

Cainhoy, Charleston, South Carolina



Context



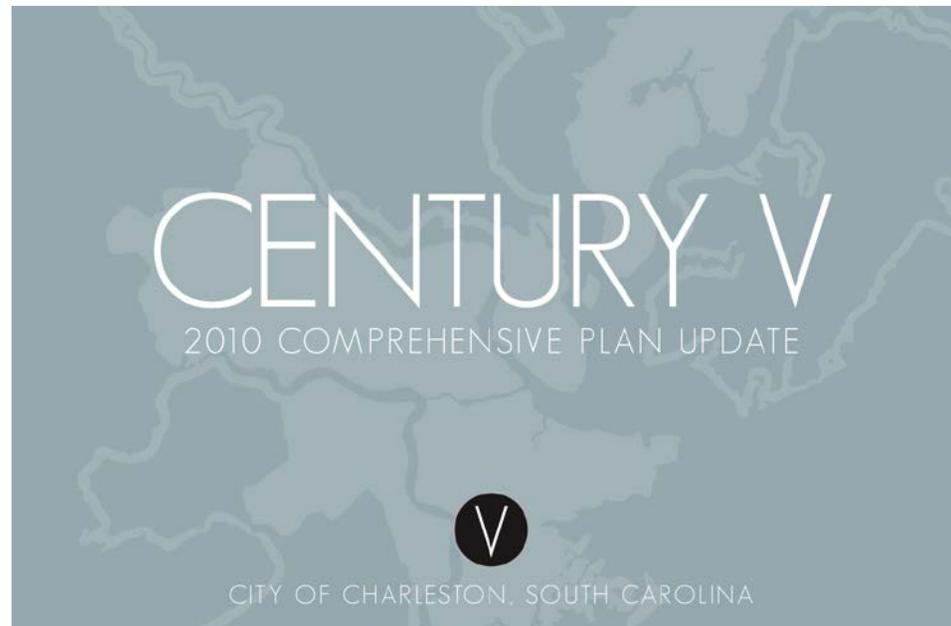
History

- Cainhoy Plantation was once 15,000 acres
- Purchased in 1930's by Harry Frank Guggenheim and used for recreation and timber production
- In 1971 Cainhoy was left to Peter Lawston-Johnson in a family trust for his lifetime

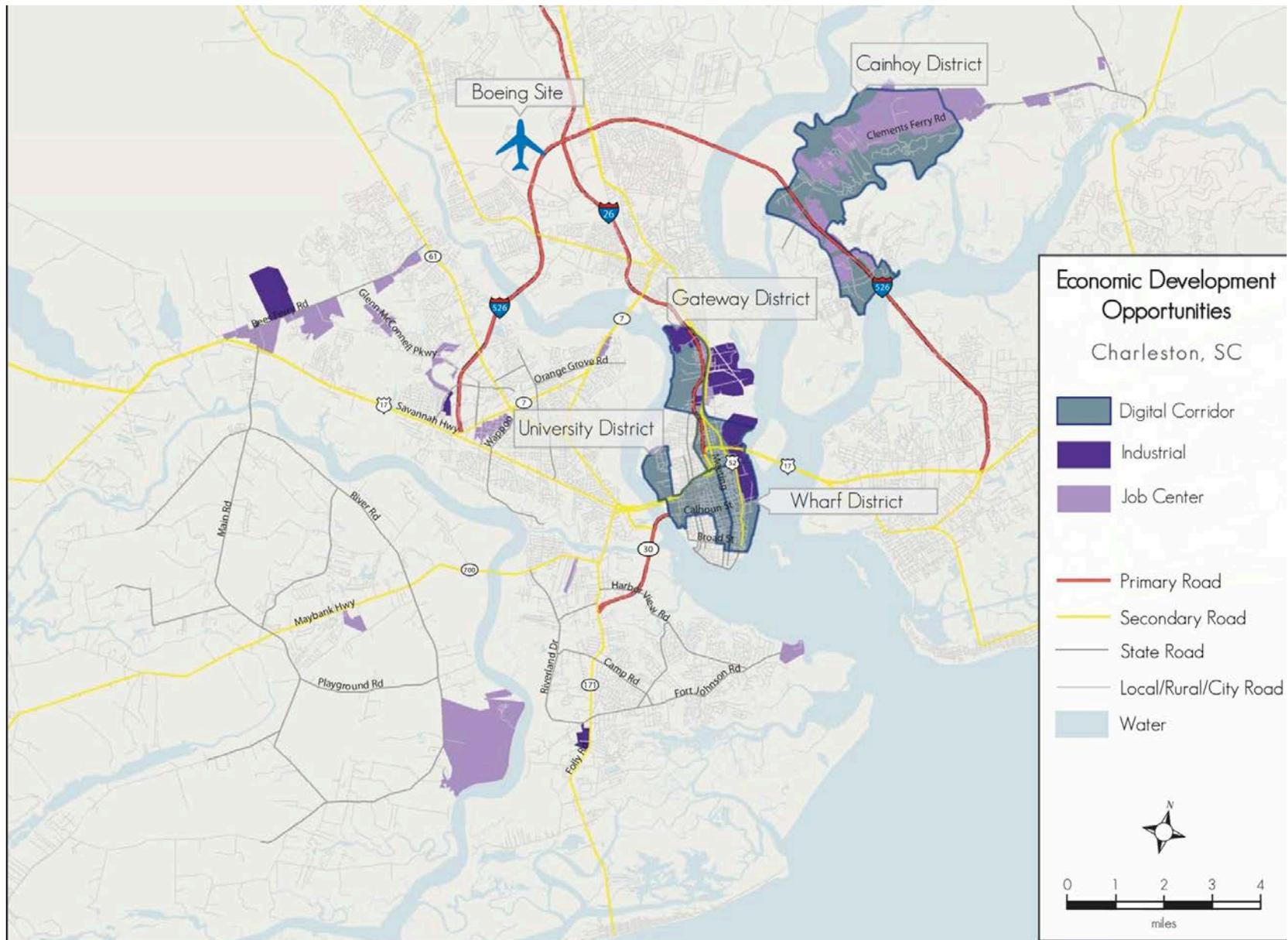


City of Charleston Comprehensive Plan

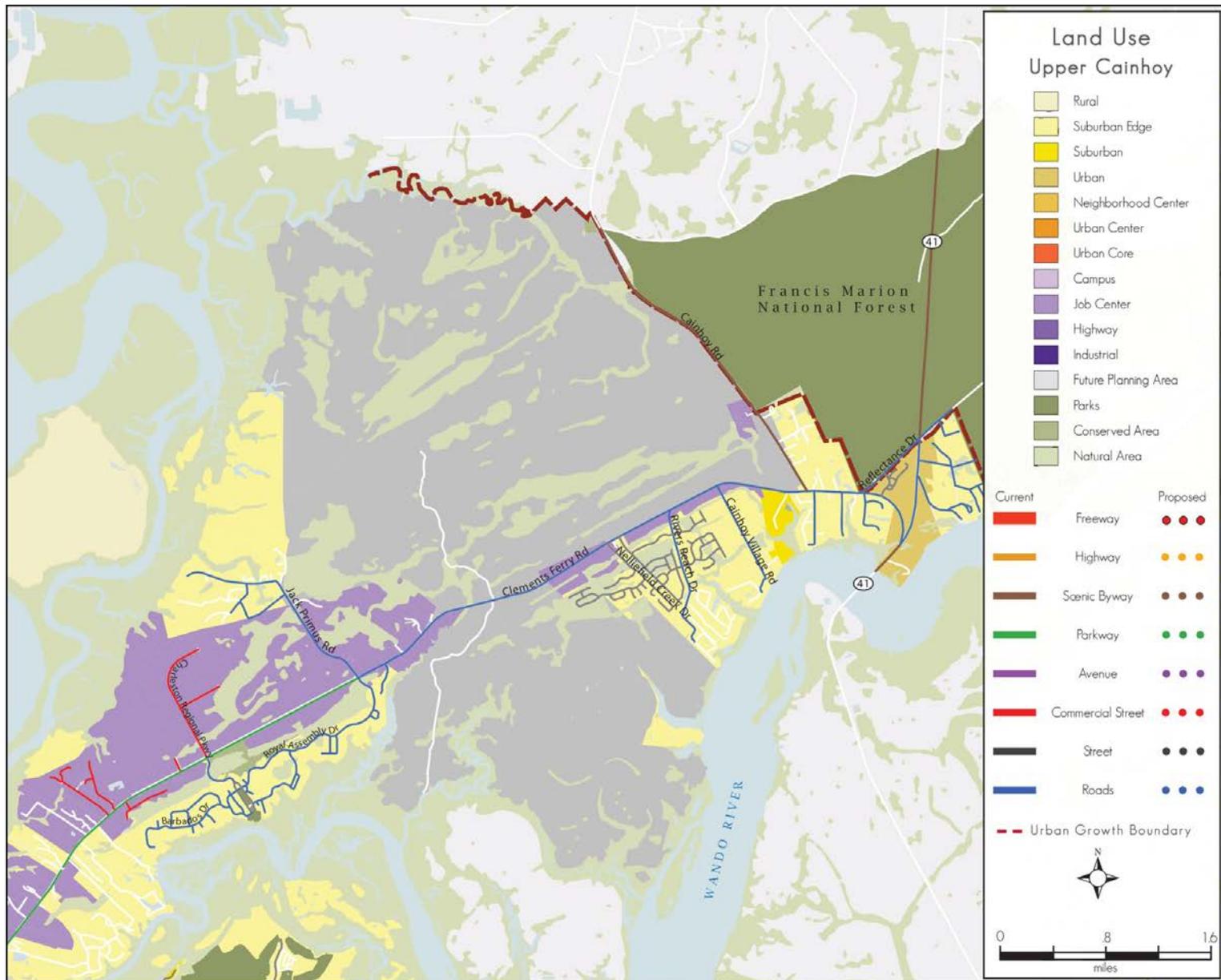
- Encourage diversity in housing opportunities.
- Encourage compatible mixed-use neighborhoods in close proximity to parks, transit, schools and civic uses.
- Promote and improve local and regional infrastructure.
- Attract businesses through targeted incentives.
- Embrace Francis Marion National Forest as the Urban Growth Boundary.
- Provide district parks, neighborhood parks and park connections.
- Create gathering place locations for mixed-used, walk-able centers.



City of Charleston Comprehensive Plan



City of Charleston Comprehensive Plan



City of Charleston Comprehensive Plan

A connected network and/or lower speed streets can move traffic just as well, or even better in most circumstances. The network also has the advantage of being much more walkable and neighborhood friendly.

Peninsula: On Charleston's Peninsula an outstanding network of streets exists. Improvements can be achieved with the conversion of one-way streets back into two way streets, where street widths and traffic volumes permit. Neighborhood livability increases greatly from such conversions. One-way street conversions have been very successful with Wentworth and Beafain Streets and lower Ashley and Rutledge Avenues over the last ten years. The City hopes to continue with the conversions of Spring and Cannon Streets and to study the future conversion of upper Ashley and Rutledge Avenues.

West Ashley: In West Ashley, increasing connectivity between the major arterials is critical. Several connections have been completed over the last ten years, such as the Magwood Road/Henry Tecklenberg Boulevard/West Ashley Town Center Drive connection between the Glenn McConnell Parkway and Savannah Highway, and the Bolton Landing Road connection between Savannah Highway

and Bees Ferry Road. Several more are planned such as the Carolina Bay Drive connection between Savannah Highway and West Wildcat Boulevard, and future connections between Ashley River Road and the Glenn McConnell Parkway, as specified in the City's *Master Road Plan* (The *Master Road Plan* is a part of the comprehensive plan, see the Overall Plan Maps.

James Island: On James Island, most of the road system is built out, but connectivity is key, such as the connection of George Griffith Boulevard, created in the last 15 years between Riverland Drive and Folly Road.

Johns Island: On Johns Island, a network of streets within the designated urban/suburban area is recommended in the *Johns Island Community Plan*. This is a critical element to assure that Maybank Highway does not become overburdened and prevent developing a series of isolated neighborhoods.

Cainhoy Peninsula: On the Cainhoy Peninsula there is only one main public street, Clements Ferry Road. Due to its narrow geography, this is the only main route in and out of the area. North of Jack Primus Road, there exists the pos-

sibility of creating a network of streets, similar to what is recommended for Johns Island.

Network Expansion Recommendations

1. Assure that new neighborhood, commercial, and mixed-use developments are fully connected on all sides.
2. Seek to create as many network connections as possible between key suburban arterials. Add any needed connections to the City's *Master Road Plan*.
3. Implement connections designated in the City's *Master Road Plan*. Coordinate with SCDOT, CHATS, and Charleston and Berkeley Counties for inclusion on any needed priority lists.



Johns Island Network from the Johns Island Community Plan adopted by City Council

Thinking about Cainhoy

- **Regional:** Global importance of Charleston
- **The Name:** The Guggenheim legacy is one of the strongest in our country
- **The Site:** Superb geographically and environmentally
- **The Approach:** High minded, well informed, inventive, flexible, and educational.
- **Attitude:** Realistic. optimistic, energetic
- **Precedent:** Aspen Institute
- **Planning & Design:** Rules of Place
- **Wildlife:** Residents of this place
- **Preservation:** Preserve and protect
- **Motto:** Tread lightly on the land. and ... aim high.
- **Admonition:** Don't sacrifice the good for the perfect:
but be exceptionally good.



Jaquelin T. Robertson. FAIA. FAICP

Key Considerations when Planning for Biodiversity

Natural resiliency starts with biodiversity, and the more we can preserve the biodiversity of the site while accommodating a sensible development pattern, the more resilient the community will be to climate change.

Connectivity of habitat

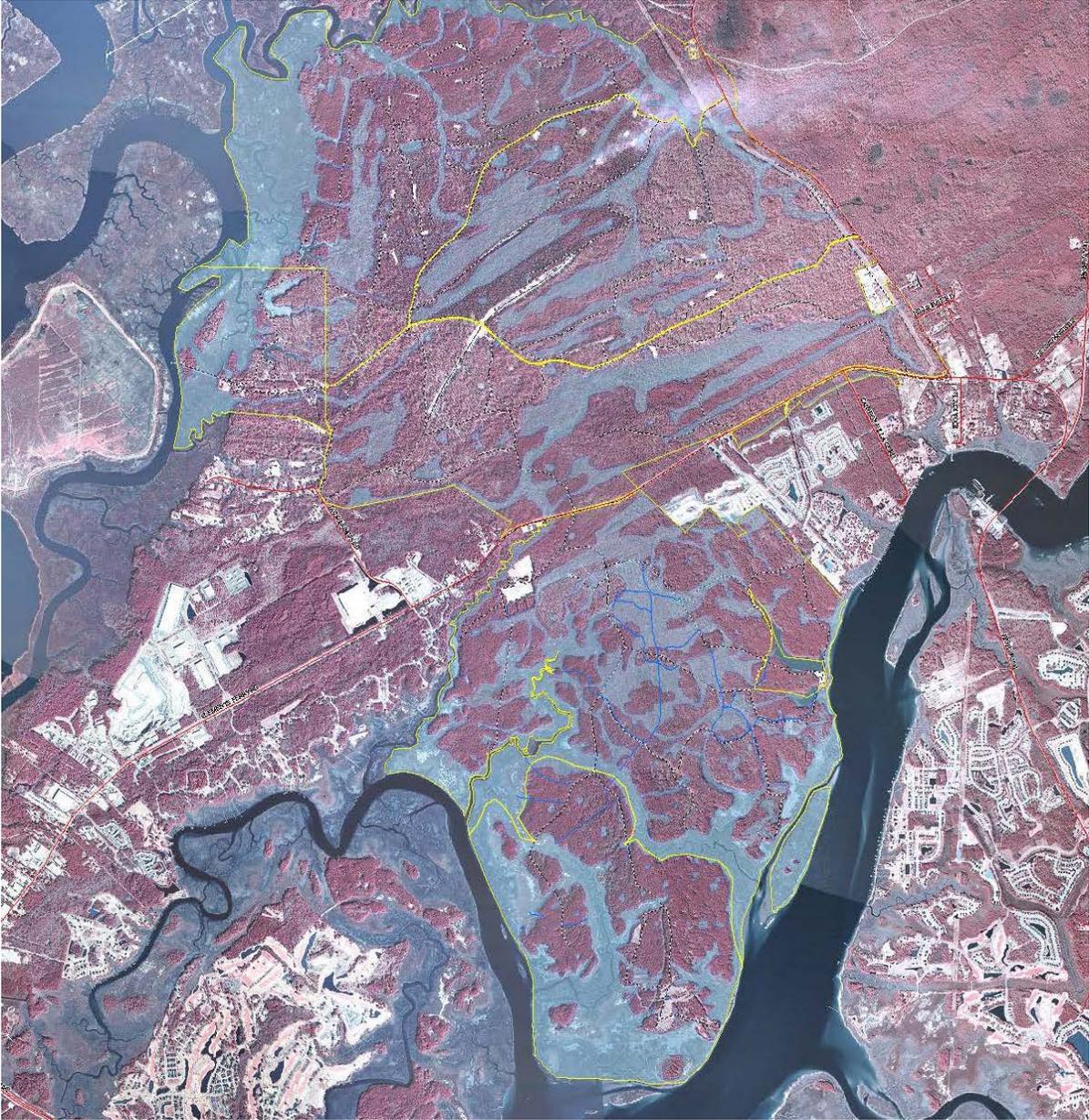
Consider the impacts

Biodiversity and culture go hand-in-hand – enable human habitat and wildlife habitat to co-mingle in a way that supports the evolutionary trajectory of both

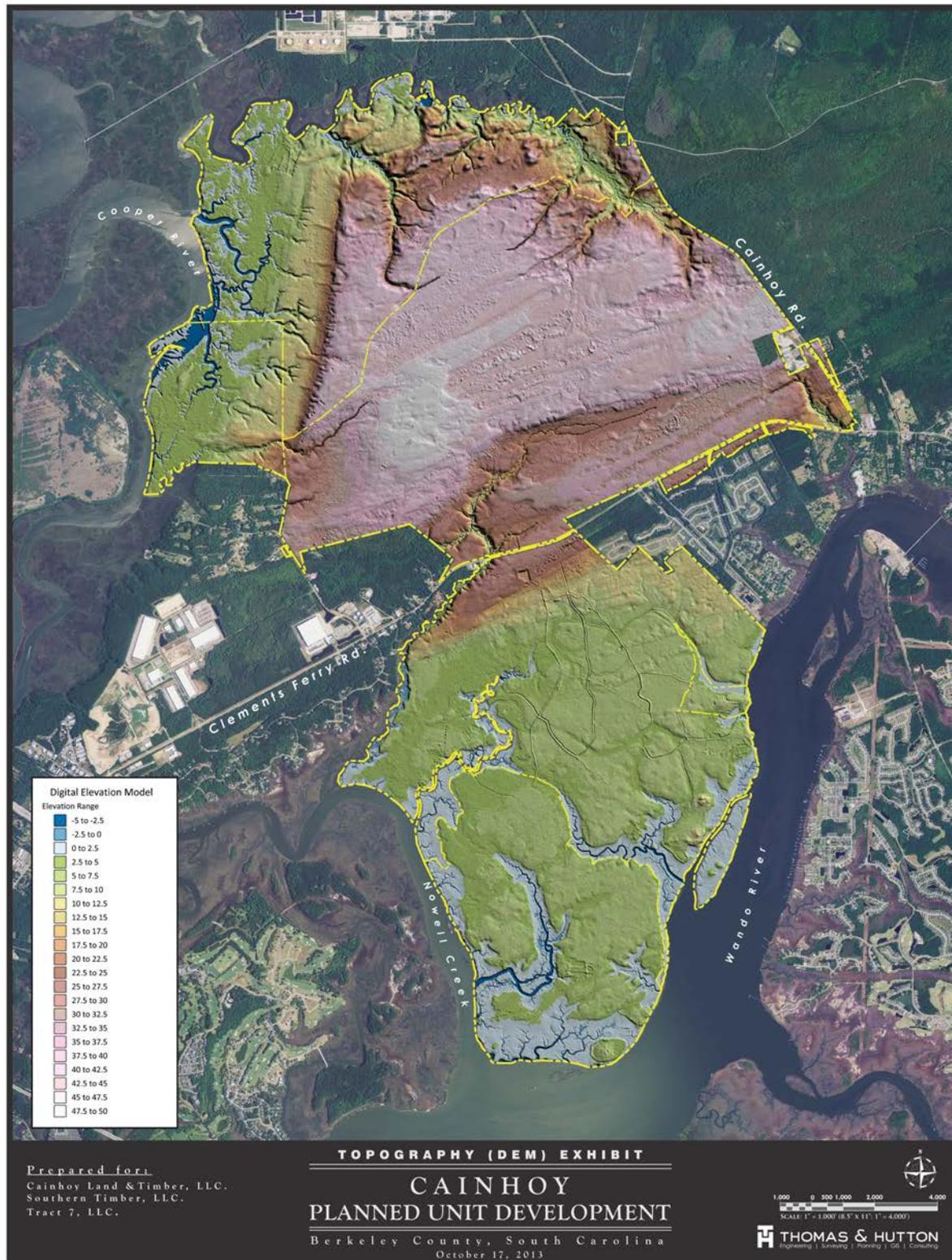
Site Analysis



Wetlands

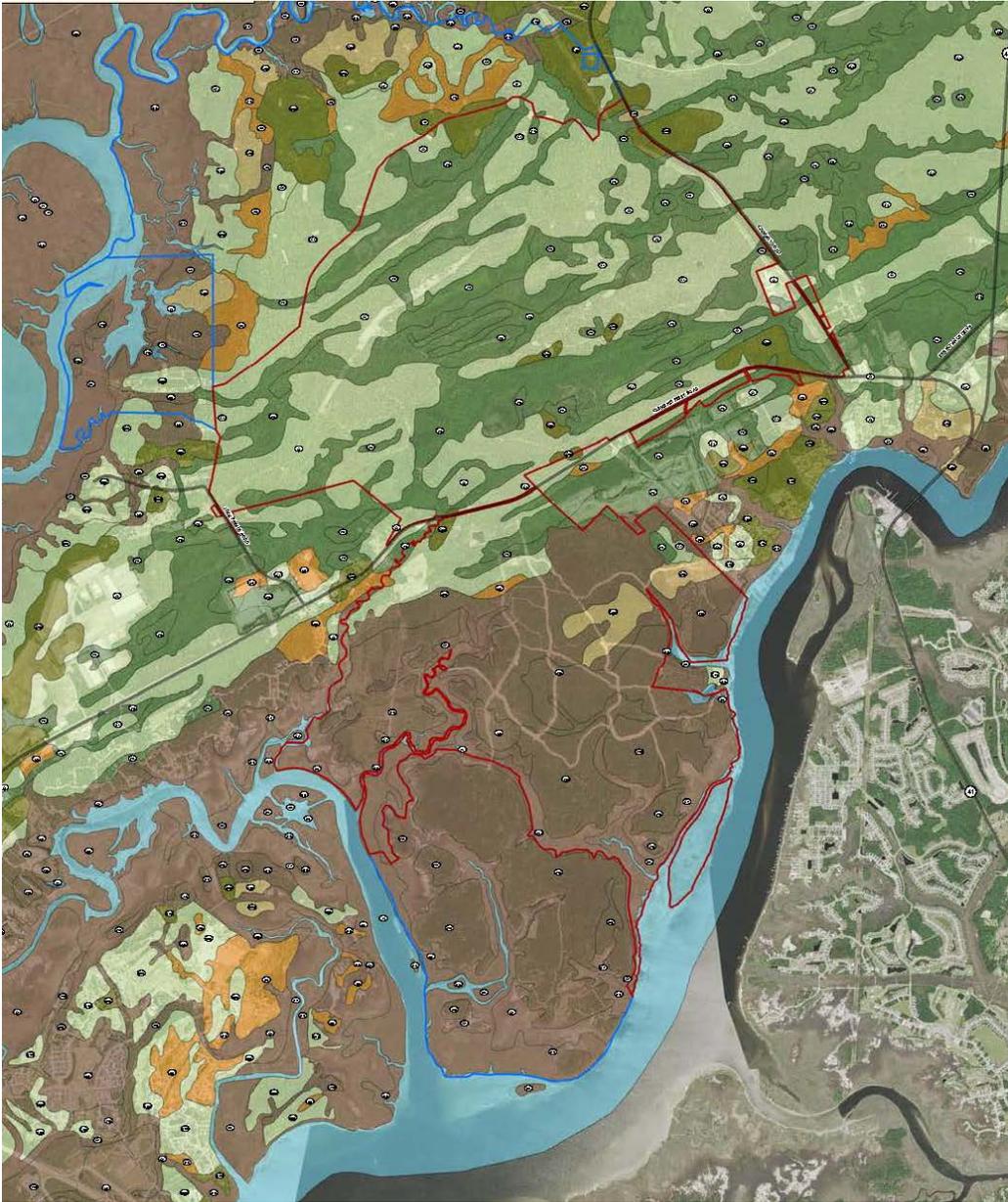


Topography (DEM)

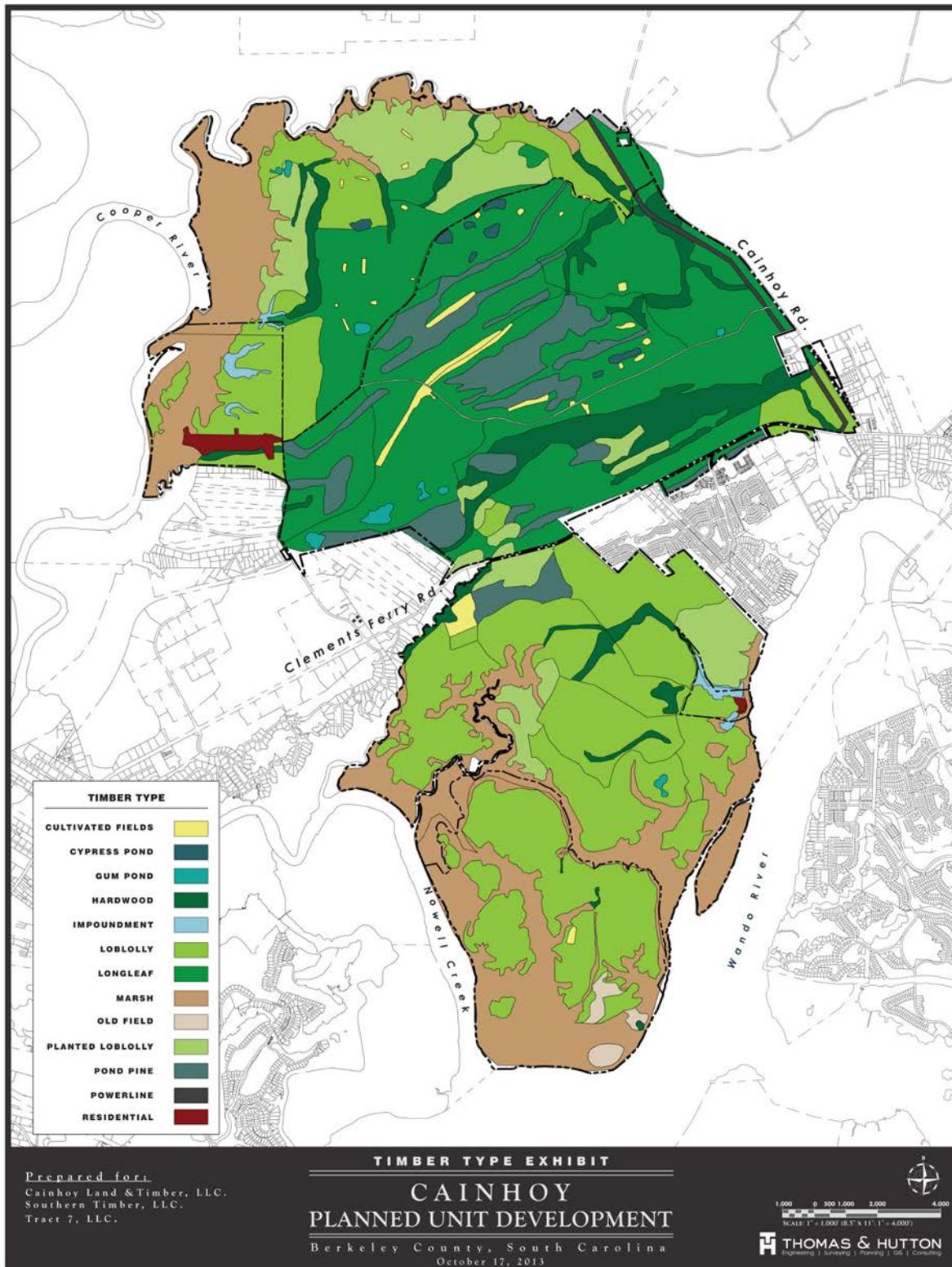


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Soils

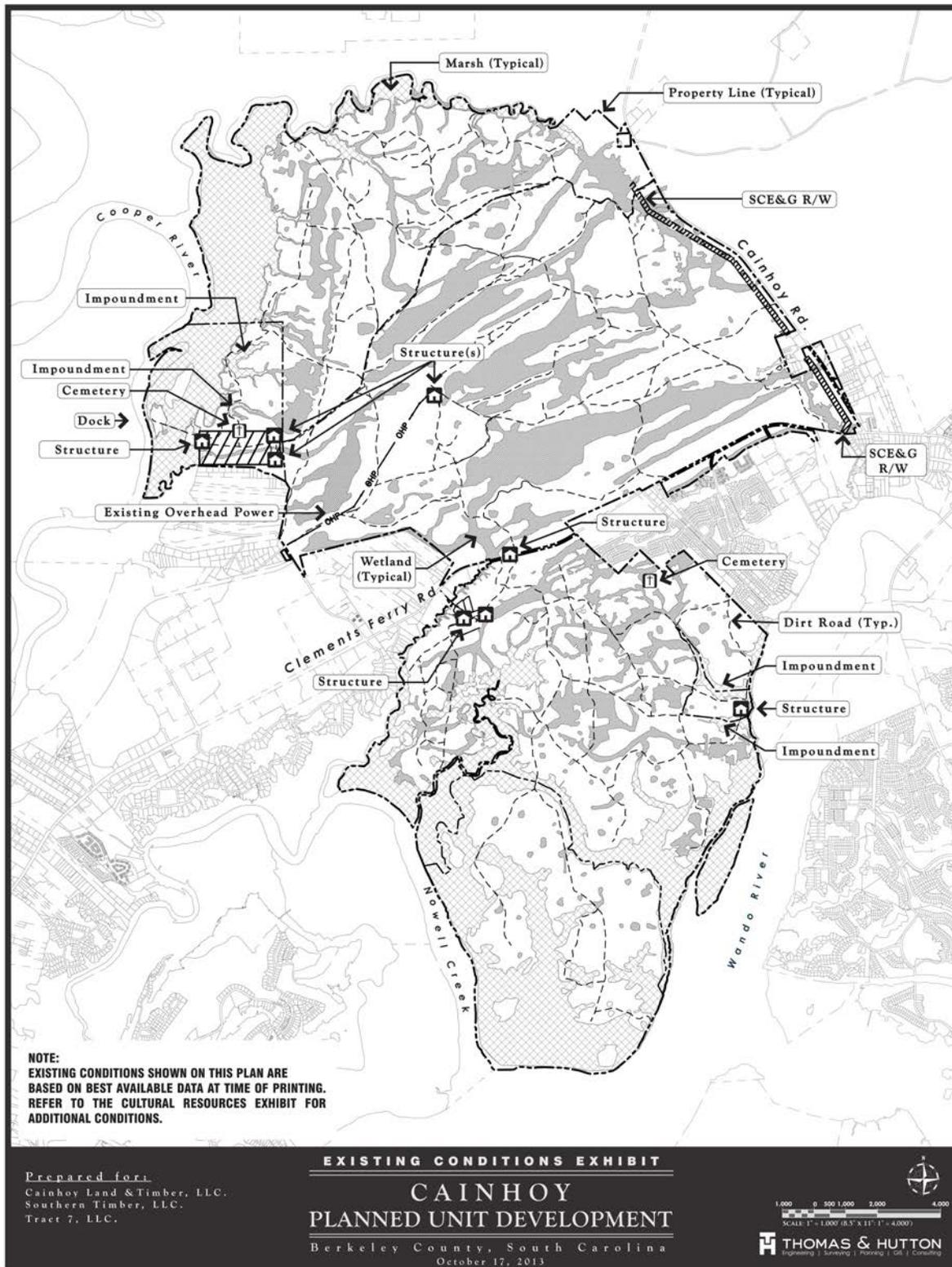


Timber Types



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Cultural Resources



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Guiding Principles

Guggenheim
Daniel Island

Whole Community

Natural Resiliency

Settlement Pattern

Economic Strategy

Diversity

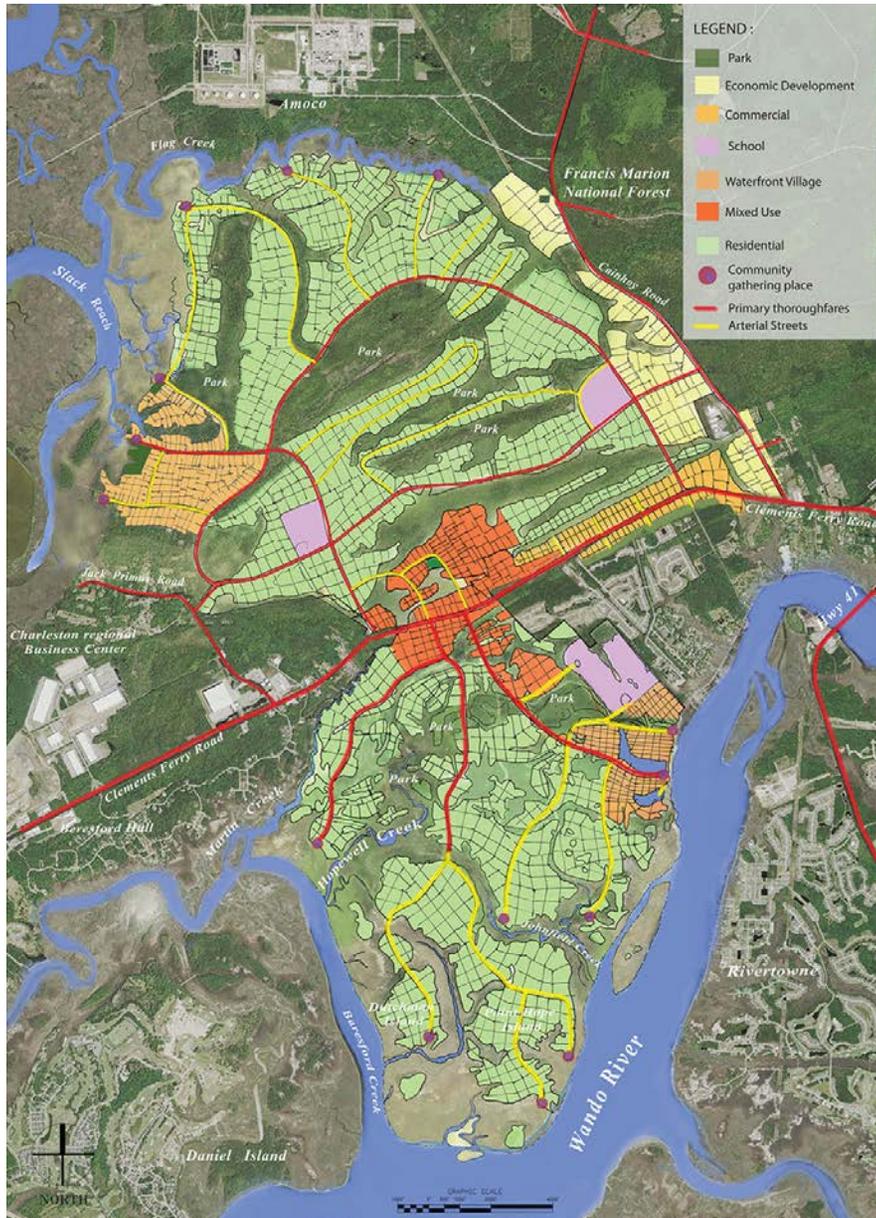
Commerce

Employment

Schools

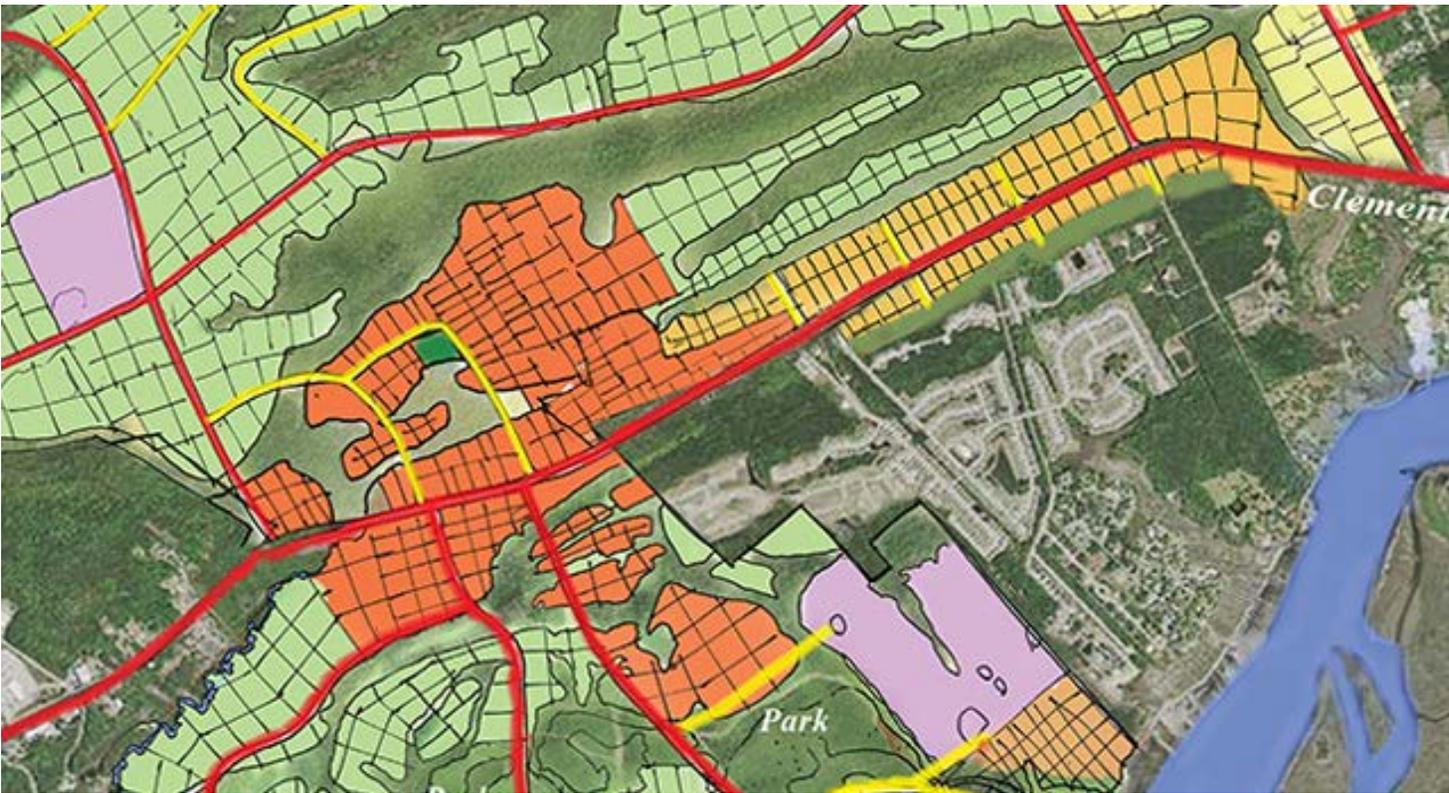
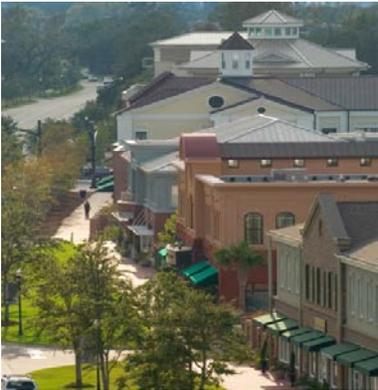


Property Master Plan

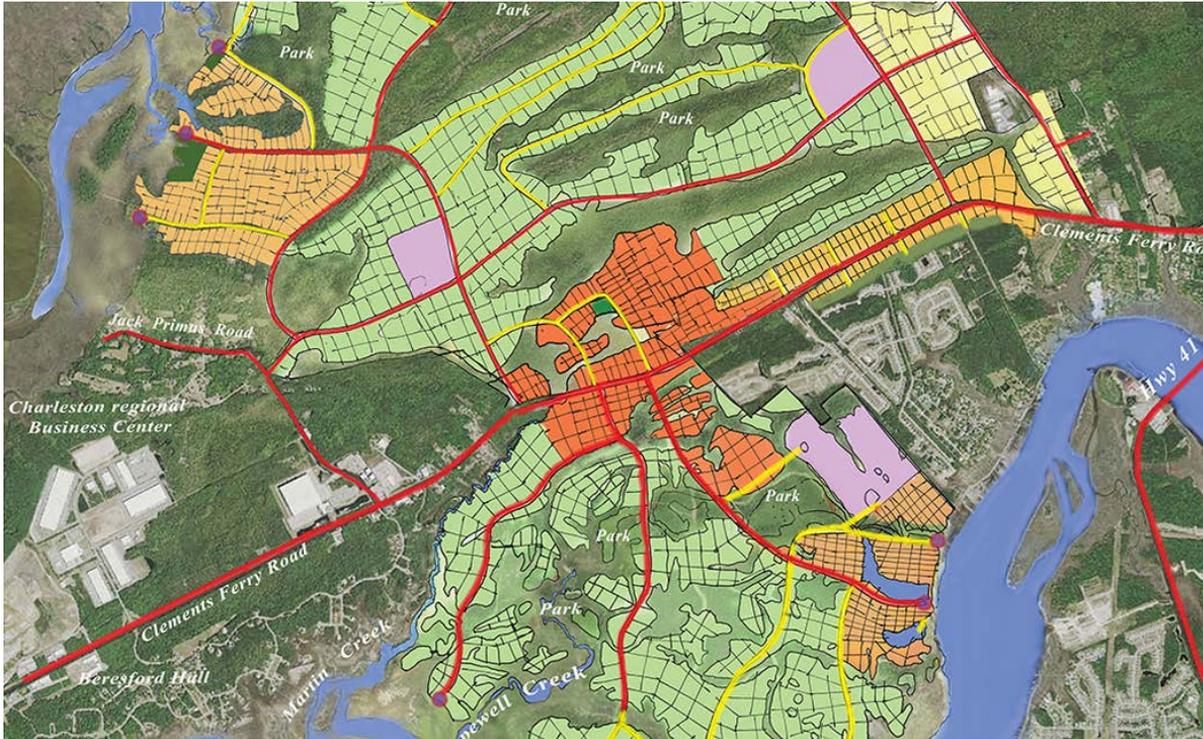


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Community Core

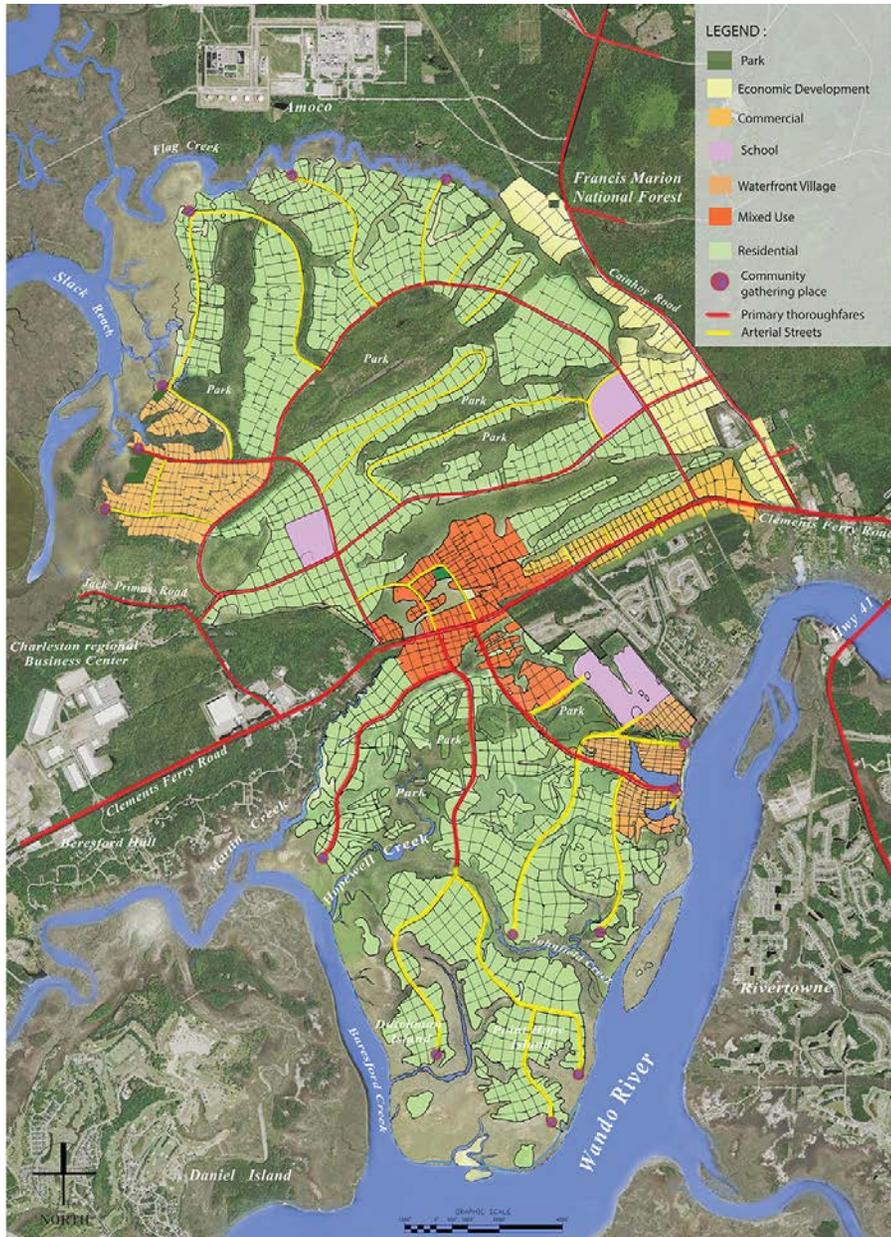


River Villages

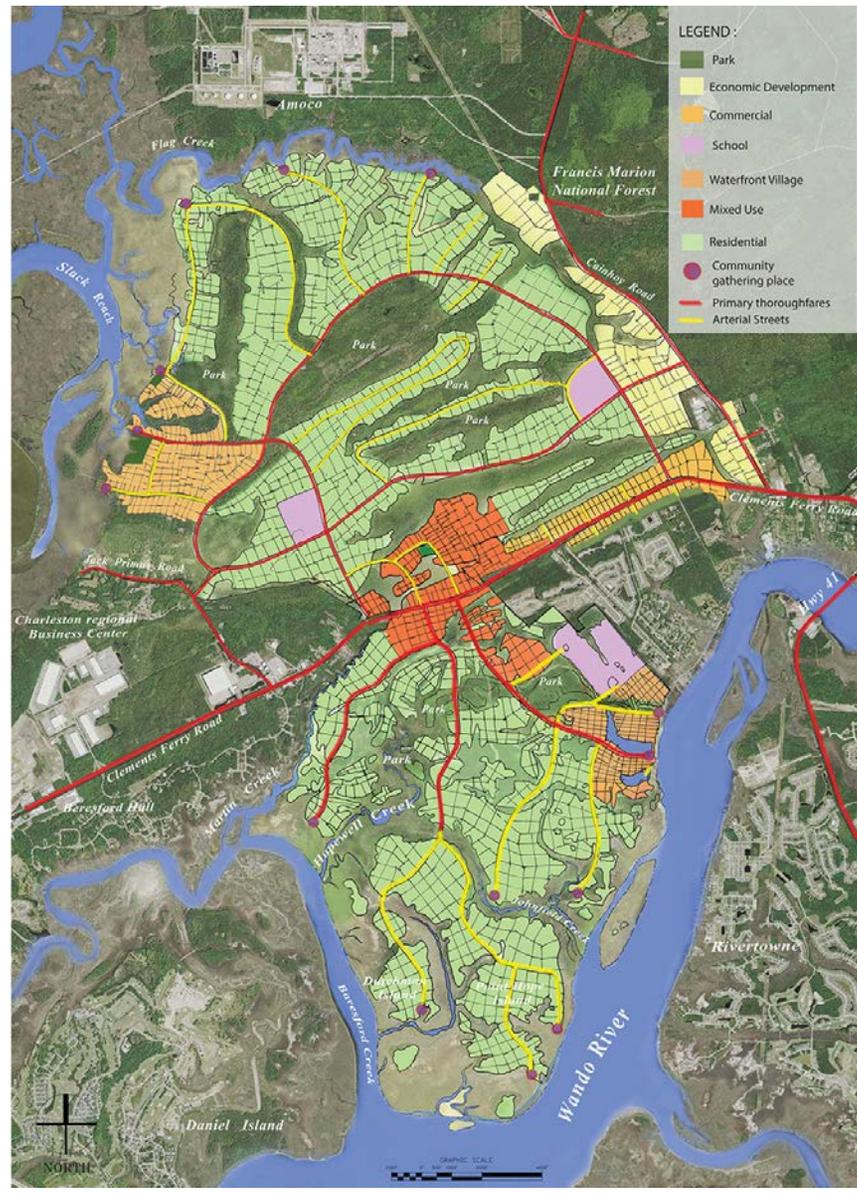


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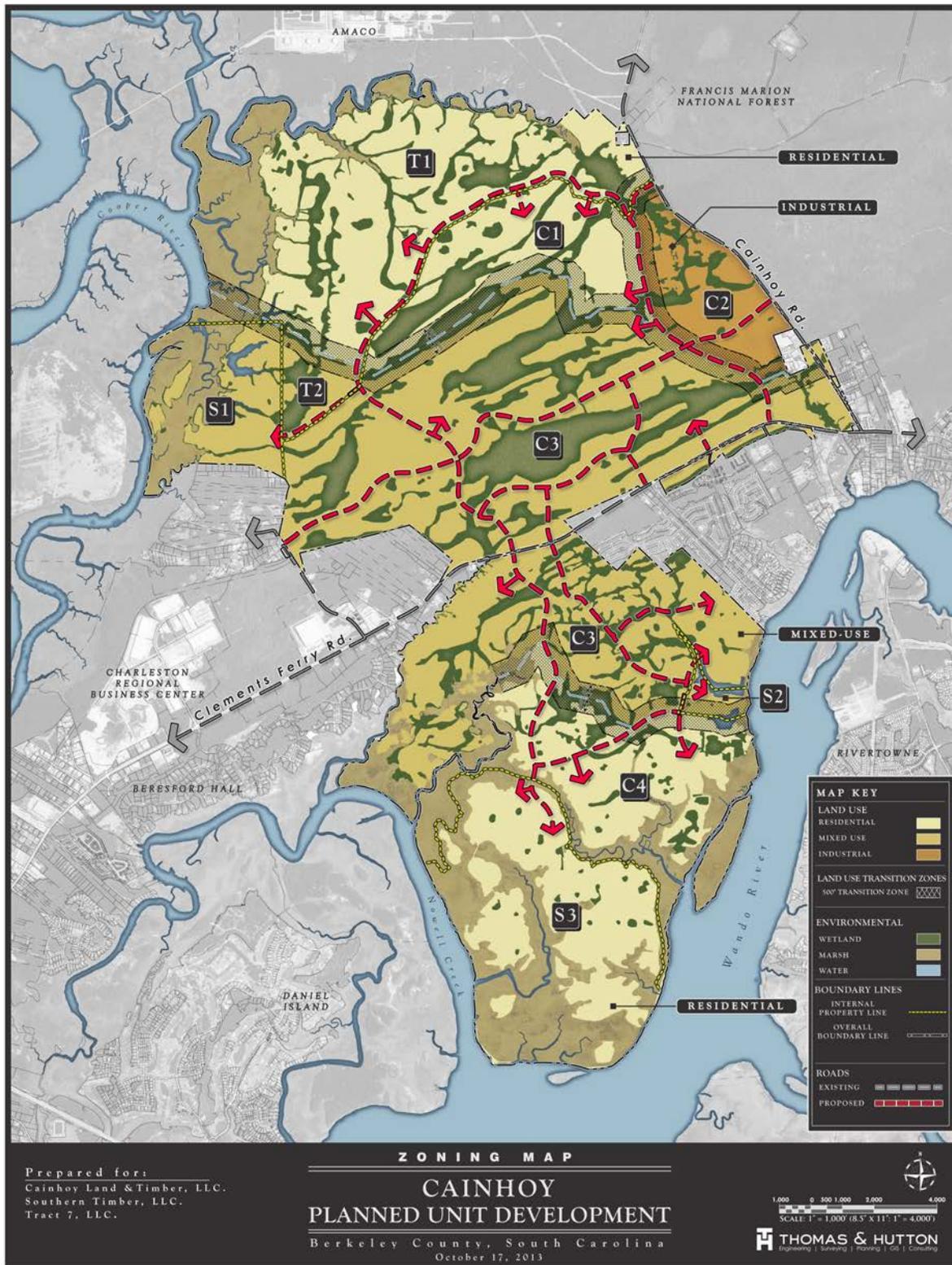
Neighborhoods



Property Master Plan

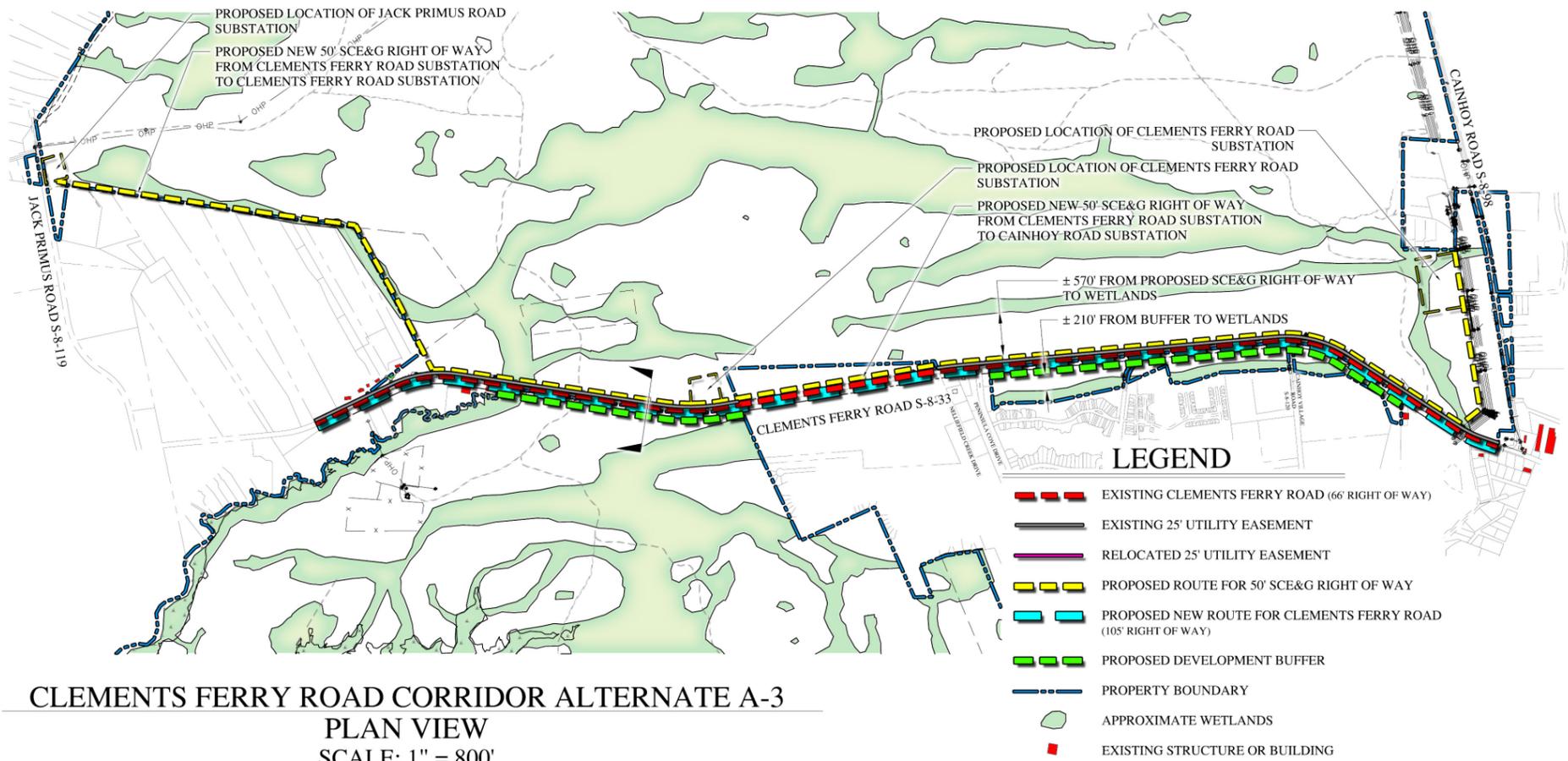


Zoning



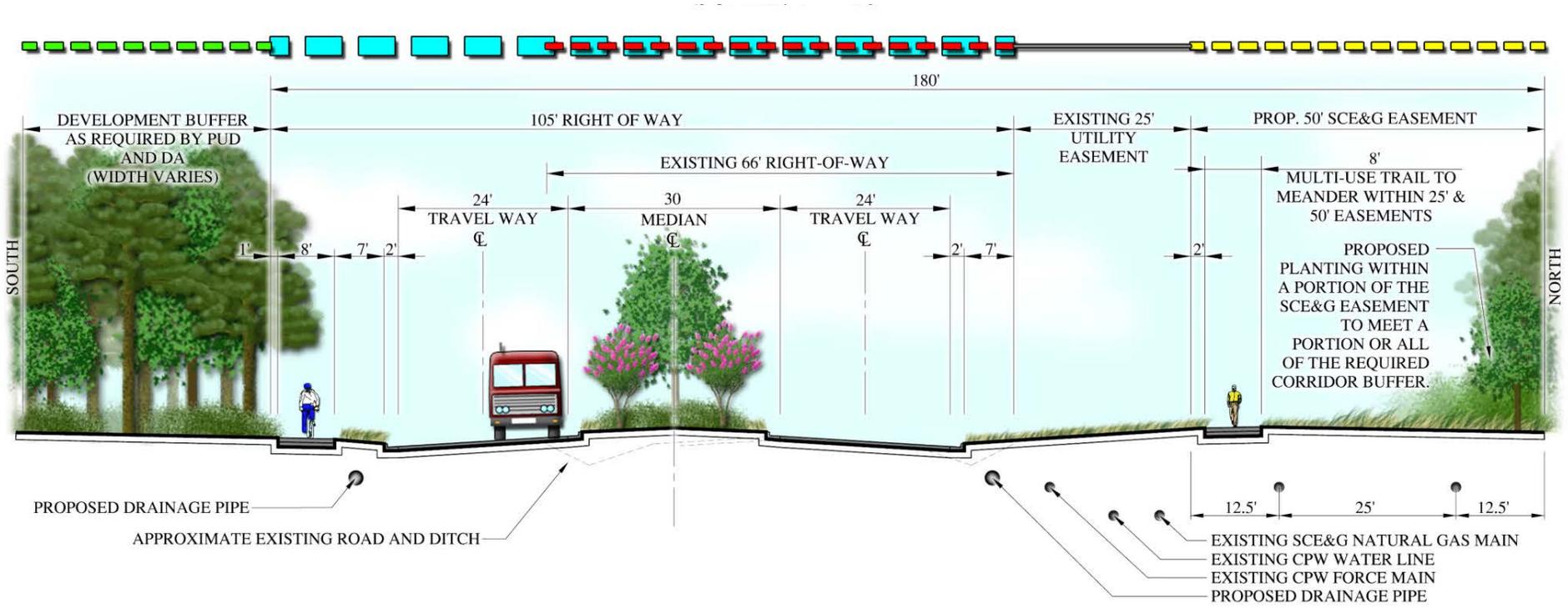
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Clements Ferry Road Corridor Design



CLEMENTS FERRY ROAD CORRIDOR ALTERNATE A-3
PLAN VIEW
 SCALE: 1" = 800'

Clements Ferry Road Corridor Design



CLEMENTS FERRY ROAD CORRIDOR ALTERNATE A-3
URBAN SECTION WITH 30' MEDIAN
 SCALE: 1" = 10'

