Chester County, South Carolina

2025 Comprehensive Plan

Section 3: Public Infrastructure

DRAFT #1:

To be considered by County Council at the Workshop on August 11th, 2025, at 4:00 p.m.

Outline:

Introduction

Public infrastructure and services in the county fall into two primary categories: essential and auxiliary. Essential infrastructure meets select criteria establishing that it is either critical to public health and safety or necessary for new development, while growing in tiers instead of continuously. On the other hand, auxiliary infrastructure addresses the other responsibilities of local government: the public health, morals, convenience, order, appearance, prosperity, and general welfare of our county.

There are also private provisions of critical needs to the population of the county as well. Farms and retailers that provide food may be the most obvious of these, but others include medical providers, pharmacies, veterinarians, religious or social organizations, restaurants, and retail stores. These services are generally considered the responsibility of the free market to initiate. In certain cases where the public benefits of job provision and growing the tax base are notable, the county may assist the market in locating certain businesses in the county cases through location assistance or incentives, an effort led by the Chester County Economic Development Department.

Shared challenges with new development

In South Carolina, the costs for repair, expansion, and maintenance of public infrastructure are passed along to citizens in the form of gasoline taxes, state and local sales taxes, hospitality taxes, property taxes, special purpose district taxes, the taking on of long-term debt, and either development agreement fees or impact fees for new residential and non-residential development, depending on the municipality in question.

Despite this proliferation of taxing mechanisms, the infrastructure for the state as a whole has not successfully expanded to meet the challenge of a growing population under current development patterns. A recent report card for South Carolina's infrastructure ranked only one out of eight infrastructure services as "good," while three out of the eight (roads, wastewater, and drinking water) were all labeled as "poor: at risk."[i]

The majority, if not all, of the infrastructure providers detailed in this chapter have one concern in common when it comes to new development – the farther and wider development is spread, the more challenging it becomes to provide that service over the long-term. That challenge comes in two primary forms: upfront and maintenance expense.

Upfront expense: This category includes all expenses incurred in the building of the infrastructure system, such as the laying of water lines or constructing and equipping a new fire substation. This expense can often be lessened by leveraging public-private partnerships, grant funds, or through developer contributions. An example of this might be a developer donating a

portion of their tract for a new fire substation, with the building itself paid for by a combination of grant funds and development agreement or impact fees. Dispersed development can be correlated to higher upfront expenses for infrastructure.

Maintenance expense: After the initial cost, all infrastructure must be manned and maintained. This generally occurs in correlation to the size or length of infrastructure installed. The more miles of road, rail, pipeline, or force main that must be installed – or the larger the fire/EMS station built – the higher the long-term maintenance expense will be. Improvements in materials technology have increased the lifespans for certain infrastructure (such as water lines) in recent years. But at some point, all asphalt develops potholes, all ambulances and school buses wear out, all pipes develop leaks, and personnel costs only rise. In certain situations, that cost is born by another entity, such as a homeowners' association, industry, or the state. In most situations, the cost is born by the special purpose district, municipality, or county. In either case, maintenance costs are passed along to citizens in one form or another.

These challenges are not insurmountable. However, they do demand an honest look at the costs involved, costs both incurred by this generation and future ones.

It is important to note that a sprawling or far-reaching growth pattern, commonly known simply as "sprawl," is not the traditional pattern of development in Chester County. Yet almost all of the county's cities and towns have witnessed declining population at a rate double, triple, or quadruple that of the unincorporated county in the past two decades. This pattern is not unique by any means, but is the current style of development across the South and, more broadly, much of the nation.

While there are advantages to this developmental trend, the county must also take a hard look at the costs of a future where subdivisions, stores, and their resultant need for public services are allowed to spread farther and farther into the countryside. This is especially true for residential development.

New residences built on new infrastructure add long-term obligations, or debts, to the public as a whole to maintain, while simultaneously adding strain on public services through addition of new citizens.

In a utopian world, the property taxes from a new residential subdivision would fully cover the installation and perpetual maintenance of all of the essential infrastructure – let alone auxiliary infrastructure – needed to serve those new citizens. But they do not. Instead, such development must be subsidized by both existing residents and industrial and commercial taxes, for which they are in competition for the scarce resources of land and utilities. Therein lies the challenge of balancing and focusing certain types of development. And to make this decision as prudently as possible, this development dilemma thus requires a hard look at the infrastructure geography of the county.

Auxiliary Infrastructure

While essential infrastructure is like the entrée and glass of water of a meal – you can't call it dinner without at least those two things – auxiliary infrastructure makes up the collards, cornbread, banana pudding, salt and pepper, napkins, table, and roof over the head that turns the bare minimum into a joyful experience. No new industry could locate here or new subdivisions be constructed without adequate roads or sewer systems, true, but our home county would not operate as efficiently or healthily without our parks, landfills, and libraries.

Although not as critical to growth, these services are valuable and, in many cases, necessary to the safe, productive, and orderly lives of Chester County citizens.

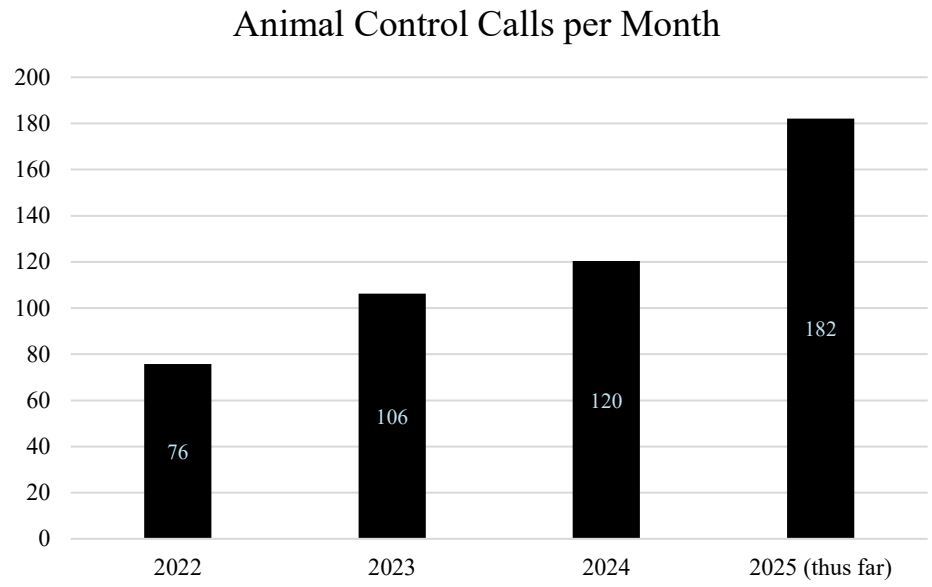
Examples of auxiliary infrastructure include the library system, comprised of three permanent locations and a bookmobile. Other key auxiliary infrastructure in the county include senior services, healthcare facilities, the Catawba Regional Airport, and various county government-provided direct services such as parks and recreation, permitting and building inspections, recycling and landfill services, code enforcement, the judicial system, and animal control services. Finally, there are a range of indirect administrative services provided by the county government, such as financial administration, tax assessment and collections, planning and zoning administration, and the executive administration of the county itself.

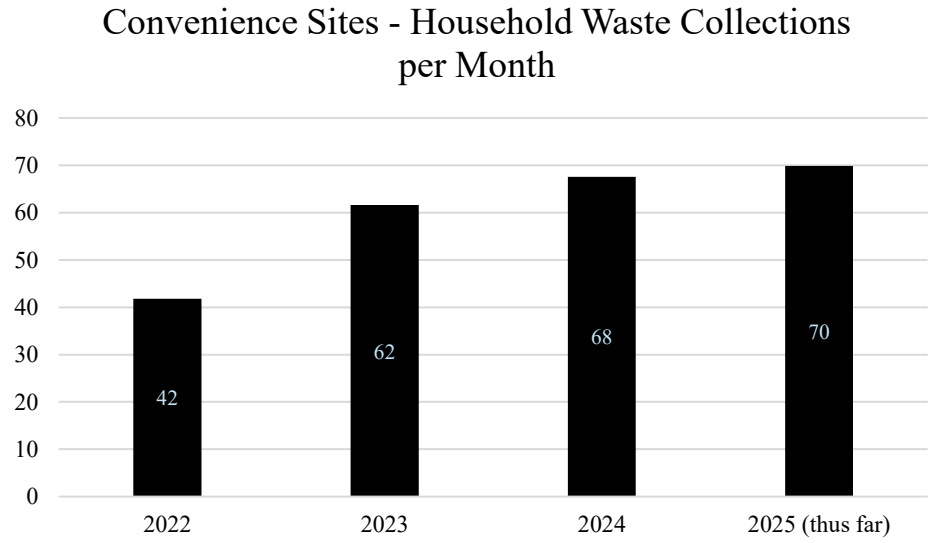
One other differentiator is that core services tend to scale much easier than those services deemed "essential infrastructure" and covered in this section. In other words, they can fluctuate much more precisely to accommodate new growth. It is a relatively simple process to hire an additional animal control officer or zoning clerk; it is a much more complex and expensive proposition to build a new wastewater treatment plant or lay new rail lines.

And for those services that cannot scale as easily, like public parks or county recycling centers, existing auxiliary infrastructure has excess capacity, is not prohibitive or critical with regards to new growth in the same way, or both. However, it will still be necessary for these public services to scale to meet the increased demand.

One example of increased service demand can be seen in the county's Animal Control Department. Since 2022, monthly incoming calls have nearly doubled, a trend that reflects the county's ongoing population growth and development. In particular, new high-density residential subdivisions built in more rural areas have led to increasing interactions between people, pets, and stray or nuisance animals, leading to rising demands for response services, public safety interventions, and sheltering.[ii]

Another example would be trash pickups from county convenience sites, which collect household waste at twelve sites around the county before collection and transfer to a landfill. Similar to Animal Control, this important auxiliary service has faced steadily rising usage and thus costs in recent years, with collections having risen 67% in three years.[iii]





It is easier to calculate the direct impacts of a new development for essential infrastructure. But the true cost to the county is much greater than the upfront expense for essential investment. The cost of new auxiliary infrastructure investment trickles in over the ensuing years – and may or may not be fully born by those who caused its demand.

Essential Infrastructure and Services

For the purposes of this Comprehensive Plan, which has a primary focus on planning for smart growth and development, infrastructure can be classified as *essential* when it meets three key criteria:

1. Necessary for the creation of new large-scale development.
2. Cannot scale continuously, instead requiring major, complex upgrades to service a sudden new customer base.
3. Highly tied to the public safety and general welfare of the county's citizens.

As an example, consider wastewater treatment. A new factory moving to Chester County cannot operate without treated wastewater. After a certain amount of new development, highly expensive new treatment facilities must be constructed. Finally, the ability to treat wastewater is a necessity for both the public and environmental health of the county. All three of the key criteria are thus met for this infrastructure provider.

Essential Infrastructure - Utilities

Public Water

Treated water in Chester County is solely managed by the Chester Metropolitan District (CMD), a Special Purpose District created in 1959. CMD serves both residential and industrial customers, with a treatment plant drawing approximately 4.2 million gallons of water per day (MGD) from the Fishing Creek Reservoir on the Catawba River.[iv] In late 2024, the treatment plant underwent major upgrades from a combination of federal funds, cash reserves, and debt financing.

Access to publicly-treated water is at a geographic premium across the county, as only 44% of census blocks are within 100 feet of a water line. 8,235 households, or 55% of the county's households, live in these census blocks that can be considered to have access to public water. However, the number that are actually using public water is even less, as CMD serves only 6,500 households and businesses combined.

Treatment capacity is not a major current concern for public water. One obstacle to development, however, has been providing water pressure along certain lines to satisfy fire safety requirements. This has been most evident along Highway 901.

The distribution of growth is particularly relevant for public water. Water mains become inoperable if not pressurized, so it is much safer for industrial projects to be serviced by the same water main instead of individual branch lines. If a line services a single industry and that industry leaves, the line itself will degrade. Furthermore, the more spread out the water distribution

system becomes, the faster costs will proportionally rise. From the perspective of CMD, it is preferable to consolidate growth in one area or corridor rather than spreading out.

Slightly more than half of CMD's treatment plant capacity is currently being used, as the plant can treat up to 7.6 MGD. Once 6.84 MGD (90%) is being used, major upgrades will need to occur, including upgrading the sedimentation basin, a new lab and administration building, a new clearwell, several new treatment and maintenance buildings, and various upgraded pump stations and pumps. These upgrades would provide an additional 3 MGD of treatment capacity and would come at an estimated cost of forty million dollars.

Public Sewer

Another special purpose district, Chester Wastewater Recovery (CWR), is the primary provider of wastewater treatment in the county. Created in 1964, CWR operates three wastewater treatment plants in the county, fifteen pump stations, and manages approximately two hundred miles of line.[v] This infrastructure services their roughly 4,500 residential, commercial, and industrial customers.

CWR is in the midst of a transformative project currently. Due to the influx of residential developments, as well as several proposed and realized industrial developments, the Lando Treatment Plant is at capacity. Thus, the district is in the process of an innovative regional solution: connecting a new line, running from Lando through Edgemoor and into York County, to the wastewater treatment system for the City of Rock Hill. Partially funded by state and federal grants, this project will enable an increase in treatment capacity by 300,000 GPD as soon as the project is completed, which is estimated to be in 2027. CWR will also have the option to purchase up to 2.5 MGD more as needed after Rock Hill completes their own plant expansion, which is projected to conclude early in 2029.

Two municipalities, Fort Lawn and Great Falls, operate their own wastewater treatment systems. While Great Falls has a treatment capacity of approximately 1.4 MGD, further investment into system upgrades may be needed to bring this historically underused system up to this full capacity. On the other hand, Fort Lawn operates a system that pumps wastewater to neighboring Lancaster for treatment. The town is close to completion on a major system upgrade, including a new pump station and line expansions in both counties, that will enable their treatment capacity to rise to approximately 1 MGD.

As with public water lines, the maintenance economics for wastewater lines give a strong economic incentive towards making use of existing infrastructure instead of spreading out further. This is particularly true for industrial development.

To aid with visualizing the treatment capacity at these sites, Table X breaks down the remaining treatment capacity at the CMD water treatment plant and three CWR treatment plants by use. There is a clear tradeoff in the treatment capacity. **Every new residential subdivision that is built takes away from the ability for these utilities to service an industrial or commercial**

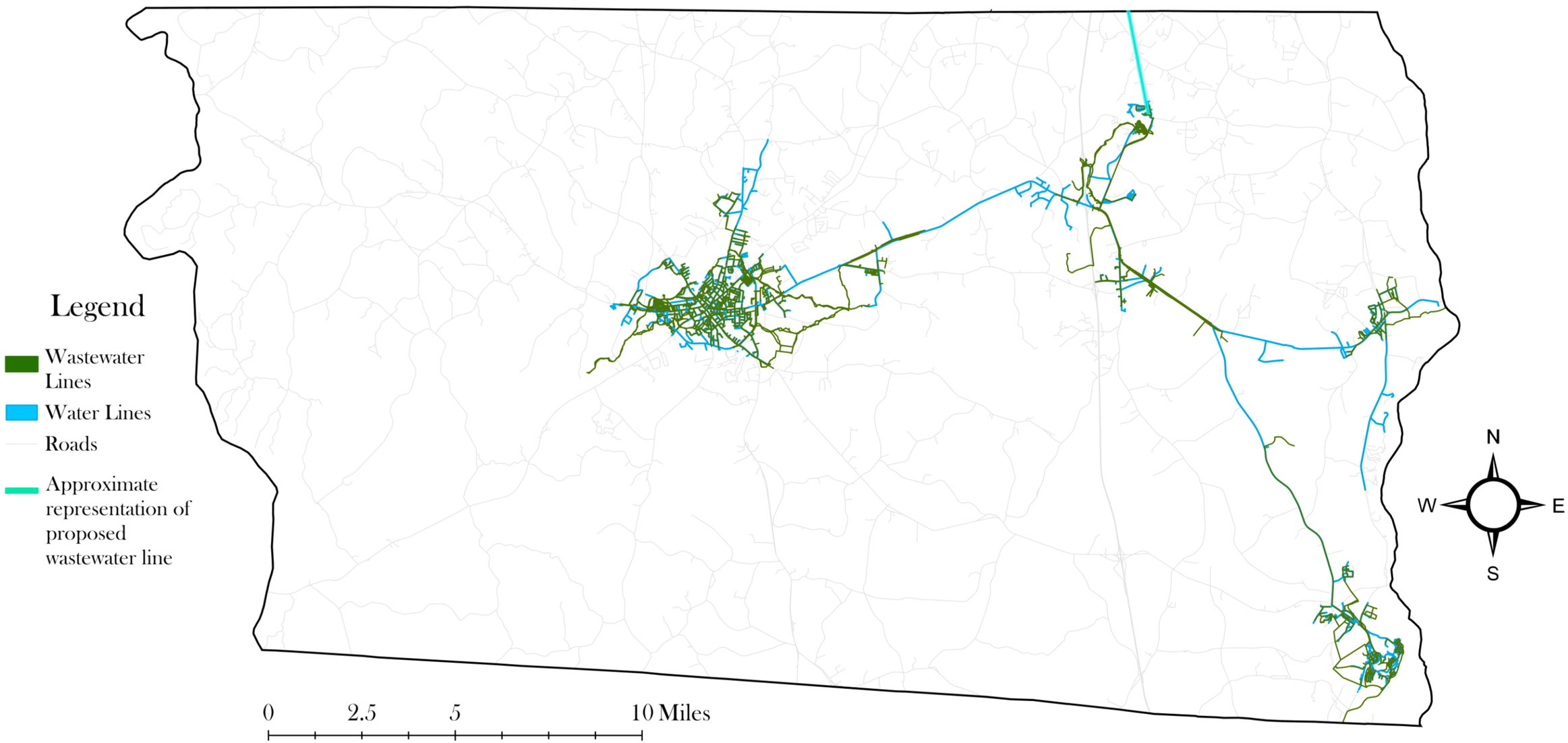
project, and vice versa. Furthermore, this treatment capacity is a precious and expensive resource indeed, as upgrading these plants is a highly expensive proposition.

Since both public water and sewer provide service agnostic of use – to industrial or residential alike – on a first come, first serve basis, it is the prerogative of the county alone to indirectly determine how this capacity is allocated. This is accomplished through this Comprehensive Plan, and its primary land use tool, zoning.

Table X

Utility	Remaining Capacity	Capacity Explained	Approx. Improvement Cost	Result of Improvement
CMD	2.64 MGD	3500 single-family houses, 1 small factory, and 3 medium factories	$40,000,000	3.0 MGD more
CWR – Richburg area (Lando)	2.8 MGD*	7600 single-family houses, 3 medium factory, and 1 large factory	$30,000,000	1.5 MGD more
CWR – City of Chester area (Sandy River)	1.2 MGD	4000 single-family houses and 2 small factories	$75,000,000	1.5 MGD more
CWR – Hwy. 9 area (Rocky Creek)	800k GPD	2 small factories and 3 medium factories	$30,000,000	1.5 MGD more

*this assumes successful completion of the ongoing tie-in with the Rock Hill wastewater treatment system



Map X
Approximate Locations of Public Water and Wastewater Lines

Natural Gas

Chester County Natural Gas (CCNG) provides service to residential, commercial, and industrial users in the county, with natural gas coming from a transmission pipeline installed in conjunction with York and Lancaster counties in 1999. This pipeline connects to the Williams Transco mainline, which runs from the Gulf of America to Pennsylvania. Together, the three gas authorities comprise the Patriots Energy Group. Because of this partial ownership of the pipeline, CCNG is able to offer highly competitive rates.

Similarly to CMD and CWR, CCNG is a special purpose district with no taxing authority. Serving approximately 7,600 customers, their primary focus is industrial users – in fact, 28 industries make up 80% of the natural gas sales in the county.

Recently, the Patriots Energy Group combined to install a major, highly expensive new compressor station in Blacksburg that will service the three counties, ensuring sufficient pressure for future growth. Unlike public water and wastewater, capacity is not an issue for CCNG at the moment. Their two primary considerations about growth relate to infrastructure and reliability. Because the main natural gas infrastructure in the county is located on Highway 9, suitable tracts there should be reserved for industrial growth to maximize use of these lines. And in a similar vein, focusing recruitment efforts on small to medium-sized industries is preferable to ensure steady and reliable usage despite economic downturns.

Energy

Because of the ubiquity of transmission lines around the county, upgrading those to accommodate particularly energy-intensive development is generally feasible. Currently, generation capacity – not delivery infrastructure – is the primary constraint.

Due to increased demand for residential, commercial, industrial, and particularly data center development, energy generation in South Carolina is currently stretched thin. Municipalities and counties around the nation are particularly grappling with the trade-off of data centers. It is undeniable that the ratio between taxes received and services provided is tremendous – one local official in a neighboring state estimated that their data centers create $26 in property values for every $1 in taxes.[vi] This major surplus has enabled such counties to drastically lower property taxes for their citizens in a short period of time. However, when hovering near an energy generation limit, successfully recruiting a data center can effectively block out other industries for an indefinite period of time.

Duke Energy and other energy providers in the state are working hard to plan for more power generation, but major delivery upgrades will not be active until at least 2030. Small modular nuclear reactors (SMR's) are currently discussed as a major viable option for increased generation, though facing regulatory hurdles. Given Chester County's raw land and proximity to two major rivers, this may be an area of opportunity in the future. In the near term, natural gas-fired plants are likely to constitute the largest source of expanded generation capacity.

Chester County is served by three electric providers, all of which maintain robust transmission and distribution infrastructure in their assigned service territories - Duke Energy, covering the majority of the county, Fairfield Electric Cooperative serving the southeastern portion of the county, and York Electric Cooperative with service territory in the northeast portion. Each provider is well positioned to deliver reliable, scalable energy service for future development in the county.

Essential Infrastructure - Transportation

Rail

One of the chief reasons why Chester County is such an attractive home for industrial ventures is the robust railway network. With CSX, Norfolk Southern, and Gulf & Ohio (also known as L&C Railways) rail lines spread throughout the county, these lines have rumbled with cotton, textiles, and now a variety of raw and finished materials alike from a range of producers.

There are approximately ninety miles of active rail lines in the county. Although not critical for all industrial purposes, because access to rail is absolutely necessary for other major employers it is still classified as an essential infrastructure. Notably, Chester County is strategically positioned between the Inland Ports of both Greer and Dillon.

The county recently received $27.4 million in federal funding to increase opportunities for rail served industries, as well as decreasing congestion at several rail crossings, emphasizing the key role that rail lines will play in future industrial development.[vii]

Roadways

Responsibility for road maintenance in Chester County is divided between the state, the county, and private organizations and homeowners. The state maintains 812 centerline miles of roads, while the county only maintains approximately 142 miles. To ensure fair stewardship of public funds, the stated policy of Chester County is to require private ownership of all new roads created in the county in the future.

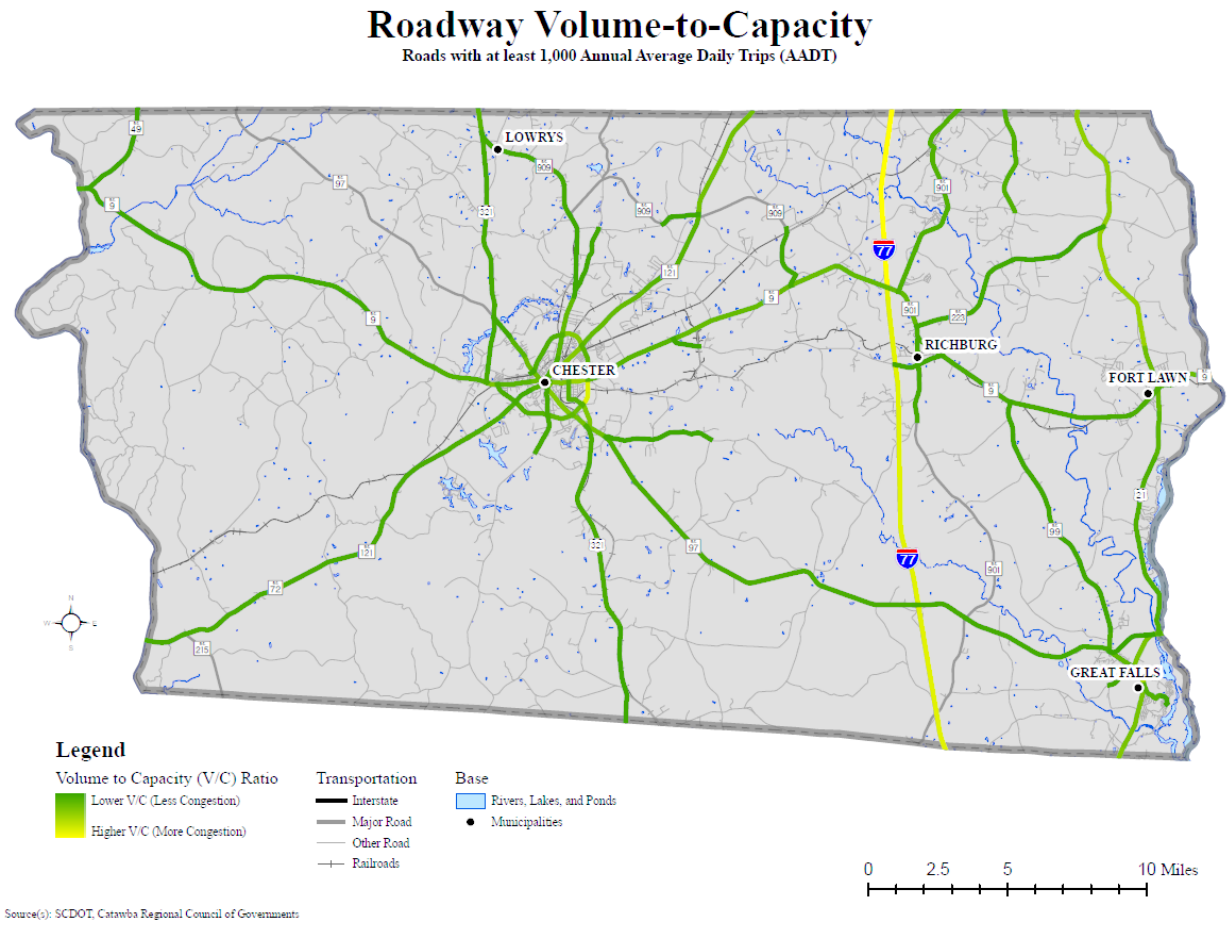
The roadway system of the county also contains several major highways, highlighted by Highway 9, a divided four-lane highway that continues to prove highly desirable for industry.

Although traffic has statistically increased in the county in recent years, as covered in an earlier section, the roadway infrastructure of the county is still a long way from having congestion issues.

Two useful statistical measures of roadway capacity are level of service and the roadway volume-to-capacity ratio. Level of service gives roads a grade between A and F, with A

representing completely uninhibited flow of traffic and ability to move between lanes, with F being a near-total state of traffic jam. By this measure, Chester County is in the enviable position of having every one of its major roads ranked as an "A", with the exception of one section of I-77.[viii]

Another helpful statistic, the roadway volume-to-capacity, calculates the percentage of the capacity of a roadway that is currently being used. Apart from I-77, one small section of the JA Cochran Bypass, and even less so on Highway 21 north of Fort Lawn, Chester County also performs very well on this metric.



What does this data mean? Although there is work to be done in traffic safety, alternative transportation routes, corridor beautification, and road maintenance, the road network of Chester County is very well positioned for continued growth in the future.

Essential Infrastructure - Emergency Services

EMS

Public health and safety are the first two of the police powers of local government, and Chester County has been increasing investment in those critical public services in recent years. There are now five ambulances in the Chester County Emergency Medical Services (EMS) currently, housed in Great Falls, Richburg, Chester (2), and West Chester (during the day only, for now).

EMS facilities are generally housed in conjunction with fire stations. Improvement plans in the near future include a major addition to the West Chester substation, which serves a rural and aging part of the county, to house four full-time firefighters and a round-the-clock ambulance. With residential development growth in the Lando area, upgrading the aged fire station there is also planned.

Another priority for the future to keep up with current demand includes placing and staffing a new ambulance in Fort Lawn. Although the emergency response facilities in Fort Lawn are both in fine condition, headlined by a brand-new fire station, the 911 call volume for the town has risen by an average of 23% year-over-year over the past five years.

Fire

In addition to the West Chester and Lando station projects mentioned earlier, the county has recently constructed a new volunteer fire station in the Lewis Fire District, in the north of the county.

Constructing or adding onto fire stations to deal with population growth can be costly. Moreover, lack of water supply and pressure can in far-flung reaches of the public water system can present problems for fire response in high-density residential development. Keeping tightly-packed developments, whether mixed-use, residential, or even commercial, closer to the primary water lines is preferred.

The county's welcome growth in new industry has precipitated upgrading the hazmat team, which primarily focuses on the hazardous materials corridor along Highway 9. Further expansion of these capacities is needed in the near future to keep up with current growth, whether that is additional training for current personnel or additional personnel or equipment.

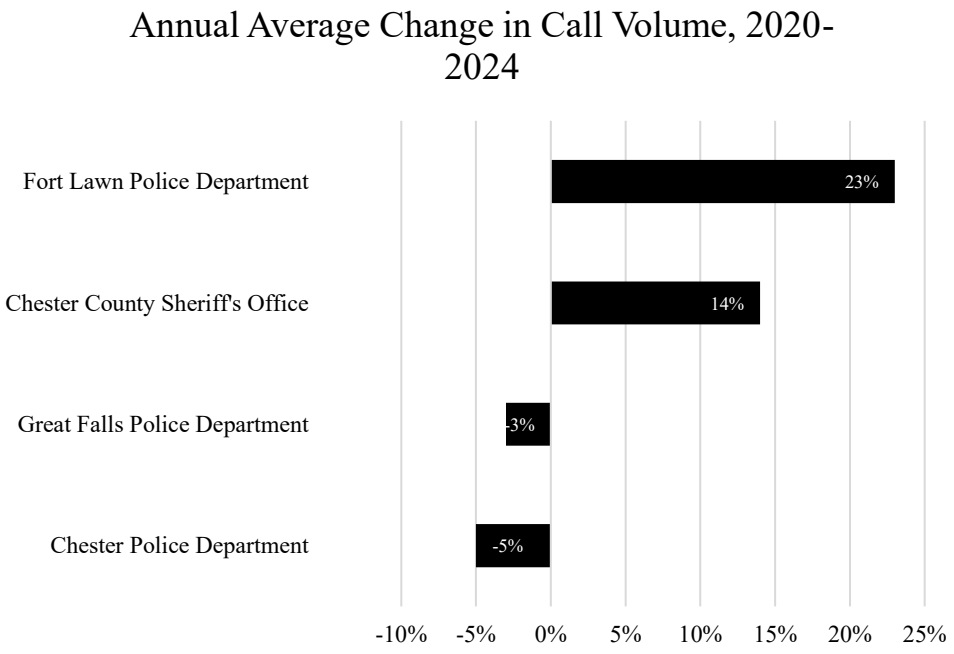
Due to growth in population and calls, especially in areas farther from traditional population centers, more overall investment in firefighting capacity and staffing will be needed in the near future. Total 911 calls in the county have increased 21% in the past five years alone, and firefighters play a versatile and key role in responding to both medical and fire calls.[ix]

Law Enforcement

Four police units operate in Chester County – the Chester County Sheriff's Office, and police departments for the City of Chester, Town of Fort Lawn, and Town of Great Falls. Protecting the public and apprehending criminals is one of the most important governmental services, and the county has made great strides in making Chester County a safer place to live in recent years. The

most recent report by the State Law Enforcement Division (SLED) records Chester County as having the second-highest decrease in violent crime rates in the state, with a 32% decrease year-over-year.[x]

Just as new residential growth has not impacted all parts of the county equally, neither have all police units faced the same strain for resources. The brunt of public safety in the county falls on the Sheriff's Office, which handled 70% of all 911 calls in the county in 2024 – up from 56% in 2020.[xi] Notably, the Fort Lawn Police Department has also seen a major rise in call volume during this time period.



Essential Infrastructure – Other Public Services

Two services are included in the essential category that do not meet the "essential" definition as strictly – broadband and public education. In the modern economy, broadband access may not be quite necessary for survival, but it is generally an economic imperative for business purposes especially.

Public education is more complex. For one, many of the other pieces of essential infrastructure are natural monopolies. In contrast, education can be provided very flexibly, with ever-growing private, home-based, hybrid, or online options. While public education is a required service, it is not factually correct to state that, for example, a new residential subdivision can be built until a corresponding new wing is added in at the local middle school. However, public education is

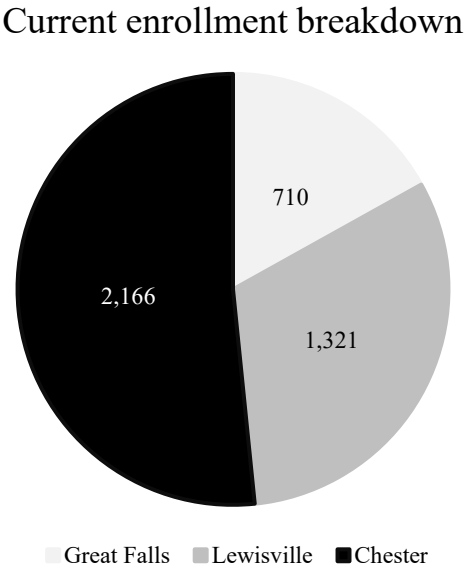
included as an essential infrastructure herein due to the fact that it meets the second and third criteria, faces capacity challenges, and is often cited as a limiting factor for population growth.

Public Education

Three public school districts, governed by the unified Chester County School District, serve as the public education of the county. While school districts across the state vary in their independence from the county, the Chester County School District is one of thirty-two across the state that have complete fiscal autonomy.[xii]

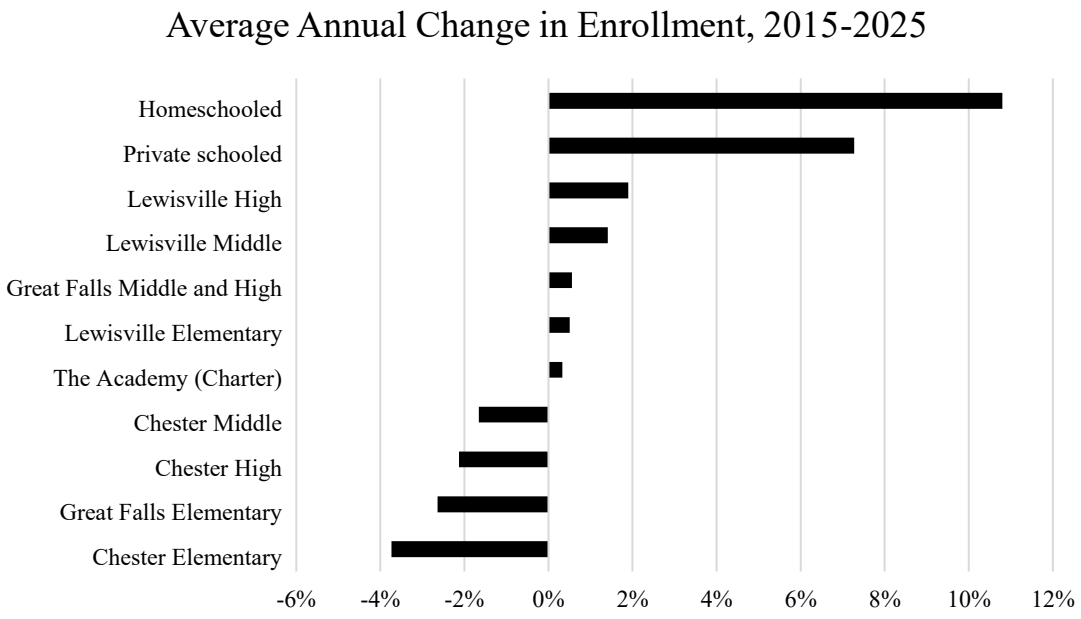
In the 2024-2025 academic year, 4,197 students were enrolled between elementary, middle, and high school across the three school districts. This is a total enrollment decline of 13.5% from enrollment numbers in 2015.[xiii]

As seen below, 52% of publicly schooled students are enrolled in the Chester School District, while 31% are in the Lewisville School District and 17% are in the Great Falls School District. In addition, the county boasts one charter school – the Academy of Teaching and Learning (ATL) in the City of Chester, which serves approximately 330 elementary and middle-school students per year. There are also three small private schools in the County, two of which offer preschool through elementary and only one of which offers preschool through high school.



Between the three school attendance districts, there are significant and varying facility improvement needs in the coming years. Out of the three, Lewisville is most pressed for capacity, particularly at the high school. Attendance at the Lewisville High School for the 2024-2025 academic year stood at 431 students, the highest total since at least 2015. This signifies a demand for either increased public or private investment in high school education in this area.

By comparison, Lewisville Middle and Elementary schools have seen negligible growth during that time span. The most recent building improvement project in that district was completed for Lewisville Elementary School in 2024.



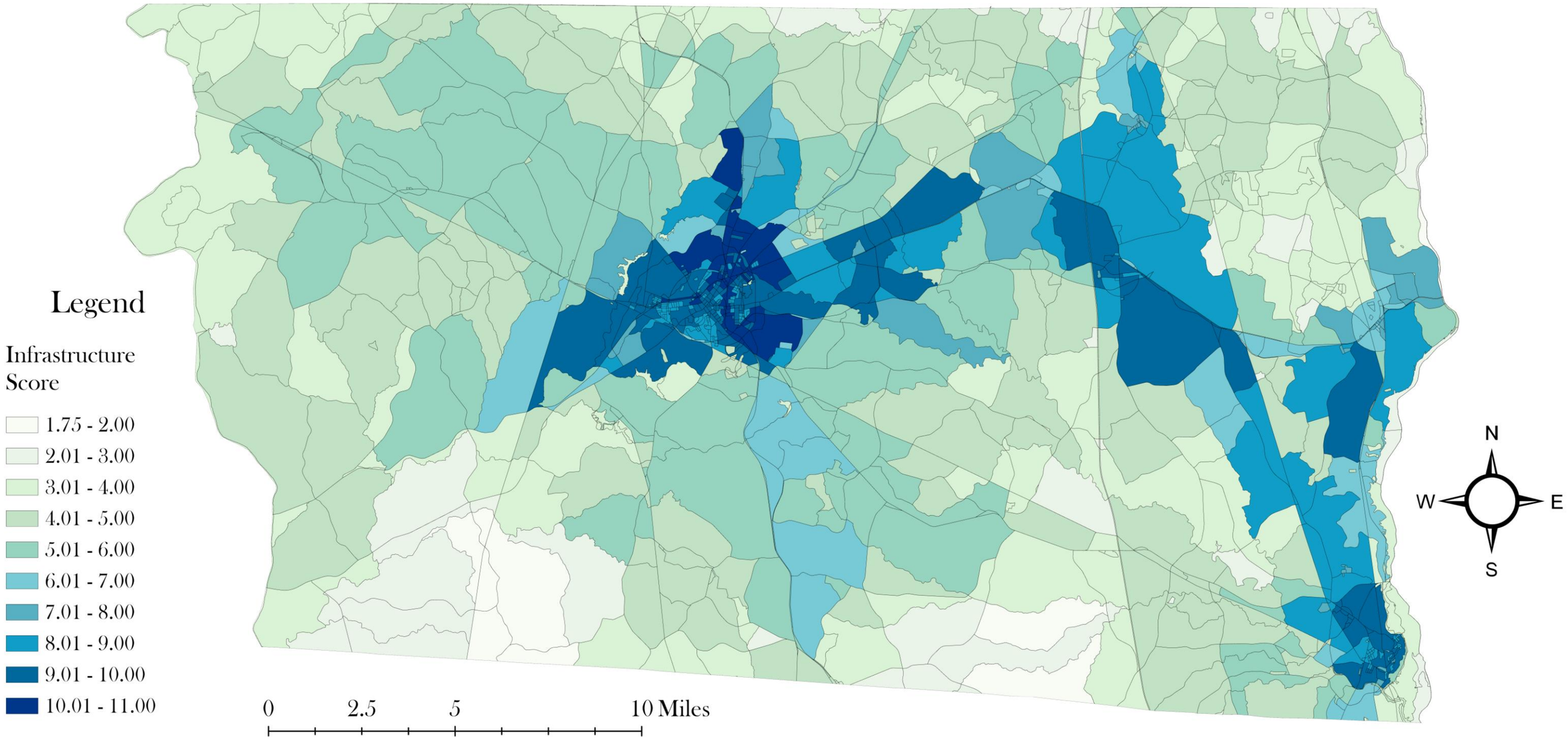
The chart above depicts the average annual change in enrollment among all students living in Chester County over the past decade. Although the total number of students in non-public schools is proportionally small, that number has consistently risen, in line with state trends. In other words, there is strong interest in the provision of alternative forms of education among Chester County citizens.

Furthermore, this data highlights that the three public school attendance districts are in three different situations: one has been slowly growing, one has been relatively stable, and one has witnessed a shrinking student population. This is reflected in the total infrastructure capacity map later on in this section.

Fiber optic infrastructure

A large and ever-growing percentage of Chester County has access to fiber optic or broadband internet. This is particularly relevant for business users, who increasingly have major technological demands for both industrial automation and international connectivity. While Truvista is the primary provider, other companies providing service to parts of the county include AT&T, Comporium, and EarthLink. In addition, there are numerous satellite internet providers which provide key service to residential and small commercial users in the more rural parts of the county, albeit generally with lower speeds.

The areas highlighted as having sufficient infrastructure in Map Y are not the only areas that growth can or should occur in. However, the upfront and maintenance cost of public infrastructure in other areas must be factored into the equation. **If growth is to be efficient and economical, it will occur in areas of high existing infrastructure.**



Map Y
Categorical Illustration of Total Essential Infrastructure Availability and Capacity, by Census Block

Map Y depicts the capacity and presence of essential infrastructure for development in the county, each of which has been described in detail. The scoring system is approximate and categorical, with the sole purpose being to comparatively show which areas are best equipped to handle incoming growth – and which are not.

Measured by census block, the smallest statistical area measured by the U.S. Census Bureau, this scoring system measures the presence, capacity, or (for water and sewer alone) both presence and capacity of all essential infrastructure.[xiv]

The dark blue areas thus represent the regions of the county best equipped to service new growth with minimal disruption, expense, or burden to existing public services and residents.

Areas in light green and green, on the other hand, are comparatively ill-suited for new high-density residential, commercial, or industrial growth. Any growth occurring in those areas will require either major upfront investment (which may or may not be paid for fully by the development), long-term liability for maintenance by the taxpayers of the county through one or more public-service providing entities, or both.

It is very important to note that this exercise is not an objective ranking of *where* the county should permit development, but merely a way to estimate the relative costs of doing so in certain areas. There may be non-economic reasons that come into play that would trump the infrastructure considerations. But allowing growth into areas of low infrastructure will come with a higher public price tag.

What, then, are a few key takeaways from this map?

1) The prime areas for development in the entire county are clustered in and around the City of Chester, particularly on the north side of the City.
2) The Town of Great Falls represents another well-prepared area, especially on the north side.
3) There are a few select areas that, although overlooked, are well-positioned to handle incoming growth. This includes areas:
    - west of the City of Chester;
    - just south of the Town of Fort Lawn;
    - around the intersection of Ecology Lane, Beltline Road, and Old Richburg Road;
    - along the Highway 99 corridor in between Great Falls and Highway 9;
    - in and north of the Chester Industrial Park along Old York Road.

Without strong leadership, several of the Values of Chester County will conflict with each other. This is apparent in high-growth counties around the region and nation. Economic growth will conflict with protection of rural heritage, and economic opportunity through provision of public infrastructure will surely chafe against fiscal stewardship.

But it does not have to be that way. Through the comprehensive reckoning of existing public infrastructure, and an understanding of the costs and benefits involved with expanding the population and tax base, County leadership can more prudently regulate future land usage. Growth can help pay for growth, and all public service providers in the county can work more cohesively, efficiently, and cooperatively to steward taxpayer dollars for both current and future generations alike.

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[ix] Data provided by the Chester County Sheriff's Office.

[x] "Crime in South Carolina annual report." *South Carolina State Law Enforcement Division.* September 2024, https://www.sled.sc.gov/forms/statistics/2023%20-%20Crime%20in%20South%20Carolina%20(101524).pdf.

[xi] Data provided by the Chester County Sheriff's Office.

[xii] "Fiscal authority." *South Carolina School Boards Association,* July 2024. https://www.scsba.org/general/aboutus_schoolboardfacts_fiscalauthority.pdf.

[xiii] Data provided by Chester County School District.

[xiv] Methodology: for static and specific infrastructure, such as water lines, proximity was determined if a census block was within fifty feet of said infrastructure. Roadways are not included in the scoring system due to there being no significant metric that differentiates among road quality or congestion. When capacity varied among category, tiers were established and the measure calculated based on intervals of one quarter – for instance, 0.75 representing the assigned score for the Sandy River Wastewater Treatment Plant, and 1.0 representing the assigned score for the Lando/Rock Hill Wastewater Treatment Line. On that note, this map assumes that the ongoing Lando/Rock Hill project is completed successfully and approximates location of the line. Fire capacity scores are calculated through annual changes in call volume and station condition, police scores are calculated through annual changes in call volume, and EMS presence is assumed to be eight miles from an EMS station, which approximates the twelve-minute response time that is considered to the industry maximum.