Adopted by Charleston City Council February 22, 2011

CENTURY V
2010 COMPREHENSIVE PLAN UPDATE

CITY OF CHARLESTON, SOUTH CAROLINA
Plan Requirements – SC State Code

1994 Comprehensive Planning Act

• Requires local government plans
  – The plan must include specific elements
• Requires Review at least every 5 years
• Requires Update every 10 years
Plan Requirements – SC State Code

1994 Comprehensive Planning Act

“The local planning commission shall review the comprehensive plan or elements of it as often as necessary, but not less than once every five years, to determine whether changes in the amount, kind, or direction of development of the area or other reasons make it desirable to make additions or amendments to the plan. The comprehensive plan, including all elements of it, must be updated at least every ten years.”
Plan Amendments

2014-026
Text and land use map changes in the Land Use section to reflect the master planning efforts of the Cainhoy Plantation area

2015-074
Text changes in the Municipal Services section to modify the service area for the collection of Environmental Service Impact Fees to exclude them from the area of the City within Berkeley County

2015-145
Map change in the Land Use section to add several blocks of the Upper Peninsula area to the Urban Core land use designation

2016-110
Map changes in the Land Use section to identify commercial gateways throughout the City appropriate for mixed-use, dense residential development
Plan Amendments

2011-153
Provided for the adoption and incorporation of the Johns Island Community Greenways Plan into the Century V Comprehensive Plan

2011-154
Provided for the adoption and incorporation of the Ashley Bridge District Plan

2015-052
Provided for the adoption and incorporation of the Tourism Management Plan

2016-021
Provided for the adoption and incorporation of the Rethink Folly Road Plan

2016-101
Provided for the adoption and incorporation of the Dupont | Wappoo Community Plan
Century V Plan Review

State Plan Requirements – Elements

- Population
- Economic Development
- Natural Resources
- Cultural Resources
- Community Facilities
- Housing
- Land Use
- Transportation
- Priority Investment
City of Charleston Comprehensive Plan

State of South Carolina Mandated Element

Preservation Plan

Capital Improvement Plan
Tourism Management Plan
Accommodations Plan
Parks & Recreation Plan

Area Plans

John Island Plan

Downtown Plan

Calhoun East Plan

Cainhoy Peninsula (Future)
Century V Plan Elements

- Population and Housing
- Economic Development
- Cultural Resources
- Natural Resources
- Municipal Services
- Land Use
- Mobility
Since 2010 the City’s population has increased by approximately 17,364 people.
Population and Housing

BCD Region Residential Permits
(2016 Data through Third Quarter)

- Total Residential Permits

Building Permits in Charleston

- Building Permits (Single Family)
- Building Permits (Multi-Family)
Population in Thousands

City Distribution and Population Projections

Peninsula
West Ashley
James Island
Johns Island
Danial Island/Cainhoy

Population and Housing

Updated
1. Accommodate future population growth through land-use policies that encourage vibrant, safe, and diverse neighborhoods in areas that allow efficient use of space and transportation.

2. Ensure the Charleston population has access to housing opportunities that provide diversity in building types, availability for all income levels, proximity to transit and accessibility to job centers.
1. Track changes in national and local population and demographic shifts to ensure growth management, housing, land use and transportation policies reflect current trends and projections.

2. Monitor housing construction permits and sale prices for continuous analysis of housing needs in all areas of the City.

3. Maintain land use policies that allow for and encourage diversity in housing opportunities in a variety of neighborhood contexts.

4. Encourage development of housing in compatible mixed-use neighborhoods and in close proximity to parks, bicycle and pedestrian facilities, public transit, schools, and civic uses.

5. Adopt additional development guidelines that allow and incentivize the inclusion of mixed housing types within neighborhoods.

6. Adopt additional zoning rules that will incentivize the inclusion of workforce housing in new and infill developments.

7. Encourage retention of existing housing stock through preservation incentives and rehabilitation programs and code enforcement.

8. Support sustainable housing development through incentives for efficient construction practices and energy efficient buildings.
Economic Development at a glance

- Economic growth should provide new opportunities and resources
- Over the past ten years, we have moved from an economy that relied heavily on military spending to one that derives strength from a variety of business sectors
- Between 2002 and 2008 employment rose by 15%
- Between January 2008 and January 2015 employment rose by 23%
  - 26% increase in information technology
  - 35% in financial service
  - 25% in other professional services
### Employment Figures

#### CITY OF CHARLESTON TOP EMPLOYERS

<table>
<thead>
<tr>
<th>Rank</th>
<th>Employer</th>
<th>Product/Service</th>
<th>Number of Employees</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Medical University of South Carolina (MUSC)</td>
<td>Hospital, post-secondary education, research</td>
<td>12,200</td>
</tr>
<tr>
<td>2</td>
<td>Roper St. Francis Healthcare</td>
<td>Roper and Bon Secours St Francis Hospitals</td>
<td>5,100</td>
</tr>
<tr>
<td>3</td>
<td>College of Charleston</td>
<td>Post Secondary Education</td>
<td>2,200</td>
</tr>
<tr>
<td>4</td>
<td>City of Charleston</td>
<td>Local Government</td>
<td>1,800</td>
</tr>
<tr>
<td>5</td>
<td>Blackbaud, Inc.</td>
<td>Specialty Computer Software development &amp; design</td>
<td>1,300</td>
</tr>
<tr>
<td>6</td>
<td>BenefitFocus</td>
<td>Web-based benefit package software</td>
<td>1,200</td>
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</tbody>
</table>

Source: Charleston Regional Business Journal

#### ESTIMATED EMPLOYMENT BY INDUSTRY

<table>
<thead>
<tr>
<th>Year</th>
<th>Natural Resources, Mining, and Construction</th>
<th>Manufacturing</th>
<th>Trade, Transportation, and Utilities</th>
<th>Information</th>
<th>Financial Activities</th>
<th>Professional and Business Services</th>
<th>Health Services and Private Education</th>
<th>Leisure and Hospitality</th>
<th>Other Services</th>
<th>Government</th>
<th>Total Nonagricultural Employment</th>
</tr>
</thead>
<tbody>
<tr>
<td>2009</td>
<td>15,036</td>
<td>20,910</td>
<td>50,920</td>
<td>5,130</td>
<td>11,630</td>
<td>35,580</td>
<td>29,520</td>
<td>35,390</td>
<td>8,120</td>
<td>55,710</td>
<td>267,946</td>
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<tr>
<td>2010</td>
<td>13,403</td>
<td>20,650</td>
<td>51,330</td>
<td>4,840</td>
<td>11,190</td>
<td>37,360</td>
<td>30,080</td>
<td>35,220</td>
<td>8,000</td>
<td>56,760</td>
<td>268,833</td>
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<tr>
<td>2011</td>
<td>12,931</td>
<td>22,010</td>
<td>52,920</td>
<td>4,750</td>
<td>11,770</td>
<td>39,230</td>
<td>31,310</td>
<td>36,170</td>
<td>8,010</td>
<td>57,250</td>
<td>276,351</td>
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<tr>
<td>2012</td>
<td>12,759</td>
<td>22,070</td>
<td>54,910</td>
<td>4,660</td>
<td>11,810</td>
<td>40,240</td>
<td>31,740</td>
<td>38,170</td>
<td>8,160</td>
<td>58,460</td>
<td>282,979</td>
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<tr>
<td>2013</td>
<td>13,936</td>
<td>23,750</td>
<td>56,450</td>
<td>4,820</td>
<td>12,040</td>
<td>40,820</td>
<td>32,010</td>
<td>39,410</td>
<td>8,390</td>
<td>58,740</td>
<td>290,366</td>
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<tr>
<td>2014</td>
<td>15,750</td>
<td>24,510</td>
<td>58,370</td>
<td>4,920</td>
<td>12,650</td>
<td>44,190</td>
<td>33,380</td>
<td>41,390</td>
<td>8,620</td>
<td>58,920</td>
<td>302,700</td>
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<tr>
<td>2015</td>
<td>16,688</td>
<td>25,450</td>
<td>59,710</td>
<td>5,000</td>
<td>13,380</td>
<td>54,660</td>
<td>34,410</td>
<td>43,710</td>
<td>8,880</td>
<td>60,050</td>
<td>321,938</td>
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</table>
## Capital Investment and Job Growth in Charleston and Berkeley Counties

<table>
<thead>
<tr>
<th>Year</th>
<th>Investment</th>
<th>New Jobs</th>
<th>Firms</th>
<th>Investment</th>
<th>New Jobs</th>
<th>Firms</th>
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</thead>
<tbody>
<tr>
<td>2000</td>
<td>$159,582,243</td>
<td>1,677</td>
<td>105</td>
<td>$161,015,059</td>
<td>1,017</td>
<td>47</td>
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<tr>
<td>2001</td>
<td>$66,356,049</td>
<td>719</td>
<td>69</td>
<td>$121,587,280</td>
<td>1,095</td>
<td>33</td>
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<tr>
<td>2002</td>
<td>$199,602,677</td>
<td>1,705</td>
<td>89</td>
<td>$143,647,419</td>
<td>674</td>
<td>34</td>
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<td>2003</td>
<td>$32,010,000</td>
<td>253</td>
<td>6</td>
<td>$5,000,000</td>
<td>18</td>
<td>1</td>
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<tr>
<td>2004</td>
<td>$592,950,000</td>
<td>1,790</td>
<td>5</td>
<td>$5,500,000</td>
<td>90</td>
<td>2</td>
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<tr>
<td>2005</td>
<td>$90,700,000</td>
<td>838</td>
<td>10</td>
<td>$50,030,000</td>
<td>414</td>
<td>5</td>
</tr>
<tr>
<td>2006</td>
<td>$121,500,000</td>
<td>758</td>
<td>7</td>
<td>$609,300,000</td>
<td>268</td>
<td>3</td>
</tr>
<tr>
<td>2007</td>
<td>$74,190,000</td>
<td>664</td>
<td>9</td>
<td>$534,500,000</td>
<td>199</td>
<td>4</td>
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<tr>
<td>2008</td>
<td>$128,180,000</td>
<td>737</td>
<td>9</td>
<td>$27,000,000</td>
<td>480</td>
<td>3</td>
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<tr>
<td>2009</td>
<td>$985,480,000</td>
<td>5057</td>
<td>6</td>
<td>$145,291,923</td>
<td>1525</td>
<td>12</td>
</tr>
<tr>
<td>2010</td>
<td>$152,529,000</td>
<td>744</td>
<td>10</td>
<td>$31,500,000</td>
<td>1177</td>
<td>5</td>
</tr>
<tr>
<td>2011</td>
<td>$89,773,000</td>
<td>822</td>
<td>9</td>
<td>$164,550,000</td>
<td>450</td>
<td>5</td>
</tr>
<tr>
<td>2012</td>
<td>$162,055,000</td>
<td>905</td>
<td>13</td>
<td>$191,115,000</td>
<td>692</td>
<td>4</td>
</tr>
<tr>
<td>2013</td>
<td>$1,158,727,000</td>
<td>2483</td>
<td>8</td>
<td>$654,450,000</td>
<td>1200</td>
<td>2</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>$4,013,634,969</strong></td>
<td><strong>19,152</strong></td>
<td><strong>355</strong></td>
<td><strong>$2,844,486,681</strong></td>
<td><strong>9,299</strong></td>
<td><strong>160</strong></td>
</tr>
</tbody>
</table>

Source: South Carolina Department of Commerce
Economic Development Recommendations

Develop and implement a multi-tiered economic development strategy for attraction and retention.

1. Work to promote and improve local and regional infrastructure.
2. Attract all types of businesses through targeted incentives.
3. Provide business services and allocate resources to supporting and promoting small and locally owned business development.
4. Implement targeted job/work centers.
5. Continue to promote and grow the capacity of minority and woman owned businesses in the City.
6. Focus City resources and public finance programs on revenue generators and economic development engines.
Charleston is home to hundreds of historic houses, churches, cathedrals, synagogues and cemeteries.

In downtown Charleston, 1,785 acres are part of the National Register Historic District.

In 2008, City adopted the Preservation Plan.

City recognizes that there are numerous older neighborhoods in Charleston eligible for National Register Status.
Cultural Resources
Charleston’s Preservation Plan’s Proposed Changes to Protected Areas

- Existing Historic Districts (National Register)
- Existing Old & Historic District (City of Charleston)
- Proposed changes to Existing Historic Area
- Proposed Conservation Districts
- Portion of Old City District to be reassigned to CCDRB
- Existing Individual Landmarks (National Register)
- Existing Old City District (City of Charleston)

Source: Preservation Plan
Charleston will sustain its rich and dynamic cultural heritage.

1. Build, maintain and preserve an array of first class cultural facilities and sites.

2. Support and implement recommendations from the Charleston Preservation Plan including landscape scale preservation efforts on Johns Island and the Cainhoy Peninsula.

3. Encourage public and private investment in cultural preservation, development and diversity.

4. Support the growth and development of Charleston’s arts community

5. Support policies, incentives and plans that encourage and stimulate preservation and growth of cultural resource opportunities, including the economy for heritage tourism.
<table>
<thead>
<tr>
<th>NAME</th>
<th>Acres</th>
<th>Year</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fire Memorial, Savannah Hwy</td>
<td>2.5</td>
<td>2010</td>
<td>West Ashley</td>
</tr>
<tr>
<td>Waterfront Park: Water Taxi Dock</td>
<td>n/a</td>
<td>2013</td>
<td>Peninsula</td>
</tr>
<tr>
<td>Northbridge Park</td>
<td>2.3</td>
<td>2014</td>
<td>West Ashley</td>
</tr>
<tr>
<td>Magnolia at Sycamore Park (CPC community gardens)</td>
<td>3.85</td>
<td>2014</td>
<td>West Ashley</td>
</tr>
<tr>
<td>Bender Street Park</td>
<td>2.5</td>
<td>2015</td>
<td>West Ashley</td>
</tr>
<tr>
<td>Gadsdenboro Park</td>
<td>4.9</td>
<td>2015</td>
<td>Peninsula</td>
</tr>
<tr>
<td>Theodora Park</td>
<td>.19</td>
<td>2015</td>
<td>Peninsula</td>
</tr>
<tr>
<td>Wappoo Road Park</td>
<td>4.5</td>
<td>2016</td>
<td>West Ashley</td>
</tr>
<tr>
<td>Albemarle Park</td>
<td>1.05</td>
<td>2016</td>
<td>West Ashley</td>
</tr>
<tr>
<td>City of Charleston Park Land Acquisition</td>
<td>21.79</td>
<td></td>
<td>2010-2016</td>
</tr>
<tr>
<td>Charleston County Park &amp; Recreation Commission (PRC) Ashem Park</td>
<td>71.35</td>
<td>2013</td>
<td>West Ashley</td>
</tr>
<tr>
<td>Old Towne Creek Park</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>New Parkland In &amp; Around the City of Charleston</td>
<td>93.14</td>
<td></td>
<td>2010-2016</td>
</tr>
</tbody>
</table>

Source: City of Charleston Real Estate Management & City of Charleston Planning Department
Natural Resources

Recommendations

Protect and preserve our natural resources to the greatest extent practical.

1. Ensure land development regulations adequately protect the city’s farms, prime soils for farming, natural resources and rural areas.

2. Continue to support the use of an Urban Growth Boundary and Greenbelt and Parks system with Charleston County in West Ashley, Johns and James Island, and extend the UGB and Greenbelt goals to include the city’s Berkeley County boundary at the Francis Marion National Forest in Cainhoy.

3. Continue to provide and expand the parks system to include large and small parks, as well as increased connectivity between greenspaces and public access to waterways.

4. Continue to implement appropriate building standards for elevation, wind resistance and stormwater management and sustainability practices to plan and adapt to climatic events such as flooding and hurricanes.

5. Adopt storm water management practices and standards that are ‘light on the land’, encourage innovative BMP’s and ‘green’ methods, i.e., bio-swales, porous pavements, rain gardens, etc., for treating storm water and vegetative buffer requirements to improve the water quality of Charleston.
6. Continue air quality improvements through transportation planning and identifying and supporting local industries to reduce air pollution.

7. Continue to play an active role in promoting sustainability initiatives within municipal operations and the community at large, including: developing plans and education programs that promote sustainability and sustainable development; increase mobility choices; reduce water and air pollution; support energy conservation and efficiency; increase opportunities and funding for renewable energy; and encourage emission reductions and alternative fuels.

8. Continue to pursue a comprehensive reform of the city’s tree protection ordinance to align it with American Forests’ recommendation that a city east of the Mississippi River should adopt/meet the goal to achieve/maintain a city-wide canopy cover of 40%.

9. Ensure small and large landowners to manage their land by the planting of native plant species and the removal of invasive species.

10. Promote sustainability through support for local agriculture and animal husbandry.

11. Inventory and document unique and sensitive natural resources, i.e., tree allees, unique wetlands, unique topographic features, unique waterways, flora and/or fauna habitats.
City must provide community facilities and services to citizens
  - Major capital improvements, including, but not limited to transportation, drainage, water, parks and recreational facilities

Capital Improvements Plan (CIP) is a separate five year plan that matches available funding with the cities highest priority capital needs

Century V plan is a ten year planning document that uses CIP and other projections to prepare for a decade of service needs

<table>
<thead>
<tr>
<th>Percentage of Total Capital Improvement Projects Budgeted by Function*</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Culture / Recreation</td>
<td>32.4%</td>
</tr>
<tr>
<td>Recurring Projects</td>
<td>13.1%</td>
</tr>
<tr>
<td>Urban / Community Development</td>
<td>5.9%</td>
</tr>
<tr>
<td>Public Safety</td>
<td>14.7%</td>
</tr>
<tr>
<td>Public Service</td>
<td>16.2%</td>
</tr>
<tr>
<td>General Government</td>
<td>5.9%</td>
</tr>
<tr>
<td>Enterprise</td>
<td>10.3%</td>
</tr>
<tr>
<td>Health &amp; Welfare</td>
<td>1.5%</td>
</tr>
</tbody>
</table>

*The Capital Improvement Plan is updated annually and can be found in the City of Charleston Budget Book at: http://www.charleston-sc.gov/DocumentCenter/View/10670
Municipal Services
Public Safety

- Police Department
  - Largest police force in South Carolina
    - Staff of 546 in 2010 and 575 in 2016
    - Eight / Nine (2017) Patrol Divisions and several specialty divisions

- Fire Department
  - 20 fire companies
  - Staff of 350 in 2015
  - New stations planned: Carolina Bay (under construction), Clements Ferry

- Emergency Services
  - Charleston County provides EMS to the City of Charleston
  - Disaster and emergency preparations
  - Annual hurricane drills
Public Service Capital Projects
- About nine percent of currently planned capital improvements projects are for public services
  - Much larger percentage in dollar amounts

Stormwater Capital Improvements
- City of Charleston Stormwater Management Program (2008)

Charleston Water System
- Water and sewer service
  - $403 million in capital projects since 1990

Environmental Services Division
- Responsible for maintaining clean, safe and healthful environment for residents and visitors
  - Garbage collection
  - Grounds custodians
Recreation function holds the largest percentage of capital projects based on total number of projects.

Department of Recreation
- offers a diverse array of programs, sports, and activities.

The Office of Cultural Affairs
- Committed to promoting and fostering excellence through artistic expression
- Two annual festivals
# CITY OF CHARLESTON IN PROGRESS CAPITAL PROJECTS

<table>
<thead>
<tr>
<th>Name</th>
<th>Category/Government Function</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fire Station 11 – Savannah Highway</td>
<td>Public Safety</td>
<td>West Ashley</td>
</tr>
<tr>
<td>Police Department Forensic Services Building</td>
<td>Public Safety</td>
<td>West Ashley</td>
</tr>
<tr>
<td>Freedom Park Shelter/Restroom</td>
<td>Culture &amp; Recreation</td>
<td>Daniel Island</td>
</tr>
<tr>
<td>Police Department Team 4 Office</td>
<td>Culture &amp; Recreation</td>
<td>West Ashley</td>
</tr>
<tr>
<td>Police Department Fleet Operations – Temp Facility</td>
<td>Public Safety</td>
<td>Peninsula</td>
</tr>
<tr>
<td>Waterfront Park Dedication Enhancements</td>
<td>Culture &amp; Recreation</td>
<td>Peninsula</td>
</tr>
<tr>
<td>Colonial Lake Improvements</td>
<td>Culture &amp; Recreation</td>
<td>Peninsula</td>
</tr>
<tr>
<td>Fire Station 14 at Carolina Bay</td>
<td>Public Safety</td>
<td>West Ashley</td>
</tr>
<tr>
<td>Waring Senior Center</td>
<td>Health &amp; Welfare</td>
<td>West Ashley</td>
</tr>
<tr>
<td>Bender Street Park</td>
<td>Culture &amp; Recreation</td>
<td>West Ashley</td>
</tr>
<tr>
<td>Daniel Island Community Center</td>
<td>Culture &amp; Recreation</td>
<td>Daniel Island</td>
</tr>
<tr>
<td>Daniel Island Shore Stabilization</td>
<td>Public Service</td>
<td>Daniel Island</td>
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<tr>
<td>Huger Street Streetscape</td>
<td>Urban &amp; Community Development</td>
<td>Peninsula</td>
</tr>
<tr>
<td>Spring/Cannon Streetscape and Two-way Conversion</td>
<td>Urban &amp; Community Development</td>
<td>Peninsula</td>
</tr>
<tr>
<td>Grace Bridge Street Parking Lots</td>
<td>Enterprise Fund Project</td>
<td>Peninsula</td>
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<tr>
<td>Trolley Barn Parking Lot</td>
<td>Enterprise Fund Project</td>
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<tr>
<td>West Ashley Greenway Improvements</td>
<td>Culture &amp; Recreation</td>
<td>West Ashley</td>
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<tr>
<td>Longbranch Creek Improvements</td>
<td>Culture &amp; Recreation</td>
<td>West Ashley</td>
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<tr>
<td>Glenn McConnell Parkway Multi-Use Trail</td>
<td>Culture &amp; Recreation</td>
<td>West Ashley</td>
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<tr>
<td>Governors Park Athletic Lighting</td>
<td>Culture &amp; Recreation</td>
<td>Daniel Island</td>
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<tr>
<td>Bayview Soccer Complex Athletic Lighting</td>
<td>Culture &amp; Recreation</td>
<td>James Island</td>
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<tr>
<td>Daniel Island Boat Ramp</td>
<td>Culture &amp; Recreation</td>
<td>Daniel Island</td>
</tr>
<tr>
<td>Daniel Island/St. Thomas Island Drive Multi-Use Path</td>
<td>Culture &amp; Recreation</td>
<td>Daniel Island</td>
</tr>
</tbody>
</table>
Municipal Services Recommendations

Ensure the highest quality public services and facilities to city residents by targeting municipal growth to urban and suburban areas and planning for capital improvements to support city growth.

1. Establish adequate public facility standards consistent with the service standards throughout the City.

2. Continue to focus the City’s annexation efforts on urban and sub-urban areas within the Urban Growth Boundary.

3. Manage the provision of municipal services and facilities in rural, suburban and urban areas.

4. Continue to implement impact fees for environmental services and public safety facilities that will ensure the adequate provision of these services to growing areas of the City.
5. Provide an annual report of development impact fee funds and purchases.

6. Identify sources of fund that can be used to offset the costs associated with waiving the impact fees for affordable housing.

7. Re-evaluate the existing impact fee program prior to its expiration.

8. Research and evaluate candidates (facilities and equipment) for the existing impact fee program.

9. Research and evaluate other City services that may need additional funding due to growth and analyze existing City revenues streams for available funds for these services.
The City of Charleston is comprised of five distinct land masses:

1. **The Peninsula**, the historic Core of Charleston
2. **West Ashley**, home to some of the first WWII suburbs, it’s the City’s largest and most populated area that first saw annexations in the 1960’s
3. **James Island**, also home to post WWII suburbs, it is the City’s smallest Sea Island with annexations starting in the 1970’s
4. **Johns Island**, the second largest island on the east coast with only a small, concentrated portion annexed into the City limits starting in the 1980’s
5. **The Cainhoy Peninsula**, linked to the City via the Mark Clark Expressway through Daniel Island, its large scale annexations began in the 1990’s and continue today

### CHARLESTON CORPORATE LIMITS EXPANSIONS

<table>
<thead>
<tr>
<th>Year</th>
<th>City Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>1960</td>
<td>6 sq. miles</td>
</tr>
<tr>
<td>1970</td>
<td>14 sq. miles</td>
</tr>
<tr>
<td>1980</td>
<td>25 sq. miles</td>
</tr>
<tr>
<td>1990</td>
<td>61 sq. miles</td>
</tr>
<tr>
<td>2000</td>
<td>98 sq. miles</td>
</tr>
<tr>
<td>2010</td>
<td>109 sq. miles</td>
</tr>
<tr>
<td>2016</td>
<td>112 sq. miles</td>
</tr>
</tbody>
</table>
### MAJOR DEVELOPMENTS (2010-2016)*

<table>
<thead>
<tr>
<th>Development Name</th>
<th>Units</th>
<th>Location</th>
<th>Development Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cainhoy Plantation</td>
<td>18,252</td>
<td>Daniel Island/Cainhoy</td>
<td>No unit construction</td>
</tr>
<tr>
<td>Long Savannah/ (Hipp Property)Village Green</td>
<td>6,000</td>
<td>West Ashley</td>
<td>No unit construction</td>
</tr>
<tr>
<td>Bees Landing (Grand Oaks)</td>
<td>3,788</td>
<td>West Ashley</td>
<td>Approx. 3,000 units built or under construction</td>
</tr>
<tr>
<td>Magnolia</td>
<td>3,500</td>
<td>Peninsula</td>
<td>No unit construction</td>
</tr>
<tr>
<td>Carolina Bay/Essex Farms</td>
<td>2,630</td>
<td>West Ashley</td>
<td>1995 Units Platted/Built; 635 remaining per PUD</td>
</tr>
<tr>
<td>Bolton’s Landing</td>
<td>1,192</td>
<td>West Ashley</td>
<td>675 units platted/built; remaining units under construction or in planning</td>
</tr>
<tr>
<td>Shade Tree</td>
<td>1,094</td>
<td>Johns Island</td>
<td>1094 units approved</td>
</tr>
<tr>
<td>Whitney Lake</td>
<td>863</td>
<td>Johns Island</td>
<td>255 units built; 608 units remaining per PUD</td>
</tr>
<tr>
<td>Village at Fenwick</td>
<td>609</td>
<td>Johns Island</td>
<td>609 units approved per PUD</td>
</tr>
<tr>
<td>Rhodes Crossing</td>
<td>600</td>
<td>West Ashley</td>
<td>330 Apartment Units 150 units 120 Townhouse</td>
</tr>
<tr>
<td>St. Johns Square</td>
<td>575</td>
<td>Johns Island</td>
<td>295 units under construction; 280 remaining per PUD</td>
</tr>
<tr>
<td>WestEdge</td>
<td>575</td>
<td>Peninsula</td>
<td>Units under construction</td>
</tr>
<tr>
<td>South Pointe Apartments I &amp; II (Ponderosa Village)</td>
<td>550</td>
<td>West Ashley</td>
<td>240 units built; 260 appts in design</td>
</tr>
<tr>
<td>Verdier Pointe</td>
<td>468</td>
<td>West Ashley</td>
<td>288 units completed; 180 units remaining per PUD</td>
</tr>
<tr>
<td>Rawl</td>
<td>460</td>
<td>Johns Island</td>
<td>No unit construction</td>
</tr>
<tr>
<td>Wando Village</td>
<td>416</td>
<td>Daniel Island/Cainhoy</td>
<td>No unit construction</td>
</tr>
<tr>
<td>Stono View</td>
<td>379</td>
<td>Johns Island</td>
<td>112 units under construction</td>
</tr>
<tr>
<td>Ashley Park Townhouses</td>
<td>350</td>
<td>West Ashley</td>
<td>206 units platted/built (townhouses); remaining units under construction or in planning</td>
</tr>
<tr>
<td>Faison Apartments</td>
<td>315</td>
<td>Daniel Island/Cainhoy</td>
<td>Units under construction</td>
</tr>
<tr>
<td>Woodfield Apartments</td>
<td>312</td>
<td>Daniel Island/Cainhoy</td>
<td>Units under construction</td>
</tr>
</tbody>
</table>

*Inclusion on this list does not imply that a development will be fully built out in the upcoming 10 or even 20 years. It is just a list of the larger developments that had full approvals and some degree of a start towards development.
Urban Growth: Surround the City with Green

- Urban Growth Boundary: In a 2009 resident survey, 91% of respondents agreed with limiting urban expansion of the City of Charleston.

- In 2007, Century V Plan was amended to include criteria for adjusting the UBG. These criteria require that justifications be made to warrant an adjustment in the boundary, including evidence the new location of the UGB would:
  1. Better protect the public interest
  2. Better preserve the rural character of the land
  3. Better secure the line as a permanent fixture

- In 2008 Long savannah development utilized these criteria and moving the UGB.
1. **Preserve** the physical qualities and the way of life in rural areas of the City.

2. **Protect** and improve our natural resources and maintain a lush, green environment in urban and suburban areas of the City.

3. **Support** Charleston County’s Comprehensive Plan and its designation of an Urban Growth Boundary protecting rural areas surrounding the City of Charleston and other urban areas of Charleston County.

4. **Work** together with Berkeley County to have that County adopt a similar system in the Cainhoy Peninsula, in the same location as the City of Charleston’s along the inside boundary of the Francis Marion National Forest.
5. **Work** with Charleston, Berkeley, and Dorchester County residents and their leaders to implement land conservation programs in rural areas.

6. **Ensure** City land development regulations encourage compact development patterns that minimize consumption of land.

7. **Tailor** ordinances to complement the way of life in rural areas of the City.

8. **Protect** farms from encroaching suburban development.

9. **Ensure** land development regulations adequately protect natural resources in urban and suburban areas of the City.

10. **Draft** a plan for management of growth and development on the Cainhoy Peninsula.
Neighborhood Recommendations

1. **Engage** existing neighborhoods in more detailed design studies to examine specifically how growth can improve quality of life.

2. **Revise** land development regulations to focus on compatible mixing of building types. Buildings must reflect rather than be foreign to the neighborhood scale.

3. **Permit** a variety of housing, services, workplaces, and civic institutions in neighborhood settings.

4. **Concentrate** higher density housing within a five to ten minute walk of transit stops.

5. **Accommodate** the full spectrum of housing for all neighborhoods by permitting a range of building types compatible with the neighborhood setting.
Element 2: Infill & Redevelopment Opportunities

1. **Identify** opportunities for infill development and redevelopment throughout the City.

2. **Work** with neighborhood councils and citizens to determine how infill and redevelopment sites can be utilized to benefit every section of the City.

3. **Revise** development regulations, approval processes, and capital planning priorities to make infill and redevelopment as easy as possible.

4. **In its efforts** to promote appropriate infill development and redevelopment, the City should evaluate the 2007 South Carolina Priority Investment Act. This law allows local governments to identify “priority investment zones” in which they can eliminate non-essential regulations and use market based incentives to encourage traditional neighborhood development.
Element 3: Gathering Places

- Gathering place: convenient locations to gather for work and commerce, find key civic institutions, hold special events, and connect to public transportation
  - Locations may be important intersections, well-located infill or redevelopment sites, or part of new neighborhoods in more suburban locations
- Serve important community needs
- Defines a unique sense of place in various places around the city
- Gathering places can create an environment that can support walkability and key transit services

Key Gathering Place Sites

1. West Ashley Circle
2. Daniel Island Town Center
3. McLeod Village (Maybank Highway at Folly Road)
4. Maybank Highway at River Road
5. Maybank Highway at Bohicket Road
6. Ashley Bridge District/South Windermere
7. Old Charles Towne District (Sam Rittenberg Boulevard at Old Towne Road)
8. Folly Road at Grimball Road & Fort Johnson Road
9. Mid-Maybank Highway between Walter Drive and Zelasko Road
Future Land Use Designations

- Conserved Areas
- Natural Areas
- Rural
- Suburban Edge
- Suburban
- Urban
- Neighborhood Centers
- **Cainhoy Plantation Area (New)**

- Urban Centers
- Urban Core
- Campus District
- Job Center District
- Highway District
- Industrial District
- **Future Planning Area**
Conserved Areas

• **Public Ownership**
  – Not necessarily routinely open to the general population

• **Private Ownership**
  – Preservation or conservation easements
  – Significant restrictions preventing redevelopment

• **Zoning Districts**
  Typically Conservation (C)
Natural Areas

Wetlands or other lands that cannot be developed due to their geography or topography.

- Zoning Districts
  Conservation (C)

Clark Sound, James Island
• Outside of the Urban Growth Boundary

• Density:
  – Generally much lower than 1 unit/acre

• Potential Development
  – Low density residential, agricultural, forestry, and recreational areas

• Zoning Districts
  Conservation or SR-7

Brownswood Road, Johns Island
• Lowest Density Areas
  – Within the urban growth boundary
  – 1-4 dwelling units/acre

• Potential Development
  – Almost exclusively residential

• Examples
  – Sandhurst, Shadowmoss, and Stiles Point

• Zoning Districts
  SR-1, RR-1, SR-7
• Lowest Density Areas
  – Within the urban growth boundary
  – 1-4 dwelling units/acre

• Potential Development
  – Almost exclusively residential

• Examples
  – Sandhurst, Shadowmoss, and Stiles Point

• Zoning Districts
  SR-1, RR-1, SR-7
• Primarily Residential Areas
  – adjacent to higher zones that include some mixed-use
  – Limited mixed-use is allowed at crossroads

• Low Density:
  – 4-8 dwelling units/acre

• Examples:
  – Wagener Terrace, Riverland Terrace, Avondale, St. Johns Woods

• Zoning Districts

SR-1,2,3, STR, DR-6, RO, CT
• Primarily Residential Areas
  – adjacent to higher zones that include some mixed-use
  – Limited mixed-use is allowed at crossroads

• Low Density:
  – 4-8 dwelling units/acre

• Examples:
  – Wagener Terrace, Riverland Terrace, Avondale, St. Johns Woods

• Zoning Districts
  SR-1, SR-2, SR-3, STR, DR-6, RO, CT
Suburban

• Primarily Residential Areas
  – adjacent to higher zones that include some mixed-use
  – Limited mixed-use is allowed at crossroads

• Low Density:
  – 4-8 dwelling units/acre

• Examples:
  – Wagener Terrace, Riverland Terrace, Avondale, St. Johns Woods

• Zoning Districts
  SR-1, SR-2, SR-3, STR, DR-6, RO, CT

Saint Johns Woods, Johns Island
• **Mixed-Use Areas**
  – Primarily residential
  – Wide range of building types & setbacks

• **Density:**
  – 8-12 dwelling units/acre

• **Examples**
  – Ansonborough and Hampton Park Terrace neighborhoods

• **Zoning Districts**
  STR, DR-9, DR-12, DR-1, DR-1F, RO, CT, LB, and GO
Neighborhood Centers

- Gathering Places
  - Mixed use buildings
  - Pedestrian friendly block layout
  - Typically not exceed a quarter mile across

Avondale Point, West Ashley
Neighborhood Centers

• **Medium Density:**
  - 8-20 dwelling units/acre

• **Examples**
  - Avondale Point, the Old Charles Towne District, and Maybank Highway at Woodland Shores

• **Zoning Districts**
  
  DR-12, DR-1F, DR-2F, DR-2, RO, CT, LB, GO
Neighborhood Centers

- **Medium Density:**
  - 8-20 dwelling units/acre

- **Examples**
  - Avondale Point, the Old Charles Towne District, and Maybank Highway at Woodland Shores

- **Zoning Districts**
  - DR-12, DR-1F, DR-2F, DR-2, RO, CT, LB, GO

I'On Center, Mount Pleasant
Urban Centers

• Gathering Places
  – Mixed use buildings
  – Pedestrian friendly block layout
  – Typically not exceed a quarter mile across

• Higher Density:
  – 8-26 dwelling units/acre

• Examples
  – Daniel Island Town Center,
  Maybank at Folly (McLeod Village Plan)

• Zoning Districts
  GP, GB, LB, GO, MU-1WH, MU-2WH, DR-9,
  DR-12, DR-1F, DR-1, DR-2f, DR-2
• Gathering Places
  – Density promotes walkability and transit use
  – Mixed uses do so as well
Urban Centers

- **Gathering Places**
  - Neighborhood context well maintained, despite the density and mixture of uses
  - Mixture of dwelling styles important as well

Glenwood Park, Atlanta, GA
• Most Mixed-Use Portion of the City
  – Tallest and most regionally significant architecture
  – Larger blocks, steady street tree planting, buildings are close to wide sidewalks
  – Typically only a few Urban Core areas

Four Corners of Law, Peninsula
• **Highest Density:**
  – +10 dwelling units/acre

• **Examples**
  – Central Business District of Charleston, MUSC/Roper/VA Medical District, approved plans for Magnolia, and areas around the Citadel Mall

• **Zoning Districts**
  GP, UC, GB, LB, GO, DR-12, DR-1F, DR-1, DR-2F, DR-2, MU-1WH, MU-2WH, UP
• New or Redeveloped areas can be planned this way as well
  – Magnolia Development Plan already in place
  – Citadel Mall area has potential in next 10 – 20 years
  – Upper Peninsula District
• **Schools or Offices**
  - Only residential uses associated with a school or a large assisted living facility allowed

• **Examples**
  - Charleston area high schools
  - St. Francis hospital area

• **Zoning Districts**
  - Various
Job Center District

- **Job Centers**
  - Light manufacturing, warehousing, office/warehousing, and some commercial and office uses
  - Incubators for small and entrepreneurial businesses
  - Limited residential uses
  - Can be on a smaller scale, such as Dupont Road area

- **Zoning Districts**
  BP, GB, LB, GO, LI
• **Examples**

- Clements Ferry Road, Dupont Road, Fort Johnson research areas, and the Charleston Executive Airport on Johns Island
- Can be a huge boost to small businesses in infill-oriented areas
Highway District

• **Auto Intensive Commercial Uses**
  - Urban formatted residences & offices are permitted
  - Possible conversion to denser, primary land use designations if auto dependence declines

• **Examples**
  - Many portions of Folly Road and some portions of Savannah Highway

• **Zoning Districts**
  - GB, LB, CT, GO, and denser residential districts

Savannah Highway, West Ashley
• **Job Centers**
  - Intensive manufacturing, warehousing, and distribution
  - Heavy truck traffic and potential emissions
  - Residential uses are not allowed

• **Examples**
  - East side of the Charleston Neck area and the Columbus Street Terminal

• **Zoning Districts**
  - HI, LI, BP, and some limited GB
Future Planning Area

Land areas for which there is no definite land use recommendation in this document, but that would be subject to further planning before any development would occur.

- Zoning Districts
  Cainhoy (CY)
Future Planning Area changed to Cainhoy Plantation Area in 2014
Mobility
Charleston’s unique geography of waterways and marshes separating the City’s five land bodies limit our ability to fully connect various points of the City and region by roadway.

2000 Census: 15% of households in the City of Charleston were identified as not having a vehicle available for transportation.
- Over 18,000 people in Charleston will be walking, biking, riding public transportation, or car pooling with someone else.

2009 Citizen Survey: over 90% of respondents agreed that our streets need to emphasize more connectivity and more low-speed, pedestrian-friendly character.

City needs to do more to offer alternatives to the traditional passenger vehicle.
- More bike lanes, sidewalks, public transportation options, and we need to make sure our land use recommendations are supporting a development pattern that supports walking and transit.

There need to be choices available to those using passenger cars.
- Choices of vehicular routes.
### Traffic Counts Decreased

<table>
<thead>
<tr>
<th>Street Name</th>
<th>Location</th>
<th>Station</th>
<th>2009 Count</th>
<th>2015 Count</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>America Street</td>
<td>Stuart St. to US 17</td>
<td>579</td>
<td>2,600</td>
<td>1,100</td>
<td>-57.69%</td>
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<tr>
<td>Jackson St.</td>
<td>Morrison Dr. to US 52</td>
<td>677</td>
<td>1,250</td>
<td>650</td>
<td>-48%</td>
</tr>
<tr>
<td>President St.</td>
<td>Moultrie St. to Sumter St.</td>
<td>420</td>
<td>1,000</td>
<td>550</td>
<td>-45%</td>
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<tr>
<td>Market St.</td>
<td>Beaufain St. to King St.</td>
<td>581</td>
<td>5,300</td>
<td>3,300</td>
<td>-37.73%</td>
</tr>
<tr>
<td>Wentworth St.</td>
<td>Halsey Blvd. to East Bay St.</td>
<td>413</td>
<td>6,100</td>
<td>3,900</td>
<td>-36.07%</td>
</tr>
<tr>
<td>Calhoun St.</td>
<td>SC 30 to Barre St.</td>
<td>640</td>
<td>34,800</td>
<td>22,400</td>
<td>-35.63%</td>
</tr>
<tr>
<td>Fort Lamar Rd.</td>
<td>Old Military Rd. to Secessionville Creek</td>
<td>365</td>
<td>850</td>
<td>550</td>
<td>-35.29%</td>
</tr>
<tr>
<td>Ashley Town Center Dr.</td>
<td>US 17 to Savage Rd.</td>
<td>724</td>
<td>8,600</td>
<td>5,600</td>
<td>-34.88%</td>
</tr>
<tr>
<td>Cannon St.</td>
<td>Westcott St. to King St.</td>
<td>417</td>
<td>9,300</td>
<td>6100</td>
<td>-34.40%</td>
</tr>
<tr>
<td>Columbus St.</td>
<td>East Bay St. to King St.</td>
<td>623</td>
<td>5,400</td>
<td>3,600</td>
<td>-33.33%</td>
</tr>
<tr>
<td>Folly Rd.</td>
<td>S Grimball Rd. to Fort Johnson Rd.</td>
<td>239</td>
<td>17,700</td>
<td>14,500</td>
<td>-18.1%</td>
</tr>
<tr>
<td>Mt. Pleasant St.</td>
<td>US 78 to US 52</td>
<td>718</td>
<td>12,800</td>
<td>10,600</td>
<td>-17.2%</td>
</tr>
</tbody>
</table>
### TRAFFIC COUNTS INCREASED

<table>
<thead>
<tr>
<th>Street Name</th>
<th>Location</th>
<th>Station</th>
<th>2009 Count</th>
<th>2015 Count</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Brockington Ave.</td>
<td>Frank St. to SC 61</td>
<td>663</td>
<td>125</td>
<td>3,400</td>
<td>%2620</td>
</tr>
<tr>
<td>Linguard St.</td>
<td>Church St. to East Bay St.</td>
<td>557</td>
<td>900</td>
<td>2,300</td>
<td>%155.56</td>
</tr>
<tr>
<td>Brownswood Rd.</td>
<td>Maybank Highway to Main Rd.</td>
<td>508</td>
<td>1,100</td>
<td>2,300</td>
<td>%109.09</td>
</tr>
<tr>
<td>Huger St.</td>
<td>US 52 to Morrison Dr.</td>
<td>422</td>
<td>2,000</td>
<td>3,800</td>
<td>%90</td>
</tr>
<tr>
<td>St. Philip St.</td>
<td>Cannon St. to Morris St.</td>
<td>438</td>
<td>2,700 (2012)</td>
<td>4,500</td>
<td>%66.67*</td>
</tr>
<tr>
<td>US 17</td>
<td>Savage Rd. to I-526</td>
<td>116</td>
<td>30,800 (2010)</td>
<td>50,100</td>
<td>%62.66*</td>
</tr>
<tr>
<td>Grimball Rd.</td>
<td>Riverland Rd. to Folly Rd.</td>
<td>584</td>
<td>4,500</td>
<td>6,100</td>
<td>%35.56</td>
</tr>
<tr>
<td>Line St.</td>
<td>Rose Ln. to Meeting St.</td>
<td>633</td>
<td>2,500</td>
<td>3,300</td>
<td>%32</td>
</tr>
<tr>
<td>Coming St.</td>
<td>Logan St. to US 17</td>
<td>431</td>
<td>6,700</td>
<td>8,600</td>
<td>%28.36</td>
</tr>
<tr>
<td>Fort Johnson Rd.</td>
<td>Folly Rd. to Camp Rd.</td>
<td>385</td>
<td>6,800</td>
<td>8,600</td>
<td>%26.47</td>
</tr>
</tbody>
</table>
1. **Seek** to enhance the City's network with road improvements.

2. **Monitor** streets with decreasing traffic load for potential “road diets” and conversion of vehicle space to pedestrian, bicycle, and/or transit space.

3. **Monitor** routes with increasing traffic load for enhanced transit routes and possibly physical improvements to handle traffic loads.
Help balance the scales for pedestrians and bicyclists

Current codes are based on suburban or rural, vehicle only design types
- These do not take principles of walkability into account
- Instead we have moved vehicles at high speeds through the community

2009 Citizen Survey: over 90% of respondents supported designing or retrofitting streets to accommodate pedestrians, bicyclists, and transit users, as well as automobiles
1. **Design** new streets and improve existing streets to accommodate walking, bicycling, and vehicle travel.

2. **Adopt** the new draft Street Standards as the City’s policy for future street design and retrofit.

3. **Monitor** all resurfacing of streets in the City for the possible inclusion of bike lanes where road widths allow.

4. **Target** transportation investments to enhance the existing transportation network.

5. **Prioritize** improvements to existing thoroughfares and bottlenecks at major intersections and bridge locations.

---

**Top 10 Factors to make a Walkable Place**

1. small block size
2. buildings fronting street
3. mixed land use
4. lower traffic speeds
5. on-street parking
6. interconnected streets
7. narrow street
8. sidewalks
9. traffic volumes
10. street trees
1. **Assure** that all new neighborhoods and new 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 and needed connections to City’s Master Road Plan.

3. **Implement** the connections designated in the City’s Master Road Plan.
Network Expansion Recommendations

Planned Vehicular Improvements

Existing Streets
- Freeway
- Highway
- Scenic Byway
- Parkway
- Avenue
- Commercial Street
- Street
- Road
- Growth Boundary

Proposed Streets
- Freeway
- Highway
- Scenic Byway
- Parkway
- Avenue
- Boulevard
- Commercial Street
- Street
- Road
No range of mobility choices is complete without providing a full range of safe and convenient routes for bicyclists and pedestrians.

Surge in the city for bicycling and walking:
- Health reasons
- Commuting

New streets should always include provisions for bicyclists and pedestrians:
- Existing roadways should be retrofitted as funds permit
- Utility corridors and rail corridors should be targeted for new off-street connections
  - Corridors useful for connecting parks, schools, libraries and other places children are trying to get to and from safely.
## City of Charleston Bicycle and Pedestrian Improvement Projects 2000 – 2020

### Completed Projects 2000 - 2010

<table>
<thead>
<tr>
<th>Project Name</th>
<th>Status</th>
<th>Department</th>
</tr>
</thead>
<tbody>
<tr>
<td>Heriot/Magnolia Bridge Path</td>
<td>Completed</td>
<td>Developer</td>
</tr>
<tr>
<td>James Island Creek Bridge Bike Lanes and Sidewalk</td>
<td>Completed</td>
<td>SCDOT</td>
</tr>
<tr>
<td>West Ashley Bikeway – Extension</td>
<td>Completed</td>
<td>Capital Projects</td>
</tr>
<tr>
<td>East Bay Bicycle/Pedestrian Path</td>
<td>Completed</td>
<td>Capital Projects</td>
</tr>
<tr>
<td>Ashley River Road Bicycle/Pedestrian Path</td>
<td>Completed</td>
<td>Capital Projects</td>
</tr>
<tr>
<td>West Ashley Greenway Phase III - Extension</td>
<td>Completed</td>
<td>Capital Projects</td>
</tr>
<tr>
<td>Battery Gaillard Path</td>
<td>Completed</td>
<td>Developer</td>
</tr>
<tr>
<td>Ravenel Bridge Bike/Ped Lane Parking Lot</td>
<td>Completed</td>
<td>Capital Projects</td>
</tr>
<tr>
<td>Ravenel Bridge Bike/Ped Lane</td>
<td>Completed</td>
<td>SCDOT</td>
</tr>
<tr>
<td>Mary Ader Blvd Path</td>
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<td>Capital Projects</td>
</tr>
<tr>
<td>Maybank Highway Pedestrian Tunnel</td>
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<td>Capital Projects</td>
</tr>
<tr>
<td>George Griffith Blvd Bike/Ped Path</td>
<td>Completed</td>
<td>Developer</td>
</tr>
</tbody>
</table>

### Planned/Under Construction Projects 2000 - 2020

<table>
<thead>
<tr>
<th>Project Name</th>
<th>Status</th>
<th>Department</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fort Johnson Rd Sidewalk</td>
<td>Completed</td>
<td>Charleston County</td>
</tr>
<tr>
<td>Harbor View Rd Path</td>
<td>Under Construction</td>
<td>Charleston County</td>
</tr>
<tr>
<td>Bees Ferry Rd Path</td>
<td>Completed</td>
<td>Charleston County</td>
</tr>
<tr>
<td>Saint Andrews Blvd Bike Lanes</td>
<td>Design/Engineering Stage</td>
<td>City/County</td>
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<tr>
<td>Septima Clark Expressway Ped Improvements</td>
<td>Design/Engineering Stage</td>
<td>Public Service</td>
</tr>
<tr>
<td>Folly Rd Bike Lanes</td>
<td>Completed</td>
<td>City/County</td>
</tr>
<tr>
<td>Peninsula I-26 Corridor Path</td>
<td>Planning Stage</td>
<td>City/SCDOT</td>
</tr>
<tr>
<td>Maybank Hwy Bike Lanes/ Path</td>
<td>Partially Completed</td>
<td>City/County</td>
</tr>
<tr>
<td>Riverland Dr Bike/Ped Path</td>
<td>Planning Stage</td>
<td>City/County</td>
</tr>
<tr>
<td>Ashley River Bridge Bike/Ped Retrofit</td>
<td>Design/Engineering Stage</td>
<td>City/County</td>
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<tr>
<td>Morrison Dr Bike Lanes</td>
<td>Completed</td>
<td>City/County/SCDOT</td>
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<tr>
<td>West Ashley Greenway Phase IV</td>
<td>Completed</td>
<td>Capital Projects</td>
</tr>
<tr>
<td>Carolina Bay Multi-use Path</td>
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<tr>
<td>Governor’s Park Trails</td>
<td>Completed</td>
<td>Capital Projects</td>
</tr>
</tbody>
</table>
1. **Implement** a City-wide policy that every street that is built should be a complete street, not only with facilities for all mobility types, but also with urban design elements that help to facilitate alternative modes of travel, such as street trees and on-street parking.

2. **Seek** to implement the routes and improvements shown on the attached pedestrian and bike plan maps.

3. **Further** enhance and update the proposed and planned network shown on the accompanying maps as funds permit.

4. **Work** with the City’s Bike and Pedestrian Committee and community to encourage and facilitate these modes in every way possible.

5. **Make** sure that the City’s pedestrian amenities are usable for all citizens, regardless of disability.

6. **Follow** the recommendations of West Ashley Greenway Master plan and continue efforts to improve facilities along its route.

7. **Construct** the bicycle/pedestrian lane for the Ashley River Bridge.

8. **Establish** an agreement with local utilities for use of utility corridors as walking and bicycling paths.
The Charleston Area Rapid Transit Authority (CARTA)
- Assumed responsibility for public transportation in Charleston in 1998
- Immediately started making improvements to its menu of services
  - Region-wide bus system
- In 2004, half-cent sales tax referendum was passed
  - 18% allocated for public transportation, via CARTA
- Success of public transportation depends on levels of density along its routes
  - Higher density housing near transit corridors and stops
- Connecting homes and jobs is critical
  - Commute is most important vehicle trip to capture
- Future potential for fixed-guideway transit system exists for following reasons
  - Geography
  - A Strong Center
  - Visitors
  - Growth
Mobility
Public Transportation Recommendations

1. **Work** closely with CARTA to identify optimal transit routes and locations for current and future transit stops.

2. **Promote** walkable neighborhoods and developments, with appropriate densities to support key transit corridors.

3. **Continue** to protect the railroad right-of-way running the length of the peninsula and connecting downtown with North Charleston and Summerville for future use as a future transit corridor.
Limited number of roadway connections in the City

Charleston’s geography makes water taxi and ferry service a unique mobility choice

Existing water Taxi between Peninsula and Mount Pleasant should be enhanced with better and more convenient dock locations downtown

Connections between Daniel Island and James Island are viable in short and long term and should be explored to a greater extent

Water Transportation Recommendations

1. Continue efforts to enhance service between the Peninsula and Mount Pleasant, with enhanced and better located dock locations downtown.

2. Continue to investigate potential connections between the Peninsula and Daniel Island and James Island.
Mobility
Regional Mobility Plans 2010 - 2016

- Alt I-26
- Rethink Folly Road
- People Pedal Charleston
- CCPRC People 2 Parks Plan
- Walk Bike BCD