
PUBLIC COMMENT SUMMARY REPORT

MAYBANK HIGHWAY AND MAIN ROAD ZONING PROJECT

PREPARED BY:

CHARLESTON COUNTY ZONING & PLANNING DEPARTMENT

4045 BRIDGE VIEW DRIVE

NORTH CHARLESTON, SC 29405

843-202-7200

PLANNING@CHARLESTONCOUNTY.ORG

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Overview

The Charleston County and City of Charleston Planning Departments have begun a collaborative planning effort to create consistent land use, zoning, and development requirements for the Maybank Highway Corridor on James Island, and the Maybank Highway and Main Road Corridors on Johns Island. The current Maybank Highway Corridor Overlay Zoning District was adopted by County Council as part of the Zoning and Land Development Regulations Ordinance enacted on November 20, 2001. The overlay zoning district is intended to create a commercial corridor that is well planned and attractive through the implementation of traffic safety measures and consistent and coordinated design standards between the County and the City of Charleston. It is important to note that while Maybank Highway (SC 700) and Main Road (S-20) are maintained by SCDOT, historically the Charleston County Government, City of Charleston, and SCDOT have worked together to improve safety and traffic flow along these corridors. Since the last review of the overlay zoning district in 2006, many changes affecting the Maybank Highway Corridor have taken place, including the City of Charleston adopting the Johns Island Community Plan in 2007. Additionally, the Charleston County Zoning and Planning Department maintains an Annual Work program approved by County Council. Two important projects listed in this program are to “Review and revise the Maybank Highway Corridor Overlay Zoning District in coordination with the City of Charleston” and “Create an Overlay Zoning District for Main Road.”

As a means of kicking-off the overlay review project, the Charleston County and City of Charleston Planning Departments held community meetings, held on both James Island and Johns Island. The purpose of the first these community meetings was to present the proposed zoning district overlay boundaries for each of the corridors and solicit feedback through a community survey, comment cards, and a public comment session. The July 30 meeting was organized to focus on James Island and the July 31 and August 23 meetings were centered on Johns Island. Discussions at all three meetings focused on the Maybank Highway Corridor, included a review of existing land uses and zoning, and the goals of creating a new James Island Maybank Highway Overlay Zoning District, amending the current Maybank Highway Overlay Zoning District, and creating a new Main Road Overlay Zoning District. The August 23 meeting also covered the topics from the initial Johns Island meeting, but took a much more general look at Johns Island as a whole, discussing additional projects and areas of concern beyond Maybank Highway and Main Road, in response to questions from the July 31 meeting.

1	Lowcountry Senior Center 865 Riverland Dr, Charleston, SC 29412 Monday July 30, 2018 6:00pm 88 attendees
2	Berkeley Electric Cooperative 3351 Maybank Hwy, Johns Island, SC 29455 Tuesday, July 31, 2018 6:00pm 120 attendees*
3	St. Johns High School 1518 Main Rd, Johns Island, SC 29455 Thursday, August 23, 2018 6:00pm 161 attendees

*the number of attendees was limited by the Fire Marshal; an additional 136 citizens were unable to view the presentation, therefore, a third meeting was held on August 23, 2018.

As part of the initial public input process, two community surveys were conducted during the month of August 2018; one specifically tailored to the Maybank Highway Corridor on James Island, and one specifically tailored to the Maybank Highway and Main Road Corridors on Johns Island. The surveys were made available in paper at each of the community meetings, as well as online on the Charleston County Planning Department's Maybank Highway and Main Road Overlay Zoning Project webpage. A total of 827 James Island Community Surveys were completed and a total of 1,725 Johns Island Community Surveys were completed.

Although citizens were encouraged to complete the appropriate survey as a means of making their concerns heard, comment cards were also available to all that attended the three public workshops. Sixteen comment cards were completed and returned at the James Island Public Workshop and twenty-two were submitted at the Johns Island Public Workshops. An example of these cards can be seen in *Figure 1*. The results of these comment cards have been incorporated into this report.

The Charleston County Planning Department received fifteen phone calls regarding the overlay project and the City of Charleston received around six, the majority of which were general inquiries about the content of the community meetings. In addition, a few letters were received by the Charleston County Planning Department regarding specific properties.



COMMENT CARD MAYBANK HIGHWAY AND MAIN ROAD ZONING PUBLIC WORKSHOP BERKELEY ELECTRIC COOPERATIVE JULY 31, 2018	
<u>Contact Information</u> Name: Mailing Address: Phone: Email:	Write your Comment(s) here use back if needed: <div style="border: 1px solid black; height: 150px; width: 100%;"></div>
<u>Property Information (if applicable)</u> Property Address: TMS#: Current Zoning:	

Figure 1

Survey Results

James Island- Summary

The James Island Maybank Highway Corridor Community Needs Survey was available from July 30, 2018 through August 31, 2018, to be completed either online or in paper form. The survey had a total of 827 responses. 82.2% of the respondents currently live on James Island, and 66% of respondents were female. *Figure 2* reveals that the majority of respondents have lived on James Island for more than 20 years, although answers to the question were quite diverse, with the second most common response being only 1-5 years. Additionally, how often the respondents travel on Maybank Highway varies greatly, see *Figure 3*. 61.3% of those that completed the survey have experienced drainage issues or flooding at their home or work.

How long have you lived on James Island?

805 responses

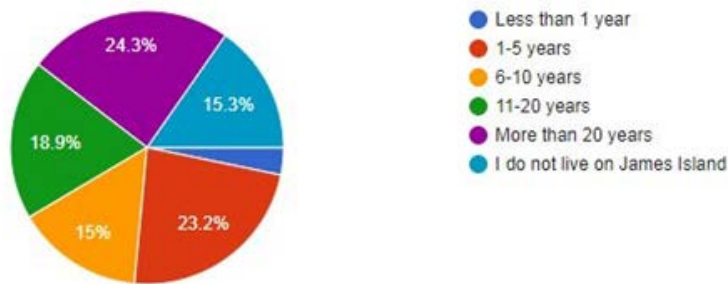


Figure 2

How often do you travel Maybank Highway on James Island?

824 responses

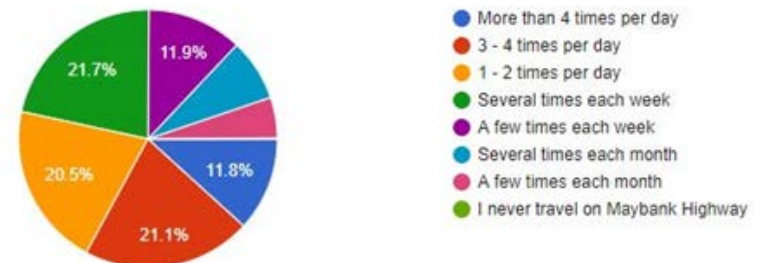


Figure 3

Most of those that completed the survey, 92%, indicated they do not see a need for more residential development on the James Island portion of Maybank Highway. Nearly half of the respondents found the quality of residential development to be average (*Figure 4*). No one that responded indicated they believe the quality of residential development to be exceptional.

Almost 77% of respondents also do not see a need for more commercial development or redevelopment on the James Island portion of Maybank Highway. Most respondents found the quality of commercial development to be average. *Figure 5* depicts the types of commercial signage that respondents found to be most appropriate.

Almost 68% of respondents did not see a need for more civic and institutional development on Maybank Highway, although the majority identified parks and museums and nature exhibits as needed types of development.

A little more than half of respondents said that they do not ever walk along Maybank Highway. The most common reasons for

What is your opinion of the overall quality of residential development on Maybank Highway on James Island?

813 responses

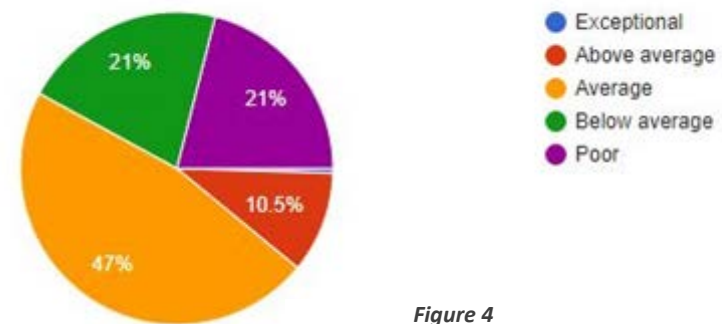


Figure 4

Select the types of commercial signage you feel are most appropriate for Maybank Highway on James Island

800 responses

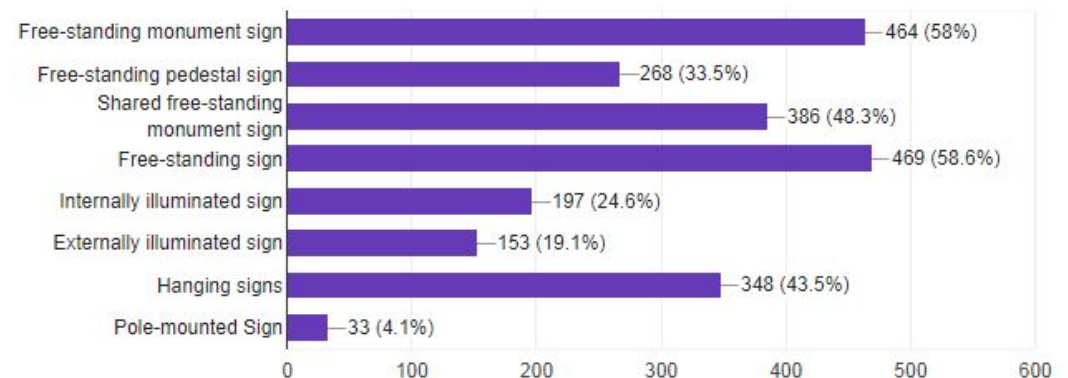


Figure 5

If you do not use public transportation, would you use it if it were more reliable and easier to access?

811 responses

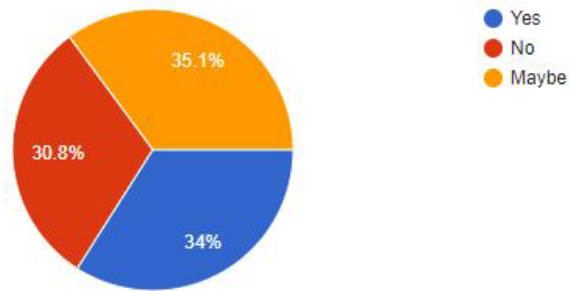


Figure 6

not walking were cited as: automobile traffic/personal safety; unsafe intersections; and no sidewalks. Additionally, the majority of respondents, 79.3%, say that they do not ever bike along Maybank Highway. The respondents point to some of the same issues that prevent them from walking: automobile traffic/personal safety and unsafe intersections, as well as no bike lanes. 97.8% of respondents do not use public transportation, but *Figure 6* reveals that many would consider using public transportation, if it was more reliable and easier to access.

When asked what the most important issues concerning James Island are, the results reveal the top responses to be: road conditions and congestion (64.5%) and drainage and flooding (56.1%). The preservation of the natural environment and quantity of land development were also considered important concerns, with 42.8% and 38.4% of respondents selecting this as one of their top three priorities, respectively.

James Island- Themes

The completed James Island Maybank Highway Corridor Community Needs Surveys reveal a major concern to be the safety of pedestrians and bikers along Maybank Highway, and the desire to create better connectivity between existing points of interest. Residents want to see Maybank Highway become more walkable. Additionally, respondents are concerned about the aesthetics of the corridor, with the desire to thoughtfully incorporate green space. The flow of traffic was another major concern expressed by the respondents, along with infrastructure improvements to address flooding and drainage issues. The residents did not show much support for new residential or commercial development along Maybank Highway.

The last question of the James Island Maybank Highway Corridor Community Needs Survey read as follows, “In 50 words or less, describe your ‘vision’ of an ideal Maybank Highway Corridor on James Island.” From the 580 responses received to this question, common themes became evident. Each of these themes can be explored below, with a selection of supporting verbatim comments included in quotation marks. An asterisk indicates the comment can be tied to multiple themes. A comprehensive list of all of the responses is available online at Charleston County’s Maybank Highway and Main Road Overlay Zoning Project webpage: (<https://www.charlestoncounty.org/departments/zoning-planning/projects-maybank-main.php>).

Safer roads integrated with alternative modes of transportation (bike paths, pedestrian ways, etc.)

“A road that provides a manner of travel other than automobile that is safe for all. We have sidewalks in this section but no bike lanes and there is virtually no undeveloped land left save for a couple of lots so it’s developed out (in my mind). Changes to the intersection at Riverland and Maybank to make it safer or better yet, changes in driving behavior in that area - ie. law enforcement of speeding limit along Maybank going onto Johns to curb the attitude of trying to “beat the traffic” to get to Johns Island. Aggressive driving has taken over this town. Retain some southern character of the island so that the residents can enjoy what we have without our enjoyment of our surrounding community being impeded by out of state developers.”*

“Ideally we as a community need to realize that the issue are the amount of cars on the road and conditions of these roads, intersections and signage. If we invest in a great public transportation system like every other growing city has then we can enable all of our community to feel comfortable using it.”

“Safe, lowered traffic congestion, less residential development, intersections for pedestrians and bicycles between shopping/eating areas.”

“One that accommodates busy vehicle traffic and safe options for pedestrians and bicycles.”

“I believe the Intersection at Riverland Drive should be improved for safety reasons. I like the current mix of businesses on Maybank. We do not need more high density residential development along Maybank. Sidewalks are needed and possibly a stoplight near the Movie Theater.”*

"Additional lanes for traffic with bicycle lanes and appropriate traffic signals. For example traffic signal at Maybank and Riverland needs serious upgrade to at least include left turn signals. Too many vehicle accidents and even fatalities occur there. The entrances to Riverland Terrace off Maybank could use some reengineering to increase visibility and improve flow of traffic."

"Easy safe access for vehicles, pedestrians, and bicyclists to restaurants, shops, and other businesses with no nuisance flooding issues."*

"Better biking and walking safety and no more multifamily residential development!"*

"A complete street with bike lanes, cross walks, and traffic calming. Maybank is currently terrifying as a pedestrian if you want/need to cross the street."

"A more visually attractive ingress/egress to James Is from West Ashley & Johns Is. Safer, slower traffic which allows for bike & pedestrian traffic as well."*

"Pedestrian friendly and family friendly."

"We NEED bike lanes. Would like to see the new corridor prepare for a future of more bike lanes on James Island, we can access the entire island by bike, just think of how many cars could be off the road."

"Safe for pedestrians and autos. Adequate parking availability."

"Smart flowing traffic with "hidden" shopping centers. Bike and pedestrian lanes with well-marked evacuation routes during hurricanes. More established mass transit."

"I live in the Riverland Terrace neighborhood on James Island and recently welcomed a baby. Now that I have a child, I am terrified to take her on Maybank Highway to the Pour House (farmers market) or to LB's ice cream shop. We either do not go to these establishments anymore, or we get in the car and drive, even though it is well within walking distance. My ideal vision would be similar to the work done in Avondale- a road partition to help ease traffic, sidewalks, and safe intersections so that we can enjoy the wonderful, family friendly establishments that already exist on Maybank Highway."

"A more pedestrian friendly environment where walking is encouraged- businesses experience more walk in traffic. Empty or older buildings are refurbished and repurposed, NO MORE STORAGE FACILITIES. There must be a turn signal light turning onto both directions of Riverland Dr from Maybank and perhaps a reduced speed limit here. How do golfers ever cross the street at the Municipal Golf Course?"*

"Wider Sidewalks and Shared Bike Access with Mixed Use Development Fronting a boulevard with trees in the medians."*

Well-designed and aesthetically pleasing development that considers the natural environment, with a particular interest in mixed-use development

“Residential uses should be buffered from the street, parking should be in the rear. Areas where commercial zoning backs to residential zoning should have rear buffer requirements. Set design guidelines for the district that relate to Lowcountry architecture: not "generic" and not homogeneous. Make offsite improvements within the overlay a requirement of development, including capturing all stormwater on site. Reduce parking requirements and accept ULI Shared Parking Studies based on surrounding uses.”*

“Well maintained roads and landscape, nicer architecture that has some character/ charm.”

“We need to have more zoning restrictions that create both commercial and residential that has consistency and creates community that is walkable, bikeable and adds character long term. Don’t allow buildings if they don’t flow with the look and feel and enhance the islands. We bow too much to developers for financial benefit rather than preserving what made it special and unique to begin with. If you can’t see yourself there in 10 years because of over development then do something to stop it!”

“Less clutter and more attractive buildings/projects.”

“Free flowing traffic, little construction, attractive buildings and businesses.”*

“Small scale, moderate setback, 2.5 story max, with residential over commercial. Less stucco, more siding. Shared parking in the back. Uses with range of operating hours. Trees.”

“With green space and trees a Mix of residential and commercial.”

“Development needs to be part of a larger and more cohesive plan. The condos behind the Harris Teeter are appalling as they were conceived with no care to easy ingress/egress. There is also no appealing way to walk along Maybank & reduce traffic. Why sit in traffic for 20 minutes when you can walk there?”*

“High quality integrated commercial mixed use developments. High quality public transportation and pedestrian network.”*

“Quaint, with nice flow. Appealing signs but not overly large. Brick sidewalks, not overly congested. No large buildings or strip malls. Maybe a single apartment complex, Depending on growth but as a last resort. Bikes should be off the road, if needed a bike/ walking path.”*

“Less traffic More natural looking signage Guidelines to building quality Added plantings greenery.”*

“Still has the same local laid back vibe and look but more well maintained, with convenient FREE parking and ease of moving back and forth across the road to various destinations (ie Crust to Pour House for example).”*

“As Residential properties are re-zoned for commercial use, I feel that an urban street feel is needed much like the Avondale area. A mixture of 1, 2 and 3 story commercial buildings with a mixed use of apartments, retail, restaurants and office space with different exterior looks and materials that have parking in the rear will make Maybank even more trendy and valuable to James Island. I also believe that landscaped medians with a lower speed limit and pedestrian crosswalks will be needed.”*

Improved traffic and road conditions

“Less traffic.”

“Keep a buffer zone of green space along the road. Also create safer well marked intersections and turn lanes. The intersection at Riverland and Maybank should be a 4 way light with turn lights.”

“Maybank is already over developed beyond the capacity of existing streets, parking and drainage. Moving from islands to Charleston means either crossing a dual lane drawbridge bottleneck or going the wrong way to the connector. Mass transit and comprehensive drainage combined with limited development on both islands would help.”*

“Safe and well flowing traffic.”

“Turn signals, pedestrian crossings, well-marked streets, median lane with caution lights for turning, turn off lane for buses, wide lanes where possible, digital signs for alternate routing in heavy traffic.”

“Turn lanes in some areas, better traffic flow at Maybank and Folly.”

“Traffic flowing smoothly with no merging of traffic that will cause a bottleneck.”

“A corridor that offers an effective flow of traffic regardless of any other reason. The roads hold more vehicles than bike and walkers. The traffic needs to come first. Traffic congestion causes unhappy people making Charleston less appealing.”*

“Widen the roads all the way to Main Road.”

“Address the over-development and lack of infrastructure to support the number of cars commuting on this highway every day. No turn lanes, poorly designed intersections, bad timing on traffic lights and drainage issues.”

“Traffic that moves with ease and allows you to get in and out of the shops and restaurants on Maybank highway without fearing for your life.”

“Continue road work so traffic can move more freely. Continue drainage at Camp and Folly. Free back up of traffic at creek going to 526. Lights need to be in sync with each.”

Improved infrastructure to address drainage and flooding threats

"My specific vision for James Island Corridor is complicated. I am very concerned that our infrastructures need to be in place to accommodate the residents we now have before adding new apartment/housing developments. We need to address our flooding issues because they are only going to get worse and provide exits that are sufficient for evacuation during hurricanes. I would like to support our business development and make James Island a community that is very attractive to live (will only make my house more valuable)."

"Sustainable development in terms of functional drainage planning and biodiverse green space. Less traffic-congested. More pedestrian friendly."*

"Maintain/improve the infrastructure and facade that currently exists. Flooding is a major problem. It is going to get worse even without more development/pavement. The negative impact on flooding affects surrounding areas in a domino effect. Absolutely, no more multi-residential condo (Standard) type developments/no more storage type facilities."*

"Setbacks need to be followed with no variances granted. Building design and signage should be island/lowcountry themed. Flood control for ALL new development! All pervious surface must control where flood/rain water will go."

"Priority should be given to fixing, improving, and maintaining existing infrastructure. Sidewalks and drainage/flooding issues have been ignored and it is now a disgrace. Have more respect for your taxpayers."

"Stop building apartments/condos and commercial buildings. Fix the traffic & flooding issues we already have and stop jamming more people and buildings into an island that has NO MORE ROOM. What good will any of it be when it's a permanently flooded parking lot?"*

"People can walk down the side walk without having to watch out for puddles that cars will plow through and soak you while you walk."

"Not having my condo flood - and not every square inch of this road covered by apartments and retail - green space is good! Please keep it in perspective!"

Limited residential development, specifically multifamily

"No more condos and apartments. Need some parks in the area. Stop developing. Everyone coming from Johns Island to James Island uses this stretch."

"Zero additional residential development. Zero additional commercial development. Improvement in the appearance of current commercial development."

"Keep the small town island feel. Traffic is horrendous whether rush hour or non-rush hour especially when coupled with the drawbridge. No more high density residential development. Enough is enough. Listen to the residents not developers."*

“To keep it status quo. We do not need any more residential developments whether it’s high density apartment complexes or single unit neighborhoods. There is enough commercial businesses there already and I don’t think there needs to be any more. It’s a very populated area/high traffic area as it is, adding anything else will make traffic worse and ruin the existing charm. If anything, preserve whatever green space is left, which there isn’t much. If you insist on doing anything add sidewalks, but that’s it. I think intersections are fine as is- you don’t need any more traffic lights.”

“An area that is safe to walk and not developed with apartments.”

“An ideal Maybank Highway does not contain more multi-family facilities. It also not include additional gas stations. It does have safe intersections and maintained sidewalks. Overall, Maybank Highway Corridor is great. Let's keep it that way.”

“Less apartments!!!”

“Way less residential development and much better roads for commuting. The commute to and from Johns Island is bloody painful.”*

“No more residential and infilling any future commercial enterprises. Increased green space for families to enjoy safely.”

Make Maybank Highway walkable, with accessibility to commercial and civic development

“Living off of Maybank my entire adult life it is nice to see some of it finally being developed, more dense would be better and would allow for more businesses so we would have to travel less to go to places.”

“I would like to see an energized, accessible community that features local products and services. Provide an art incubator space. James and Johns Islands are home to so many artists who need studio and gallery space without having to go downtown. Such an incubator can become a communal gathering place which will spawn peripheral restaurants, art supply stores, music venues, theatres, as well as a place for art to flourish. No major chains! No gas stations, car washes, storage facilities. Just look what has happened on Folly Road! Maybank can become a visually appealing, communal gathering place. Do whatever it takes to enable easy, safe pedestrian and biking access. I do not personally bike at all, but so many people love to, especially the younger folks. We have to make it safe and appealing for them. Encourage CARTA and Tri County Link to continue to create more effective routes that will offer alternatives to the use of private vehicles to alleviate traffic problems. Encourage local entrepreneurs to open shops, restaurants, services that meet community interests and needs.”*

“Variety of shops & eateries (including new gas station); walk, bicycle & pet friendly paths (better buffered from road than current sidewalk); major change needed at Maybank & Woodland Shores intersection to minimize the danger of the curve & high speed of traffic. Power line land that runs from Maybank to Riverland Dr. (between Woodlands Shores & Stephan Dr.) would make great greenway.”*

“A well balanced mix of businesses, restaurants, shops, residence that can be adequately supported by the current infrastructure. Areas for residents to walk, ride, and travel safely. Appropriate traffic signals at dangerous intersections.”*

“Neighborhoodish - more restaurants and services that people can walk to.”

“A place to walk and bike SAFELY. I would not mind more shopping and retail/restaurants as long as they are NOT chain stores or fast food. I would support more small local businesses along Maybank.”

“I would like to see a more walkable community. I eat lunch most days across Maybank from my office but I normally drive because of dangerous intersection.”

“Mixed use businesses, restaurants, coffee shops, entertainment activities. Safe to walk between Riverland Terrace and Terrace Plaza, and safe to cross between the Terrace Plaza and the Pour House. Please no more gas stations and storage units! Cross walks. Sidewalks that are maintained and well lit at night. Slower speed limit.”*

“I absolutely love the quality of the restaurants next to the Terrace Theater. I would love to bike back/forth across the Wappoo bridge to get them but do not currently feel safe doing so. At the very least, the Terrace needs more parking. There does seem to be some “blight” on the opposite side of the road is, closer to the gas station and the church w the huge apartment complex. I would love to see it as a string of shops and restaurants where people could park their car but walk to and fro without fearing for their lives at the intersections. Even with kids, I would NEVER dare cross Folly in that area. A whole other basket of worms is what happens to the traffic once you reach John’s Island. Being a James Island born and raised girl all my life, it is a crying shame what has happened driving onto John’s Island. WAY too much residential development for the size of the roads. It all has great potential. I’m happy to do what I can to turn that into a reality!”*

Make green space a priority along Maybank Highway

“I would like to see it in a more natural, environmentally concentrated state. It would include a park, sidewalks, bike lanes, low maintenance plants, grassy areas. It wouldn't have multilevel buildings!”*

“A grass median, with shade trees, on one, preferably both sides of street, with separate bike path and foot path, so that bikes and pedestrians are separated from traffic by the grassy median. Some small parks or green space. Development limited and set back from street enough to accommodate said medians, with green verges in front of buildings for water run-off and esthetics.”*

“One that preserves that natural aesthetic value of the area without compromising the integrity or character of James Island.”

“Adequate greenspace to preserve the natural beauty of the Maybank Highway Corridor.”

“Creation of landscape that contain and connect natural areas, open space, and scenic or other resources. Protect environmentally sensitive areas by providing linkages in the landscape and potential buffers between natural and/or human. Provide an avenue for wildlife movement, protection of natural resources, and green space buffers for humans.”

“Adequate green space and preservation of all historic structures 50 years and older with improved sidewalks and intersections.”*

“Trees, nature and less concrete, brick.”

Limited commercial development along Maybank Highway

“I want to see any further growth on Maybank stopped. The road has become so unsafe, I cannot walk with my son to the shopping center, etc. This is not the road I moved to almost 20 years ago.”

“The ideal Maybank Highway would have NO further development, on both James and Johns Islands. Proper drainage would be installed and maintained. Intersections and traffic controls would be improved.”*

“As far as development goes, leave it alone!!! Enough with the over development on James Island — whether residential or commercial!!! We have some really incredible local businesses, including Terrace Theater over there...don’t go and drive those away like you have others, including our only other movie theater!”

“Definitely less commercial - to preserve the character and ambience of the neighborhood aspect of both James and Johns Islands - do NOT want it to end up looking like Coleman Blvd Johnnie Dodds Ave or Savannah Hwy!”

“Less commercial development, limit residential development to reasonable limits that don't lessen quality of life for current residents. Cross walks & bike lanes would be a plus! Drainage needs to be a top priority! Drainage ditches are full of debris and causing flooding.”*

“Leave it like it is. Too much development now.”

Lowered speed limits and better enforcement of existing regulations

“The intersection of Maybank & Riverland Drive needs turn signals and/or turn lanes before more people are killed. Need to patrol for speeding cars & running the light there, I see it happening multiple times a day.”

“More like a parkway with lower speeds, landscaped medians with lights. Re-size the golf course to 9 holes - use land on sides for bike/sidewalks and improving Riverland Drive intersection. Make the marsh front area a public park. Add more trees and develop recreational areas.”*

“Decrease speed at Woodland Shores and Maybank. Better crosswalks, cleaner sidewalks and planting. More places to eat and shop.”*

“Slow Maybank down, but don't make it Main Street - This is all predicated on I 526 taking pressure off the road.”

Enforcement of current zoning to limit development and curb commercial rezoning

“Well, there are several things there already which should remain unchanged (or cannot be changed): The massive residential Gathering Place, a nice shopping center w/ a wonderful local, independent theater, a couple of other small, eclectic shopping centers w/unique, locally owned businesses, some excellent and popular restaurants and bars, a wonderful music venue, along with a couple of well-established churches, and single family homes, the municipal golf course; all bordering a couple of great old neighborhoods: Riverland Terrace and Woodland Shores Rd neighborhood. All this needs to be supported and remain. Homes along Maybank between Folly Rd and Riverland Dr should NOT be rezoned to commercial zonings. There are two important vacant parcels at Woodland Shores/Maybank which MUST be developed with care and become something that fits into this eclectic, Avondale-like area--not car washes, gas stations, or national chain drug stores or fast food. The intersections of Maybank/Riverland and Maybank/Woodland Shores Rd MUST be improved and made safer, more walkable and bikable & safer for commuters. If any of the older parcels w/ small businesses are sold, please develop w/ new, also locally owned small businesses. Do not UPZONE any parcels along Maybank Hwy on James Island. Thank you.”*

“I like it pretty much the way it is now. I don't want any "sign ordinances". I want people to continue to live in the houses that are now along Maybank, without their being rezoned "business".”

Johns Island- Summary

The Johns Island Maybank Highway Main Road Corridor Community Needs Survey was available to be completed both online and in paper form, from July 30, 2018 until August 31, 2018. The online survey had a total of 1,736 respondents. 81.7% of the respondents currently live on Johns Island, but only 23.1% work there, and 60.7% of respondents were female. *Figure 7* indicates that the majority of respondents have lived on Johns Island for 1-5 years. Additionally, the majority of respondents travel on Maybank Highway or Main Road between one to four times daily. 55.7% of those that completed the survey indicated they have experienced drainage issues or flooding at their home or work on Johns Island.

How long have you lived on Johns Island?

1,711 responses

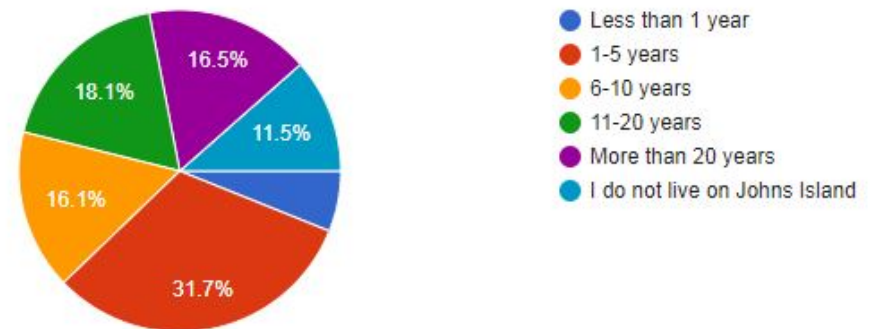


Figure 7

The survey asked whether or not the respondents support the City of Charleston's Johns Island Community Plan. This plan was adopted in 2007, and one of its defining features is the recommendation to configure Maybank Highway as a sequence of Town and Country Sections. Several compact town-like nodes would be located along Maybank Highway, in between areas of a more country road design. The survey included two images to facilitate the explanation of the Town and

Country recommendation of the plan, see *Figure 8*. 58.1% of respondents said that they would maybe support the Johns Island Community Plan, but they needed more details. 28.2% of respondents answered in support of the plan and 13.7% were in opposition.



Figure 8

A total of 76% of those that completed the survey do not see a need for more residential development on Maybank Highway and Main Road on Johns Island. Just over 15% of the respondents believe the current amount of residential development is about right. Only 4.8% of respondents identified a need for more residential development on Maybank Highway and Main Road. Opinions on the overall quality of residential development that already exists is not favorable, with 91.5% of the respondents deeming the development as average, below average, or poor (*Figure 9*).

What is your opinion of the overall quality of residential development on Maybank Highway and Main Road on Johns Island?

1,722 responses

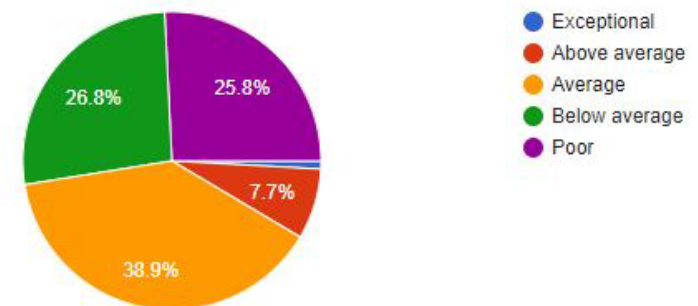


Figure 9

Is there a need for more commercial development or redevelopment on Maybank Highway and Main Road on Johns island?

1,730 responses

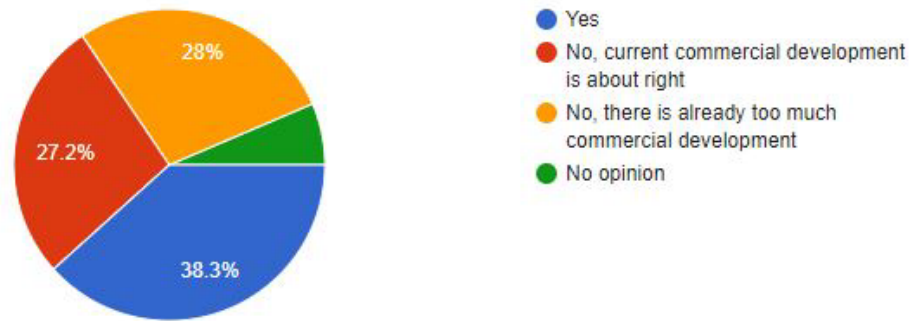


Figure 10

Select the types of commercial signage you feel are most appropriate for Maybank Highway and Main Road on Johns Island

1,696 responses

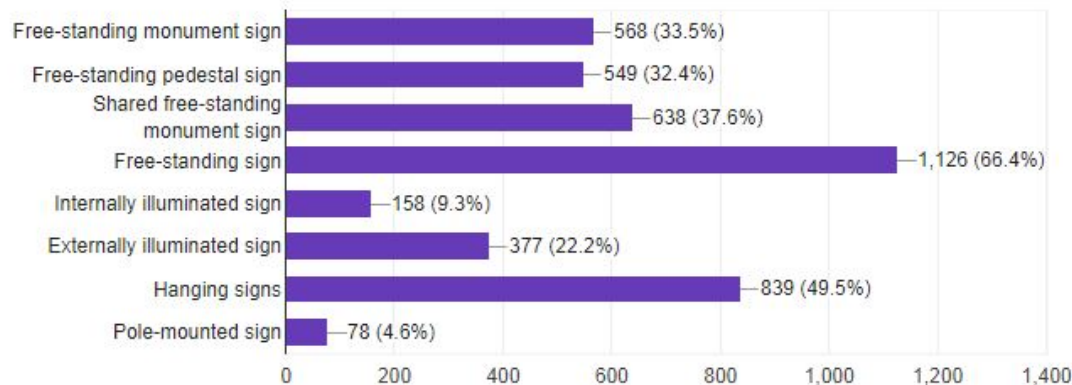


Figure 11

Respondents to the Johns Island Maybank Highway Main Road Corridor Community Needs Survey are divided on the issue of commercial development or redevelopment on Maybank Highway, see *Figure 10*. Just over 38% of respondents believe there is a need for commercial development or redevelopment in this area. 28% said that there is already too much commercial development, and another 27% believe the current amount of commercial development is about right. The survey revealed that respondents are most interested in seeing new retail stores, healthcare services, and leisure opportunities. Just over 43% of respondents found the quality of existing commercial development to be average, and another 35.2% determined the quality to be below average. The survey also asked what type of commercial signage residents would like along Maybank Highway and Main Road. The majority of respondents indicated they would like to see free-standing monument signs with external illumination, along with hanging signs, see *Figure 11*.

The respondents were split on the issue of civic and institutional development on Maybank Highway and Main Road, with just over 56% indicating they do not see a need and around 43% responding that they would like to see more. However, almost 84% of respondents would like to see more parks and 57% would like to see more healthcare services. There was also notable interest in museums and nature exhibits (45.6%), as well as in social and civic organizations (41.6%).

Almost 91% of respondents said that they never walk on Maybank Highway or Main Road due to concerns over automobile traffic/personal safety; no sidewalks; and unsafe intersections. Additionally, 93% of respondents say that they do not ever bike along Maybank Highway or Main Road because of the reasons stated above and the lack of bike lanes. Almost all of the respondents stated they do not use public transportation; however many would consider using public transportation, if it was more reliable and easier to access, as indicated by *Figure 12*.

When asked what the three most important issues concerning Johns Island are, the results reveal the top responses to be: road conditions and congestion (82.6%) and drainage and flooding (46.4%). The quantity of land development and preservation of the natural environment were also considered important concerns, with 42.9% and 39.1% of respondents selecting these as one of their top three priorities, respectively. These top concerns directly mirror the results from the James Island survey, with the exception being that Johns Island prioritizes the quantity of land development over the preservation of the natural environment.

If you do not use public transportation, would you use it if it were more reliable and easier to access?

1,706 responses

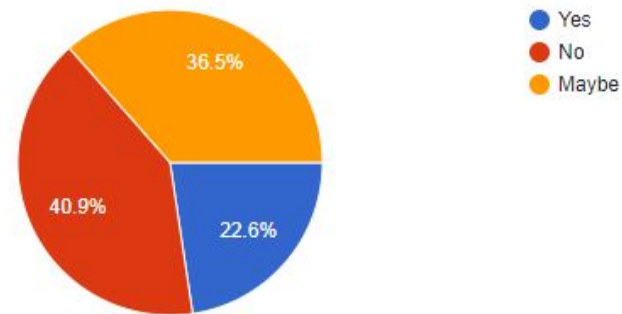


Figure 12

Johns Island- Themes

The completed Johns Island Maybank Highway Main Road Corridor Community Needs Surveys show that many citizens want Maybank Highway to be widened to four lanes. Respondents are very concerned about traffic and road conditions along Maybank Highway and Main Road. Additionally, interested parties are concerned about maintaining the rural feel of the island, while allowing for appropriate commercial development. Many would prefer to not have to leave the island to shop and work. Respondents would like to see drainage improvements to be made, with many emphasizing the desire for ditches to be cleaned and better maintained. The results show that most would like to see residential development slowed until necessary infrastructure improvements are completed.

Similarly to the question posed to James Island residents, the Johns Island Maybank Highway Main Road Corridor Community Needs Survey included a final open-answer question that read, “In 50 words or less, describe your ‘vision’ of an ideal Maybank Highway and Main Road Corridors on Johns Island.” An impressive 1,232 citizen responses were logged in the online survey for this question. The prevalent themes can be seen below, with a selection of supporting verbatim comments included in quotation marks. An asterisk indicates the comment can be tied to multiple themes. A comprehensive list of all of the responses is available online at Charleston County’s Maybank Highway and Main Road Overlay Zoning Project webpage: (<https://www.charlestoncounty.org/departments/zoning-planning/projects-maybank-main.php>).

Widening Maybank Highway to four lanes

“More lanes/ streets to help alleviate traffic.”

“I would like to see 526 and a connected greenway divert much of the through traffic on Main Road and Maybank. Further, to develop them into four lanes, with trees in the middle, such as Betsy Kerrison. If not four lanes, a constant turning lane on Maybank and Main. Lots of trees.”

“These roads need nothing more than a center turn lane except the intersections of Maybank and River, Maybank/ Bohicket/ Main Rd, and Main at Chisholm.”

“Main and Maybank roads needed to be widen to four lanes and bicycle paths should be installed. More grocery stores like Publix would be wonderful. Stop developing until this roads are completed!! Also finish I-526 and a better intersection at HWY 17 @ Main road!”*

“4 lanes with turning lanes and NO FURTHER DEVELOPMENT until this is achieved.”*

“Four lanes from Stono to River Rd, also safe bike lanes from River to Main Rd.”

“Wider roads with more lanes and enough space to pull over on the sides safely.”

“Main Rd. Could be 4 lanes to Hwy 17., Maybank Hwy is wide enough for a " commercial town center. " Maybank Highway should not be allowed to develop into an entertainment strip consisting of numerous bars like upper King Street.”*

“4 lanes with sidewalks along the entire road, ditches cleaned and grass/weeds cut on a regular basis. Make the area more attractive!”

“Multi-lane divided by "planted medians" is needed now on both corridors.”

“Need more lanes a turn lane in the middle, roundabouts, actual lights on the roads.”

“I think it is time for Maybank and Main to be four lanes.”

“4 Lane Main Rd from Hwy 17 to Betsy Kerrison Parkway. 4 Lane from James Island to River Rd.”

“Widen Maybank Hwy to 4 lanes from bridge to intersection of Maybank and Main.”

Improved traffic and road conditions

“Easy flowing traffic at major and minor intersections with safer areas for walking and biking and well lit areas with clean and safe environment.”*

“Less traffic and cleaned up making the roads safer by having a police force for us 24 hours a day!!!”

“Visually appealing, clean, lots of foliage, free moving traffic use of traffic circles and sidewalks everywhere. More middle turn lanes.”

“Less traffic congestion.”

“Safer more pedestrian friendly and made for the amount of people traveling.”

“Improved rush hour AM entry and PM departure at Main Road. Improved PM rush hour entry from Johns Island. Limit residential permits to match traffic management and build 526. Protect Rural/Country character and feel.”*

“Less traffic at all hours of the day....there needs to be proper drainage for the Island not just some parts of the Island (new construction).”*

“I would like traffic to move smoothly and have the lights programmed with common sense that don't back up the main roads for the sake of minor ones.”

“Something that would be visually appealing yet traffic flows smoothly. Maybank is not a pretty sight and traffic can be a nightmare.”

"Traffic relief is critical. It would be nice to have more shopping and eating options so we wouldn't have to leave the island as much."*

"Compact developments with frontage roads for minimal traffic lights."

"Address the over-development and lack of infrastructure to support the number of cars commuting on this highway every day. No turn lanes, poorly designed intersections, bad timing on traffic lights and drainage issues. No shoulder to pull over for emergency vehicles, major road deterioration, potholes, failing road bed. Should ban the use of fill dirt causing major flooding to all existing and surrounding properties."*

"A cohesive community that is welcoming. Maintain a small town feeling but modernize. Please no big box stores."

"I like the country feel but we need adequate roadways to handle the traffic. I think the roads are 10 years behind the development."*

Preserve the Rural Area and natural resources

"Keep it rural! That is why we have chosen to live here. If we wanted it to look like Highway 17 in Mount Pleasant or Folly Rd on James Island, we would live there."

"Preservation of green space, limit "mass commercial" type development."

"Keep it safe and to preserve the land."

"I would like to see Main Road four lanes like Betsy Kerrison Parkway. Green space in between double lanes, saving our large live oaks and saving our rural feel. Maybank Highway can be more heavily commercial, with left and right turning lanes to prevent traffic backing up."*

"RURAL CHARLESTON."

"A charming, quaint, rural community with roadside farm stands and homemade crafts, kind of like it is right now, with wide highways at the edge to evacuate easily."*

"Do not strip the landscape for asphalt, concrete and bricks. Charleston will lose a reason for being attractive to residents and visitors. I care to look at nature not eat at overpriced restaurants."

"Should be similar to a Small town rural feel & concept. Charming and Southern. Not like West Ashley, James Is or Mount Pleasant. No big box stores- I can go to Walmart, Lowe's in WA or James Is. Keep it small, keep it local."

"Retain the rural feel while upgrading the streets and adding more retail and restaurants. Not apartment or housing complexes, not more industrial."

“At this point, Maybank Highway and Main Road on Johns Island (and River Road) has already been ruined. The amount of high density/single unit neighborhoods that have been built is unacceptable considering the lack of infrastructure and nature of a barrier island. Johns Island was always rural

and I believe should remain rural, not suburban. There is enough commercial businesses to reflect that way of life and I don’t see a need to continue to build that. At this point, it’s best to preserve as much of the green space and land as possible. It’s heartbreaking to see how much of the canopy trees were removed as you enter the island from Maybank. Greed is single handedly destroying the natural charm and habitat of the Lowcountry. Stop building and start preserving.”

“Picturesque. Quaint. Trees bike lanes.”

“In my opinion Johns Island and Maybank Highway need to keep the rural small-town feel.”

“Leave the trees and natural settings as much as possible. Include arborists and tree conservation specialists in developing construction projects. No more slash and burn clearing and bringing in fill dirt that prevents the natural drainage.”

More commercial ventures so residents are not required to leave the island

“Maybank highway should be the urban center for the island and should be pedestrian friendly. Main Road should consist of urban nodes along its length which are defined now to restrict commercial zoning and development to these areas. Main Road should remain a 2 to 3-lane road with focus on pedestrian access within and between the urban nodes.”

“We need a better grocery store option on the island and an urgent care. I do not want any big box retailers (i.e. Walmart, Target, etc). I would like to see green space/park with more community events and a new elementary school. I would like to see 526 connect to Johns and James Islands.”*

“Need to have more business for employment and less apartment buildings. We need Islanders to make the real vision of what should be on the Island not people that moved here from other places that have no idea what real life was on the island before they moved here and try to change our lives.”

“Keep it Rural with a shopping in between.”*

“I LOVE LOVE the huge trees that line Maybank and Main Road! However, it would be nice to get a few regular shopping places and a couple more grocery stores and some additional restaurants, so that we don’t have to go over the bridges so much to surrounding places. I’d rather eat local and shop local.”

“We need more independent businesses and restaurants and a better grocery store option like Harris Teeter. Also the gas stations are overcrowded and dangerous. A traffic circle would be ideal at major intersections.”*

“Quality businesses that residents need desperately, like restaurants, presented in visually appealing commercial spaces, local small shopping retail centers, etc., with a quality grocery store.”

"I think that intersection needs comprehensive commercial space - meaning that everything looks cohesive and thoughtfully planned. The aesthetics of the intersection now appear age and undesirable. The design of the various commercial spaces are different from one another. We need Harris Teeter, too."

"More restaurants and shops, improved transportation avenues and decreased congestion, improvements to our school system."*

"Commercial areas clustered together; wide roads; underground electric/utility lines."*

"Carefully managed development allowing more business so residents have a place to work on the island."

"I would like to see a visually appealing small town feel with the following: quaint shops, a few new restaurants, green space, and an area for outdoor concerts, some lighting along the highway, slower speed limits, added landscaping and a community center."*

"Maybank Hwy and Main Road should be all commercial development and commercial business (CC to industrial zoning) to serve and employ residents of Johns Island and surrounding areas. More commercial development and business on Johns Island will give more opportunity to our young population entering the workforce. This would also reduce traffic on and off the Johns Island bridges, having more residence employed on the island. No residential should be mixed in to the commercial area."*

"Less apartments more commercial and better roads that move more traffic quickly."*

"I think visually appealing commercial shops with a mix of small businesses and chains, in addition to free-standing restaurants, is what Johns Island needs at this intersection."

"Scenic areas with commercial business shopping, dining, and retail center. Parks as well, no more housing developments."*

Improved infrastructure to address drainage and flooding threats

"The solution for Johns Island is to insure all existing drainage on the island is improved and that all impervious ground cover which is added be studied for required additional drainage."

"Clean areas next to street, short, hanging signs, overgrowth cut back, trees not hanging over the road, and flooding issues taken care of so we don't have to drive 25MPH when it's raining to avoid hydroplaning!"

"Save John's Island STOP building and stripping away the habitat for animals and natural rural areas along with all this excessive growth without proper infrastructure. Right now it's very unsafe conditions with the excessive amounts of traffic. If we have a major storm and continue with the flooding we might as well say that you guys are burying Us Alive."*

“Restricting the speed limit and enforcing laws already on books. Turn lanes. Reduce the landfilling for development that destroys existing homes and lives. Flooding horrendous from destroying drainage in place and creating low areas by filling in low areas that have been in existence.”

“Infrastructure needs to be addressed along with the over development. Johns Island will flood badly if we keep this up.”

“Keep overdevelopment off island, add a couple of lights for side traffic, MAINTAIN DITCHES.”*

“A road that isn’t constantly a parking lot and continually flooded. A road that still has all the gorgeous trees.”*

“I would like an uncongested road corridor that drains properly, and is safe for all users, including pedestrians. Do not build anything that we cannot afford to maintain.”*

“The flooding/drainage issues here are being caused by the poor quality & overwhelming quantity of developments. Build infrastructure before the people move here but I realize that takes a common sense approach.”

“Embrace change. The little swing bridges are long gone. Finish 526. Too late to turn back the clock.”

Address transportation issues, including alternative modes of transportation (bike paths, pedestrian ways, etc.), better connectivity of existing road networks, and evacuation routes

“Increased bike and pedestrian safety. No more multifamily developments. Much better traffic management before you put any more cars on the road! Current improvements cannot even keep up with the pace of development. Finish 526 as it was originally intended, a multi-lane, high speed highway.”

“A three lane solution, where there is one lane for each direction but a large wide median in the middle, along with wider pedestrian and bike traffic. Maintaining some of the rural character will ensure that the area DOES NOT BECOME Coleman Blvd.”*

“Similar to the plans proposed years ago where you could safely walk or bike to restaurants, shops, etc. Widen the roads with large pedestrian/bike paths, lower the speed limit, street parking. “

“John's Island needs 526 to connect to downtown, John's Island, James Island, and West Ashley. This is apparent every time Main Rd floods and closes and Maybank becomes a parking lot. I know everyone says that 526 is not an evacuation route for John's Island but when the rain starts and Main Rd closes due to flooding all of James, John's, Kiawah, Seabrook, and Wadmalaw Island will not fit on the Folly Rd exit. Sooner or later someone needs to be concerned for the public's safety.”

“My main concern is evacuating Wadmalaw, Kiawah, Seabrook, and Johns Island in the event of a hurricane. I live on Wadmalaw. The evacuation process should be included in the plans to solve the everyday traffic congestion.”

“Roads should be wide enough to carry traffic safely, manage the growth and prepare for times of evacuation. None of this is true now.”

“There are alternative routes around the island so all traffic doesn't have to travel on these 2 roads exclusively. There are walking and biking lanes. The lanes are separated by a median for safety. Please hurry!”

“Planned growth to provide more areas accessible by walking or bicycling; more parks; connected neighborhoods to allow easier movement; SIDEWALKS; more green space; affordable housing; public transportation; community meeting areas.”

“A safe pedestrian/bike friendly corridor. Lined by trees and natural foliage. Business and residences set back from road, with natural buffer. Safe.”

“Wide, shady roads with mixed urban and rural sections. Sidewalks and safe bike lanes plus public transportation to reduce traffic. Force a stop of clear-cutting for development.”

Slowed residential development, at least until infrastructure improvements are made

“Unless and until existing infrastructure issues are addressed and corrected there should be NO further development, residential or commercial, on Johns and James Islands. The 526 question has been answered and the project MUST be terminated immediately.”*

“I've been a resident for 29 years, and believe my ideal vision is gone and will never return. Now my hope is that more limits and restrictions will be placed on all residential development until a time when the roads and drainage have been built to handle the development that has occurred in the past ten years. It is my opinion this should have been done a decade ago.”*

“4 lanes on both. Business is always welcome. Stop restricting signage, it's our only free advertising. Stop allowing apts to be built without the infrastructure to support the extra people. It's crazy for it to take 1.5 hours to get from West Ashley on to the Island.”

“4 lane, tree lined thoroughfare with limited commercial/residential development. Any commercial/residential development should have a significant setback behind the trees.”

“No more development until roads can accommodate the traffic. Turning lanes, lights with left turn signals to let cars get through. Drainage keeping water from ponding or covering roads. Ditches Cleaned.”*

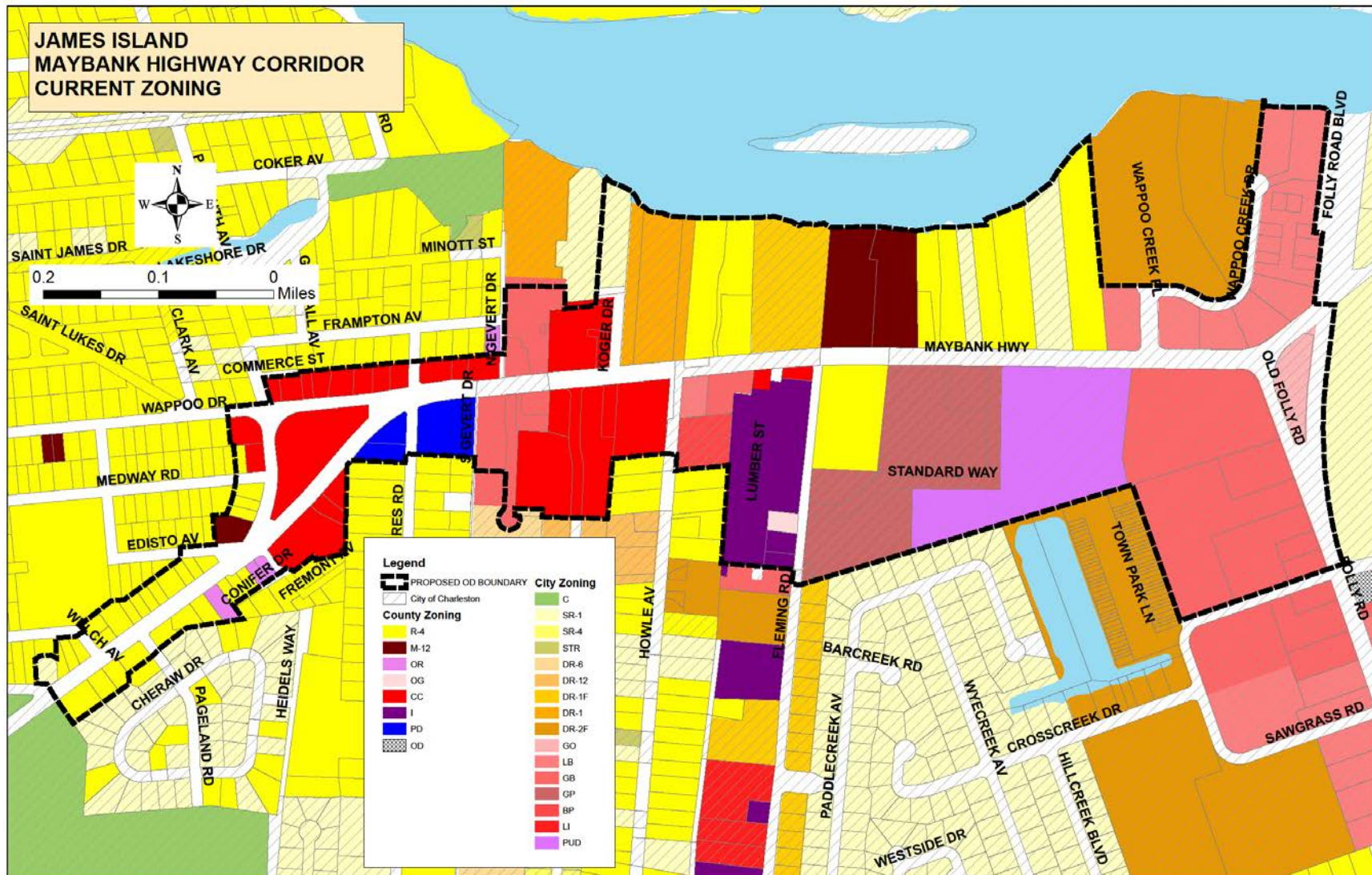
“No more residential construction and if any new businesses/other building were made to be like Low Tide, Fat Hen, Tattooed Moose, the library, Sun Dog Cat Moon, etc. Off the road, keeping trees standing, no more strip-malls.”*

“Control growth. Stop major construction projects (apartments) and allow infrastructure to catch up. NO WALMARTS and do not move the urban growth boundary line.”

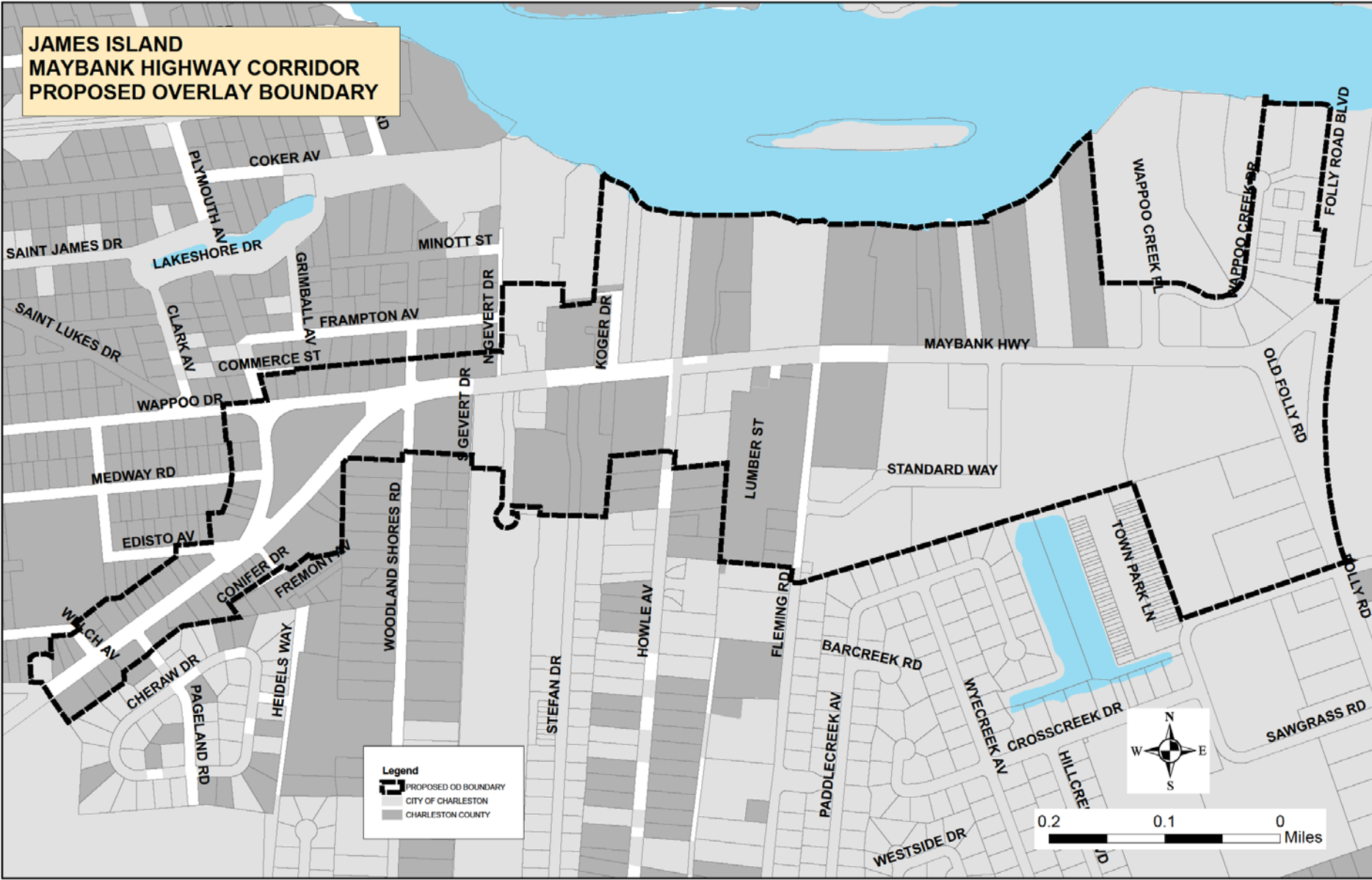
“Stop building developments that clog the roads, create flooding issues, and take away from the draw of John's Island.”*

Appendix A: Workshop Boards

The following pages contain images of the workshop boards presented during the 2018 James Island public workshop, held on July 30, 2018.







The following pages contain images of the workshop boards presented during the 2018 Johns Island public workshops, held on July 31 and August 22, 2018.

