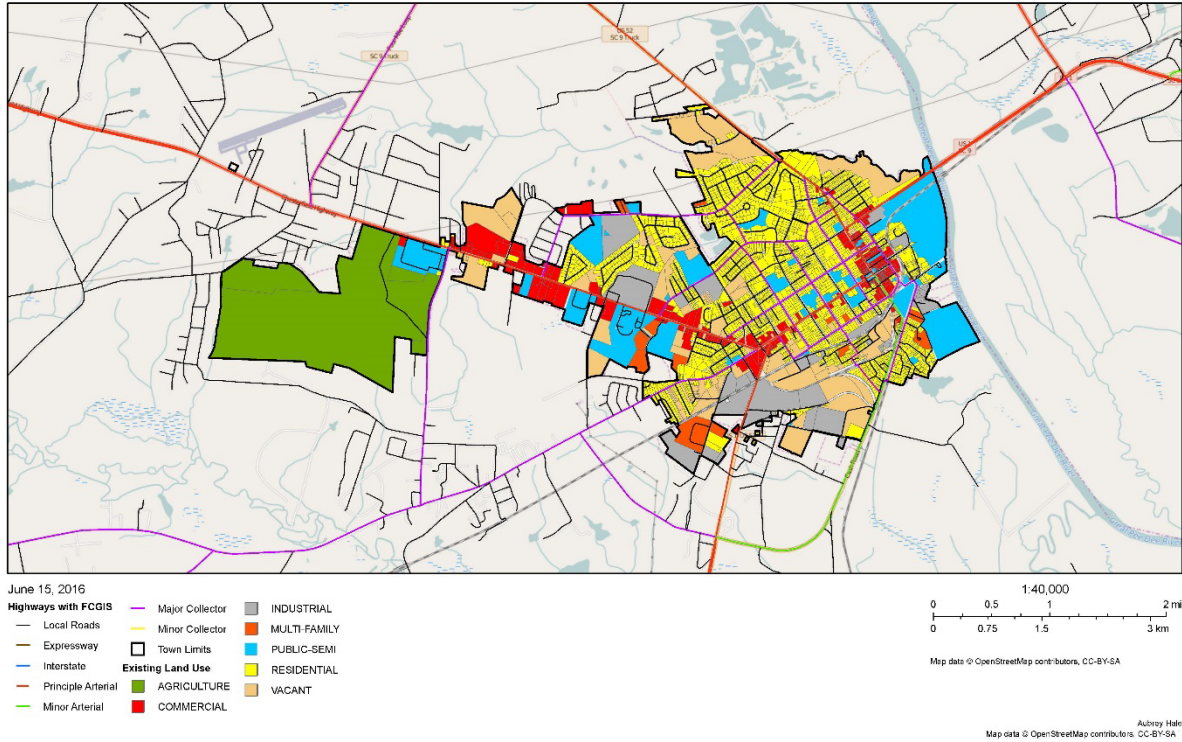
Land Use Category	Existing Acreage
Single-Family Residential	1,011.90 ac
Multi-Family Residential	83.12 ac
Commercial	244.24 ac
Industrial	313.21 ac
Public/Semi-Public	485.81 ac
Agricultural	684.63 ac
<b>Total Developed</b>	<b>2,822.91 ac</b>
Vacant Land	571.46 ac
<b>Total Area</b>	<b>3,394.37 ac</b>

*Source: Field and aerial surveys conducted in February 2016*

## Current Land Use Map

The below map illustrates Cheraw’s current land usage. The current land use map was created through a walking tour and a broad neighborhood-scale assessment. The map is intended to be general representation of land usage, development patterns and activity areas.

MAP 8.2 – CURRENT (EXISTING) LAND USE



## 8.2 – Existing Districts and Neighborhoods

The Town of Cheraw has grown with several distinct districts that each contain their unique character, land use mix and population. It is important to recognize these existing districts in order to protect viable resources, build upon existing assets, provide necessary services and cure potential threats.

Largely, development has followed the path of least resistance which includes tracts of high, flat land, often clear of timber. Water and sewer service followed this development and the capacity of the systems have generally kept pace with the demand.

Most of the recent growth and redevelopment has occurred in the Hwy 9 corridor. Other growth has occurred in the northern, southern and southwestern areas of Cheraw. This growth is not surprising as that portion of the Town had sufficient undeveloped land and was not constrained by rivers and other natural constraints.

### Downtown

Downtown Cheraw is the historical and cultural center of the community. Downtown represents the Town's original founding and has transformed to become a mixed use district that includes retail sales and service, employment, residential and leisure. The Downtown is primarily a fully developed area with a number of vacant structures. There are few vacant land opportunities for new development, however a city park resides at one of the key intersections within the Downtown Core and could possibly be utilized at a later date for future redevelopment opportunities. Most redevelopment of the Downtown will be handled through the reuse of existing historic structures and revitalization efforts of the public realm.

### SC Highway 9 Corridor

The Hwy 9 corridor is the primary transportation route through the town and remains the primary corridor for employment and commerce. Most of the development in and around Cheraw over the past 25 years has taken place in the SC Highway 9 corridor. This area has seen extensive commercial and industrial development over this period, as well as a modest degree of residential growth.

### Residential Neighborhoods

Cheraw has a unique mix of housing types, sizes and ages. Most notable among these are the Town's historic and beautiful Antebellum, Victorian and Revival architectural styling in a setting comprising a blend of cultures making it a special place. Primarily the housing stock consists of single-family housing with some small to mid-size apartment type developments. The historic district covers a large portion of the Town's single-family residences, which adds to the charm of the Town.

In addition, Cheraw's "Town Fringe" includes relatively recent annexation areas that are ripe for natural growth. They are presently very low density and agricultural but should be planned to become new neighborhoods with neighborhood shopping and services. Some areas may also be planned as future employment centers.

### 8.3 - Future Land Use Plan

The Future Land Use Plan includes the community’s preferred strategies and goals in terms of land usage, structure type, and character for future development/redevelopment. The Future Land Use Map (FLUM) is a component of the Future Land Use Plan and further implements the community’s vision by graphically delineating ideal land use clusters and designating specific areas within the town. The FLUM includes land use categories for parcels and districts within the Cheraw; each category includes characteristics in terms of land uses, intensity and building character.

The Future Land Use Plan should be used as a broad guide for planning for future development and redevelopment. It should be used to plan public services in order to support the intended land usage. Regardless of changing conditions, the Future Land Use Plan offers a guide for the development future of the Town, based in part on the existing pattern of development. It proposes orderly growth, the separation of conflicting uses to the extent feasible and development intensity that is matched to the ability of neighborhoods and public services to accept. It is the intent of the Zoning Code to further implement and protect the land development regulations, applied on a parcel by parcel basis.

#### Future Land Use Map Classifications

The following table provides the description and intended character for each Future Land Use Map (FLUM) Category.

Table 8.3 – Future Land Use Map Categories - Town of Cheraw, South Carolina				
FLUM Category	Purpose	General Allowable Land Uses		Density/Intensity & Character
		Primary	Secondary	
Neighborhood 1 (N-1)	To accommodate a variety of lower density housing types while retaining the character and scale of the existing neighborhood and town	Single-Family - Detached Duplex Triplex Townhomes	Typical accessory uses to single-family Recreation/ Open Space Public/Semi-Public	<ul style="list-style-type: none"> <li>• 0-10.0 dwelling units per acre</li> <li>• 60% building to lot coverage</li> <li>• 20% of lot devoted to open space/ landscaping area</li> <li>• Buildings one to three stories</li> </ul>

Table 8.3 – Future Land Use Map Categories - Town of Cheraw, South Carolina

FLUM Category	Purpose	General Allowable Land Uses		Density/Intensity & Character
		Primary	Secondary	
Neighborhood 2 (N-2)	To accommodate a variety of neighborhood scaled developments while retaining the character and history of the existing neighborhood and town	Apartments Condominiums Townhomes Single-Family - Detached Bed & Breakfast	Typical accessory uses for multi-family, including leasing offices Recreation/ Open Space Public/Semi-Public Neighborhood-Scaled Commercial	<ul style="list-style-type: none"> <li>• 0-20.0 dwelling units per acre</li> <li>• 70% building to lot coverage</li> <li>• 20% of lot devoted to open space/ landscaping areas</li> <li>• Three story maximum building height</li> <li>• Apartments designed to complement surrounding residential neighborhoods in terms of architecture &amp; style</li> </ul>
Commercial (Com)	To designate areas appropriate for the development and maintenance of a general commercial environment. This category supports a wide variety of retail, general commercial, and professional/ personal services in close proximity to major thoroughfares and residential concentrations.	Office Retail Sales & Service Restaurant Lodging	Typical Accessory Uses Recreation/ Open Space Public/Semi-Public Parking Lots	<ul style="list-style-type: none"> <li>• 0.50 maximum Floor to Area Ratio (FAR)</li> <li>• 0-20.0 dwelling units per acre</li> <li>• 15% of lot devoted to open space/ landscaping areas</li> <li>• Five story maximum building height</li> <li>• Vegetative buffers should be provided when abutting residential neighborhoods.</li> </ul>
Industrial (IND)	To recognize areas suitable for industrial uses excluding those uses associated with adverse environmental impacts (e.g., noise, smoke, dust or vibration).	Industrial Manufacturing Wholesale of Goods Processing	Office Retail/ Restaurant	<ul style="list-style-type: none"> <li>• 1.0 maximum Floor to Area Ratio (FAR)</li> <li>• 15% of lot devoted to open space/ landscaping area</li> <li>• Five story maximum building height</li> <li>• Retail/ restaurant be an accessory to primary uses and limited to 15% of gross building area.</li> <li>• Vegetative buffers provided when abutting residential</li> </ul>

**Table 8.3 – Future Land Use Map Categories - Town of Cheraw, South Carolina**

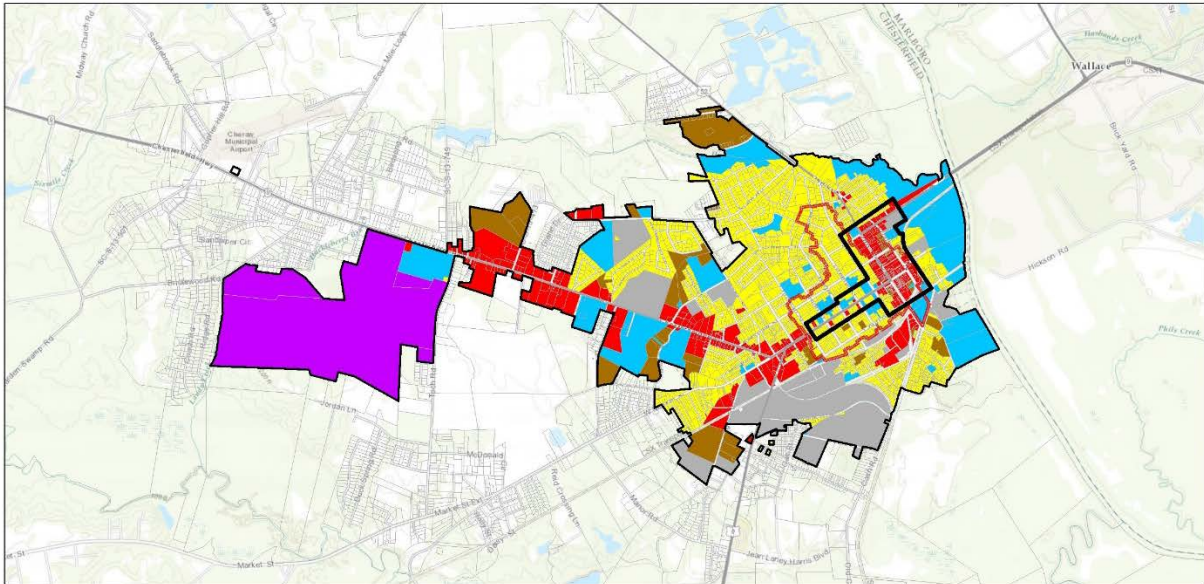
General Allowable Land Uses				
FLUM Category	Purpose	Primary	Secondary	Density/Intensity & Character
				neighborhoods
Public/Semi-Public (P/SP)	To show those major government-owned facilities, and other public uses, existing or proposed. This category also accommodates semi-public uses such as private establishments generally available for public use.	Municipal buildings, operations and activities Schools Hospitals Places of worship Recreation/ Open Space Utilities Cemeteries Other similar uses	Adult/Child Day Care	<ul style="list-style-type: none"> <li>• 2.0 maximum Floor to Area Ratio (FAR)</li> <li>• 20% of lot devoted to open space/ landscaping</li> <li>• Six story maximum building height</li> <li>• Located close to the population they serve and having appropriate transportation access.</li> <li>• Designed to be compatible with adjacent uses in terms of building scale and architectural style.</li> </ul>
General Mixed Use-25 (GMU-25)	To provide areas with no clear, identifiable development trend, a flexible set of design standards whereas creative design approaches can be utilized to produce a development that provides an enhanced design.	Single-Family Detached Duplex Triplex Multi-Family Apartments, Condos, Townhomes, etc. Commercial Office Light Industrial/ Manufacturing Hospitals Lodging Other uses as approved by Town Council	Public/Semi-public Recreation/ Open Space Places of Worship	<ul style="list-style-type: none"> <li>• 0-25.0 dwelling units per acre</li> <li>• 2.0 maximum Floor to Area Ratio (FAR)</li> <li>• 20% of lot devoted to open space/ landscaping</li> <li>• Six story maximum building height</li> <li>• Vegetative buffers provided when abutting residential neighborhoods or proposed residential areas</li> </ul>



Table 8.3 – Future Land Use Map Categories - Town of Cheraw, South Carolina

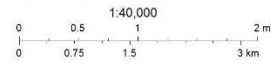
FLUM Category	Purpose	General Allowable Land Uses		Density/Intensity & Character
		Primary	Secondary	
<p>Historic / Downtown District Residential-Office- Retail Overlay (HD-ROR)</p>	<p>To encourage and maintain the redevelopment of the Historic &amp; Downtown Districts as the commercial, governmental, and cultural center to Cheraw.</p> <p>To provide a mix of uses that responds to the Town’s changing household demographics.</p> <p>To allow adaptive reuse of existing structures for a variety of uses.</p> <p>To allow appropriate infill development that responds to the neighborhood character.</p> <p>To guide development and land usage consistent with the underlying FLUM Categories while providing additional permitted land uses.</p>	<p>Retail Sales and Service</p> <p>Restaurant</p> <p>Office</p> <p>Residential</p> <p><i>Apartments</i></p> <p><i>Condominiums</i></p> <p><i>Single-Family -</i></p> <p><i>Detached</i></p> <p><i>Duplex</i></p> <p><i>Triplex</i></p> <p><i>Townhomes</i></p> <p>Public/Semi-Public</p>	<p>Recreation/ Open Space</p>	<ul style="list-style-type: none"> <li>• Maximum Floor to Area Ratio (FAR) / Density based on underlying FLUM category.</li> <li>• Continue the established urban form along the block in terms of building location and land uses.</li> <li>• 0% of lot devoted to open space/ landscaping areas for properties along: <ul style="list-style-type: none"> <li>o Front Street,</li> <li>o 2<sup>nd</sup> Street, and</li> <li>o Market Street - between Front and 2<sup>nd</sup> Streets</li> </ul> </li> <li>• Designed to be compatible with surrounding uses in terms of building scale and architectural style.</li> <li>• Vegetative buffers provided when abutting residential properties</li> </ul>

MAP 8.3 – FUTURE LAND USE MAP



July 21, 2016

- HISTORIC RESIDENTIAL/OFFICE/RETAIL OVERLAY (HD-ROR)
- Town Limits
- Parcels
- Historic District
- Future Land Use**
- GENERAL MIXED-USE
- COMMERCIAL
- INDUSTRIAL
- MULTI-FAMILY
- PUBLIC-SEMI
- RESIDENTIAL



Sources: Esri, HERE, DeLorme, Intermap, increment P. Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeBCO, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), Swisstopo, MapboxIndia, © OpenStreetMap contributors, and the GIS User Community

Cardinal State of North Carolina DOT, Esri, HERE, DeLorme, INCREMENT P, Intermap, USGS, METI/NASA, EPA, USDA]

## Development Strategies / Guiding Principles

Future Land Use Plan includes general set of Development Strategies / Guiding Principles that can be applied to the community and provide guidance on how it grows. These strategies should also guide how the Town is managed, how services are provided, and capital improvements are performed. They also provide measurable milestones for implementing the community's vision.

### Land Use Goals

The development and adoption of land use goals is to form a foundation for planning and is intended to enable the Comprehensive Plan to serve as an effective guide for future land use, development, and redevelopment. Goals are identified as broad guidelines upon which specific strategies are based. Strategies are to be used as aids in directing the desired physical development of the Town. The strategies will provide local officials and the public with guidance for creating an environment or pattern of development.

The following land use goals have been established in order to more effectively guide future land use activity, growth, and development in the Town:

- I. **Efficiency** - Since land is a limited commodity, it must be used in an efficient manner in order to meet increasing demands placed upon it by urban growth. The land use patterns established in this document should promote the highest degree of health, safety and welfare for all portions of the Town. Conflicts between residential, commercial, industrial and other uses should be kept to a minimum in order to protect and enhance property values.
- II. **Adequate and Convenient** - sites for future business, educational and recreational facilities and the improvement of existing facilities. As the population grows, additional space will be needed for commercial establishments and community facilities such as libraries, post offices, schools and fire stations. These land uses should be planned, designed and located to best satisfy the needs of a growing population and to insure that vital services can be provided by the most cost-effective methods.
- III. **Safe and Protected** - Residential areas that are safe and protected from mixed land uses and substandard development. There are numerous attractive and historically significant neighborhoods in the Town. It is important to preserve historic areas, to promote good residential areas, to upgrade those that are declining, to redevelop those that are substandard and to provide orderly development for future residential areas.
- IV. **Transportation** - An efficient transportation system for the safe and convenient movement of people, goods and services within the planning area. The selection of roadway locations is not a random process but actually is tied very closely to the consideration of a desirable land use pattern. It is vitally important to make the most efficient use of the existing transportation system. The Transportation Element of this Comprehensive Plan has established/mirrored roadway classifications of the South Carolina Department of Transportation (SCDOT). These roadway classifications lay the ground work for which the Future Land Use (FLU) Element will build from. By allowing the Transportation Element and FLU Element to work in harmony the preferred outcome of the Town can be achieved. Additionally, enhancing the walkability and bicycle access

for short trips will complement nearby commercial and employment by providing added access possibilities.

- V. **Utilities** - Sufficient and orderly extension of utilities and public services. Adequate water and sewer facilities, police and fire protection, refuse pick-up and disposal and other environmental services should be available in all areas of the Town. These services can be best provided if the Town follows up-to-date policies for utility extensions.
- VI. **Placement** - Proper location of industry. Industrial uses should be grouped so that services can be provided in the most cost-effective method. Furthermore, industry should be located away from existing and future residential and commercial uses to prevent the mixing of incompatible land uses.
- VII. **Innovation** – Cheraw has an opportunity to “get creative” with its effort to attract new residents and businesses. Several examples of this have been offered throughout this plan. Some additional examples to consider are:
- RFPs/RFOs for Cheraw owned properties to encourage redevelopment. The Town could direct buyers to our properties.
  - The establishment of an Economic Development Committee. This body could be a sounding board and/or driver to expedite Town initiatives to advance diversity in race, age, ethnicity, and community interests.
  - Mixed Use zoning is tool to inspire innovative development.
  - Promote second story repurposing spaces for office, residential, and light assembly.

### 8.3.1 - Residential Land Strategies

The purpose of the residential land strategy is to accommodate a variety of housing choices within the Town while retaining the character and scale of the neighborhoods in which they are located. A variety of residential areas should be encouraged by allowing housing types ranging from single-family to multi-family structures; housing types should be planned for at appropriate locations in terms of density, scale and proximity to other uses.

- I. The Town should provide, accommodate and encourage a wide variety of housing types to coincide with family size, income and resident preferences.
- II. The Town should seek to provide housing options for all age groups and physical capabilities.
- III. Single-family residential areas should be developed in accordance with the following standards:
  - a. Residential lots served by both sanitary sewer and public water systems may support denser housing types.
  - b. Residential lots served by public water but not a sanitary sewer system should be at least 15,000 square feet or more in area, depending on County Health Department requirements.
  - c. New subdivisions should include paved streets that meet Town standards.
  - d. New subdivisions that be designed with adequate drainage to guard against flooding and protect its inhabitants.
  - e. New dwelling units shall connect to public water and sewer when available and lines are adjacent to the property.
  - f. New residential streets should be designed to interconnect with abutting neighborhoods. Extraneous through traffic should be discouraged while retaining access to nearby development. They should be designed to fit the existing topography and could be of several varieties such as Cul-de-sacs, curvilinear and loop streets.
  - g. Residential developments should provide open space areas. The project designs should respond to and preserve unique natural features.
- IV. Mobile home parks are provided for as conditional uses within the PUD zoning district which is designated for higher density residential. Mobile home parks should:
  - a. Have ample water, sewer, and storm drainage system.
  - b. Be located adjacent to an adequate major thoroughfare system.
  - c. Provide the residents protection by proper screening from adverse conditions adjacent to non-residential areas and streets.
  - d. Provide open areas and parks recreational activities.

- e. Be conveniently located with regards to public facilities, commercial areas, and work centers.
  - f. Be designed to blend with the landscape and utilize natural features and coverage to a maximum.
  - g. Provide adequate off-street parking for each dwelling unit.
  - h. Provide enhanced landscape buffers along the perimeters of the park to allow for a transition between uses.
- V. Multi-family residential development should be developed in accordance with the following standards:
- a. New multi-family projects should be located adjacent to a thoroughfare system of collector and arterial streets.
  - b. New projects shall connect to public water and sewer.
  - c. Multi-family projects that include new streets must meet Town roadway standards.
  - d. New projects shall be designed with adequate drainage to guard against flooding and protect its inhabitants.
  - e. Multi-family should be planned around commercial, employment nodes and in the downtown areas. Multi-family serves as a desired transitional use between intensive non-residential and low-density residential neighborhoods.
  - f. Provide enhanced landscape buffers along the perimeters of the park to allow for a transition between uses.
  - g. Multi-family development should respond to the surrounding neighborhood character in terms of building scale, building orientation, architecture, and site design.

### 8.3.2 - Commercial Land Use Strategies

The purpose of the Commercial Land Use strategy is to permit development and uses that cater to a wide range of general retail and services, office and employment, personal services, restaurant and lodging. The heavier commercial uses should be located along major corridors and thoroughfares to insure that no undesired access is permitted through neighborhoods.

- a. Areas established for business purposes should be adjacent to residential neighborhoods and not located within them.
- b. Large regional commercial centers should be located along major transportation corridors and buffered from low density residential neighborhoods. Large commercial centers and automobile sales should be located outside the downtown district. Congestion should be minimized and safety assured by planning for controlled points of ingress and egress. Adequate traffic circulation and parking should be provided within the business development. Business areas for neighborhoods should consist of neighborhood-oriented shopping and services only.
- c. Business developments should be approved only after sufficient development aspects of the proposed site are analyzed and it is assured that street grades, intersections, access points and right-of-way are adequate.
- d. Neighborhood-oriented commercial areas should be established close to residential districts to provide close, convenient and complementing services to town residents.

### 8.3.3 – Industrial/Employment Land Use Strategies

Existing industrial areas should be adequately protected from encroachment of incompatible land uses. Existing industrial areas that are surrounded by predominantly developed land should be considered for possible redevelopment.

Since location requirements for industrial uses are more critical than for residential uses, industrial areas should be set aside on suitable terrain, on land not subject to flooding and in areas with good access to highways and/or rail before the land is used for other purposes.

Water, gas, electricity and sanitary sewer should be made available to industrial areas. Future expansion of the utilities should center on the designated industrial corridors to insure that the current needs are met as well as providing opportunities for large scale employers to develop within the Town.

Industrial tracts should be provided with ample room for large one-level structures, parking and future expansion. Industrial areas should have enough room to accommodate for expansion and compatibility with neighboring uses. Landscaping, beautification and buffering of all industrial locations should be encouraged to insure the impact on the surrounding area is reduced as much as possible.

Industrial developments should be developed in accordance with the following standards:

- a. Designate industrial land along primary transportation routes to accommodate freight movement for the efficient transportation of goods.
- b. The Town shall make every effort to insure that uses permitted within the Industrial Land Use category will have sufficient utility services.
- c. Contain green buffers along the perimeter of the site if abutting the Public Right-of-Way and less intense land uses.

#### **8.3.4 - Public and Semi-Public Land Use Strategies**

Future public buildings and sites should be reviewed and approved by the appropriate boards.

Public and Semi-public buildings should be conveniently located and readily accessible to the people they serve. Grouping of public uses should be encouraged to complement each other in design and function.

- a. Develop and maintain a close partnership with the school districts to provide new schools consistent with the following locational goals: Elementary Schools should be located near the residential areas served.
- b. Secondary schools should be conveniently located within the center of the service areas.
- c. School locations should be coordinated with the location of parks and playground to permit maximum utilization of public land.

#### **8.3.5 – General Mixed Use-25 Land Use Strategies**

The intent of the General Mixed Use-25 (GMU-25) land use strategy is to provide the foundation for new neighborhoods and employment districts. The areas will be future planned through zoning designations, roadway delineations, and development regulations that will further define the future urban framework for these areas. A developer of a GMU-25 area shall submit a master site plan of the proposed development to be reviewed by the Town Council and approved as well as establish by ordinance the development regulations of said development.

The General Mixed Use-25 District regulations, at minimum, shall address the following:

- a. Allow for creative approaches for development and redevelopment.
- b. Include open space/recreation as integral design components within the overall design of the development.
- c. Require enhanced architectural design of proposed structures to reflect the historic charm of the Town.
- d. Harmonious development of the site in consideration of surrounding areas and community facilities, while providing safe and efficient traffic circulation for both non-motorized and motorized transportation modes.
- e. Allow for zero lot line, cluster or other efficient lot layout or site design.
- f. Identification of restrictions on proposed permitted or conditional land uses.
- g. Establishment of minimum acreage and dimensional requirements.



- h. Establishment of minimum design, landscaping, buffering and outdoor illumination criteria.
- i. Permit the establishment of specialized Planned Unit Developments (e.g. Residential PUD, Commercial PUD and Industrial PUD) as needed.
- j. Establishment of procedures for the granting of increased structure height in exchange for increased open space and decreased amounts of impervious surfaces.
- k. Other provisions as deemed appropriate by the Town in keeping with the intent of the General Mixed Use-25 District.

### **8.3.6 - Utility Development Standards**

Adequate utilities should be extended to all developing areas in the Town on a priority basis. The upgrade of existing utilities shall be of the utmost importance, specifically within the downtown area. Development/Redevelopment opportunities within the downtown hinge on the capability of the Town to provide reliable and quality utilities.

- a. All new developments, whether they are residential, commercial, industrial or recreational in character, should have proper utilities installed by the development group, either public or private.
- b. The extension of utilities of proper capacity in designated growth areas should precede development or be installed at the time development occurs.
- c. The use of underground utilities should be encouraged where feasible. In areas where underground utilities are not practical, installations should be placed within easements provided along rear property lines.
- d. When utility construction equipment, materials or hardware are stored outdoors, the site should be screened and landscaped in such a manner not to detract from the surrounding area. All future utility buildings should be located in non-residential areas. These buildings should be designed to complement the area in which they must be located.

## 8.4 – Future Land Use and Development Objectives (FLU)

- **Objective (FLU) 8.4.1: Residential Development** - Maintain the integrity and quality of life, in existing residential areas and neighborhoods through decision making that promotes traditional neighborhood development, family-orientation and “small town” character. Future land use will be implemented/protected through zoning designations and land development regulations.

### Policies

- **(FLU) 8.4.1(a):** Ensure that residential areas are located and designed to protect life and property from natural and manmade hazards such as flooding, excessive traffic, subsidence, noxious odors and noise.
- **(FLU) 8.4.1(b):** Residential land uses are encouraged in a manner which is compatible with the type and scale of surrounding land uses.
- **(FLU) 8.4.1(c):** The Town shall encourage a balanced land use mix providing for a variety of housing styles, densities and open space.
- **(FLU) 8.4.1(d):** The Town shall, through the enforcement of all applicable laws and regulations and the provision of a variety of housing options, encourage opportunities for all citizens to purchase or rent decent, safe and sanitary housing which they can afford, free from arbitrary discrimination.
- **(FLU) 8.4.1(e):** Existing residential areas shall be protected from the encroachment of incompatible activities; likewise, other land use areas shall be protected from the encroachment of incompatible residential activities.
- **(FLU) 8.4.1(f):** The conservation, maintenance and rehabilitation of existing residential areas shall be encouraged.
- **(FLU) 8.4.1(g):** The Town shall continue to investigate the following as it pertains to neighborhoods:
  - i. Gateway features or distinctive signage at major neighborhood entrances.
  - ii. Provision of open space for active and passive uses.
  - iii. Sidewalk connectivity within and external to the neighborhood, especially sidewalks which link residential area to schools.
- **(FLU) 8.4.1(h):** The Town shall discourage the development or redevelopment of mobile homes in areas within flood zones, especially where dwelling units are not raised and supported above flood elevation.

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- **Objective (FLU) 8.4.2: Commercial Development** - Design commercial development that is compatible with environmental and economic resources, to enhance access and circulation, results in a positive and attractive built environment and will be in keeping with the needs and character of the community.  
Office and creative-based employment should be prioritized in the downtown area. Encourage repurpose and revitalization of existing buildings in the downtown core. Ensure new development responds to the established character in the downtown area in terms of architecture, scale, building orientation, and site design.

**Policies**

- **(FLU) 8.4.2(a):** In order to minimize incompatibility when residential and commercial uses share a common boundary, the installation of buffering, as appropriate, where there is a change of use or increase in intensity. The following will be considered in determining the type and extent of buffering:
  - i. Character of the surrounding neighborhoods.
  - ii. Hours of operation.
  - iii. Location of parking, loading, and storage facilities.
  - iv. Other characteristics unique to the particular business.
- **(FLU) 8.4.2(b):** The Town shall promote commercial development that serves to maintain or enhance the economic health of the Town, and to increase job opportunities, per capita income and convenience for residents. For example, neighbourhood commercial centers should be established close to residential districts to provide close, convenient and complementing services to town residents.
- **(FLU) 8.4.2(c):** Commercial land uses shall be located in a manner which ensure the compatibility with the type and scale of surrounding land uses and where existing or programmed public facilities shall not be overburdened. Large regional commercial centers should be located along major transportation corridors and buffered from low density residential neighborhoods. Large commercial centers and automobile sales should be located outside the downtown district.
- **(FLU) 8.4.2(d):** All commercial areas shall be located and designed so as to enhance safety by providing adequate off-street parking and loading areas and by separating pedestrian and vehicular traffic.
- **(FLU) 8.4.2(e):** Strip commercial development that compounds traffic and land use conflicts is strongly discouraged.

**Objective (FLU) 8.4.3: Industrial Development** - Promote the development/redevelopment of industrial lands in a manner that reduce the impact on the surrounding properties whereas promoting the industrial land use as an economic driver and useful resources for the community as a whole.

**Policies**

- **(FLU) 8.4.3(a):** Industrial land uses shall be restricted to those areas which have adequate transportation services for needed labor supply, materials and product shipment.
  - **(FLU) 8.4.3(b):** Industrial land uses shall be encouraged and protected where they will be compatible with surrounding land uses.
  - **(FLU) 8.4.3(c):** Supporting and complementary industries and ancillary commercial services should be located in proximity to each other to accomplish a linkage between industries and services.
  - **(FLU) 8.4.3(d):** Adequate buffering of abutting incompatible land uses from such nuisances such as glare, loading docks, etc. shall be provided on newly developed industrial uses or the enhancement of existing industrial uses.
  - **(FLU) 8.4.3(e):** Retail activities shall be excluded from the Industrial Land Use Category unless the retail use will have a direct correlation to the industrial use such as; restaurant, employee amenities, or retail that is generated due to the nature of the industrial use.
- **Objective (FLU) 8.4.4: Utilities** - Ensure the availability of suitable land for utility facilities necessary to support proposed development.

**Policies**

- **(FLU) 8.4.4(a):** The Town shall assure that adequate land is available for the maintenance of those public utility facilities provided by the Town necessary to support proposed development.
- **(FLU) 8.4.4(b):** The Town will cooperate with those public utilities providing service to the community to assure that adequate land is available for those facilities.
- **(FLU) 8.4.4(c):** Public facilities and utilities shall be located so as to maximize the efficiency of services provided and to minimize cost and impacts on the natural environment.
- **(FLU) 8.4.4(d):** The Town shall require underground placement of electric, telephone and other utility lines in conjunction with new development or redevelopment unless demonstrated to be unfeasible.
- **(FLU) 8.4.4(e):** The Town will insure that utilities within the Downtown will be able to support any proposed development/redevelopment so as to promote the success and overall longevity of the Downtown.

- **Objective (FLU) 8.5.5: Historic District** - Ensure the Historic District maintains its vitality, charm and historic nature whereas promoting a diversity of uses to prevent the dilapidation of the district.

**Policies**

- **(FLU) 8.4.5(a)**: The Town will continue to promote the history and recreation of the Town and Historic District through community outreach and other means.
- **(FLU) 8.4.5(b)**: Light retail and office uses will be encouraged along with the residential uses so long as they maintain the historic character of the structures and the district.
- **(FLU) 8.4.5(c)**: Bed & Breakfast uses will be encouraged so as to enhance the lodging stock of the Town.
- **(FLU) 8.4.5(d)**: Accessory uses such as off-street parking, solid waste removal, etc. will be permitted so long as they do not adversely affect the character of the historic/downtown districts.

# Chapter 9: Priority Investment Element

## CHERAW COMPREHENSIVE PLAN

### 9.0 - Summary

The entirety of the Priority Investment Chapter has been modelled after similar plan elements developed by the Pee Dee Regional Council of Governments. While our findings and recommendations are uniquely Cheraw's, the general discussion regarding good CIP practices, funding mechanisms and intergovernmental cooperation were the work and words of the Council.

Table 9.1 presents an overview of capital expenditures many of which will not occur within the 10 year horizon of this plan. Still, planning and reserving funds or securing funding for these same expenditures will need to take place within the 10 year timeframe of this plan. In addition to Table 9.1, immediately following is a detailed breakdown of major expenditures and their timing. The Town of Cheraw will want to decide on the basis of this information and any other information to adopt a five year CIP in accordance with the guidance provided in section 9.2.

### 9.1 - Ten Year Capital Requirements

Table 8.3 – Ten- Year Capital Improvement Needs			
Priority Investments	Project/Improvements	Estimated Cost	Time Frame**
<b>Public Safety</b>			
Fire Fleet Replacement	Upgrade of existing fleet: new tanker and new pumper	\$4,500,000 (\$500,000 in first 5 years)	Over the next 10-30 years
Fire Station Expansion	Additional bays and gender diversity including land acquisition costs	?	?
Police		?	
<b>Parks and Grounds</b>			
Fleet and Equipment	New tractor	\$75,000	2025
Arrowhead Park Trail	Repave and 10 acre expansion of trail system to one mile loop	?	?
Additional Park Trails	Enhance connections to other trails	?	Over the next 10-30 years
<b>Roadways and Crossings</b>			
Pedestrian Crossings	Primary Streets with current/anticipated high pedestrian activity	?	Over the next 10-30 years
Truck By-pass Route	Landscaping, façade, and way-finding improvements along this route	\$500,000	?

<b>Town Facilities and Downtown Revitalization</b>			
Location TBD	Cheraw Wellness Center	\$3,500,000	Rodney , is the same as the Arrowhead Par Gym?
Pee Dee River Park	?	?	?
Arrowhead Park	Master Plan and Splash Pad	?	?
Downtown Façades and Awnings	?	?	?
Downtown Hotel Incentives	Land acquisition or some other financial incentives to hotel developer	\$250,000	2017 - 2020
Downtown Commercial and Retail	Feasibility Study	\$30,000	2017
School Bus Shelters	Land acquisition and construction costs	?	?
<b>Utility</b>			
Fleet and Equipment	New vehicles and a range of process equipment( e.g., pumps, generators, belt presses, and screen)	\$2,000,000	Over the next 10-30 years
<b>Public Works</b>			
Fleet and Equipment	Vehicles, back hoe, bulldozer, and forklift	\$1,400,000	2016 - 2020
Water Storage	Increase current storage capacity from 2 to 6 MGD	?	?

## 9.2 - Capital Improvements Program and Plan

A CIP is developed through identification of needs over a five year period. Costs are determined for the project as well as the overall timeline for completion and payment for the project. The projects are ranked in order of overall public need to identify funding priority. With these priorities determined, funding opportunities are outlined. The capital planning process identifies needs, implementation strategies and funding sources over a multi-year schedule so that budgeting and funding cycles are not disrupted due to an overwhelmingly large budget need in a given year.

As it develops a capital improvements program, Cheraw will undertake the updating of its Capital Improvement Plan (CIP) for its long-range budgeting process each year during the annual budget cycle. This advanced planning allows the Town to efficiently use public monies in a strategic manner. By placing funds on a time frame, cost savings are maximized. The five categories below should be used to determine capital projects:

- Any acquisition of land for a public purpose;
- Any construction of a new facility or an addition to, or extension of, such facility;
- A nonrecurring rehabilitation or major repair of all or a part of a building, its grounds, or a facility, or of equipment, provided that the cost is \$25,000 or more and the improvement will have a useful life of 10 years or more.
- Purchase of major equipment totaling \$25,000 or more;
- Any planning, feasibility, engineering, or design study related to an individual capital improvement project or to a program that is implemented through individual capital improvement projects.

Before Cheraw develops a major capital improvement, the Town will need to estimate the impacts of the continued operations and maintenance of the proposed facility or piece of equipment to the annual budget. Expansion of capital improvements is often associated with increased operations and long-term maintenance costs. This should be compared to the long-term maintenance costs of not replacing, maintaining or renovating an existing capital facility. In addition, some public service facilities need to be staffed on a part-time or full time basis which has long-term budgetary impacts on the Town's general fund. The Town needs to engage in forward-looking planning efforts to understand the long-term budgetary impacts of its planned capital improvements prior to engagement of construction of a project or purchase of equipment or land.

The projects identified within a CIP will probably indicate that the needs of the Town may exceed the ability of anticipated revenues to fund these needs. Developing or identifying additional sources of revenue would be an option the Town could explore to fund the gap between anticipated revenue and the identified requests. The Town should be proactive in determining the best funding source for implementation of these projects in advance of their proposed funding dates.

While the Town should be able to fund a large portion of its growth-related infrastructure requirements from growth related revenue increases, this may not always be the case in the future. As traditional methods of infrastructure finance become less feasible, local governments have turned to methods that place more of the financial burden of growth-related infrastructure on developers and ultimately on the new residents moving to their community. Negotiated development exactions may be used in the development or annexation approval process to assist in funding infrastructure for public services to a new development. The assistance may come in one of several forms. The developer may provide land within the development for the location of a public facility such as a park, fire station or school.

Impact fees are another option for alternative funding. Impact fees are similar to negotiated exactions in that the developer provides assistance in financing public infrastructure required to serve the new development. They differ from negotiated exactions in that they are not voluntary, but are instead imposed by the local government in a manner similar to other fees. The SC Development Impact Fee Act permits the assessment of fees on public facilities including water and wastewater, solid waste and recycling, roads streets, bridges, storm water, public safety facilities, capital equipment over \$100,000, parks, libraries and recreational facilities.



### 9.3 - Funding Mechanisms

Once projects are determined, the next step in the process is to determine the best way to fund the purchase or construction of the capital item. There are various ways to fund capital improvement projects in South Carolina:

- *Current revenue (pay-as-you-go)* – Pay-as-you-go is the financing of improvements from current revenues such as general taxation, fees, service charges, special funds, or special assessments.
- *Revenue funds* – Revenue funds are monies collected in advance of construction of a project which have been accumulated from surplus or earmarked operational revenues, funds in depreciation reserves or the sale of capital assets.
- *General obligation bonds* – Bonds may be issued for a specific construction project with the local government pledged to pay interest and principal to retire the debt.
- *Revenue bonds* – These types of bonds are sold for revenue and financed through service charges or fees incurred from the development of the project.
- *Lease-purchase* – This option allows for local governments to enter into a lease for a specified period of time until the government has utilized the item or the government pays for the full value.
- *Authorities and special districts* – Special districts allow for the raising of revenue based on the use of the future project by a specified geographic area.
- *Special assessments* – Special assessments may be utilized for properties that have a direct benefit of the service provided by a capital project. Examples of this type of funding would be hospitality and accommodations taxes.
- *State and federal grants* – Grant funding for many projects is available through state, federal and private grant procedures that typically require a competitive application process.
- *Tax increment financing (TIF)* – TIF can be used to provide front-end funds in an area where large-scale redevelopment is feasible.
- *User fees* – User fees may be utilized or increased in order to offset costs that will be incurred through upgrades or new construction of capital facilities.
- *Impact fees and exactions* – Impact fees and exactions are used to exact additional charges and fees from land development to help pay for capital improvements. These fees are placed into a special fund for system-wide capital facilities and are determined by fiscal impact analysis on the future demand a proposed development will have on the local infrastructure system.

Ultimately, the Cheraw Town Council is responsible for determining the most viable option for funding of a particular item. Much discussion and research is involved in identifying the best funding source of a necessary community project. However, there are some options that are potential sources for additional funding. While it is anticipated that the majority of local government funding sources for capital improvements will continue to be the same as in the past, local governments will need to be innovative and proactive in seeking new funding opportunities, especially those funding sources that bring in revenues from outside the county.

- *Hospitality Tax* – This is a tax on dining and beverages that helps fund special projects and general operations.
- *Accommodations Tax* – This is a tax on lodging that is restricted by state statute and may only be used for tourism-related projects. The State’s portion is collected by the State and remitted back to the County. The County distributes funds to applicable tourism organizations on an application approval basis approved by County Council and a Council-appointed Accommodations Tax Advisory Committee to support festivals and other activities that encourage tourism activity.
- *Enhancements* – Federal funding for transportation enhancements, such as bicycle and pedestrian treatments, guided through the South Carolina Department of Transportation.
- *C-Funds* – State gas tax funds allocated to counties for transportation improvements. In FY 2012, Chesterfield County received such funds for use by the Chesterfield County Transportation Committee for roadway improvements for the county and its local governments.
- *South Carolina Infrastructure Bank* – The State bank assists in loans and financing for major infrastructure and transportation facilities.
- *Penny or Half Cent Sales Tax* – An additional sales tax which can be used to fund special projects for infrastructure and capital projects.
- *American Recovery and Reinvestment Act* – The American Recovery and Reinvestment Act contains a number of competitive grants to State and local governments.
- *Impact Fee Revenues* – Impact fees are assessments that are made traditionally when development occurs. As development begins to increase, funds would be provided to offset any service lag from this new development.
- *Tax Increment Financing (TIF) Districts* – TIFs are typically established for areas that are in need of development or redevelopment where additional capital projects are needed or encouraged. This funding mechanism is especially useful in downtown areas or mixed use districts.
- *Special Tax District* – This is an option widely used in some counties for sewer improvements for subdivisions and other special areas. An additional annual tax is levied on property for a special purpose where individual property owners are elected to a commission to oversee the spending of these funds.

## 9.4 - Intergovernmental Cooperation

The Town of Cheraw should seek to coordinate major capital improvements with other nearby governmental jurisdictions where possible. Coordination may include techniques such as joint funding of capital improvements, shared use agreements, or shared maintenance or operations agreements. Coordination should also include consultation with relevant local government jurisdictions during the development of each Comprehensive Plan update and during the development of the annual Capital Improvements Program. Opportunities for shared uses, co-location of facilities, and land swaps between governmental entities should also be explored. Other relevant governmental agencies will be consulted in the planning stages as Cheraw implements specific capital improvements, and the Town will assist other local government agencies in the implementation of their CIPs so long as these are consistent with the Town Comprehensive Plan.

## 9.5 - Policy Investment Objectives (PI)

Community investment in services is a necessary government function. As growth and revitalization continues, more services are required to meet the needs of the citizenry. As funding sources decline, priorities must be made to identify and prioritize projects that provide the most benefit. Investment should be directed in areas designated for future investment based on existing infrastructure and future demand. Identify long-range capital project needs in relation to funding. The following objectives are recommended to reach this goal:

- **Objective (PI) 9.5.1: Establish and conduct a needs-assessment:** the town should establish a process for regularly conducting community appraisals of existing resources and assets and identify gaps, barriers, and future needs - The Town of Cheraw should use surveys, community meetings, and other methods to seek input from residents, as well as public and private entities to identify desired community services, facilities, and programs.
- **Objective (PI) 9.5.2: Conduct a capital improvements plan:** the town shall annually determine the needs based on adequate services to the public. To achieve this objective, an annual five-year CIP procedure in the annual budget process should be initiated. The capital needs of all departments and the overall needs of the Town should be monitored. The Town should identify and develop priorities to complete capital projects and achieve and maintain desired levels of service.
- **Objective (PI) 9.5.3: Identify funding sources:** the town shall identify funding amounts and sources for capital projects implementation. Toward this end, the Town needs to identify and pursue state and federal grants and other funding for capital improvements. The costs associated with maintenance and operation in all projects, as well as the costs associated with deferred maintenance or postponement of capital project implementation should be considered. Alternative funding sources for project categories should be identified.

- **Objective (PI) 9.5.4: Implement capital project plan.** - The Town should maintain a list of capital projects under construction or purchased and track the cost-savings of capital items implemented against no action or deferred maintenance.
- **Objective (PI) 9.5.5: Partner with others for cost-saving and efficiency.** - Some of the strategies to achieve this objective could include developing partnerships on a regional and countywide basis when appropriate; coordinating projects with all adjacent and relevant agencies and jurisdictions; exploring cost-savings opportunities with local governments; considering an interagency review committee in the review and approval process of facility planning; and, exploring joint funding of capital improvements, shared use agreements and shared maintenance or operations agreements.



# Appendix

## SUPPLEMENTAL AND SUPPORTING INFORMATION

## A1 – Town Assets | Replacement Costs & Life Expectancy

Table A1.a - Town Assets   Replacement Costs & Life Expectancy				
Department	Equipment/Description	Purchase Date	Replacement Cost	Life Expectancy/ Replacement Yr
Fire Department	1980 Fire Truck Pumper (Engine 20)	1981	\$400,000	20 years
	1986 Chevrolet Truck	2002	\$300,000	20 years
	1989 GMC Fire Truck Pumper (Engine 14)	1990	\$325,000	20 years
	1998 International Fire Truck Tanker T13 Remount	1997	\$275,000	20 years
	2002 International Fire Truck Tanker E15	2002	\$400,000	20 years
	2005 Kenworth Fire Truck Tanker (Tanker 11)	2005	\$275,000	20 years
	2009 Ferria Fire Truck Pumper (E 1)	2009	\$400,000	20 years
	2015 Pierce Arrow XT Ladder Truck (Ladder 1)	2014	\$2,000,000	30 years
	Air Trailer with onboard Compressor	2008	\$50,000	25 years
	SCBA (Self-contained Breathing Apparatus)	1997	\$58,500	15 years
	SCBA (Self-contained Breathing Apparatus)	2002	\$52,000	15 years
	SCBA (Self-contained Breathing Apparatus)	2011	\$52,000	15 years
Utility	1900 International Dump	unknown	\$65,000	25 years
	1999 Boom Truck	unknown	\$65,000	25 years
	2002 Sterling Vac Truck	unknown	\$367,307	15 years
	2012 Cues Sewer Camera	unknown	\$75,000	15 years
	2013 John Deere Backhoe	unknown	\$67,307	15 years
	2013 Trackhoe	unknown	\$68,000	15 years
	*Pump #1 - 3MGD Raw Water Pump	unknown	\$52,000	30 years
	*2013 Pump #2 - 3MGD Raw Water Pump	unknown	\$52,000	30 years
	*2013 Pump #3 - 6 MGD Raw Water Pump	unknown	\$75,000	30 years
	Pump #1 - High Service Pump	unknown	\$52,000	30 years
	Pump #2 - High Service Pump	unknown	\$52,000	30 years
	Pump #3 - High Service Pump	unknown	\$75,000	30 years
	^1971 350kw Generator, Waste Water Plant	unknown	\$80,000	20 - 25 years
	^350kw Generator, Waste Water Plant	unknown	\$80,000	20 - 25 years
	^1994 200kw Generator, Pump Station #1	unknown	\$60,000	20 - 25 years
	^1998 200kw Generator, Pump Station #2	unknown	\$60,000	20 - 25 years
^2016 200kw Generator, Brasington Pond	unknown	\$60,000	20 - 25 years	

**Table A1.a - Town Assets | Replacement Costs & Life Expectancy**

Department	Equipment/Description	Purchase Date	Replacement Cost	Life Expectancy/ Replacement Yr
	1994 WA180-1 Wheel Loader	unknown	\$125,000	20 years
	2013 Belt Press	unknown	\$250,000	20 - 25 years
	1967 Traveling Screen #1	unknown	\$101,000	35 -40 years
	2013 Traveling Screen #1	unknown	\$101,000	35 -40 years
Parks & Grounds	Kioti Tractor	2011	\$75,000	2025
Public Works	1990 Ford F800 Diesel	unknown	\$60,000	2019
	2012 Ford Boom F750 Bushhog	unknown	\$135,000	2019
	2006 Internation Peterson 4200 Boom	unknown	\$135,000	2019
	1994 Ford LN7000 Boom	unknown	\$135,000	2016
	1982 Ford Bucket Truck	unknown	\$100,000	2016
	1992/1999 Chevy ODB V860 Leaf-machine	unknown	\$160,000	2016
	1985 Ford 5000 Wrecker	unknown	\$130,000	2018
	1999 Ford Bucket Truck	unknown	\$100,000	2019
	2010/2012 Tymco I242 Sweeper Chasis	unknown	\$140,000	2020
	1982 Forklift	unknown	\$60,000	2019
	Cat Backhoe	unknown	\$65,000	2016
	Cat Bulldozer	unknown	\$100,000	N/S
Recreation	Arrowhead Park - Gym		\$3,500,000	30 years