

**Comprehensive Plan Five-Year Review
Charleston County, South Carolina**

**Public Comment
Summary Report
2014**



Comprehensive Plan Update
Guiding the future for a lasting Lowcountry.



Prepared by:

Charleston County Zoning & Planning Department
4045 Bridge View Drive
North Charleston, SC 29405
(843) 202-7200
planning@charlestoncounty.org

Follow us on Facebook:

<https://www.facebook.com/pages/Charleston-County-Zoning-Planning-Department/549596221765813>

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*Comments received via comment card, email, or website form through July 18, 2014.

Overview

BACKGROUND

Charleston County's Comprehensive Plan is an expression of the County's intent for where and how future growth and development should occur. The Plan also identifies parts of the County that may or may not be appropriate for certain types of growth, given the Lowcountry's unique character and natural conditions.

Charleston County Council adopted its first Comprehensive Plan on April 20, 1999. Title 6, Chapter 29 of the South Carolina Code of Laws requires that the Comprehensive Plan be reviewed at least once every five years and updated at least once every ten years. Thus, the first five-year review was adopted on November 18, 2003; the first ten-year update was adopted on November 18, 2008; and the Charleston County Planning Commission adopted a resolution completing the second five-year review on October 14, 2013. The purpose of the 2013 five-year review of the Charleston County Comprehensive Plan is to:

- Review/revise the location of the Urban Growth Boundary to follow geographic features and for consistency with the Urban Growth Boundaries adopted by the City of Charleston and Town of Mount Pleasant, as applicable;
- Review/revise the future land use designations to reflect current demographic trends and community needs and desires;
- Update the existing conditions of all Plan elements, including updating demographic and statistical data;
- Review/revise the goals, needs and strategies of all Plan elements;
- Update the annual work program; and
- Update maps to include overlay zoning districts adopted since the 2008 Plan Update and to reflect current municipal boundaries and other applicable updated data.

In June and July 2014, Charleston County conducted a public input gathering campaign to implement the findings of the Planning Commission review. The methods employed to gather public input, as well as the public comments gathered, are documented in this report.

PUBLIC INPUT GATHERING CAMPAIGN

Public input is an extremely important part of all Charleston County planning processes, as noted by Charleston County Council Chairman Teddie E. Pryor, Sr., who stated: "Public input in the comprehensive planning process provides valuable feedback on how the County should grow and prosper, what services the County should maintain and enhance, and how future policies should be made to improve the general welfare of all citizens and visitors to Charleston County." Charleston County Government solicited comments from the public regarding the Comprehensive Plan Five-Year Review through a series of public workshops and through the County's website, Facebook page, and Twitter account.

Charleston County Government held five public workshops in five different areas of the County in June 2014 to gather input on proposed amendments to the Charleston County Comprehensive Plan. Varying locations, dates, and times were selected for the workshops with the intention that citizens would be able to attend at least one of the five events; however, the same information was presented at each workshop. Please see the next page for the locations, dates, and times of the workshops. Public notification was provided in various forms:

- May 27, 2014 – Press release sent to all media outlets;
- May 30, 2014 – Notifications sent to the Zoning and Land Development Regulations/Comprehensive Plan Interested Parties' list (256 individuals);
- May 30, 2014 – Notifications sent to property owners affected by the proposed Urban Growth Boundary revisions (116 individuals);
- June 1, 2014 & June 15, 2014 – Advertisements ran in the *Post and Courier*; and
- June 18, 2014 – Electronic notices sent to individuals on all County Zoning & Planning Department Interested Parties' lists (416 individuals).

In addition, the workshops were posted on the County's on-line meetings calendar, Facebook page, and Twitter account throughout May and June 2014.

WORKSHOP SCHEDULE

- 1** Tuesday, June 10, 2014 (6 - 8 p.m.)
Ravenel Community Hall
5700 Conner Street
Ravenel, SC 29470
- 2** Thursday, June 12, 2014 (1 - 6 p.m.)
Lonnie Hamilton, III Public Services Building
First Floor Rotunda
4045 Bridge View Drive
North Charleston, SC 29405
- 3** Monday, June 16, 2014 (6 - 8 p.m.)
James Island Elementary School Cafeteria
1872 Grimball Road
Charleston, SC 29412
- 4** Monday, June 23, 2014 (4 - 6:30 p.m.)
John's Island Regional Library Auditorium
3531 Maybank Highway
Johns Island, SC 29455
- 5** Thursday, June 26, 2014 (6 - 8 p.m.)
Wando High School Media Room
1000 Warrior Way
Mount Pleasant, SC 29466

The public workshops were set up utilizing a drop-in style format to allow attendees to view the information presented and talk to staff members at their own pace. Each attendee was asked to sign in and was given a packet that included general information on the Comprehensive Plan Five-Year Review, a comment card, and a survey with a few questions regarding the workshop format and demographic information. The information from the Planning Commission Five-Year Review and proposed amendments was summarized on 20 poster size boards, which were displayed for the public to view at each workshop. Copies of the boards presented at the workshops can be found in Appendix D. Full copies of the proposed Comprehensive Plan Five-Year Review were also available for attendees to view at the workshops.

Each attendee was asked to provide feedback on their comment cards and turn them in to staff prior to leaving the workshops. The comment cards also included space for attendees to provide contact information, general demographic information, and be added to the County's Interested Parties list, if they so desired.

All information presented at the public workshops was also posted on the County's web site. The public was invited to view the information on the web site and submit comments and suggestions by mail, e-mail, or the form included on the web site.

The public input gathered at the workshops and submitted through the web site, e-mail, and mail through August 5, 2014 is documented on the following pages. A summary of the comments received through July 18, 2014 is included in the next section. The direct quotes of these comments can be found in Appendix A. Appendix B contains all comments received after July 18, 2014. Appendix C displays the formal letters received. Lastly, images of each workshop board are found in Appendix D.

Public Comments

SUMMARY

As shown below, a total of 164 people attended the public workshops. The workshops held on James Island and Johns Island were the most well-attended.

Workshop	Attendance
1 – Ravenel	18
2 – North Charleston	15
3 – James Island	40
4 – Johns Island	69
5 – Mt. Pleasant	22
TOTAL	164

As conveyed in Figure 2, as of July 18, the County received written input from 65 people, the majority of which were received via comment cards at the workshops. Figure 1 below breaks down the number of comment cards received at each workshop location compared to the number of attendees. Figures 3 and 4 display content gathered through the public workshop comment cards and the online survey; respondents who emailed their comments did not provide demographic information. While only 86 percent of the workshop comments and online submittals provided demographic information, it is interesting to note the following:

- No one under the age of 30 supplied feedback on the Review;
- Almost all feedback came from those age 45 and above; and
- About half of the residents providing feedback have lived in Charleston County for over 20 years.

FIGURE 1: NUMBER OF COMMENT CARDS RECEIVED AT EACH WORKSHOP

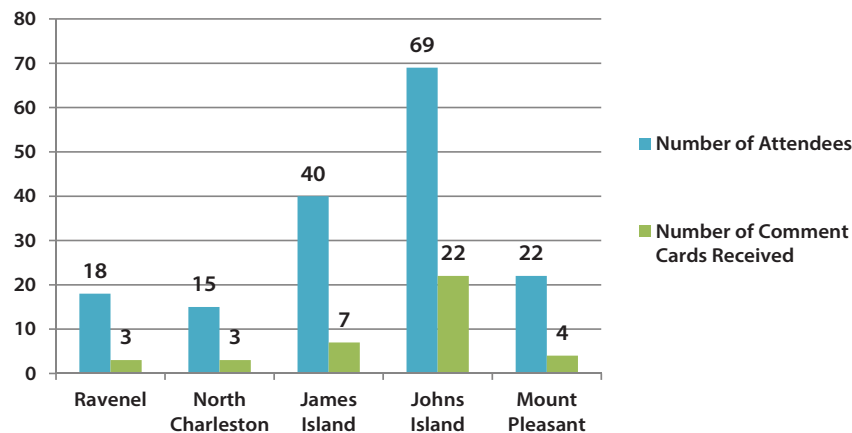


FIGURE 2: SUBMITTAL METHOD

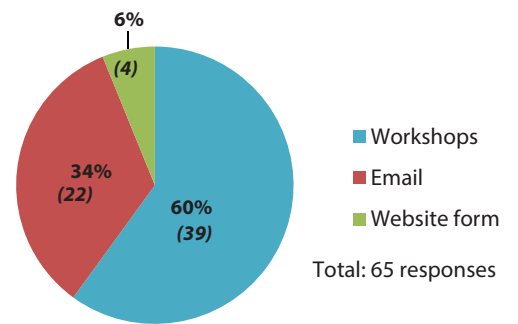


FIGURE 3: RESPONDENTS' AGE

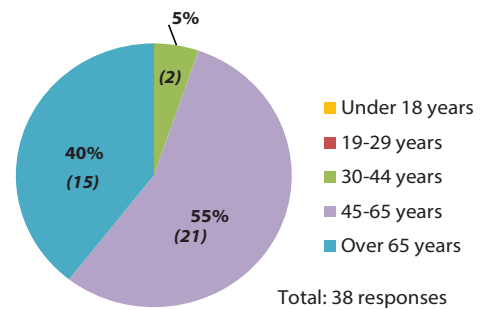
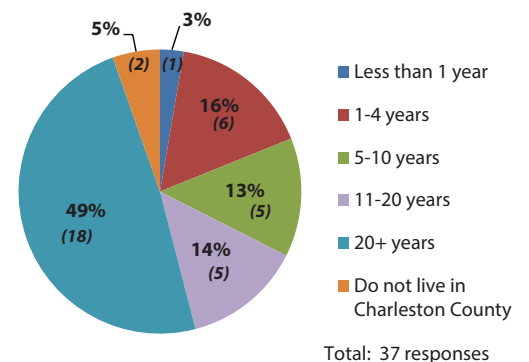


FIGURE 4: RESPONDENTS' DURATION IN CHARLESTON COUNTY



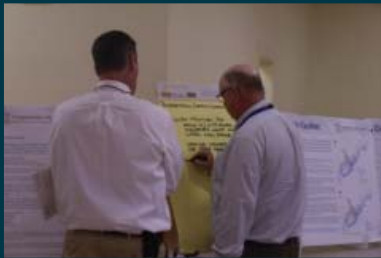
NORTH CHARLESTON



JAMES ISLAND



RAVENEL



JOHNS ISLAND



MOUNT PLEASANT



COMMENT SUMMARY

A summary of the comments received through July 18, 2014, organized by Comprehensive Plan Element, is included below. This information was gathered from the comment cards, comment boards, County web site form, and individual emails. Because all comments could not be summarized, full quotes of each comment submitted as of July 18, 2014 can be found in Appendix A. The back of the comment cards provided room for attendees to answer what they would do to improve the workshop, how they heard about it, and why they attended; these responses are listed last.

While some comments were specific, several comments were similar among respondents and have been consolidated below. The comments received by more than one respondent are shown in **bold** with the number of similar comments received noted in parentheses.

LAND USE

- **Balance density and greenspace (2)**
- **Legend on map is unclear; too many shades of green (2)**
- **Include more labels on map to improve comprehension (2)**
- **Need larger maps with more detail, especially Wadmalaw Island (2)**
- **Keep the Sol Legare Community rural to match the City's designation (2)**
- Stick to one Urban Growth Boundary (UGB); do not change it so often just to accommodate certain development
- Do not expand the UGB as this increases sprawl
- Focus on conservation design in rural zoning
- Update municipality boundaries
- Suggest allotted percentages of each land use for each area
- Check pie charts and ensure the legend categories include carry over from chart to chart
- Provide map showing lands purchased with Charleston County Greenbelt Funds
- Pleased that Wadmalaw Island will remain as is
- Need growth plan for Wadmalaw Island
- Do not move the UGB to accommodate Kiawah River Plantation/Mullet Hall; this will spur development

ECONOMIC DEVELOPMENT

- **Remove or substantially amend cruise discussion (10)**
- **Regulate the number of cruise ships and passengers allowed (8)**
- **Add support of the South Carolina State Legislature's pro-**

viso requiring shoreside power at the new cruise terminal (8)

- **Enforce that no cruise ship waste be discharged within 12 miles of the shoreline (6)**
- **Perform an economic impact study to determine the cruise ship industry's real impact, including Union Pier (4)**
- **Need increased access to services and more commercial businesses (grocery stores, gas stations, public water, etc.) on Wadmalaw Island (4)**
- **Provide an analysis of food production in the County and what can be done to preserve this industry (3)**
- **Include agribusiness as an economic opportunity; such investments will also increase public health and quality of life (2)**
- Mitigate cruise ship air and water pollution
- Control cruise ship frequency in Charleston
- Control cruise ship size allowed in Charleston
- Discuss rising sea levels and its impacts on the local economy
- Show/discuss infrastructure investments and/or tax reductions and expenditures, and discuss future investments/expenditures
- Publicize benefits and incentives of location of private businesses
- Convey where most of the economic development will occur

NATURAL RESOURCES

- **Ditches need cleaning, namely on Johns Island and Wadmalaw Island (6)**
- **Trees on Maybank Highway must be trimmed to make way for large vehicles (4)**
- **Remove damaged and weak trees (2)**
- **Provide standards to improve our air quality (2)**
- Remove trees in close proximity to roads
- Water conservation should be noted
- Improve water quality, including septic
- Encourage sustainable landscaping; potential policies
- Study environmental effects of I-526 extension
- Add Community Wildfire Protection Plan to strategies
- Include Angel Oak on parks map

CULTURAL RESOURCES

- **Create historic trail and provide information markers (3)**
- Provide a map showing all historically significant infrastructure
- Cultural significance should override development

- Preserve history as much as possible
- Plans should consider historical significance of African-American contributions to Charleston County
- Need increased support of the arts
- Need increased diversity
- Consider the Dill Property

POPULATION

- No comments were received

HOUSING

- **Need more greenspaces around dwellings (3)**
- **Must preserve the characteristics of existing neighborhoods and minimize road cut-throughs (3)**
- Need transit-oriented development, especially for affordable housing
- Infill development to existing neighborhoods should follow the same design standards as all other parcels in the neighborhood
- Encourage more townhomes and condominiums to increase sense of community
- Consider incentives for making improvements to existing housing
- Make older neighborhoods more livable by adding sidewalks and curbs and replacing deep ditches with underground piping
- Consider a possible tax for new housing development to cover service expansion
- This is the most important element

TRANSPORTATION

- **Improve and emphasize mass transit options (one way is subsidize public transportation to reduce single-occupancy vehicles); develop a park-and-ride system with CARTA, provide access for rural residents to MUSC, and expand CARTA over the Stono River to connect Johns Island and Downtown (7)**
- **Incorporate the plans for Glenn McConnell and the Long Savannah area and coordinate with the Dorchester County Comprehensive Plan, the City of Charleston, and Charleston Area Transportation Study (CHATS) Long-Range Plan on the expansion of Glenn McConnell Parkway to relieve Highway 61 traffic and provide for another hurricane evacuation route (7)**
- **Develop a long-term plan for a network of bike paths,**

- namely on River Road, and increase bike/ped funding to be implemented on all public roadways, including bridges (5)**
- **Implement a Complete Streets policy, including bicycle lanes separated from traffic preferably with barriers (4)**
- **Need improved road maintenance, namely on Maybank Highway especially at the Main Road and River Road intersections (4)**
- **Need a comprehensive approach of coordinated efforts between the County, all municipalities, and the Department of Transportation, including a description of CARTA's strategic plan (3)**
- **Do not complete the I-526 extension as it would encourage growth, investigate potential alternative modes of transportation as a solution instead (3)**
- **Complete the I-526 extension to provide for greater access to other islands and to keep up with the growth (2)**
- **Preserve the scenic highways, namely Highway 61 between Drayton Hall and Middleton Place; have more specific design standards to help do so, such as lowering the speed limit and increasing buffers (2)**
- Roads can not handle all of the proposed development, namely on Johns Island
- Existing I-526, the I-526 extension, and I-26 improvements should be closely coordinated along with alternative modes of transportation
- Conduct traffic studies prior to permitting any commercial business and resolve issues of "failing" roads
- Convert dirt roads to paved asphalt
- Reduce speed limits on Folly Road

COMMUNITY FACILITIES

- **Need public water/sewer on Wadmalaw Island (10)**
- **Need more public access to waterways, for both boats and non-motorized vehicles (4)**
- **Need more facilities on Wadmalaw Island and James Island (fire stations, police stations, etc.) (3)**
- **Display future Charleston County parks on map for reference, ensuring all are free to the public, and include Mullet Hall's boat landing facility (3)**
- Provide support for recycling in mixed-use and rural areas
- If the I-526 extension takes camping areas at James Island County Park, additional areas must be preserved for camping
- Need more community swimming pools
- Schools need to be upgraded, including the bus fleet
- Need new drop-off site closer to Highway 41 (Maxville Road is too far) to help stop large illegal dumping
- Want new library on James Island that has community meeting space

- Ensure that those paying for storm drainage have working ditches
- Private sector should control water business

PRIORITY INVESTMENT, IMPLEMENTATION, AND COORDINATION

- Use “design and implement” as opposed to “enhance”

ENERGY

- **Provide property tax credits for installation of alternative energy source systems, such as solar paneling, to encourage this practice (2)**
- Ensure our means of generating energy can keep up with our development
- Happy to see this; hope it is well supported

IDEAS TO IMPROVE THE WORKSHOP

The following is a comprehensive list of the direct quotes given as feedback regarding the workshop format.

- Too much verbage to read on the displays
- Educate landowners of the complexity of family divisions of land (testate, intestate, and parents granting of land to children)
- Have more specific information concerning my area (Wadmalaw)
- Have a more clear map and what will happen to Wadmalaw Island
- Would like to have a representative to explain the plans to us
- Have someone to explain each plan
- This should have been an explanation/presentation forum or meeting with someone/more going through each element and explaining what is going on; too much information all at once to absorb
- I would have liked a general presentation with slides to give a bit of background information to set the stage
- Have workshop explained in more detail so everyone could understand
- Make it more of a live presentation with speaker not just poster boards
- More advanced notice; suggest people study information ahead of time
- Get the word out to the community
- More publicity
- It seems to be okay

- Good workshop
- It was very well done
- Nice job
- Change nothing - it is very interactive
- Follow through with the comments

NOTIFICATION

Thirty-five attendees reported on how they heard about the workshop they attended. Fifteen received notification through the efforts of the Charleston County Zoning and Planning Department (advertisements in *The Post and Courier*, mail, email, and social media) and slightly more, 20 citizens, attended after hearing of the workshop through a secondary source (pastor, friend, business, or other municipality).

PURPOSE OF ATTENDANCE

Workshop attendees were given space on the comment cards to write about why they attended the event. Some of the answers were the same and are combined below; the total number of each response is noted in parentheses. All 36 responses received are directly quoted below with the exception of the four combined responses listed first.

- For information about the future of Wadmalaw Island (6)
- To understand proposed changes (6)
- For more information/knowledge (5)
- To provide input/make comments (3)
- Concern over County Council taking Johns Island’s transportation money
- Concern on managing growth
- Concerned about loss of rural area
- I want the rural character of Johns Island to be preserved
- Concern about Maybank (near Folly) development
- We need changes on Wadmalaw Island
- Because I’m building on Wadmalaw
- For an update on where Charleston County lands propose activities; we (the U.S. Department of Agriculture Forest Service) are in midst of our Forest Plan Revision
- To find out if the Charleston County School District is in step with land use and population
- As President of James Island/Folly Beach Democrats
- Family divisions of property
- Property owner / tax payer
- New to community, curious about plan
- Personal interest
- To see what is presented
- To find out more about the area

Appendix A: General Comments Quoted by Element*

*Comments were received via comment card, email, or website form. Public comments received as of July 18, 2014.

LAND USE

Urban/suburban mixed use: hope that in these areas of development, there will be suggested percentages of various uses, so that any particular area is not left to chance, as far as the sum of its parts is concerned.

Urban Growth Boundary (UGB) designation is needed for rural and suburban area.

I am interested in developing a 20 acre parcel on Main Road. Two sides of the parcel is on the border of your Urban Growth Boundary line. I visualize a single family subdivision with 10,000-12,000-square foot lots with attached side-entry garages. There is a sewer manhole across the street. The parcel is bounded by other single family residential and it is close to one of the retail nodes on the island. All of the land is high ground. To me it seemed like a good candidate for annexation/rezoning and a project. Your planning staff seems fairly adamant as to the not relocating the growth boundary. The way the boundary line traverses around the property, it looks like it was carved out when the initial plan was originally developed and adopted. So, I am curious to know if you had any insight as to why this parcel was not included. I suspect it was lack of advocacy on the part of the owner at the time the plan was considered. Also, is this a parcel that might warrant a consideration by the Council? In this case, the Council would be considering a zoning with an upfront development plan identifying lot count, dimensions, buffers, storm water management, etc. Thanks for your time. Please feel free to call.

I have attended many of the Council meetings and seen how things are decided. I feel that while the Urban Growth Boundary is a line on a map, it is and always will be a very fluid entity! It will be changed at their whim to accommodate some project or development that the Council deems as necessary or a good idea for someone.

Urban Growth Boundary: I saw a lot of planned new developments on the outside of the boundary. Moving the boundary encourages sprawl. The County should refuse to move the boundary. Stand on principle! Discourage sprawl!

The Urban Growth Boundary does not need to be moved to accommodate the Kiawah River Plantation/Mullet Hall development; this will open more cans of more worms that taxpayers will have to support.

Include the Sol Legare Community on James Island as rural (outside the UGB) to match the City's designation - no categorizing it as urban/suburban and therefore within the UGB.

Plan should include the Sol Legare Community on James Island as rural (outside the UGB) to match the City's designation.

Pleased that Wadmalaw Island will remain as is with improvement made to care of roads and ditches.

Growth - urban - nothing in current plan for Wadmalaw Island.

Ensure density in urban growth area is balanced by greenspace in contiguous areas, especially if density bonuses are being approved.

There seems to be an error in the pie charts. Existing shows 30% incorporated, 17% wetlands, 21% marsh. Future shows 30% incorporated - no wetlands or marsh? Please clarify.

Not very clear about what type of development the legend is referring to.

Too many shades of green on area maps. Makes the map confusing.

Limited road names/labels which made estimation of locations challenging

Have larger maps for different areas of the County.

Be sure all municipality annexation boundaries are current/updated.

I would like to have seen where Charleston County Greenbelt Funds have purchased lands (the Federal Land Agency Forest Service has been recipient).

As a resident of Johns Island, I would like to ask you to please keep the urban growth boundary as it is on Johns Island and do not expand it. Johns Island is facing too many pressures for high density development and it is imperative that we hold this line. If we disregard the line and push it out now, it will be easier to push it out again in future years, and the hope for what rural character there is left of Johns Island will be gone. Please do not expand the urban growth boundary on Johns Island!

ECONOMIC DEVELOPMENT

Sweetgrass baskets: allow all businesses to enjoy the freedom granted to the sweetgrass basket makers. Good for them that they have kept government at bay.

Access to services: need more services i.e. grocery stores, gas stations, etc. on Wadmalaw Island. No transportation i.e. bus service is currently available.

Need more services (grocery store, gas station, etc.) on Wadmalaw Island.

Need availability of public water and sewer on Wadmalaw Island.

Ensure incentives are publicized and consistent with long-term costs and benefits of having businesses located in specific areas, especially related to transportation infrastructure agreements.

Where is most of the growth going to occur?

Food and Farms: Plan must include agribusiness and food as an economic opportunity; investments in this sector will boost rural economies, as well as public health and quality of life.

Plan should include a detailed assessment of food production and its future in Charleston County. Where does the food consumed in Charleston County come from?

Farm Assessment: Plan should include measures for supporting future food production in Charleston County by mapping existing growers.

Plan should include ongoing analysis of how much food is actually being produced within the county, how many farms

are in jeopardy of going under, and what can be done through local planning to preserve them.

Plan should recognize the importance of agriculture to Charleston County.

I do not always agree with positions taken by the Coastal Conservation League, especially on the need to complete I-526. However, I concur that language about the cruise industry under the economic development section should be deleted or substantially amended to address the concerns such as the size and frequency of cruise ships in Charleston Harbor. The City has been negligent in regulating the current cruise ships to the detriment of its citizens. The County should not follow that poor example!

Delete Cruise Business from the Plan.

I ask Charleston County to delete language in its Comprehensive Plan that references the cruise business, or, at the least, include guidelines on addressing the negative effects of that industry in the updated Comprehensive Plan. There is substantial doubt, as demonstrated by expert opinion, that increasing cruise operations contributes positive economic development for the Charleston region. More likely, the operations are a detriment being subsidized by taxpayers. If the language is to remain in the document, guidelines should be in place on how to address the negative effects from increasing cruise operations, which should include: a cap of 104 ship visits annually; a ship size limit of 3,500 passenger capacity; an enforceable agreement between a local governmental entity and the cruise lines that states no waste will be discharged within 12 miles of shore; and support of the South Carolina State Legislature's proviso requiring shore-reside power at the new cruise terminal.

As a property owner and resident of downtown (Mazyck-Wraggborough) I am quite concerned about the cruise industry situation. I believe that the Comprehensive Plan needs to include guidelines which address the negative effects of our having 104 tourist ships a year tie-up here, and the potential 3500 cruise passengers, per ship. The most important thing is mitigating the air and water pollution emitted by these cruise ships. Next, is an absolute ban on these ships dumping waste into the ocean, within 12 miles of our coastline. Also, the cruise line/SPA must adhere to the wishes of South Carolina State Legislators ruling that there must be shore power installed and it must be used all the time whenever these ships are tied up here. And that the agreement, so stating, must be written in legally enforceable form. It is unclear at this stage how much revenue derives from the cruise line ships to the merchants in Charleston and to Charleston in general. There is no 'head tax' imposed on each disembarking passenger, or tax on them of any kind levied by the City, or Charleston County, as far as the tax payers living on Charleston Peninsular can ascertain. That alone makes it

very hard for us to figure out why the City and the County governments are so keen to bring in massive waves of tourists in this manner. Perhaps you can let us know? Bear in mind, if there were 104 cruise ships arriving here every year and all of them were filled with 3500 passengers there would be 364,400 more people per year to'ing and fro'ing on our tiny peninsula. I just don't understand the 'why' of this whole idea. As it is we can hardly move on the streets and sidewalks. We just don't need so many visitors a year. The passengers aren't here long enough to spend much money, so that can't be the incentive. The Mayor tells us that it's OK, they come back later for a vacation and bring their friends too. Would be interesting to track stats on any and all such claims. I wonder if the outstanding forward-thinking planner - G. Klein - whom the City has asked to give guidelines re: managing growth on the peninsula over the next 25 years has been asked what he thinks of an extra 364,400 people descending on the City? How would he manage them? I hope that members of County Council will take time to come into the City when the cruise ships are disembarking, to see the traffic backed up. Much of Washington Street is closed to those of us who live here, and alternative traffic route, East Bay Street, is therefore backed up from here to there. It is not unusual for it to take 20-25 minutes to drive from Calhoun Street to Broad Street via East Bay Street - that's one mile - when the tourist ships are in. That is not good.

Cruise business should be completely removed from this document. Should there be any questions about this, cruise business should be addressed only from the viewpoint of how to extricate the county from this business sector.

As there is no discussion in your plan for regulations pertaining to cruise ships' numbers, size, etc., I advocate your removing this section from the Plan as it is an incomplete and inaccurate presentation of the topic. I advocate specifically for the following regulations if you persist and include cruise ships in the Plan: (1) There must be binding regulations establishing the maximum size and number of ships and number of passengers permitted during a given period. (2) As mandated by legislation, there must be shore-side power so that noxious and dangerous emissions are not continually emitted when ships are in port. (3) Valid economic analysis done by an independent agent should evaluate the real impact, both favorable or unfavorable, of cruise ships' effect on the Charleston economy. (4) Objective evaluation of the highest and best use of Union Pier property must be conducted, giving public, analytical assessment of alternate sites for locating cruise ship terminals, with an assessment of all negative quality of life impact issues at Union Pier included. Thank you for including my comments for consideration.

As property owners on Fripp Island, SC, and frequent visitors to Charleston, we're writing to request that reference to cruise business, as stated in the Economic Development section, be deleted altogether from the proposed updated Comprehensive Plan, or, at the least, strict guidelines addressing negative effects

of the cruise business (which are many) be included in the plan. Guidelines should include: a cap of 104 ship visits annually; a ship size limit of 3,500 passenger capacity; an enforceable agreement between a local governmental entity and the cruise lines that states no waste will be discharged within 12 miles of shore; support of the South Carolina State Legislature's proviso requiring shoreside power at the new cruise terminal.

I want to go on record as being in favor of the Plan including language that addresses the cruise industry, specifically Carnival Cruise Lines and the negative impact on our community through their unwillingness to comply with limits on number of ship visits, size of such ships, waste disposal and use of shore power. As many health & economic organizations have noted, along with neighborhood associations and the State Legislature, the use of shore power would be beneficial to all who live and work on the Peninsula. I would hope to see a more balanced approach in future from the SPA as well as Carnival in addressing the concerns of the residents of Charleston. I am not opposed to cruise ships per se but rather to the open-ended arrangements allowing operations without serious consideration for appropriate regulation.

I support guidelines on addressing negative effects from increasing cruise operations to be included in the updated Comprehensive Plan. Specifically: a cap of 104 ship visits annually; a ship size limit of 3,500 passenger capacity; an enforceable agreement between a local governmental entity and the cruise lines that states no waste will be discharged within 12 miles of shore; support of the South Carolina State Legislature's proviso requiring shoreside power at the new cruise terminal.

I think it would be useful to table, in the 3 periods: 2000-05, 2006-10, and 2011-13 a list the infrastructure investments (by type and amount) and/or tax reductions and expenditures that have been made and awarded by Charleston and the State of SC. People need to know that growth is not magical and results from specific governmental actions. Similarly, the plan needs to anticipate future infrastructure and tax expenditure spending if it is known or identify where and the types spending might be necessary to attain the plan's proposed objectives. There is no attention to how atmospheric climate change (one chart on hurricane disturbances and on 11 business climate) consequences is being folded into the plan's objectives, particularly ED8 & ED11. The economy will be impacted over the future years by these unfolding changes and the Plan should speak to it and take cognizance of the impacts. For instance, I drive along Route 17 and it is obvious that retaining walls will need to be erected if the economic traffic using the existing route will continue or a further inland replacement will need to be constructed. I am sure you know of many more likely impacts already identified through inundation studies and these effects need to be scrutinized on both the on past and future economic goals and achievements. Moreover, the plan needs to assess past growth and identify

what is at risk of receding according to various climate change scenarios. Even a table with narrative entries that discusses for further study, some of the impacts that can reasonably be anticipated from rising sea levels and how it might impact the economic development goals would be helpful. The cruise section discussion and goal needs to be expanded to show that it will not be impacted by climate change and the investment, impacts, and mitigations will last over the long term. The current cruise industry section should at least be amended and incorporate "the rising of all boats and who will pay for it." This is a five-year review. That does not mean the planning horizon of five years is acceptable given what can reasonably be anticipated.

Please remove the section relating to the cruise industry. There is nothing good that comes from a company like Carnival coming to Charleston. The economic impact is minimal, the pollution considerable, and the presence of huge cruise ships does great damage to Charleston's positive image among the tourists whose economic impact can be significant.

No to increasing cruise operations as these operations are a detriment being subsidized by taxpayers; Delete this section from the Plan, or place guidelines on how to address the negative effects from increasing cruise operations; Require a cap of 104 ship visits annually; Limit ship size limit to 3,500 passengers or less; No waste shall be discharged within 12 miles of shore; Require shore-side power at the docking terminal.

I believe the present plan is inaccurate regarding the cruise ship impact on the economy and costs to taxpayers. It needs to be reworked.

Please delete the section in your Comprehensive Plan about cruise ships. Downtown is crowded enough and additional hotels will make that unbearable. Cruise ships will ruin it!!! Do not load up the golden goose like a pack mule.

As noted in Section 3.2.2, the plan update speaks highly of the cruise ship industry, but this must be changed. For one, more evidence and expert analysis is showing that cruise ship business does not positively impact the local community in the ways promoted by the cruise industry. There are far better ways to provide economic benefit to the City and County without embracing cruise ship activity. Specifically focus on long-term job growth (which can also involve commercial use of the Port) as this will more appropriately improve local living conditions and economic activity. The tourism industry in Charleston is thriving on its own and the local economy does not need any cruise ship activity. Not only are any positive impacts over-stated, but the negative impacts are well-documented (both here and in other cruise ship cities). As a resident of downtown, I see the traffic and added wear on the local roads. I see the mounds of waste brought into our city - including the toxic exhaust. I see a large ship destroying the beautiful skyline of our fine City and

views of the surrounding waterways.... all of which are views that the thousands of other tourists come to enjoy. There is nothing special about having a "cruise industry" in Charleston, and the County would be wiser (and much more appreciated) to remove any comments about cruise industry in Charleston. As is currently worded now, the comments on pages 66 and 67 sound like an advertisement for Carnival and that is not what the citizens of Charleston deserve. Should you feel the mention of cruises is necessary, at the very least include reference to vessel limits (on both passenger capacity and number of visits) and please include guidelines for how to mitigate and resolve all of the negative impacts that come along with the ship. I appreciate and respect that the Comprehensive Plan is being updated; however, I firmly believe that the path to a better Charleston DOES NOT involve the cruise industry. There are many other ways to positively impact the community and economic vitality of the area, and cruise ships are not necessary.

Please regulate cruise ships in terms of numbers, carbon emissions, and related traffic problems. Everything else in Charleston has restrictions, why not cruise ships? Thank you very much indeed.

As a native Charlestonian and the owner of 8 South Battery, I am writing to let you know about my concern regarding the segment of the Plan that deals with the cruise ship business. I seriously question whether such business provides any positive economic impact on the City of Charleston. I suspect that cruise ship passengers spend very little money in Charleston, yet they put a strain on our municipal services and, I suspect, discourage other high-end tourists from wanting to visit Charleston. While I am unable to quantify the economic impact, I can from first-hand experience tell you that the industry has a negative impact on the quality of life - from closed streets, to crowded streets, to the esthetics of having a structure which dwarfs our carefully preserved skyline, to pollution to name a few. I strongly urge that any reference to the cruise ship business be deleted from the Plan altogether. Barring that, I hope that the plan will set guidelines on the business such as limiting the number of ships, limiting the size of the ships, limiting where waste can be discharged and requiring that the ships use shore side power. All of these are perfectly reasonable requirements to impose on ships wanting to dock in Charleston. It is absolutely incumbent that parameters be set which will help limit the detrimental influences this industry has on the quality of life in the most fragile and historic section of our City which is the draw that has made Charleston such a tourist Mecca.

NATURAL RESOURCES

There is nothing noted to conserve water (potable).

Clean ditches along Maybank Highway, Wadmalaw Island.

Clean ditches along Maybank Highway.

Ditches are not being clean.

Ditch cleaning.

Clean ditches on Maybank Highway - Johns Island and Wadmalaw Island.

Trim trees/branches on Maybank Highway, Wadmalaw Island.

Trim tree branches overhanging Maybank Highway.

Trim trees that hang low to interfere with tractor trailers.

Trim trees overlapping the road and remove trees very, very close to the highway on Wadmalaw Island.

Remove damaged and weak trees along Maybank Highway (safety hazard).

Remove damaged and weak trees away.

Sustainable landscaping should be more actively encouraged and linked to stormwater policies and land use.

Council does not seem to value the extremely fragile ecology of our beautiful area! The 526 Extension would be terribly and irreparably damaging to the local environment!

Plan must include provisions for air quality analysis of air quality and setting standards for clean air.

Plan should cover air quality in detail and ways to decrease air pollution.

Plan should include, in detail, methodology for upgrading water quality with particular emphasis on improving Septic Maintenance Programs.

Delete Rural Guideline 21 which would allow wastewater treatment systems other than individual on-site systems prior to submitting applications for development approval. It has been shown repeatedly in recent years that wastewater treatment systems built specifically for Planned Developments (i.e. "package plants") are polluting and ultimately burdens on the taxpayers.

No to "private package plants".

Add Community Wildfire Protection Plan (CWPP) to strategies. Something like, "As recommended in the unincorporated Charleston County Regional Hazard Mitigation Plan, and hazard mitigation plans for various entities throughout Charleston

County, prepare and adopt a county-wide CWPP with the assistance of local and locally represented land management agencies and organizations, and local hazard mitigation officials, including fire departments."

Is Angel Oak shown on the protected lands map?

CULTURAL RESOURCES

As much of the history should be preserved.

Plans are not very considerate of the African-American contributions or historical significance to Charleston County.

I would like to see more strategies toward supporting the arts. I don't have a suggestion, but I would like to see more cultural diversity (racial, religious, etc.).

Lack of Council's commitment to goals regarding culture; example: last year a very old, well-established Mount Pleasant cultural community was devastated by the Mount Pleasant Council's decision to allow a very large new development. The roads and buildings will be very detrimental. The community objected but their voices were not heard! The Charleston County Council could have come to their defense!

Expansion of historical areas and signage/documentation can be more specific to include: historical transportation/agricultural alterations; the building and historical context of cuts, river/creek changes, canals dug, railroads, ferries, bridges which is not covered well now; development of history "trails" which visitors can drive from point-to-point; small farms selling product could also be part of the map; and identify all significant churches, cemeteries, plantations, black communities, etc.

Create James Island historic trail with historic markers.

More historic markers are needed.

CDM Smith consultant has a good historic inventory.

Dill Property.

POPULATION

No comments were received.

HOUSING

What is the possibility of additional usage fees or taxes for de-

velopers of new housing? This could help pay for the required expansion of services.

There should be incentives to make improvements to existing housing stock.

Yes we need more affordable housing but it needs to be supported by transportation, education, and retail services and built in the correct areas to best serve the people that are in need of this housing.

I want to encourage more townhouse and condominium facilities. I think having 250-300-unit buildings does not increase a sense of community. People begin to feel like rats crammed into a small space. There is a lack of a sense of “ownership” and pride. People need open spaces around their dwellings.

I am an advocate for green spaces immediately around someone’s dwelling. I think ALL developers should be required to provide this. As we become more and more crowded, there is a greater need for this. It could be a garden in a development or apartment project. It could be a community garden. Think of the bleakness of the high rise for the elderly on upper Meeting Street near the beginning of I-26. It’s sad to look at it. And although people have shelter and a place to live, it does not uplift the soul. There’s no place to walk a dog or enjoy a sunset. I am strongly opposed to four-story apartments right on the sidewalk, such as on Coleman Boulevard in Mount Pleasant. We have a slight improvement on Maybank Highway near Folly Road, but not much. It seems oppressive to drive by such places and destroys the feel of the local area. We should not be so interested in providing housing that we just see how many people can be crammed in. That’s happening on James Island. Leaders can shape the community for good or destroy them on behalf of developers.

More emphasis on specific techniques to support existing communities is needed. The shape and characteristics of new development is covered. Existing subdivisions, particularly the older ones, are directly in the path of road changes, traffic cut-throughs, and commercialization on their fringes. Specifically stating that maintaining the character, livability, and boundaries of older neighborhoods is needed. Techniques to minimize the impact of highways which have become very busy on neighborhoods should be delineated, such as: jumping from residential zoning to zoning other than the lowest level of commercial activity should not be allowed as this should help lower the impact on other parcels near highways; and housing stock no longer viable due to their location along now traffic-intensive highways should be considered for purchase, removal, and conversion to open green space instead of commercial uses to benefit the residential parcels backing up to them.

Infill development in existing neighborhoods should have design standards that they meet the existing size, height, and par-

cel coverages which typically exist in the neighborhood.

Enhance older neighborhood livability with sidewalks, curbs, and deep drainage ditches replaced with pipes and covered. Often older neighborhoods had little traffic and roads were suitable for non-motorized activities; this is often not the case any longer.

This is the most important element!

TRANSPORTATION

Roads in existing standalone subdivisions should not be expanded for additional traffic or be used for excessive cut-throughs; rather drivers should be directed via some technique to major traffic arteries.

Saint Andrews Area: With the Long Savannah development being added to the Urban/Suburban Area, what are the roads infrastructure being added?

Coordinate with Dorchester County Comprehensive Plan on the location of the expansion of Glenn McConnell Parkway.

I see the strategy to coordinate with communities in the county, but it is important to coordinate with plans of other communities. I think it is important to incorporate the Glenn McConnell Parkway into the Comprehensive Plan. I would also like to see the name changed to something that means something to the community.

In order to relieve pressure on Highway 61 and to add another hurricane evacuation route, I encourage the County to include an extension of the Glenn McConnell Parkway in the Comprehensive Plan update.

The County is doing its citizens and all of the area residents a big disservice if they do not consider the extension of the Glenn McConnell Parkway.

The growth along Highway 61 will only continue to cause traffic issues and possibly affect the historic areas and plantations along the corridor. By completing the roadway, traffic from an already crowded I-26, Dorchester Road, Rivers Avenue (Highway 52) and Highway 61, it will contribute to a reduction of traffic on those arteries and allow traffic to reach I-526 and the City in less time. It will also open up additional areas for development. It should be designed with little or no traffic lights to keep traffic moving to the Bees Ferry Road interchange. Additional work along Glenn McConnell Parkway should be done to reduce the number of stop lights that just add to the congestion.

High speed: Glenn McConnell Pkwy - align with City

of Charleston, Dorchester County, and Charleston Area Transportation Study (CHATS) Long-Range Plan, showing connections with the three plans. Low speed: Highway 61, Drayton Hall to Middleton - drop speed limit to 35mph, true scenic road.

Be more specific that scenic corridors are desirable. There are not that many opportunities remaining for them, and detail what characteristics they should entail (e.g. low speed, no stop lights/signs, good scenery, limited or no new commercial activity, large buffers for nearby development etc). Specifically state that scenic corridors are not for fast travel or to evolve into multi-lane roads such as Folly or Maybank.

Reduce speed limits on Folly Road.

A Complete Streets policies for publicly-owned and -maintained streets.

T6. Complete Streets concept needs to be solidified into a policy that will be followed and applied.

T11. Bicycle lanes should be separated from traffic - preferably with a barrier!

Plan should allocate more funding to bicycle and pedestrian projects.

Ensure that pedestrian and bike access is incorporated on all public roadways, including bridges.

Develop a long-term plan for a network of bike paths linking all areas of River Road to Maybank Road and Main Road.

Recognize that Charleston County Park and Recreation Commission developed a comprehensive trails plan, to be implemented through the Charleston County RoadWise program. In addition, some municipalities have developed their own bike and pedestrian plans to be implemented through coordination with Charleston County RoadWise.

Roads can't handle all of the proposed development.

Plan for alternative methods to improve transportation.

T17. Public transportation should be subsidized to encourage ridership and reduce single-occupancy vehicles.

Greater emphasis on mass transit options to reduce private cars and provide access for rural residents to MUSC.

Plan should include an analysis of CARTA's strategy.

Plan should include a synopsis of CARTA's current strategic plan.

Work more with CARTA or regional transportation agencies to develop "park and rides".

Concern: No CARTA over the Stono River.

A more specific plan for traffic is required to make sure that no permits are issued until traffic issues are resolved for the future.

Prior to any additional commercial permitting, conduct a traffic study and resolve the issues of "failing" roads.

No to the extension of I-526/Mark Clark Expressway; exclude this project from the Plan revisions in part because it's not a high-priority regional project and will cost significantly more than \$556 million. No, also because this project would promote automobile-dependent transportation while increasing sprawl and damaging neighborhoods, thus directly contradicting most of the recommendations and goals outlined elsewhere in the Plan.

The biggest issue here is where the monies that are available should be spent. The research data as presented states that the extension of I-526 will FAIL to address traffic problems. The SCDOT is under investigation, the SIB is like the "king's new clothes" ... you could not go there today and ask to withdraw enough money for the 526 project! There are many roads in the county, city and especially the state that are far more urgent issues!

Roads: complete I-526 to give greater access to other islands.

Get dirt roads changed to asphalt (paved).

Delete reference to the I-526/Mark Clark Expressway as a done deal. Rather than relying on it, the Plan should investigate alternatives, such as mass transit, to alleviate the serious and worsening transportation problems in the County.

County/state and the I-526 (existing), I-526 Extension, I-26 improvements are not being closely coordinated, nor are comprehensive alternative modes being incorporated in the planning.

Comprehensive approach with all municipalities and Department of Transportation (DOT).

For our tax dollars, the roads and highway (Maybank) should be kept much better than they are at present. Roads should be mowed on a regular basis and some type of schedule to use prisoners to pick up the trash.

Need improvement at River Road and Maybank Highway.

What is the plan for traffic on Main Road and Maybank Highway?

Maybe a shuttle service from Downtown to Johns Island.

Label more roads on location maps.

COMMUNITY FACILITIES

If I-526 will take the primitive camping area at James Island County Park, can additional areas be identified and preserved for camping?

Would be good to display future Charleston County Parks on map for reference. Map depicts Ashley Boat Landing McClellanville. Is it indeed? Signage states you need to pay a fee as a member to use.

Parks and Boat Landing map: Kiawah Marsh is showing as public County park.

Please ensure that public access to waterways is a part of the Comprehensive Plan. Too often, water access is limited to private property owners only.

More boat landings are needed.

Expanding access for existing county residents to water resources (rivers, creeks, marshes, old canals, etc.) for scenery, walking, and non-motorized boating/paddling 'put-ins' should be a goal. Development along the coast and waterways here is often the domain of very wealthy individuals or gated communities and the general public needs new access points as the population grows. Such access would even make the area more viable for visitors to see and use the lowcountry in a low-impact manner.

Incorporate boat landing in Mullett Hall park facilities.

Provide support for recycling in mixed-use and rural areas.

Should have been discussed by community then by County.

We need to know about the plans for Wadmalaw Island before it becomes in action. You said your department is not in the water business, but you can give us ideas on how to proceed.

The county does not need to be in the sewer business. This is a way for developers to push expenses (construction/operation) off to taxpayers.

Storm drainage: why am I paying for this service when I don't have any ditches?

Storm drainage: I am not getting any benefits/services from my tax dollars. I am paying for the above.

Water and sewer - drainage line.

Public utilities: water from City to Wadmalaw Island - when is this in the plans? Also want public sewer.

Water on Wadmalaw Island, commercial business.

No to the Plan that suggests Rural Guideline 21 "allow any wastewater treatment systems other than individual on-site systems prior to submitting applications for development approval"; Wastewater treatment systems built specifically for Planned Developments have been shown to be problematic, polluting, and ultimately costly to taxpayers. Septic Maintenance Programs: Plan must include provisions for protecting rural communities from overdevelopment associated with sewer lines; Plan must include provisions clean and safe sewage systems to communities outside of the Urban Growth Boundary; Plan must include funding specifically dedicated to attaining and maintain high standards, such as in the Sewee to Santee corridor.

No to targeting rural areas outside of the Urban Growth Boundary for wastewater treatment lines; Plan should include Septic Maintenance Programs.

Need more services on Wadmalaw Island.

Increase fire stations on Wadmalaw and do not decrease current location as provided by Johns Island fire company.

Expand Charleston County Sheriff's Office (CCSO) facilities to more remote areas of the county, e.g. Johns Island, Wadmalaw, etc.

Need a new drop-off site closer to people near 7 Mile/Highway 41 area for trash and recycling. Maxville Road is too far. This would help stop large illegal dumping.

Our schools need upgrades, the school bus fleet is desperate, and there are no or hardly any community swimming pools! The children in the area are so at risk of drowning and some do indeed every year!

CF12. Want to see new library facility on James Island with community meeting space!

CF 19: Can encouragement of solar power include property tax credits for installation of solar power on homes?

PRIORITY INVESTMENT, IMPLEMENTATION, AND COORDINATION

Replace "enhance" with "design and implement."

ENERGY

Can the County provide tax incentives for properties that install alternative energy sources?

How are our electricity utilities going to meet the ever increasing challenges especially as the President and Congress are adamant about taking all of the coal fired facilities offline as soon as they can? We cannot build new gas turbine/wind/solar/nuclear facilities fast enough! The proposed Carbon Credit system is a joke and will only make things so much worse.

Happy to see the strategies included in this plan. Hope that this element is well supported.

ADDITIONAL COMMENTS

Some elements have confusing strikeovers.

Needed realigning and tweaking. To the extent that County government allows the free market to operate freely, the better all of us will be.

Why was it necessary to insert "category" in the Plan if there are no necessary changes done to Wadmalaw?

Family divisions and property: Will be happy to educate on the onerous regulations that are financially overwhelming. Ownership of land is the basic form of wealth in this nation and to forbid parents from distributing this wealth to children is draconian confiscatory.

Reject East Edisto - otherwise, ok.

Thanks for your time and effort.

Appendix B: Comments Provided after July 18, 2014

LAND USE

Expand Rural Guideline 3 to state: “Develop gross densities at the higher range of the recommended future land use designation when Clustering or Conservation Design is used, as exhibited in Figure 3.1.3, to offset the provision of significant amounts of preserved land, *especially in the Rural Residential and Rural Agriculture Future Land Use categories.*”

Amend Land Use Strategy 10 to correspond with the Rural Guideline above as follows: “Adopt innovative planning and zoning techniques such as: (1) *Clustering or Conservation Design to allow development within the recommended future land use designation density ranges while preserving significant amounts of land; and (2) Form-Based Zoning District regulations to authorize a combination of land uses within communities, including residential, service, and employment land uses.*”

Unfortunately, the rural nature of life on Johns Island has reduced considerably since the time of the writing of the previous Comprehensive Plan. It is important for the future cohesiveness of Johns Island to give more options to landholders who have AG 8 properties.

I own property located at 2377 N Highway 17 in Mt. Pleasant and I have been in regular contact with the Charleston County Zoning and Planning Department concerning the Georgetown Loop Overlay District in particular, and the Comprehensive Plan in general. I have been voicing my concern about the limitations placed on my property by the current zoning and would like to have it changed. I was under the impression the two governing authorities would discuss possible changes to and modify the Plan. I have now discovered that the comment period has closed and there is no current recommendations to amend this plan. I am contacting you all in an attempt to get my concerns before the proper parties so that I may be heard. Please contact me with what course of action that I have remaining to address this issue.

Regarding Tax Parcels 280-00-00-007, -297, and -296: I am working toward development of these parcels. I visualize a single family residential project with a density of approximately 3 units per acre. To achieve this density the parcels will need to be annexed by the City of Charleston and tied into the City water and sewer system. As I understand it, annexation will require the relocation of the city’s urban growth boundary line to the current location of the county’s urban growth boundary. It would also require that the County make no change to the status of these parcel under the current county comprehensive land use plan (suburban residential).

These parcels are well suited for development. Sanitary sewer is currently accessible. The parcels are adjacent to single family residential parcels zoned by the city of Charleston SR-2. Across Main Road are parcels zoned both SR-1 and SR-7. One of the two retail nodes on John’s island is within ½ mile. All of the land on these parcels would be considered high ground and useable with the exception of storm water management facilities.

A medium density residential project would represent a step down in density from parcels located to the south and east.

I think that the County is suggesting that the UGB on James Island be revised to be moved further out at Sol Legare Rd (it is hard to see exactly where on the map in the Revised Comp Plan). I think currently the UGB is up closer to S. Grimball Rd.

Many James Islanders would be OPPOSED to this change in the UGB on James Island, and the City of Chas. Planning Office says that they do not want it to be changed.

Can this be discussed today at the Planning Commission meeting?

It is also unfortunate that the Folly Road Overlay is stricken in the County’s Revised Comp Plan, whereas other overlays remain (ie. Maybank on Johns Island).

I also strongly disagree with the language in the Transportation Element of the Revised Comp Plan that the Extension of the Mark Clark is “high priority” (p. 124) Who has labelled it “high priority”? The Comp Plan is drafted by planners

and the county's planning commission with public input. Where was the public input that moved that project to "high priority"?

Thank you for taking these matters under consideration today at your meeting.

Please recommend that the UGB on James Island remain where it is currently and that the extension of the Mark Clark NOT be specified as "high priority".

Can the County revise this boundary to what the City of Charleston has it as? with Sol Legare being "rural"? Isn't it possible for the County's UGB line to be revised to match the City of Charleston's on Folly Road? Could Planning Commission recommend this change?

The County Comprehensive Plan seems to have no metrics to limit the permits/building to match limited coastal access highway inlet/egress capabilities. The District 9 areas of James Island and Folly Beach have chronic traffic problems. Building permits for large numbers of single family homes and multi-family apartments such as near the Folly Road, Maybank Highway area have been recently approved and will quickly overwhelm the few access roads to this area. The Maybank Highway apartments have a large 4-level parking garage. Building permits must match highway, water, and sewage infrastructure capabilities or quality of life will deteriorate rapidly.

Establish reasonable limits to coastal inlet/egress routes. For example, establish the limits for Harbor View and Folly Roads. Include allowances for seasonal beach/tourist traffic. Make this a mandatory limitation on building permits. Cut back on permits as required until highways can be improved to meet any additional requested building/permitting.

I have attached the proposed UGB realignment as presented by staff during the April 2013 Planning Commission [pictured at right].

As per our phone conversation, this is an emotional issue for myself and adjacent property owners. Council has literally divided and dissected a neighborhood by placing an arbitrary line down Brownswood Rd. This is comparable to "living on one side of the tracks", "the haves and the have not's".

The proposed attached realignment makes sense. It is based on geographic land features which extends the urban growth boundary west to the County pit which would be inclusive of my property and my neighbors.

As you can see, the proposed realignment would affect less than 100 properties, many of those properties previously developed or not large enough to support development. However, some of the smaller property owners, (less than six acres) my neighbor being one, would like the ability to be allowed to build another home on their property. Many of these property owners have owned the land for years, if not, generations. They should at least have the right to be able to leave their heirs property on which they can build. Under the current UDO and without access to public sewer they can not. Again, the haves and have not's.

Most of these same property owners are minorities. This may or

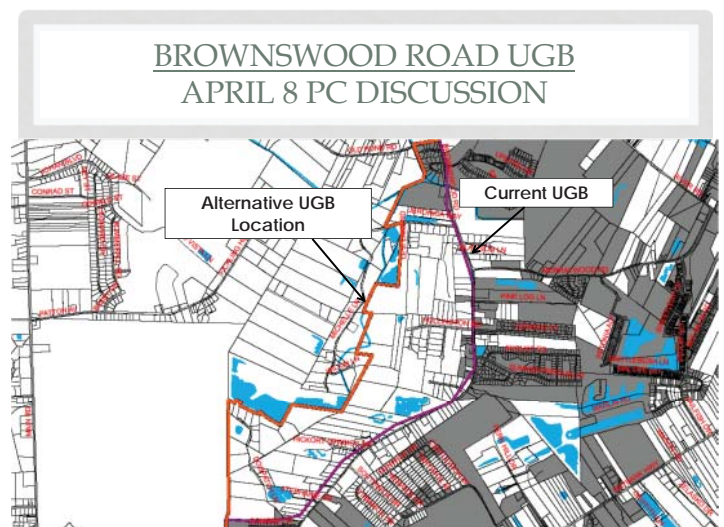
may not have a racial component and for the record, I am not stating or claiming that it does. That said, a reasonable person would wonder why those western property owners are not afforded the same rights as their eastern neighbors?

Speaking of public sewer, per my January 23, 2011 email; "the western property owners are not allowed to connect to the public sewer. Even though the sewer runs adjacent on the western side. The eastern property owners are connected to the public sewer. This is a clear violation of the 208 Clean Water Act, which the County recently signed on to uphold."

I speak of experience as a Developer, my attorney Tommy Goldstein defeated the Folly Beach illegal sewer referendum ordinance in 2000. Furthermore, the SC Supreme Court has ruled repeatedly that a "body politic" can not deny public services, (water, sewer, fire, safety) when available and this was what the court ruled in my case.

In addition a public gas line was recently installed on the western side. This is not indicative of a rural area, much less a transitional area. Utility companies simply do not install public utility lines in rural areas.

Councilmember Johnson, per our phone conversation today, I will call you this Monday morning and respectfully request that I can meet with you at your earliest convenience and show you all the new developments on Brownswood Rd., including a 90 lot development directly across from my property's ingress.



Appendix C: Letters Received Regarding the Review

The following pages contain copies of letters regarding the Comprehensive Plan Five-Year Review.

Jeffery T. Readen
2991 Hickory Springs Drive
Johns Island, SC 29455
843-729-2489

NOV - 5 2012

November 5, 2012

To whom it may concern:

I was born and raised on Johns Island and went to all of Johns Island's public schools. I lived through in a rural environment which left us on Johns Island with less opportunity than our neighboring island, James Island. There were both less business and lower level of schooling available to us. That being said, I went through numerous jobs before going into business for myself. After starting my own business I was finally able to make enough money to live.

In 1992 I purchased my property as an investments for retirement and my four children's college funds. I have supported my four children their whole lives not the government. But my ability to support them came to an end during the years of 1999-2000 when my constitutional rights were taken away along with my property value and the educational futures of my children.

Now it has been 12 years and the damage has taken its toll on myself and my children. For what? To increase in density homes going up around me on Brownswood Road. All kinds of houses were being built from luxury homes to Habitat for Humanity communities. It is really frustrating to see all this new construction as well as the nursery next door to my property growing so much while I am suffering because I am on the west side of Brownswood Road. The UDO did not stop any of their business at all. If you look at my property, 280-00-00-066, I had started my retirement w/a R3 type zoning, but it was stopped.

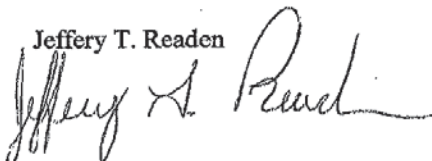
Brownswood Road is the best area to develop on Johns Island. It has city sewage and water, it is close to the local schools, grocery stores, drug store, gas stations, fire departments, and EMS. The problem is I do not believe anyone has spent enough time in the area to see the unfair treatment of the west side of Brownswood Road. You approved the construction of the 300 student school across from my driveway for which I have to move all of my mailboxes to accommodate. You allow a facility like that to bring in an abundance of traffic to the area, but pressure my property into "conservation"? Because of the UDO my property is now called The Readen Ruins.

I have paid my dues to the local area/society. I have lived on Johns Island my whole life through the bad times of rural living as well. I have seen nothing good come from the UDO but hardship on those like me and my family who have owned their property on Johns Island for a long time. Johns Island does not need more housing plans. It needs an economic plan. There needs to be more businesses in order to provide more jobs for the locals to Johns Island. This would provide the opportunity for more people to find work on Johns Island and support the local economy rather than having to leave the island every day to have a job. It would lead to less bridge traffic as well which seems to be an issue these days.

It has been 12 long years with no change in regulation. I am tired of watching my neighbors profit, be able to send their kids to college, and enjoy life while my life is a struggle every day and remains on hold. I wish you would look at my situation through my eyes for once and do what it right. I want my three houses per acre back. Do you think 12 years was a long enough punishment? Please take my feelings and position on the issue into consideration.

Sincerely,

Jeffery T. Readen



7789 Steamboat Landing Rd.
Edisto Island, SC 29438

1/18/13

Mr. Eric Meyer, Chairman
Charleston County Planning Commission
4045 Bridgeview Dr.
North Charleston, SC 29405

Dear Mr. Meyer:

I had the pleasure of attending your meeting this week. I came because I know you are beginning the lengthy and difficult process of reviewing the Charleston County Comprehensive Plan. We appreciate the hard work, dedication and public benefit of your efforts in this regard.

As you may know I am an active member of the Edisto Island community, past President of both the Edisto Island Community Association and the Edisto Island Preservation Alliance. While I don't pretend to speak for either group in this letter, I do stay pretty tuned in to our community's interests.

I believe I can say that in general the island community has been pleased with the current comprehensive plan. And we particularly appreciate the work of the planning commission staff under the leadership of Dan Pennick. They have taken great pains to inform us and to educate us.

As Charleston County's most rural area, as part of the internationally acclaimed ACE Basin, as home to Botany Bay WMA, and as the home of one of only 4 National Scenic Byways in the State of SC the residents of Edisto have long fought to protect our rural, agricultural, and natural heritage and have appreciated the protections in the current plan. Currently over 50% of the land area of Edisto is under some form of conservation protection.

I would ask that you continue the protections under the comprehensive plan and - yes - strengthen them even further.

First, I ask that you defend the Charleston County urban growth boundary at all costs. We cannot afford to see it creep closer to our rural communities. Any changes must be carefully studied and should make it more defensible, not less.

Second, and a part of that critical issue, I ask that you continue the commitment NOT to extend infrastructure like water and sewer service to rural areas. Water wells and septic systems function well in low density environments and at considerably less cost to our residents. In this regard I would like to see a commitment that you would also not permit the extension of such infrastructure into Charleston County from adjoining counties, in our case from Colleton County's Town of Edisto Beach.

Page 2

Where infrastructure goes more dense development follows, this has been proved time and again. Density would destroy the Edisto Island that we love, that attracts our visitors who drive our tourism based economy, and it would make the island less desirable for those who build second and retirement homes here which enhances your tax base.

Third, while we generally accept the current designation of various classes of property (AG-10, AGR, Community Commercial and the like) we are concerned by the designation of target areas around the commercial areas as being those where additional commercial growth may be targeted in the future.

While we understand that planners like to think about the future, there is currently adequate commercially zoned property for our foreseeable future. For the past eight years empty commercial property on Edisto has generally sat untouched and unsaleable. Some of it, where commercial ventures were attempted, sit empty and are eyesores.

With the current uptick in the economy a few more inquiries are beginning to be heard but they have an unfortunate common theme. My real estate selling friends tell me those inquiring are unwilling to pay the asking prices of already zoned commercial properties confident that they can purchase land currently zoned agricultural much cheaper and get it rezoned in areas that the county has said *may at some time in the future become commercial*.

This is simply not right, it is not healthy for our community, and I am confident most island residents would oppose this.

Finally, some of the currently zoned commercial properties are in unfortunate locations. They were placed there simply for historic reasons. That history however also includes horse and buggy transportation, not 18 wheel trucks and tourists rushing to Edisto Beach. Some of these properties have areas around them which fit the above description of *perhaps at some time in the future being potential commercial zoning*.

When the comprehensive plan was drawn I believe staff looked at where commercial activities had occurred in the past and those were the areas chosen to be commercial in the future. In some cases this was fine. It tended to be at crossroads and the sites of often historic gathering places. Unfortunately not all crossroads today are on nice straight stretches of road. I would suggest to you that, while we would not ask that you roll back the commercial designation of those parcels currently zoned that way, there should be no conversion of adjacent properties enlarging these areas. The danger to the motoring public of putting additional commercial development on curves on a 55 mph highway is simply too great.

As you face the complexities and problems of the rest of the county you may be tempted to overlook Edisto or to think our challenges are simple by comparison. Please never forget what a valuable place this is.

Page 3

The ACE Basin is home to endangered and threatened species. People on Edisto are as proud of our bald eagles, wood storks and rosette spoonbills as some places are of their college sports teams. The Edisto Island National Scenic Highway has brought a national spotlight to this rural area encouraging visitors from around the world. In South Carolina there are few family beaches remaining, ours is one of those.

And the Gullah Geechee culture, it's home ownership, religious heritage, and its agricultural and fishing roots on this island are deep. That culture and the place of its people on this traditional sea island deserves to be preserved.

Thank you.

Sincerely,

Elliott M. "Bud" Skidmore

cc. Dan Pennick, Director of Planning

Anna Johnson, Charleston County Council

Jim Brailsford, Chairman, Edisto Island Preservation Alliance

Gracie Horne, President, Edisto Island Community Association

Daniel A. Payne
5864 Bears Bluff Rd
Wadmalaw Island, SC 29487
April 1, 2013

Mr. Eric Meyer
Chairman
Charleston County Planning Commission
4045 Bridge View Drive
North Charleston, SC 29405

Dear Mr. Meyer:

I am writing to ask you to support an amendment to the AGR zoning presently outlined in the Charleston County Comprehensive Plan adopted November 18, 2008. Specifically, I am requesting a revision to the Primary Dwelling / Ancillary Dwelling Unit language contained in 6.4.24.D (or application of the more restrictive MHP aspects of the plan), which I contend is presently being abused to effect de facto manufactured home parks inconsistent with elements of the Comprehensive Plan, the Rural Guidelines, and the intent of those responsible for developing both.

It is my position that the Primary and Ancillary Dwelling language must consider the applicants intent for use. If the applicant's intent is to effect two Primary Dwellings—that is, two independent structures that serve as the occupants' permanent, primary residence—then, additional rigor should be applied to the scenario in order to ensure that the de facto MHP scenario is not present.

For example, consider a scenario where a single manufactured home is present on a 3 acre parcel with the AGR designation. Following today's guidance, one could purchase that land, subdivide it into three independent tracks, and introduce manufactured homes to both primary and ancillary dwelling units allowed. In this hypothetical scenario, the property now contains six primary dwellings that, once occupied, place a disproportionate burden on the adjacent landowners and the community at large.

This hypothetical scenario is a very real to my neighbors and me. Over the course of the past month, we have experienced the negative impacts the County sought to control with the Plan, none more concerning than the unsafe discharge of weapons. The impact to surrounding property values is another concern that we share; however, we are far more concerned with our quality of life and safety.

I think that an amendment as researched and defined by Zoning and Planning staff is an important step in addressing this very troubling scenario. I have complete confidence that some equitable resolution to this problem can be conceived and implemented. It is my intent to make myself available to ensure that this behavior is limited going forward.

[Recipient Name]
April 1, 2013
Page 2

Please find the attached research and review of the Plan. Feel free to contact me at your convenience.

Thank you for your support.

Sincerely,

Daniel A. Payne
Daniel A. Payne

[Recipient Name]
April 1, 2013
Page 3

Attached Plan Review

1. Permitting was permitted under ordinance 6.4.24

6.4.24.D. Single-Family Detached/Manufactured Housing Unit (Joint) or Two Manufactured Housing Units (Joint)

One Manufactured Housing Unit may be placed on the same parcel with a Single Family Detached home or another Manufactured Housing Unit as an "accessory dwelling unit" to the primary residence (whether SFR or MHU) pursuant to Article 6.5.7, Accessory Dwelling Units, applicable conditions of this Article, and any other requirements in this Ordinance. Otherwise, two or more Manufactured Housing Units on the same parcel shall be considered a Manufactured Housing Park (MHP).

- a. Appellants feel that primary residence is a defined standard that implies property ownership and owner occupation to support accessory to the primary. Given the property owner does reside on the property, a generally accepted understanding of "primary residence" is not met.
- b. Appellants feel that the standard is not met and therefore the permitting creates an MHP noted in the ordinance, and is not allowed in AGR zoning.
- c. Article 6.5.7 referenced in 6.4.24 is a typo – it should be Article 6.5.9. where item F states Separate electrical meters shall not be allowed otherwise it's an MHP.
- d. Article 6.5.10 refers to the use of manufactured homes for caretakers.
- e. Article 6.6.1 under "Temporary Uses" in refer to the use of manufactured homes in item 1 relative by blood or marriage and item 4 written approval of abutting landowners.

Appellants feel that there are multiple zoning ordinances addressing appropriate and acceptable uses of manufactured homes to owners, family members, and permanent residents for housing that is consistent supporting the local community's permanent residents. But, in several ordinances failure to meet those standards create an "MHP" not allowed in AGR zoning. Again ordinance 1.9.2 re: Conflicting provisions the more restrictive "will control".

2. Zoning ordinance 4.7.1 AGR Purpose and Intent states the purpose is to implement the policies of the *Comprehensive Plan*. The permitted action violates the *Comprehensive Plan*.

Comprehensive Plan Land Use #3 in Chapter 3 slide 26:

"Foster the rural character of land outside suburban communities, encouraging lower density development."

[Recipient Name]
April 1, 2013
Page 4

Comprehensive Plan Land Use #9 in Chapter 3 slide 26:

From the Chapter 3 land Use plan:

- Slide 38 refers to the recommended land use specific to Wadmalaw Island and promotes *lower* density. (Appellants feel the permitted action increases density.)
- Slide 39 refers to Ag Residential, rural ag, and rural residential all promoting the use of land and residences to promote agricultural culture. (Appellants feel the permitted action does not support agricultural culture.)
- Slide 40 refers to the limitation of commercial uses to retail and service that serves the residential population and agricultural activities that do not negatively impact the surrounding community. (Appellants feel that as a rental based MHP it is more commercial than residential and does not “serve the residential population”.)
- Slide 41 refers to Consistency Areas and implies the encouragement of consistency in development are “compatible with surrounding land uses”. (Appellants feel the permitted use does not conform with surrounding properties. Parcel in question is bordered by single family homes, planned single family homes and land in conservation.)
- Slides 43-45 outline 23 Rural Guidelines describing the “features of preservation or development that are important to maintain the rural qualities of the County”.

Rural Guideline 1.

Prioritize the protection of agricultural activities, natural landscapes, and cultural resources balanced with low-intensity residential, agricultural, and supportive commercial uses.

Appellant: Permitted action is not “low-intensity” – it increases density and added density increases intensity.

Rural Guideline 2.

Develop very low density residential uses to maintain the rural character.

Appellant: Non-resident property owner action on TMS 158-00-00-023 increases density unnecessarily and contradicts this guideline.

Rural Guideline 6.

Provide significant distance between homes or agricultural buildings or groupings of homes or agricultural buildings to preserve the appearance of open spaces.

Appellant: Permitted action on TMS 158-00-00-023 contradicts this guideline.

Rural Guideline 8.

Maintain or enhance the visual identity of existing scenic roads.

Appellant: Bears Bluff Rd is a scenic highway and the actions on TMS 158-00-00-023 do not enhance the visual identity.

Rural Guideline 9.

[Recipient Name]

April 1, 2013

Page 5

Provide vegetated buffers of fifty feet or more between roads and structures where development occurs along or near designated scenic roads. **

Appellant: Bears Bluff Rd is a scenic highway and the actions on TMS 158-00-00-023 do not adhere to the vegetated buffers and in fact clear cutting has violated this guideline.

Rural Guideline 10.

Maintain rural and agriculturally oriented commercial uses in a dispersed pattern or in low concentrations in nodes at major intersections to support and contribute to the rural quality of life.

Appellant: Property owner of TMS 158-00-00-023 is not a resident of the property. Permitted action is an investment and revenue generating business thereby aligning more to a "commercial" interest than a residential. As a commercial use, the permitted action does not support and contribute to the "rural quality of life", and in fact increases the transient traffic in the community.

Rural Guideline 17.

Respect the scale, configuration, building orientation, density, pattern, materials, building relationship to street, and general character of the existing settlement and the surrounding Rural Area.

Appellant: Property is bordered by single family homes, conversation land, and another planned single family home; permitted action contradicts this guideline.

In summary, appellants feel the permitted action is not consistent with the Comprehensive Plan, which conflicts with Zoning Ordinance 1.5 item A – implementing the goals, objectives, and policies of the *Comprehensive Plan*. Appellants further feel the permitted action contradicts items:

Item C: undue concentration of population

Item D: protecting and preserving the scenic areas

Item I: facilitating harmonious communities

Item M: Assuring generally wise use in harmony with the Comprehensive Plan.

Item N: Fostering (or balancing) the development with the natural and cultural resources and respecting ALL property rights, not just one individual's.



Friday, May 10, 2013

Mr. Eric Meyer
Chairman, Charleston County Planning Commission
Lonnie Hamilton, III Public Services Building
4045 Bridge View Drive
North Charleston, SC 29405

Dear Chairman Meyer and the Planning Commission,

As you begin recommending changes to the Urban Growth Boundary (UGB), the Charleston Trident Association of REALTORS® urges you to consider the impact on property values your policy recommendations have on the affected owners. Moving land outside the UGB lowers property values of those in question and has a negative impact on their lifelong investment. With that said, we respectfully suggest a process we believe Charleston County should undertake in order to be fair to the affected property owners.

Having property inside the county's UGB confers with it several governmentally granted rights which are taken into account when assessing the value of property. Those rights include access to sewer service and the ability to request a rezoning with a fair hearing –regardless of the rezoning request outcome.

As such, any property owner whose parcel is slated to be moved outside the UGB should be contacted by certified mail and fully apprised of what the change means. Then, only with the written consent of the owner (or majority of the ownership group) should the property be moved outside the boundary. If you do not heed this process and the county chooses to ignore the will of the property owner, the property owner should be compensated for the loss in value from these improper regulatory takings.

With regard to the properties being considered for movement inside the UGB, we fully support the provision of additional property rights to landowners but most importantly, we believe property owners who are adjacent to public sewer lines should have the ability to access those lines regardless of whether they are inside or outside the boundary.

Once again, thank you for your service to Charleston County. For more information on our position, please contact our Government Affairs Director Ryan Castle at (843) 793-5212 or Ryan@CharlestonRealtors.com.

Sincerely,

Owen Tyler
President

5300 International Blvd., Suite C-105
Charleston, SC 29418
Phone: (843) 760-9400
Fax: (843) 760-9410
www.CharlestonRealtors.com

BEACH

DEVELOPMENT

May 22, 2013

Mr. Daniel Pennick, AICP
Director of Planning and Zoning
Charleston County, SC
4045 Bridge View Drive
North Charleston, SC 29405-7464

Re: Kiawah River Plantation – Urban Growth Boundary Revisions

Dear Mr. Pennick:

I have followed the discussion at Planning Committee as well as in the social media, concerning proposed revisions to the Urban Growth Boundary (UGB) as part of the County's 5 year review of the Comprehensive Plan.

There appears to be a belief among many that The Beach Company has requested the revision to the UGB, and further, that The Beach Company will benefit in some way from a revision to the UGB. In fact, The Beach Company has not requested the revision. It has been initiated by County Planning staff. My understanding is that any revision to the UGB as it relates to the Kiawah River Plantation property would simply be a housekeeping matter, intended to more accurately reflect the distinction made between the higher density River Village area and the lower density Rural Residential area as both are described in the approved PDD Plan and the Development Agreement. The Development Agreement and the PDD Plan establish the land uses as well as the densities of the land uses permitted on the Kiawah River Plantation property.

The controversy over the proposed revision to the UGB related to the Kiawah River plantation property is difficult to understand since the area within the UGB is proposed to decrease rather than increase – and since it is mainly a housekeeping matter.

Please contact me if you have any questions, or wish to discuss this matter further.

Yours Truly,



Kevin O'Neill
Vice President, Beach Development

A Division of
THE BEACH COMPANY
Building Traditions Since 1945



Mr. Dan Pennick
Director, Charleston County Planning and Zoning Department
Lonnie Hamilton III Public Services Building
4045 Bridge View Drive
North Charleston, SC 29405

July 17, 2014

Dear Dan:

I understand that Charleston County is currently receiving comments pertaining to its 5-year Comprehensive Plan Update. The Charleston County Park and Recreation Commission (CCPRC) has an interest in the plan, as it has the potential to benefit or impact our parks, programs, and the citizens we serve. Thus, our planning staff attended the County's public Comprehensive Plan workshop on June 16, 2014, at James Island Elementary School. At that meeting we learned that the County has already taken our parks into consideration. However, it is important that the County also consider two other initiatives CCPRC is currently working on: (1) the development of a County-wide Community Wildfire Protection Plan, and (2) the development of a County-wide Comprehensive Trails Plan.

To explain further:

- (1) *Community Wildfire Protection Plan* – CCPRC and our land management agency partners (including U.S. Forest Service, the U.S. Fish and Wildlife Service, South Carolina Forestry Commission, and The Nature Conservancy) plan to collaborate with the Charleston County Fire Chief's Association [CCFCA] and Charleston County's Emergency Management Department toward the development of a Community Wildfire Protection Plan (CWPP).

Through a collaborative process a CWPP helps to identify parts of the County most at-risk for wildfire, and recommends strategies for reducing fire hazard. CCPRC manages over 10,000 acres of parkland, and has concern for protecting residents and residences surrounding our properties. A County-wide CWPP was also identified as a strategy within the Charleston Regional Hazard Mitigation Plan, and the CCFCA has pledged their support for the development of a County-wide CWPP.

- (2) *County-wide Comprehensive Trails Plan* – To enhance our Parks, Recreation, Open-Space, and Trails Plan (2013), CCPRC has collaborated with the local bike and pedestrian advocacy group CharlestonMoves, to define the routing of future trails and greenways for Charleston County and adjacent municipalities. CCPRC has held meetings with area municipalities and regional transportation and planning authorities to further refine routes, and to ensure consideration for local bike and pedestrian plans.

Thus, recognizing that these planning initiatives will serve to benefit the health and safety of Charleston County residents in a variety of ways, we suggest including the following strategies (or similar) in the Charleston County Comprehensive Plan Update to complement strategies already in-place:

Natural Resources Element:

- “As recommended in the Charleston Regional Hazard Mitigation Plan, prepare and adopt a county-wide CWPP with the assistance of local and locally represented land management agencies and organizations, and local hazard mitigation officials, including fire departments.”

Community Facilities Element:

- [Same as Natural Resources Element] “As recommended in the Charleston Regional Hazard Mitigation Plan, prepare and adopt a county-wide CWPP with the assistance of local and locally represented land management agencies and organizations, and local hazard mitigation officials, including fire departments.”

Transportation Element:

- “Recognize that Charleston County Park and Recreation Commission has developed a comprehensive trails plan, to be implemented through the Charleston County RoadWise program. In addition, some municipalities have developed their own bike and pedestrian plans to be implemented through coordination with Charleston County RoadWise.”
- “Ensure that pedestrian and bike access is incorporated on all public roadways, including bridges.”

Thanks in advance for your consideration of these comments. Please let me know if further clarification is necessary.

Sincerely,



Julie Hensley
Director, Planning and Resource Management Division
Charleston County Park and Recreation Commission



4500 Leeds Avenue, Suite 100
North Charleston, SC 29405
www.charlestonchamber.net
p: 843.577.2510

July 15, 2014

Mr. Eric Meyer
Chairman
Charleston County Planning Commission
4045 Bridge View Drive
North Charleston, SC 29405

Dear Eric,

The Charleston Metro Chamber of Commerce Infrastructure Visioning Task Force (IVTF) recently updated the priority list of key infrastructure projects in our region. As chairman of the Task Force, I wanted to inform you that one of the projects we identified as a top priority is the Glenn McConnell Parkway extension.

I am writing today to request the inclusion of the Glenn McConnell Parkway extension into the Charleston County Comprehensive Plan. With the continued growth of the area and the increasing congestion on Highway 61 and Interstate 26, the IVTF and the Charleston Metro Chamber of Commerce believes this is one of our region's most important infrastructure needs. The IVTF supports the CHATS Our Region Our Plan vision of the project that will extend the Glenn McConnell Parkway from its current location, crossing U.S. Highway 17A and terminating at I-26.

Our Task Force views the extension as a major arterial road that will provide an alternative to the congested Interstate 26 corridor for residents of Summerville. The growth west of Summerville is happening now. The addition of two new schools and Mead Westvaco's East Edisto development will increase the pressure on Highway 61 and I-26, highlighting the need for an additional artery for the increase in traffic. Finally, and perhaps most importantly, we believe this extension is critical as it provides a safe evacuation route for residents in the case of a natural disaster.

As you know, our region is growing rapidly, and the existing infrastructure cannot accommodate the needs of our community. We feel that it is vitally important for this project to be included in the Charleston County Comprehensive Plan. If you or members of the Planning Commission have any additional questions, please contact George Ramsey, Business Advocacy Director at the Charleston Metro Chamber of Commerce. George can be reached at 843.805.3116.

Thank you for your consideration of our request.

Sincerely,

A handwritten signature in blue ink, appearing to read "Robby Robbins", is written over a light blue horizontal line.

Robby Robbins
Infrastructure Visioning Task Force Chairman

cc: Dan Pennick, Charleston County Director of Zoning and Planning



Mr. Dan Pennick
Director, Charleston County Planning and Zoning Department
Lonnie Hamilton III Public Services Building
4045 Bridge View Drive
North Charleston, SC 29405

July 30, 2014

Dear Mr. Pennick:

Charleston Moves appreciates the opportunity to comment on the Transportation portion of the Charleston County 5-year Comprehensive Plan Update.

We believe that a bicycle and pedestrian-friendly region is a healthy, active and fun place to live, work and visit. We also believe that our region's growth and the shifting trends of the Millennial generation (less car-centric, more quality of life, health and active-lifestyle interested, more prone to bike/walk) REQUIRE that the Comprehensive Plan reflects an aggressive and serious commitment to alternative transportation plans, and not simply car through-put. We have seen the ink on current and past plans, but the implementation lags.

Charleston Moves primary comment is that it is of utmost urgency for Charleston County to implement a Complete Streets policy in all of its new and retrofit County Transportation projects, including and especially bridges. Complete streets are designed and operated to provide safe access for everyone, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. Charleston Moves advocates that "streets are for people, not just people in cars." This means transportation planners and engineers will be directed to **routinely design and operate the entire right of way to enable safe access for all users on public roads and bridges**, regardless of age, ability, or mode of transportation. This means that **every** transportation project will make the street network better, improve connectivity and make our roadways and bike lanes safer for drivers, transit users, pedestrians, and bicyclists – making Charleston County a better place to live.

Furthermore, we would like to see Charleston County utilize federal dollars and other available funds in a more **proactive** way to create dedicated bikeways, protected bike lanes, and improve signage and safety markings. Too often, even with "complete streets" jargon, bike lanes, sharrows, road diets and traffic calming measures are an afterthought, not a starting point. We urge you to include measures and language in this plan, specifically in Section 3.7.3 (T.3, T.4, T.11, T.17) that emphasize PRIORITY and IMPLEMENTATION regarding "complete streets," protected bikeways, pedestrian access, and so forth.

With the rapid growth which our region anticipates, and in fact, is already realizing, well balanced, safe and connected multi-modal transportation is the answer to our mobility issues.

We appreciate this opportunity to comment on your plan, and will happily provide more specifics if desired or required.

Respectfully,
Stephanie Hunt and Pat Sullivan
Charleston Moves Board Members

Cc: Julie Hensley, CCPRC
Matt Moldenhauer, CCPRC



Berkeley-Charleston-Dorchester Council of Governments

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August 4, 2014

Mr. Eric Meyer, Chair
Charleston County Planning Commission
4045 Bridge View Drive
North Charleston, SC 29405

Dear Mr. Meyer:

The Berkeley-Charleston-Dorchester Council of Governments would like to provide comments regarding planning and zoning activities around Joint Base Charleston for the Charleston County Comprehensive Plan Update.

The relationship between a military installation and the surrounding communities that support its mission is closely interconnected, where decisions made by leadership on both sides may have serious and real consequences for their respective installations and local jurisdictions. Military installations are often critical to regional and state economies, attracting jobs and workers and generating billions of dollars in economic activity and tax revenue (in Charleston the annual impact is over \$3.3 billion). This economic driver in turn increases the demand for housing, public services, and infrastructure. However, as growth occurs and communities develop and expand, they often move closer to military lands, resulting in conflicting development types. This greatly impacts the relationship between installations and their surrounding communities.

Incompatible residential and commercial development patterns are encroaching on Joint Base Charleston. Accident Potential Zones were identified in the Air Installation Compatibility Use Zone (AICUZ) study, prepared by the Air Force in 2004. The AICUZ study report offers guidelines and recommendations for zoning and regulatory changes in an effort to promote compatible land uses in areas subject to high aircraft noise levels and potential accidents around the base. Since local and county governments have responsibility for managing growth and protecting the health and safety of its citizens, they are encouraged to adopt and implement the recommendations in these guidelines.

As part of the implementation of the Joint Base Charleston JLUS, the BCDCOG has begun drafting a model overlay district ordinance for the Accident Potential Zones (APZs) and high noise zones surrounding Joint Base Charleston. The purpose of the overlay district regulations are to help ensure new development will be compatible with the surrounding the military base and protect the safety and welfare of local citizens. The model overlay regulations identify appropriate land uses in each of the APZs, residential densities, site design standards, and review processes. It is anticipated that the model ordinance would be used by Charleston County and



Berkeley-Charleston-Dorchester Council of Governments

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the City of North Charleston to draft and adopt specific overlay districts surrounding the base and airport.

A feasibility study is also currently being conducted to consider establishing a Transfer of Development Rights (TDR) program to help guide incompatible development away from the Accident Potential Zones with a voluntary, market driven system. A TDR program grants a landowner the ability to sell the development of a potential site that is located in an APZ to another landowner, while continuing to maintain ownership of their respective property. These purchased development "rights", as it relates to zoning, may then be transferred from one site to another outside the AICUZ areas. Until a TDR system is implemented, however, overlay zoning regulations would help limit incompatible uses through the traditional regulatory process.

We appreciate your consideration of these comments with the update of the Charleston County Comprehensive Plan. Please feel free to call me at (843) 529-0400 ext. 209 if you have any questions or would like to discuss further.

Sincerely,

Nick S. Pergakes, AICP
BCDCOG Senior Planner

Cc: Dan Pennick, AICP



August 6, 2014

Charleston County Planning Commission
 4045 Bridge View Drive
 North Charleston, SC 29405
 (843) 202-7200
planning@charlestoncounty.org

Re: Comments on the Proposed Comprehensive Plan Five-Year Review

Dear Chairman Meyer,

The Coastal Conservation League (CCL) appreciates this opportunity to comment on the Five-Year Review of the Charleston County Comprehensive Plan (the Plan). CCL is a non-profit advocacy organization with an activist base of more than 10,000 individuals in South Carolina. CCL's mission is to protect the natural environment of the South Carolina coastal plain and to enhance the quality of life of our communities by working with individuals, businesses, and governments to ensure balanced solutions. Overall, the proposed revisions to the Plan appropriately reflect growth in the region as well as efforts to preserve open space and rural areas.

CCL supports many of the proposed edits, including:

- The efforts by the County to achieve consistency with the Urban Growth Boundaries (UGBs) of the City of Charleston and the Town of Mount Pleasant.
- The proposed Parks, Recreation, and Open Space Future Land Use Designation and the use thereof.
- The proposed incorporation of compatible mixed uses and urban agriculture in the definition of Office, Commercial, and Industrial land use categories.
- The inclusion of SCDHEC Critical Areas and the corresponding map.
- The statement to administer and implement the Charleston County Local Comprehensive Beach Management Plan.
- The recommendation to adopt "Complete Streets" policies for publicly owned and maintained streets.
- The recognition that rural areas are not (and should not be) targeted for wastewater treatment. Areas beyond the Urban Growth Boundary (UGB) should be targeted for Septic Maintenance Programs, and absolutely no package plants.
- The entire Energy Element of the Comprehensive Plan, especially inclusion of the Peak Oil issue.
- The proposed definition of rural areas in the Urban Growth Boundary section ("identified by forests, tidal wetlands, and freshwater wetlands ... scenic rural roads...historic buildings and archeological sites indigenous to the Lowcountry"). Please consider adding agriculture to this definition because agricultural uses are considered rural activities.
- Rural Cultural Community Protection Future Land Use Designation: CCL recognizes the need for this new land use designation and supports creation of this Future Land Use Designation specifically for the designated areas to address site-specific issues and encourage historically compact, walkable communities. Our only concern with implementation of this designation is in

its application to other areas of the County, where it may not be needed. Developers may be able to take advantage of or manipulate this type of program to allow for commercial or higher density residential development that is inconsistent with a historically rural area. We understand that there is an approval process in place for application of this designation in other areas of the County and urge staff and County Council to ensure that this type of designation only be applied in communities where the history and sustainability need be protected.

We suggest inclusion of additional strategies in order to strengthen this year's Review:

In the Economic Development element, the plan states that, "Strategic investment in highway infrastructure and public transportation within its business corridors creates exciting new business and job creation opportunities." A new strategy should be to designate land with regional access and access to services and amenities for business uses to support growth of new and existing sectors of employment by using these areas as transit stops/hubs that could redevelop connected transit-oriented development (TOD) areas. Another new strategy should be to develop and maintain a viable and sustainable mass transit to support existing and future-courted economic development activities.

In addition, a new strategy to leverage the interest in local food and farming should be added into this element of the plan. Specifically, the strategy should recognize the importance of planning and zoning with respect to farms and farmland. One of the most progressive and deep-rooted industries in South Carolina—agribusiness and food—is an extremely important economic opportunity. With interest in local food production on the rise, investments in this sector will boost rural economies, as well as public health and quality of life. Any planning decisions that compromise the ability of farmers to farm, farmland to co-exist with neighboring land uses, or food and farm businesses to thrive should be regarded as obstacles to economic development.

In the Natural Resources element, CCL supports the inclusion of the Air Quality discussion, but urges a more thorough analysis of air quality issues by area and the establishment of a plan to deal with these area issues. We suggest a strategy that affirms the county's commitment to adopt the BCD Council of Governments' List of Emission Reduction Strategies, to continue working to meet both federal air quality standards, but also to identify mobile sources problematic to local communities and develop action items to reduce their impacts.

Septic Maintenance Programs are key to protecting water quality as well as shielding rural communities from the overdevelopment associated with sewer lines, while providing clean and safe sewage systems to communities outside of the UGB. This type of program and funding should be specifically listed in the set of strategies, with demonstrable success in the Sewee to Santee corridor. Charleston County may wish to consider applying for funding from the Departments of Commerce's Rural Infrastructure Fund to maintain septic systems in rural communities.

CCL recommends adding a strategy to promote both natural resources and economic development (in both elements) by creating a farm and food assessment that maps the local food shed and the farmland required to support it. Through this process, the county can plan for a more resilient food supply by protecting adequate land and farms in the surrounding region.

In the transportation element, CCL recommends adding a strategy to address alternative transportation plans for Charleston County. This Comprehensive Plan update is an opportunity to think about the future of the neighborhoods, parks, and the greater community and consider what changes to the streets and land uses would meet the most, shared, community goals. Specifically, we urge the County to consider inclusion of alternatives to the proposed I-526 extension, like "New Way to Work" (NWTW). NWTW was created in a study conducted by the engineering firm Glattig Jackson, which submits an alternative to the proposed I-526 extension that is less costly to the environment, taxpayers, and the quality of life in Charleston. NWTW is an alternative to the extension that involves improving the existing network of roads on Johns and James Islands to decrease traffic congestion, and increase walkability and mobility, while preserving the character and natural resources of the communities. The Comprehensive Plan should be a multi-faceted, flexible strategy for the future of the County rather than a rigid, one-dimensional blueprint. We strongly urge Charleston County to integrate alternative solutions to

the growing transportation issues in this area—and not rely solely on extension of I-526. This project has also not obtained all requisite approvals or permits, and therefore the Plan should not solely rely on its construction as a means to address transportation needs in the County.

CCL supports the addition to the Commuter Rail section as proposed by the County and further recommends that a strategy be added to the transportation element to support the study and implementation of alternative modes of transportation throughout the county. The Alternatives Analysis will provide valuable information regarding multi-modal solutions to alleviate traffic demands on the I-26 corridor. The economic and tourism growth in the region coupled with high demand for transportation infrastructure improvements in Charleston County clearly indicate the need for alternative means of transportation—the County’s investment in studying this issue and implementing a strategy for progressive, sustainable infrastructure is essential to the future health of our communities and our state.

Going through the funding recommendations, bike/ped is consistently awarded less funding, which is contrary to solving our future transportation problems. CCL recommends a strategy of increasing annual allocations for “Pedestrian/Bike Projects” to at least \$1 million, using funds from the federal Highway Safety Improvement Program, which conveys money to the state in the form of Highway Safety funds. South Carolina currently utilizes 0% of those funds for bike/ped.

In the Cultural Resources element, CCL supports the creation and inclusion of the Historic Preservation Committee and the pursuit of grant opportunities to update the historical/architectural survey for Charleston County. We suggest incorporating strategies, zoning protections, and ordinances on this topic into the Plan to further strengthen protection of cultural and historic resources.

In the Energy element, CCL suggests including a strategy to address sea level rise and climate change adaptation. Developing an effective adaptation plan will be a critical component of mitigating impacts to the county’s natural resources and economy.

Finally, CCL respectfully suggests the following edits:

In the Land Use element, it would be helpful to reference the 2010 County Council action regarding Designated Management Agency (DMA) status and procedures. This reference should accompany Rural Guideline 21: “Obtain approval of a Comprehensive Plan amendment for the purposes of amending the Community Facilities Element and the County’s 208 Wastewater Service Areas Map and a 208 *Water Quality Management Plan* amendment to allow any wastewater treatment systems other than individual on-site systems prior to submitting applications for development approval. Wastewater treatment systems that are approved as part of Planned Developments do not require amendments to the Comprehensive Plan; however, they may require amendments to the 208 Water Quality Management Plan.”

Also in the Land Use element, CCL strongly supports the inclusion of Protected Properties in this section and the corresponding map—we suggest the document include a list or map of properties protected as bird sanctuaries and other wildlife protection refuges.

- Francis Beidler Forest
- Bird Key Stono Seabird Sanctuary
- Crab Bank Seabird Sanctuary
- Deveaux Bank Seabird Sanctuary
- Cape Romain National Wildlife Refuge
- Ernest F. Hollings ACE Basin National Wildlife Refuge
- Francis Marion National Forest
- Botany Bay Preserve
- Dungannon Plantation
- Santee Coastal Reserve

On page 27 of the Land Use element: For consistency throughout the Plan, rather than deleting the phrase “already developed areas,” CCL suggests the use of the following phrase: “Encouraging compact growth in already developed areas where infrastructure already exists.”

In the Economic Development element, we suggest deleting that “The cruise industry is another facet that is in demand.” As the County is most likely aware, serious and widespread concern exists regarding this increasingly imposing and damaging industry that is growing with little to no mitigation of the negative impacts. There is substantial doubt, as demonstrated by expert opinion, that increasing cruise operations is positive economic development for the Charleston region—it may likely be a detriment to the local economy, the environment, and quality of life for the community, businesses, and other types of tourism.

In the Transportation element, CCL suggests CARTA’s current strategic plan as a reference.

In the Energy element, we suggest including examples of recent successful solar installations, specifically the Boeing rooftop that will generate 2.3 MW and the Santee Cooper project in Colleton County that produces 3 MW of solar energy. Finally, in the Natural Resources element, when Charleston County does an update, we encourage the county to look further into issues of climate change and develop strategies to reduce impacts.

Thank you for the opportunity to comment. Please don’t hesitate to contact me with any questions.

Respectfully,



Natalie Olson
Land Use Project Manager
S.C. Coastal Conservation League
natalieo@sccl.org

Katie Zimmerman (Air, Water, & Public Health)
katiez@sccl.org

Lisa Turansky (Food & Agriculture)
lisajt@sccl.org

Hamilton Davis (Climate & Energy)
hamiltond@sccl.org

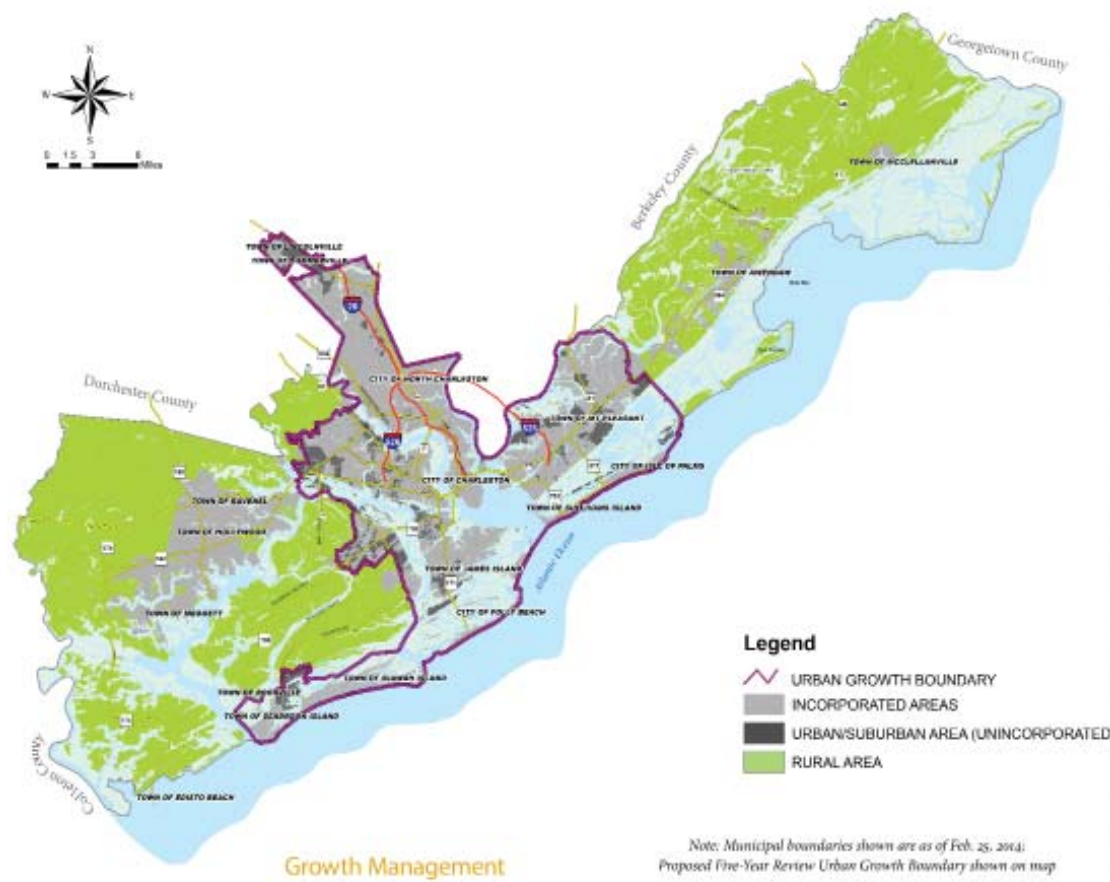
Appendix D: Workshop Boards

The following pages contain images of the workshop boards presented during the June 2014 public workshops.

Land Use Background



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The history of land use planning in Charleston County has evolved over the last few decades. Prior to the adoption of the 1999 Comprehensive Plan, various areas in the County prepared individual land use plans to establish desired visions for their portion of the County. Starting in 1997, the County undertook their first comprehensive planning effort to bring these community level plans together into a consolidated vision for the County as a whole. One of the key themes that was relevant then and which carries forward today is the distinction between the characteristics of the rural landscape and the more urban character of the developed portions of the County.

In the 1999 Plan, a Suburban/Rural Area Edge was established as a tool to delineate the Rural Area from the Urban/Suburban Area of the County. During the five-year review of the Plan in 2003, the Suburban/Rural Area Edge was moved from Brownswood Road to Main Road on Johns Island, placing more of the County in the Urban/Suburban Area. An application to move the Suburban/Rural Area Edge back to its original location was approved in 2004. Over the years, the Suburban/Rural Area Edge came to be thought of as an Urban Growth Boundary (UGB), recognized by the public, the municipalities in the County, and other service providers. The 2008 Plan Update reflected this change in thinking, identifying the delineating line as the Urban Growth Boundary.

Note: Municipal boundaries shown are as of Feb. 25, 2014.
Proposed Five-Year Review Urban Growth Boundary shown on map

Urban Growth Boundary



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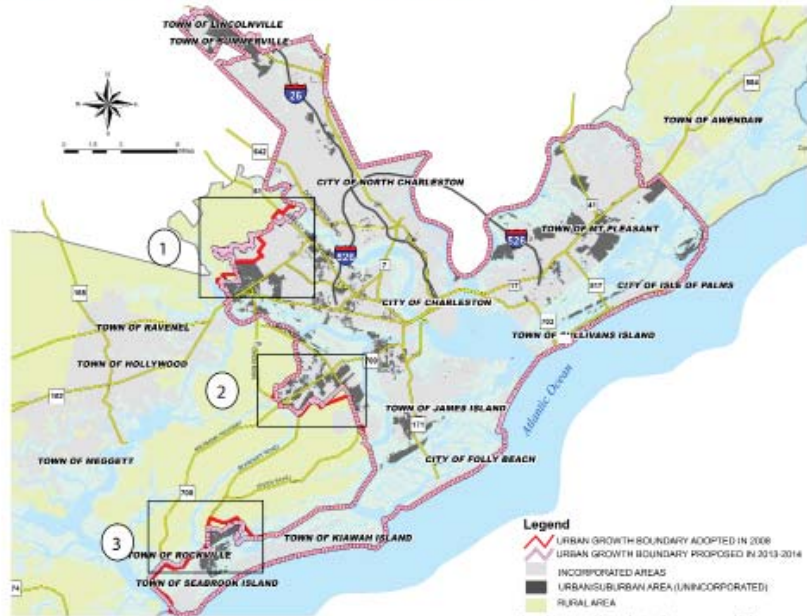
The **Urban Growth Boundary (UGB)** delineates two areas of the County:

- The **Urban/Suburban Area** is located within the Urban Growth Boundary and is characterized by a diverse mix of residential neighborhoods, business/industrial uses, road frontage development, and undeveloped areas. High levels of infrastructure and services and medium to high intensity development exist within the Urban/Suburban Area.
- The **Rural Area** is located outside of the Urban Growth Boundary and is identified by forests, tidal marshes and freshwater wetlands, which dominate the landscape. It is traversed by scenic rural roads and dotted with historic buildings and archaeological sites indigenous to the Lowcountry. Low levels of infrastructure and services and low intensity development exist within the Rural Area.

One of the main focuses of the 2013-2014 Five-Year Review is to review and revise the location of the County's Urban Growth Boundary, as appropriate, for consistency with the urban growth boundaries adopted by the City of Charleston and Town of Mount Pleasant and to better follow parcel boundaries and geographic features. The City of North Charleston has not adopted an urban growth boundary.

County staff coordinated with staff from the City of Charleston and Town of Mount Pleasant to review the respective urban growth boundaries. In some areas, the County proposed revisions to better align with the urban growth boundaries adopted by the two municipalities. In other areas, the County did not revise its Urban Growth Boundary, but encouraged the two municipalities to review their respective urban growth boundaries.

Urban Growth Boundary Changes Proposed in Five-Year Review



Zoomed in maps of the following areas are available at the next board:

1. St. Andrews Area;
2. Northern Johns Island; and
3. Southern Johns Island.

Note: All property owners affected by the proposed changes were notified on May 30, 2014 of public workshops.

Proposed Revisions to the Urban Growth Boundary



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1. ST. ANDREWS AREA



2. NORTHERN JOHNS ISLAND



3. SOUTHERN JOHNS ISLAND



Results of Proposed Urban Growth Boundary Revisions:

- Approximately 1,759 acres (1,249 unincorporated acres) moved from the Urban/Suburban Area to the Rural Area, noted in **green** on maps.
- Approximately 1,212 acres (3 unincorporated acres) moved from the Rural Area to the Urban/Suburban Area, noted in **purple** on maps.

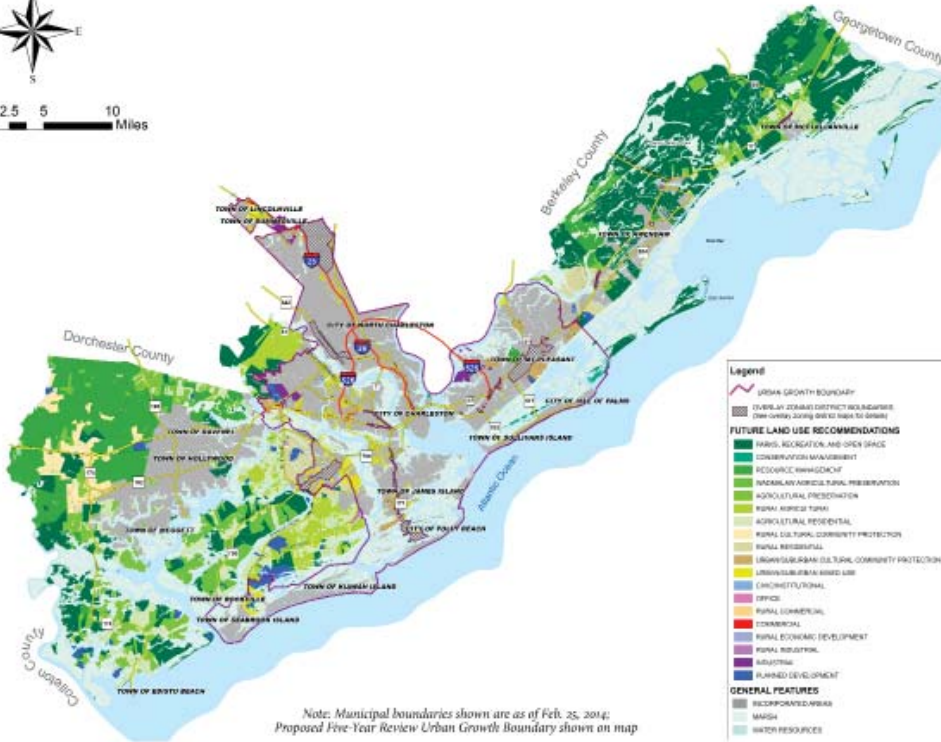
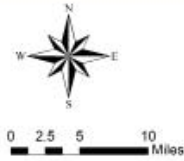
Note: All property owners affected by the proposed changes were notified on May 30, 2014 of public workshops.

Future Land Use Map



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Note: Municipal boundaries shown as of Feb. 25, 2014; Proposed Five-Year Review Urban Growth Boundary shown on map



As part of the 2013-2014 Five-Year Review, some of the future Land Use (FLU) categories are proposed to be revised to be compatible with changing demographic trends and community needs and desires:

Parks, Recreation, and Open Space, a category in the Rural and Urban/Suburban Areas, provides for lands intended to remain in a predominantly natural state; lands that have been protected through permanent conservation easements or are publicly owned that significantly restrict development; and open spaces, green spaces, and parks and recreation.

Rural Area

Rural Cultural Community Protection is intended to protect and promote the culture and unique development patterns of existing communities and sustain their strong sense of community. Future development should be compatible with the existing community and the residential density should not exceed one dwelling per acre.

Urban/Suburban Area

Urban/Suburban Cultural Community Protection replaces the Residential/Special Management category and is intended to protect and promote the culture and unique development patterns of existing, historic communities located within the Urban/Suburban Area. Future development should be compatible with existing land uses and development patterns and the residential density should be a maximum of four dwellings per acre. **Urban/Suburban Mixed Use** combines the existing "Mixed Style Residential" and "Suburban Residential" categories and encourages compatible mixed use development and a general land use pattern that includes a variety of housing types, retail, service, employment, civic, and compatible industrial uses, as well as public and open spaces and linkages to public transit in a walkable environment. Densities of four or more dwellings per acre should be allowed.

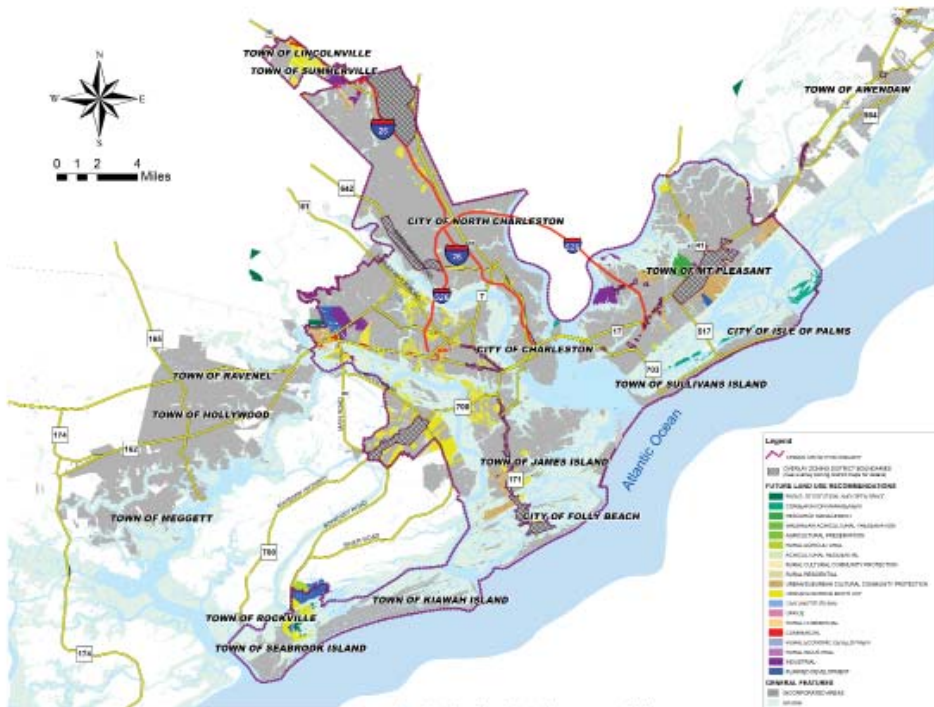
Future Land Use Map

(Urban/Suburban Area Detail)



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Note: Municipal boundaries shown as of Feb. 25, 2014; Proposed Five-Year Review Urban Growth Boundary shown on map



Future Land Use Residential Density

RURAL AREA	
Future Land Use Designations	Residential Density Substitutes
Conservation Management	Consistent with the Natural Resource Management (NRM) District contained in the Zoning and Land Development Regulations Ordinance
Resource Management	1 dwelling per 23 acres
Walden Island Agricultural Preservation	1 dwelling per 15 acres to 1 dwelling per 7 acres*
Agricultural Preservation	1 dwelling per 10 acres to 1 dwelling per 5 acres
Rural Agriculture	1 dwelling per 8 acres to 1 dwelling per 4 acres
Rural Residential	1 dwelling per 3 acres to 1 dwelling per acre
Agricultural Residential	1 dwelling per 3 acres to 1 dwelling per acre
Rural Cultural Community Protection	1 dwelling per 25 acres to 1 dwelling per acre; Not permitted on Walden or Brite Islands

*One acre of a parcel in the Walden Island Agricultural Preservation designation within 1,000 feet of the OCSB 4000 Line has a maximum density of 1 dwelling unit per 3 acres.

URBAN/SUBURBAN AREA	
Future Land Use Designations	Residential Density Substitutes
Residential/Special Management Urban/Suburban Cultural Community Protection	1 to 3.4 dwellings per acre
Suburban Residential/Residential Low Density	2 to 4 dwellings per acre
Mixed Style Residential/Residential Low Density Urban/Suburban Mixed Use	1 to 4 or more dwellings per acre

Land Use Policies



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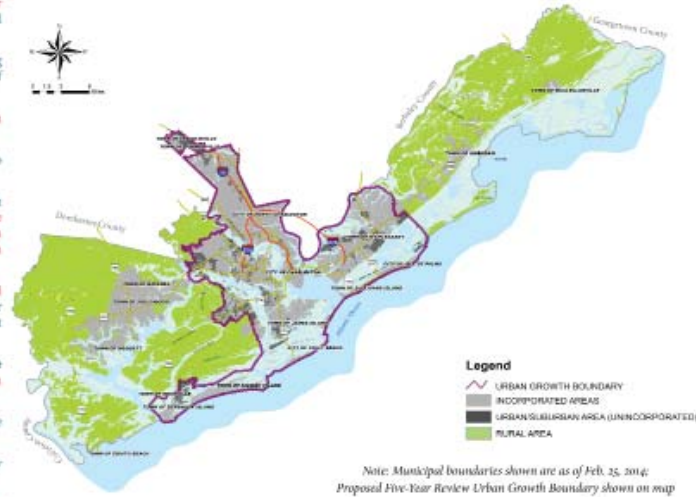
GOAL

Land resources will accommodate high quality growth in a way that respects the unique character of different parts of the County, promotes economic opportunity where appropriate, respects private property rights, is coordinated with the provision of community and public facilities, and protects cultural and natural resources.

STRATEGIES

- LU 1. Protect and enhance the environmental quality of: freshwater and saltwater wetlands and recharge areas; creek, marsh and river front lands; beaches; and access to beaches and waterways.
- LU 2. Implement design character that enhances the quality of development along commercial corridors and establish scenic corridors and establish areas of environmental and cultural significance.
- LU 3. Foster the rural character of land outside suburban communities; the Urban Growth Boundary, encouraging lower density development.
- LU 4. Coordinate land use patterns with housing, employment and retail development to provide communities and neighborhoods where people can live and work.
- LU 5. Encourage compact growth in already developed areas inside the Urban Growth Boundary and in designated business and industrial corridors. Reinforce the location of the Urban Growth Boundary and the criteria to change its location through inter-jurisdictional coordination with the Cities of Charleston and North Charleston, the Town of Mount Pleasant, and service providers.
- LU 6. Support compact growth in already developed areas, redevelopment, and infill of existing vacant sites in inside the Urban Growth Boundary urban areas over development in low growth areas, giving high priority to areas of greatest employment and residential density.
- LU 7. Establish a Council-directed annual work program for the planning department with adequate resources. Continue the Comprehensive Plan implementation initiatives adopted by County Council.
- LU 8. Establish programs and policies which ensure new growth contributes its fair share to the costs associated with growth.
- LU 9. Require that any application affecting County resources be reviewed for consistency with the adopted Future Land Use Plan.
- LU 10. Adopt innovative planning and zoning techniques such as Form-Based Zoning District regulations to authorize a combination of land uses within communities, including residential, service, and employment uses.
- LU 11. Density bonuses beyond the maximum density of the recommended future land use designation may be approved when affordable and/or workforce housing units are included in proposed developments in the Urban/Suburban Area, provided there is no negative effect on the existing community.

Growth Management



Note: Municipal boundaries shown are as of Feb. 25, 2014. Proposed Five-Year Review Urban Growth Boundary shown on map.

Legend
Proposed 5-Year Review Urban Growth Boundary
Proposed 5-Year Review Urban Growth Boundary

Natural Resources



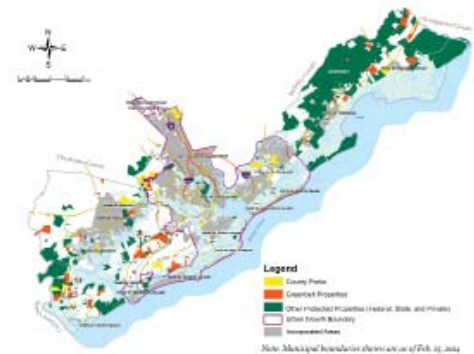
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GOAL

Unique Lowcountry natural resources, such as rivers, creeks, wetlands, aquatic and wildlife habitat, beaches and dunes, groundwater, forests, farmland soils, and air quality will be preserved, mitigated from any potential negative impacts of growth and development, and/or enhanced, where appropriate.

STRATEGIES

- NR 1. Maintain or adopt additional amendments to the Zoning and Land Development Regulations Ordinance to ensure that sensitive and important natural resources are protected prior to, during, and after development activities.
- NR 2. Continue protecting critical and natural resource areas by designating them for very low intensity uses in the future land use recommendations and the Zoning and Land Development Regulations Ordinance.
- NR 3. Promote sustainable, low impact development practices including but not limited to stormwater management, maintenance of vegetative cover, Critical Line buffers and setbacks, and areas; conservation set-asides in development plans and others through special area plans and the Zoning and Land Development Regulations Ordinance.
- NR 4. Promote sustainable development patterns by concentrating high intensity development in the Urban/Suburban Area where public facilities and infrastructure exist and encouraging low intensity development in the Rural Area to protect sensitive and unique natural resources. areas with existing public facilities where transportation and related services are available (the Urban/Suburban Area) and protecting sensitive or unique natural resources, permitting only limited low intensity uses in the Rural Area.
- NR 5. Work with the Charleston County Greenbelt Plan Program and participating non-profit agencies to implement the Comprehensive Greenbelt Plan and provide incentives for protection of natural resources using methods such as conservation easements to place land into permanent protection and provide development incentives such as density bonuses for land set-asides through land development regulations.
- NR 6. Explore the feasibility of establishing a public/private/multi-jurisdictional transfer of development rights program.
- NR 7. Investigate the Fire Wise guidelines and Wild Land Interface Building Code and use these tools to evaluate the Zoning and Land Development Regulations Ordinance for possible amendments to incorporate standards to protect rural residents from the danger of wildfires.
- NR 8. Continue to promote best management practices, including prescribed burning where appropriate, in forest maintenance, timber harvesting and agricultural production.
- NR 9. Continue to support local agricultural and timber operations through incentives such as tax relief initiatives to owners who keep their property in agricultural or timber production through methods such as the Present-Use Value program and voluntary agricultural and forestal areas/communities.
- NR 10. Continue protecting water quality through implementation of the NPDES Phase II Stormwater Management Program.
- NR 11. Charleston County should Work with applicable jurisdictions in the Region, the BCDCOG and SCDHFC to adopt and implement a regional groundwater management plan.
- NR 12. Encourage sustainable landscaping including that includes attractive environments that are in balance with the local climate and require minimal use of fertilizers and pesticides, while at the same time conserving water.
- NR 13. Adopt innovative planning and zoning techniques such as Form-Based Zoning and Multiple-Use Overlay Zoning District regulations to authorize the combination of land uses in compact development patterns.
- NR 14. Continue the efforts of the Charleston County Council Agricultural Issues Advisory Committee to identify ways to foster agriculture, agri-business, and forestry in the County and across South Carolina including but not limited to supporting state and local enabling legislation such as the Tourist Oriented Directional Signage Program and voluntary agricultural and forestal areas/communities.
- NR 15. Administer and implement the Charleston County Local Comprehensive Beach Management Plan as approved by Charleston County Council and SC DHHC-OCRM, adoption pending.



Protected Lands

Note: All other jurisdictional elements as of Feb. 25, 2014. Proposed Five-Year Review Urban Growth Boundary shown on map.

Legend
County Parks
Chartered Properties
Other Protected Properties (Historic, State, and Private)
Urban Growth Boundary
Incorporated Areas

Cultural Resources



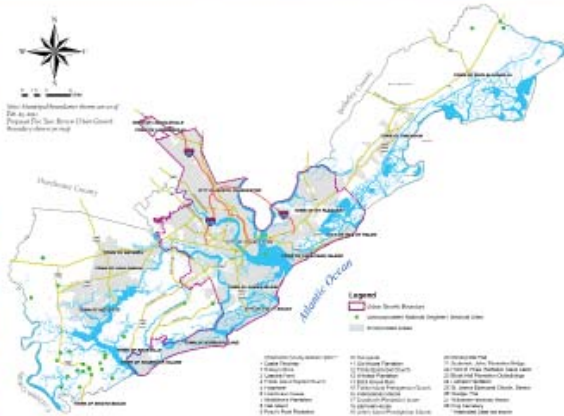
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GOAL

Cultural, historic and archaeological resources, unique settlement patterns of traditional Lowcountry communities (such as historically African-American communities and family settlements), and traditional activities (such as Sweetgrass Basket Making) will be preserved and protected from potential negative impacts of growth and development.

STRATEGIES

- CR 1. Pursue grant opportunities to update the historical/architectural survey for Charleston County, with emphasis on areas not previously surveyed, and promote continued preservation of local historic sites and structures, including applying for federal historic preservation grants, as administered by the South Carolina State Historic Preservation Office.
- CR 2. Review and update where appropriate the existing Support policies, incentives, and plans that encourage historic preservation and protection of cultural and archaeological resources such as the Gullah Geechee Cultural Heritage Corridor, protection ordinances.
- CR 3. Continue completion of the existing historic preservation and archaeological resource area surveys for the portions of the County not included in these or other similar surveys. [note: combined with CR 1]
- CR 3. Maintain a database of archaeological resources, heritage corridors, and historic properties, roads, and landscapes.
- CR 4. Require a historic and archaeological survey for all Planned Development and Form-Based Zoning District requests.
- CR 5. Monitor inventories and studies conducted by other agencies which identify new or recently discovered historic or cultural resources.
- CR 6. Protect rural historic landscapes from development that may be out of character with their inherent rural attributes.
- CR 7. Periodically review Maintain and update development standards that preserve scenic and historic roadways and vistas, to make sure they are consistent with adopted ordinances.
- CR 8. Utilize planning and zoning techniques to protect family historic communities and settlement areas or neighborhoods and other areas of



Sites listed on the National Register of Historic Places

(This map does not include restricted sites)

- cultural significance, utilizing zoning techniques that protect the unique built character of these areas:
- CR 9. Consider possible tax relief initiatives to owners who rehabilitate historically significant property.
- CR 10. Encourage adaptive reuse and rehabilitation of older buildings that complement historic development patterns.
- CR 11. Continue to promote historic preservation in Charleston County.
- CR 12. Adopt innovative planning and zoning techniques such as Form-Based Zoning District regulations to promote and protect cultural and archaeological resources.
- CR 13. Explore options to create a local program to protect locally significant historic and cultural resources.

Legend
Proposed additions shown in red
Proposed deletions shown in blue

Population

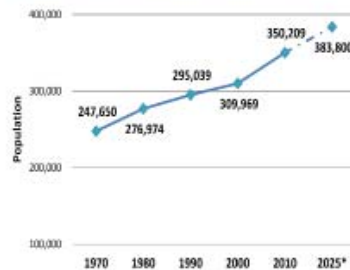


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FIVE-YEAR REVIEW: UPDATED EXISTING CONDITIONS

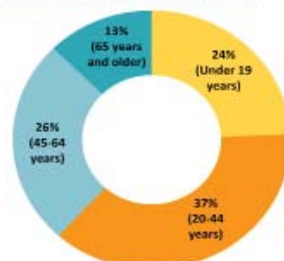
Recent demographic shifts that will affect future policy-making have been occurring at the local and national levels. Populations are increasing, aging, and diversifying racially and ethnically. Charleston County, like much of the South, is experiencing these demographic shifts.

Charleston County Population Growth, 1970-2025



*2025 projection provided by the BCDCDC utilizing data from the SC Office of Research & Statistics. Source: U.S. Census Bureau, American Community Survey

Charleston County Age Distribution, 2011



Source: American Community Survey Five-Year Estimates, 2007-2011

The population is not only increasing in Charleston County, but also in Berkeley and Dorchester Counties. By 2025, the regional population is projected to reach 771,000 residents. As the region grows, planning for current and future residents will be even more critical. As Charleston County is both an employment center and vacation destination, the County must also plan for the daytime residents and tourists that travel here daily.

The general population is aging, and this is no different in Charleston County. In 2011, 39% of the County's population was over the age of 45. Planning for an aging community should emphasize the need for enhanced transportation options, diverse housing alternatives, and increased community facilities and public services.

GOAL

A socio-economically diverse and growing population will be accommodated by Charleston County in an environmentally and fiscally sustainable manner with particular attention to low to moderate income residents

STRATEGIES

- P 1. Monitor population growth trends and demographic shifts as indicators of population change and use this information to guide future updates to the Comprehensive Plan.
- P 2. Continue to monitor and update the Demand Analysis to identify how the County will accommodate growth in the future.
- P 3. Develop land use strategies and implementation measures that address the needs of the aging population.
- P 4. Support a diverse population through land development regulations which accommodate a range of housing, transportation, and employment opportunities.
- P 5. Continue to monitor and evaluate population, and cultural shifts, and national trends for their potential impacts on land use and development patterns.
- P 6. Adopt innovative planning and zoning techniques such as Form-Based Zoning and Multiple Use Overlay Zoning District regulations that focus on the form and mix of land uses in the land use plans to support encourage diverse communities and respect culture and history.
- P 7. Identify new mechanisms (such as social media outlets and innovative community workshops) to engage the County's younger population in the community planning process.

Legend
Proposed additions shown in red
Proposed deletions shown in blue

Housing



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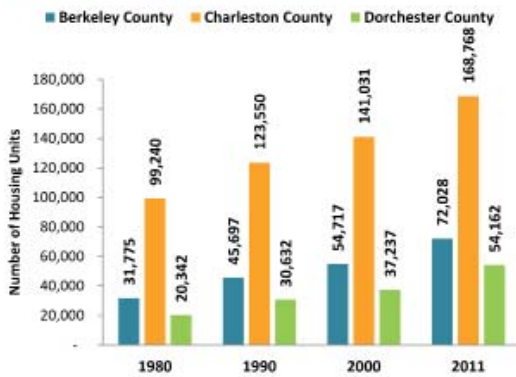
FIVE-YEAR REVIEW: UPDATED EXISTING CONDITIONS

Housing costs and preferences are changing nationwide, and similar trends have been apparent in the Lowcountry. Understanding the County's existing housing inventory and market is critical to planning for the future.

HOUSING STATISTICS

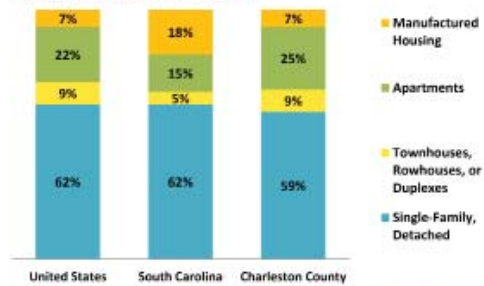
As the region's population has increased, the number of housing units has increased to keep pace. In 2011, 294,958 housing units existed in the region, and 57% of those are in Charleston County.

TOTAL HOUSING UNITS BY COUNTY, 1980-2011



Source: U.S. Census Bureau, American Community Survey, Five-Year Estimates, 2007-2011; Charleston Tristate Association of Realtors Multiple Listing Service (MLS)

HOUSING TYPE DISTRIBUTION, 2011



59% of the County's existing housing is in the form of single-family detached homes. In the future, the housing stock may need to further diversify to meet the needs of current and future residents. Alternative housing types such as townhouses, rowhouses, apartments, and live/work housing can offer more affordable options for residents.

HOUSING TRENDS IN CHARLESTON COUNTY

- **Increasing number of single-person households** - 56,035 households, 39% of all households, were single-person in 2010
- **Increasing home values** - the median sales price in 2013 was \$250,652 compared to \$228,500 in 2012
- **Housing costs are outpacing wage growth** - regional wages have grown almost 20% since 2005; however, the region's average wage is only 85% of the national average wage
- **Changing housing preferences** - increased appeal for renting, down sizing, and living in walkable urban and suburban environments in close proximity to employment and amenities is being seen across the nation.

Housing



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HOUSING GOAL

Quality and housing that is affordable housing will be encouraged for people of all ages, incomes, and physical abilities

HOUSING STRATEGIES

- H 1. Coordinate with adjacent jurisdictions, the Lowcountry Housing Trust SC Community Loan Fund, and other affordable housing agencies in pursuit of supplying affordable housing that is affordable to all residents.
- H 2. Continue to support funding for affordable and workforce housing agencies such as the Lowcountry Housing Trust SC Community Loan Fund.
- H 3. Continue to identify solutions for obstacles to creation of affordable housing in the County Zoning and Land Development Regulations Ordinance, development approval processes, and fee structures. [combined with H 11]
- H 4. Develop incentives in the Zoning and Land Development Regulations Ordinance, such as density bonuses, transfers of density and mixed use development provisions to promote a variety and diversity of diverse affordable housing types options that are affordable to all residents and are located within walking distance to services, retail, employment opportunities, and public transportation, particularly in the Urban/Suburban Area.
- H 5. Continue to allow density bonuses in planned developments and the use of accessory dwelling units in the Rural Area to promote affordable housing that is affordable to all residents, including but not limited to for-low and moderate income households.
- H 6. Establish special management areas to Support existing communities and maintain existing housing stock.



- H 7. Continue to enforce the Building Code and Beautification Section of the Charleston County Code of Ordinances (Ordinance #1227) and coordinate with other jurisdictions to maintain housing stock in a safe and habitable condition that meet all FEMA requirements.
- H 8. Adopt innovative planning and zoning techniques such as Form-Based Zoning District regulations to promote mixed-use developments with diverse housing options in walking distance to services, retail, and employment opportunities.
- H 9. Continue to encourage provision of workforce housing that is affordable to all residents and meets the needs of the diversifying population (e.g., through rental apartments, townhouses, duplexes, and first time home buyer initiatives).
- H 10. Continue to enforce the Residential Building Code to protect the general health, safety and welfare of the population. [combined with H 7]
- H 11. Charleston County should be proactive in promoting affordable housing that is affordable to all residents through incentives and removal of regulatory barriers.
- H 12. Support the findings of local and regional housing studies and implement applicable strategies by adopting amendments to the Zoning and Land Development Regulations Ordinance and coordinating with other County departments, outside agencies, non-profit organizations, and private businesses/industries.

Economic Development



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GOAL

Charleston County will be an integral part of a strong, diverse, and growing regional economy, providing economic opportunities for its citizens and fostering fiscal health for County government services and facilities.

STRATEGIES

- ED 1. Encourage and support initiatives to maintain and improve the business climate through property tax relief, stream-lined regulatory processes, and addition of infrastructure critical to business.
- ED 2. Encourage mixed-use developments in proximity to neighborhoods to provide for business growth and development and to provide retail and personal services to local residents.
- ED 3. Provide **Support** incentives for underutilized commercial centers for redevelopment and re-use that allow for mixtures of residential and non-residential uses.
- ED 4. Designate land with regional access and access to services and amenities for business uses to support growth of new and existing sectors of employment.
- ED 5. Support economic development objectives **within** of the Berkeley-Charleston-Dorchester Council of Governments Region.
- ED 6. Focus **Encourage** Rural Area economic development efforts on agritourism and other employment opportunities that provide jobs for the local population and promote community sustainability.
- ED 7. Promote and enhance agricultural activities in the Rural Area by providing incentives to keep land in active agricultural production.
- ED 8. Support economic development objectives through land use regulations that encourage high quality and affordable housing supplies to support workforce housing opportunities in the County.
- ED 9. Support tourism by continuing to protect valuable historic, natural, and cultural resources through adequate land development regulations.
- ED 10. Continue to highlight the natural and agricultural heritage of the Lowcountry in promotional materials for economic development.



- ED 11. Continue to promote the development and maintenance of all infrastructure including: services, amenities, and transportation networks that support economic development activities. This would include capital improvement plans and coordinated priority investment.
- ED 12. Utilize Intergovernmental Agreements with other municipalities, agencies, and jurisdictions to strategically focus regional resources on prime economic development sites within the County.
- ED 13. Support the enhancement of existing and new businesses through infrastructure funding initiatives, code enforcement and beautification programs.
- ED 14. Support new business and industry initiatives in partnership with state and local governments and private entities. Support further diversification of the Charleston economy and retain existing businesses through the continued business recruitment, retention, and expansion efforts of the Charleston County Economic Development Department and supporting agencies.
- ED 15. Adopt innovative planning and zoning techniques such as Form-Based Zoning District regulations to authorize the combination of land uses within communities, including land uses that facilitate economic development opportunities within and in close proximity to such communities.
- ED 16. Support the strategies for business and talent development, improving the business climate, and job creation, as described in efforts such as Opportunity Next, Accelerate Charleston.
- ED 17. Support the initiatives in regional plans to educate the local workforce (e.g., Our Region, Our Plan).
- ED 18. Support the ongoing initiatives of key allies in the areas of housing, tourism promotion, entrepreneurship, small business, manufacturing, technology, education, workforce development, and business climate improvement.

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Transportation



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GOAL

A transportation system that is coordinated with land use patterns, community character, and promotes alternative ways to move people and goods with an acceptable level of service that supports economic development and maintains a high quality of life.

STRATEGIES

- T 1. Administer and implement the approved roadway improvements detailed in Charleston County Ordinance No. 1324, the Charleston County Half Cent Sales Tax Referendum, adopted in 2004.
- T 2. Continue to require traffic impact studies consistent with the *Zoning and Land Development Regulations Ordinance*.
- T 3. Adopt and administer standards requiring provision of adequate transportation infrastructure including but not limited to:
 - Connecting existing sidewalk and bicycle facilities to proposed road facilities;
 - Adding turn lanes at driveways and intersections;
 - Installing traffic signals; and
 - Widening roads and bridges.

These types of proposed improvements should be made in accordance with the appropriate transportation agency based on traffic impact studies and should be made as a condition of approval for all proposed developments, zoning changes, or special use approvals. Incentives or fee-based programs should also be used to promote transportation improvements. §
- T 4. Create and adopt a major thoroughfare plan including functional classifications as defined by the South Carolina Department of Transportation (SCDOT) and the Charleston County *Zoning and Land Development Regulations Ordinance* and identify planned right-of-way to be set aside for future roadways, sidewalks, and bicycle paths. The *Zoning and Land Development Regulations Ordinance* should provide incentives to dedicate thoroughfares during the development approval process. §
- T 5. Create and adopt a set of access management standards to regulate levels of access depending on the function of the roadway. §
- T 6. Adopt "Complete Streets" policies for publicly owned and maintained streets, which are transportation policies that incorporate aesthetics as well as alternative modes of transportation such as bike lanes, sidewalks and mass transit into the transportation system. §
- T 7. Preserve future transportation corridors and other rights-of-way to reduce future acquisition costs. §
- T 8. Coordinate with all communities throughout the County to develop traffic impact studies. §

- T 9. Mandate that adequate transportation infrastructure be in place prior to, or concurrent with, additional development. §
- T 10. Coordinate transportation strategies with growth management and land use strategies.
- T 11. Promote increased traffic safety along roadways including but not limited to separation of pedestrian and bicycle traffic from motorized traffic, intersection improvements, access management plans such as curb cuts, and lower speed limits.
- T 12. Support and participate in Metropolitan Planning Organization functions, as designated by the Federal Highway Administration and SCDOT.
- T 13. Continue to monitor the status of population evacuation for emergency preparedness for natural or man made disasters.
- T 14. Continue to identify additional ways of financing transportation improvements including the Transportation Half-Cent Sales Tax Program and public/private partnerships.
- T 15. Support the functions of the Charleston County Transportation Committee (CTC).
- T 16. Promote multi-transit opportunities including the improvements at the Charleston International Airport/Air Force Base, State Ports Authority, and maintaining the Intracoastal Waterway.
- T 17. Promote improvements to the mass transit system to move workers to jobs, particularly in under-served areas. Support initiatives and plans to expand and enhance public transportation networks in the Urban/Suburban Area, as this will benefit residents by possibly decreasing transportation costs and providing more transportation options.
- T 18. Promote a transportation network and systems that contribute to a sustainable development pattern for long-term success of Charleston County.
- T 19. Base transportation plan approvals on the projected capacity of various types of transportation facilities to accommodate development of a mix of land uses over time in response to market conditions.
- T 20. Adopt innovative planning and zoning techniques such as Form-Based Zoning District regulations to encourage flexible street design that is context-sensitive and reflects adjacent land uses.

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Community Facilities



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GOAL

Community facilities and services will be provided in a fiscally responsible manner with adequate levels of service and will be coordinated with surrounding jurisdictions and will be linked to land use planning and development decisions so that community facilities and services have capacity for expected growth and are in place when needed.

STRATEGIES

- CF 1. Develop alternatives to ensure that new development contributes its fair share to the costs associated with growth with regard to community facilities and services.
- CF 2. Create a stronger link between capital improvements programming and land use planning.
- CF 3. Take the lead in establishing intergovernmental agreements for the provision of services to the residents of the County consistent with the land use and growth management strategies of this Plan.
- CF 4. Support efforts to provide safe, high quality, adequate supplies of potable water to meet the needs of present and future residents through growth management, land development regulations, and intergovernmental coordination and agreements.
- CF 5. Coordinate with the Berkeley-Charleston-Dorchester Council of Governments to carry out water quality planning responsibilities under Section 208 of the Clean Water Act designating the Rural Area to have primarily individual on-site wastewater disposal and the Urban/Suburban Area to have primarily public sewer service.
- CF 6. Any proposed community based wastewater treatment systems proposed for the Rural Area should be approved by County Council and should be publicly owned.
- CF 7. Continue to implement the Charleston County Solid Waste Management Plan to provide for adequate collection, processing, disposal of solid waste and recycling efforts in an environmentally sound and economically feasible manner to meet the needs of present and future residents. Plan for new and expanded solid waste management facilities and changing technologies including coordinating with adjacent counties.
- CF 8. Support coordination efforts to provide adequate fire protection to all residents and visitors of Charleston County through efforts of the Charleston County Fire Chiefs Association, and shared service agreements, and the Consolidated 9-1-1 Center, and consolidated dispatch and call centers.
- CF 9. Plan for and provide adequate emergency medical care to all residents and visitors of Charleston County as provided by Charleston County Emergency Medical Services and the Consolidated 9-1-1 Center.



Schools



Parks and Boat Landings

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Community Facilities



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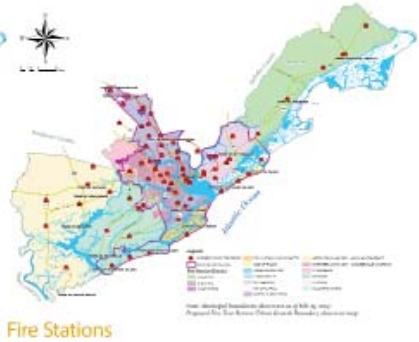
- CF 10. Continue to support and provide quality public safety services to all residents and visitors of Charleston County.
- CF 11. Continue to encourage efforts of the Charleston County School District to coordinate their facilities planning with land use planning.
- CF 12. Continue to support public library facilities and services throughout the County.
- CF 13. Continue to provide government facilities to support County government functions and responsibilities.
- CF 14. Explore opportunities for sharing/consolidating government facilities and services to lower the cost to all residents.
- CF 15. Continue to coordinate and promote Countywide emergency preparedness to handle any emergency.
- CF 16. Continue efforts to provide parks and recreational facilities and services in coordination with the Charleston County Greenbelt Plan Program and the Charleston County Parks and Recreation Commission.
- CF 17. Maintain legislative mandates of the County such as judicial operations and property record maintenance.
- CF 18. Support efforts of the Awendaw Fire Department, and other fire departments to educate the public on the dangers of wildfires and the benefits of controlled burning in forested areas to reduce the chances of uncontrolled wildfires.
- CF 19. Encourage alternative energy sources such as wind and solar energy systems, where appropriate.
- CF 20. Encourage public-private partnerships in infrastructure planning.
- CF 21. Adopt innovative planning and zoning techniques such as Form-Based Zoning District regulations to authorize coordinated and integrated infrastructure planning based on compact and mixed-use land use patterns.



EMS Facilities



Libraries



Fire Stations

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Energy



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GOAL

Promote use of alternative energy sources and energy conservation measures that benefit our communities.

STRATEGIES

- ES 1. Support recommendations of other elements in this Plan that reduce energy demand and promote energy efficiency.
- ES 2. Facilitate educational outreach, training and technical assistance to promote energy efficiency and the use of alternative energy sources.
- ES 3. Utilize existing state, federal, and non-profit resources such as the South Carolina Energy Office, and ENERGY STAR to promote energy efficiency and renewable energy sources.
- ES 4. Conduct an energy audit for all County facilities (existing, undergoing renovation, and under design) and implement the recommended cost effective improvements.
- ES 5. Evaluate all County operations to promote energy efficiency and reduce energy consumption.
- ES 6. Convert the County fleet to more fuel-efficient vehicles over time.
- ES 7. Evaluate the impact on vehicle miles traveled (VMTs) for both County residents and employees. Consider performing a cost/benefit analysis of having County facilities and services in centralized areas as compared to having more satellite facilities to bring services closer to residents.
- ES 8. Expand the provision of online services, where practical, to reduce or eliminate the need for the public to travel to County facilities.
- ES 9. Develop a County policy on telecommuting policy for County employees when it is a viable management work option to reduce VMTs by employees commuting to and from work.
- ES 10. Provide support facilities at County buildings to promote walking and cycling to work. Support facilities may include, but are not limited to, bike racks, lockers, changing areas and showers.
- ES 11. Streamline and reduce government barriers to facilitate green building design.
- ES 12. Adopt a voluntary approach to promoting green building code standards.
- ES 13. Adopt a voluntary approach to promoting sustainable landscaping that aids in energy conservation such as strategically planting trees around buildings and parking lots for shade and as windbreaks to help reduce cooling and heating costs.

- ES 14. Support weatherization programs, such as the Weatherization Assistance Program offered throughout the U.S. Department of Energy, and local agencies who are implementing these programs. Weatherization techniques such as those listed below can lower utility bills in existing older homes and in new construction:
 - Adding insulation to attics/walls;
 - Weather stripping doors and windows; and
 - Using insulating foam on pipes and electric outlets.
- ES 15. Analyze development regulations to remove any unnecessary regulatory barriers that deter local renewable energy generation.
- ES 16. Provide standards for solar collectors and wind generators as accessory uses in the Zoning and Land Development Regulations Ordinance.
- ES 17. Monitor state and federal legislation that promotes energy efficiency and renewable or alternative energy sources such as net metering legislation that would allow those that produce alternative energy (e.g. wind and solar) to sell excess generated electricity back to the grid.
- ES 18. Support individuals, farmers and organizations involved with local food production and implement the strategies developed by the Charleston County Council Agriculture Issues Advisory Committee to promote agriculture in the area. Examples include but are not limited to supporting the following:
 - Agricultural education (all levels);
 - Food to School programs;
 - Agri-business incentives;
 - Local farmers markets;
 - Community gardens; and
 - Food Co-ops.
- ES 19. Monitor and support planning efforts that are exploring explore the feasibility of commuter rail service, light rail service and bus rapid transit service within the Urban/Suburban Area of the County.
- ES 20. Adopt land use regulations that allow clustered development, interconnectivity and walkable communities at higher densities near accessible transportation corridors and nodes.
- ES 21. Adopt land use regulations that allow the establishment of electric vehicle charging stations where feasible.
- ES 22. Adopt policies and regulations that encourage more efficient and cost effective use of existing energy sources.

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Priority Investment, Implementation and Coordination



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OVERVIEW

In 2007, the South Carolina Priority Investment Act (the Act) was passed by The General Assembly to address affordable housing and transportation issues and to create a formal process for inter-jurisdictional coordination. The Act required two new elements be included in Comprehensive Plans, the Transportation Element and the Priority Investment Element. The primary intent of the Priority Investment Act is to better coordinate the funding of necessary public facilities with available resources and adjacent jurisdictions through implementation strategies. The significant challenge in meeting the requirements of The Act is the multi-jurisdictional nature of planning and public service provision in the County. As detailed throughout this Plan, many jurisdictions and agencies are involved in the provision of services and growth management in Charleston County. The multitude of service entities operating in the County requires extensive coordination.

Since its adoption in 1999, the Charleston County Comprehensive Plan has included an Intergovernmental Coordination Element with the goal of promoting regional cooperation and coordination in areas of mutual concern for Charleston County, internal municipalities, and its neighbors. The Intergovernmental Coordination Element has been expanded and included in this Plan as the Priority Investment, Implementation, and Coordination Element. The approach to priority investment in Charleston County includes:

1. Strategies for ongoing coordination with adjacent jurisdictions, service providers, and other agencies;

2. Four major implementation initiatives including an Implementation Work Plan; a Capital Improvements Plan, Fiscal Impact Analysis, and Funding Options; Inter-jurisdictional Coordination; and Rural Preservation; and
3. An implementation toolbox.

The four major initiatives for implementing this Plan prioritize the actions the County will take in an effort to coordinate land use, transportation, community facilities and economic development. The primary components of these initiatives include the development of a Capital Improvements Plan and the coordinated provision of public services and facilities.

The Priority Investment, Implementation, and Coordination Element prioritizes the implementation actions for the County over the next ten years through strategies, implementation work plan, implementation initiatives and an implementation toolbox. The strategies and the implementation initiatives are intended to lay the groundwork for the implementation actions necessary to meet the goals of this Plan.

Future planning efforts should be approached by affirmatively answering as many of the following questions as possible to be consistent with the intent of this Comprehensive Plan. Does the proposed plan:

- Coordinate land use with the Urban Growth Boundary policies including Rural Preservation?
- Include mixed-use centers?
- Encourage affordable and workforce housing?
- Promote sustainable development practices?
- Follow community form and quality standards?
- Integrate transitional standards?

Priority Investment, Implementation and Coordination



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STRATEGIES

- PI 1. Prepare a Fiscal Impact Analysis to evaluate the cost of providing public services and infrastructure to new growth in the unincorporated county and across jurisdictions where the County is a major service provider.
- PI 2. Prepare and update a five to ten year Capital Improvement Plan that includes funding options and coordinates with the land use and transportation elements of the Comprehensive Plan.
- PI 3. Review and update the *Zoning and Land Development Regulations Ordinance* to ensure these standards/regulations reflect the recommendations of the Comprehensive Plan Elements including but not limited to **infill development within the Urban Growth Boundary**, rural preservation, development quality, resource protection, housing affordability, and economic development.
- PI 4. Organize and carry out specific area plans in a coordinated **Coordinate** efforts to address specific planning issues involving Charleston County including, **but not limited to:**
 - Developments of County Significance;
 - Consistent land use plans and architectural standards among adjacent jurisdictions;
 - Consistent commercial corridor overlay zoning districts among adjacent jurisdictions;
 - **Implementing the goals and strategies contained in the Berkeley-Charleston-Dorchester Housing Needs Assessment; and**
 - Provision of transportation alternatives among jurisdictions.
- PI 5. Seek agreements with water providers, Designated Wastewater Management Agencies, and agencies providing wastewater treatment that will:
 - Establish service area limits in support of the regional land use pattern adopted in the Charleston County Comprehensive Plan.
 - Establish designated wastewater management agencies for unincorporated areas of Charleston County.
 - Require that any wastewater treatment systems other than individual on-site systems in the Rural Area be approved by County Council as a Comprehensive Plan amendment and be approved by the BCDCOG as an amendment to the Section 208 Water Quality Management Plan. Wastewater treatment systems that are approved as part of Planned Developments or Form-Based Zoning Districts or Development Agreements do not require amendments to the Comprehensive Plan; however, they may require amendments to the 208 Water Quality Management Plan.
- PI 6. **Work with municipalities to develop agreement on Reinforce** the location of the Urban Growth Boundary and the process and criteria to change its location through interjurisdictional coordination with the Cities of Charleston and North Charleston, the Town of Mount Pleasant, and other service providers in support of the regional land use pattern adopted in the Charleston County Comprehensive Plan.
- PI 7. Develop a Council directed prioritized annual work program for all County operations

and agencies that includes allocation of appropriate resources. This annual work program should be completed as part of the budget process. **Continue the Comprehensive Plan implementation initiatives adopted by County Council.**

- PI 8. Continue to coordinate with municipalities in the County to achieve consensus on regional issues and strategies to address regional issues in an effort to ensure long-term consistency and compatibility between County and municipal plans.
- PI 9. Continue coordination with Berkeley County, Dorchester County, and Colleton County to plan concurrently and compatibly, with particular attention to the regional implications of decisions regarding transportation system improvements, solid waste disposal, detention centers, and the extension of public sewer and water services.
- PI 10. Advocate for coordinated public facilities and services necessary to support the regional land use pattern adopted in Charleston County.
- PI 11. Continue coordinating with SCDOT and BCDCOG to enhance transportation planning in Charleston County, focused upon the following:
 - Identification of roadway improvements in future updates of the CHATS Plan and the Five-Year Transportation Improvement Plan (TIP) that support the development pattern in the Charleston County Comprehensive Plan.
 - Long-term planning for state highways that supports the goals of the Charleston County Comprehensive Plan.
 - Design of state highways that supports the goals of the Charleston County Comprehensive Plan.
 - Funding implementation of the adopted CHATS Plan.
 - Actions to enhance transit use and funding implementation of the CHATS Long-Range Public Transportation Plan.
- PI 12. Continue Emergency Planning coordination with Berkeley County, Dorchester County and the South Carolina Emergency Preparedness Division to adequately plan for hurricanes and other possible natural and man-made disasters.
- PI 13. Coordinate land use planning with the Charleston County School District.
- PI 14. Continue efforts to develop a regional database sharing Geographic Information System (GIS) data among municipalities, counties, the BCDCOG, and state and federal resource management agencies, and other relevant stakeholders.
- PI 15. Provide for allowances in the *Zoning and Land Development Regulations Ordinance* for potential new energy and sustainability endeavors.
- PI 16. Encourage long-term public-private partnerships in land use, housing, economic development, and infrastructure planning.
- PI 17. Adopt innovative planning and zoning techniques such as Form-Based Zoning District regulations to implement the Form-Based Zoning District strategies for each Element of this Comprehensive plan.

Major Implementation Initiatives



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IMPLEMENTATION WORK PLAN

Priority Recommendations for Major Planning Efforts

Area	Recommended Time Frame*	Intergovernmental Coordination
Reinforce the location of the Urban Growth Boundary	1-2 Years	City of Charleston, City of North Charleston, Town of Mount Pleasant, and other service providers.
Proposed Spring Grove Development (University East/East)	1-2 Years	Towns of Hollywood, Myrtle, and Berwick

Priority Recommendations for the Urban/Suburban Area Review

Area	Recommended Time Frame*	Intergovernmental Coordination
Implementation of the Urban/Suburban Future Land Use Designation	1-2 Years	All municipalities within the Urban Growth Boundary
Consistency Review	1-2 Years	All applicable jurisdictions

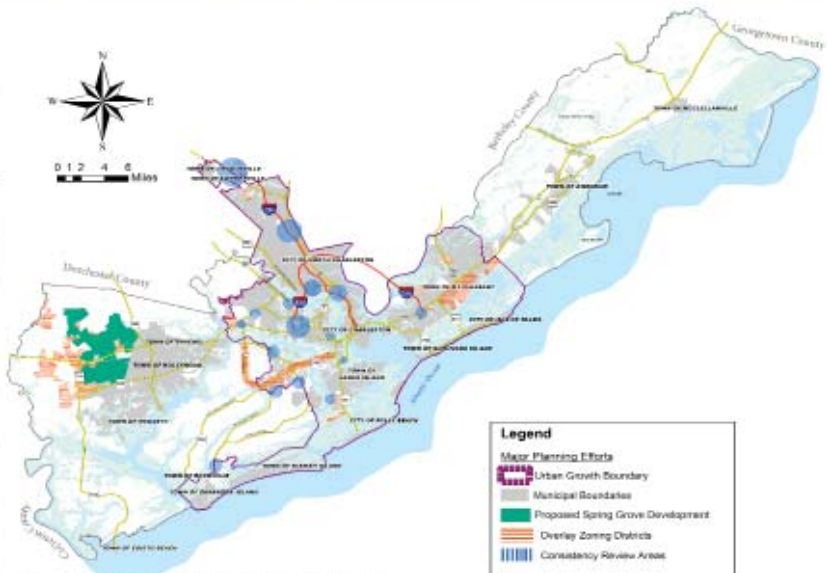
Priority Recommendations for the Rural Area Review

Area	Recommended Time Frame*	Intergovernmental Coordination
Implementation of the Rural Residential Future Land Use Designation	1-2 Years	City of Charleston and Town of Mount Pleasant
Consistency Review	1-2 Years	All applicable jurisdictions

Priority Recommendations for Overlay Zoning Districts

Area	Recommended Time Frame*	Intergovernmental Coordination
Maybank Highway Corridor Overlay Zoning District (in consistency with the Urban Island Plan and extension onto James Island)	1-2 Years	City of Charleston
Main Road (River Road to Maybank Highway) including Richard Road	1-2 Years	City of Charleston
Mount Pleasant Overlay Zoning District - Georgetown Road Stand-Separate Consideration Area	1-2 Years	Town of Mount Pleasant
Urban/Suburban Area Cultural Community Protection Overlay Zoning District	1-2 Years	Applicable jurisdictions and service providers
Rural Area Cultural Community Protection Overlay Zoning District	1-2 Years	Applicable jurisdictions and service providers

*Time frame conditional based on availability of adequate resources, to be directed and reviewed annually by County Council.



Note: Municipal Boundaries shown are as of Feb. 25, 2014; Proposed Five-Year Review Urban Growth Boundary shown on map

Special Planning Areas

Next Steps



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Following the adoption of amendments to the Comprehensive Plan (to implement the findings of the five-year review), Charleston County will begin working on the Implementation Work Plan.