

THE STATE OF SOUTH CAROLINA
In The Supreme Court

RECEIVED

MAY - 5 2011

APPEAL FROM CHARLESTON COUNTY
Court of Common Pleas

SC Supreme Court

Hon Mikell R Scarborough, Master-in-Equity

Case No 2007-CP-10-4692

Historic Charleston Foundation and
Preservation Society of Charleston,

Respondents,

v

The City of Charleston, The City of Charleston
City Council and Library Associates, LLC,

Appellants

RECORD ON APPEAL
VOLUME V OF V

Edward K Pritchard, III, Esq
Samia H Nettles, Esq
Pritchard & Elliott, LLC
129 Broad Street
Charleston, South Carolina 29401
Tel 843-722-3300

Attorneys for Respondent
Historic Charleston Foundation

G Trenholm Walker, Esq
Lindsay K Smith Yancey, Esq
Pratt-Thomas Walker, P A
P O Box 22247
Charleston, South Carolina 29413-2247
Tel 843-727-2208

Attorneys for Respondent
Preservation Society of Charleston

Timothy A Domin, Esq
Clawson & Staubes, LLC
126 Seven Farms Drive, Suite 200
Charleston, South Carolina 29492
Tel 843-577-2026

Attorney for Appellants the City of
Charleston and the City of Charleston
City Council

Frances I Cantwell, Esq
Regan and Cantwell, LLC
105 Wappoo Creek Drive, Suite 1-A
Charleston, South Carolina 29412
Tel 843-762-8282

Attorney for Appellant
Library Associates, LLC

INDEX	PAGE
VOL I	
Order of the Honorable Mikell R Scarborough dated August 19, 2010	1
Order of the Honorable Mikell R Scarborough dated November 4, 2010	16
Order of Consolidation	17
Order of Reference	21
Notice of Appeal	25
Complaint	27
Answer – City Defendants	90
Answer – Library Associates, LLC	98
Motion to Alter, Amend or Reconsider	104
Transcript of hearing, January 12, 2009	113
Testimony	
BRADISH J WARING	
Direct by Mr Pritchard	133
Cross by Mr Domin	147
Cross by Ms Cantwell	151
Redirect by Mr Pritchard	156
Examination by the Court	162
JONATHAN H POSTON	
Direct by Mr Pritchard	163
Cross by Mr Domin	179

Cross by Ms Cantwell	183
Redirect by Mr Pritchard	187
Recross by Ms Cantwell	191
Redirect by Mr Pritchard	194
Examination by the Court	195

ROBERT GURLEY

Direct by Mr Walker	197
Cross by Mr Pritchard	249
Cross by Ms Cantwell	249
Cross by Mr Domin	272
Redirect by Mr Walker	275
Recross by Ms Cantwell	277
Recross by Mr Pritchard	281
Recross by Ms Cantwell	281
Examination by the Court	285

WINSLOW HASTIE

Direct by Mr Pritchard	287
------------------------	-----

VOL II

Transcript of hearing, March 9, 2009	294
--------------------------------------	-----

Testimony

WILLIAM J COOK

Direct by Ms Hanafi	302
Cross by Mr Domin	333
Cross by Ms Cantwell	345
Cross by Mr Walker	354
Redirect by Ms Hanafi	357
Examination by the Court	361
Recross by Mr Walker	366

LEE C BATCHELDER

Direct by Mr Domin	375
Cross by Ms Smith-Yancey	401
Cross by Ms Hanafi	420
Cross by Ms Cantwell	424
Redirect by Mr Domin	429
Recross by Ms Smith-Yancey	432
Cross by Mr Pritchard	435
Examination by the Court	437
Redirect by Mr Domin	441

MICHAEL T MAHER

Direct by Mr Domin	441
Cross by Ms Smith-Yancey	461

Cross by Ms Cantwell	481
Redirect by Mr Domin	484
Examination by the Court	486
Cross by Mr Pritchard	488

JOSEPH P RILEY

Direct by Mr Domin	488
Cross by Mr Walker	503
Cross by Ms Cantwell	520
Redirect by Mr Domin	523
Examination by the Court	523

Defendants' Exhibit 1	529
Defendants' Exhibit 2	532
Defendants' Exhibit 3	555
Defendants' Exhibit 4	588
Defendants' Exhibit 5	596
Defendants' Exhibit 6	597
Defendants' Exhibit 7	619

VOL III

Defendants' Exhibit 8	768
Defendants' Exhibit 9	938
Defendants' Exhibit 10	940

Plaintiffs' Exhibit 1 (Filed separately)	947
Plaintiffs' Exhibit 2 (Filed separately)	947
Plaintiffs' Exhibit 3 (Filed separately)	947
Plaintiffs Exhibit 4 (Filed separately)	947
Plaintiffs' Exhibit 5	948
Plaintiffs' Exhibit 6	950
Plaintiffs' Exhibit 7 (Filed separately)	951
Plaintiffs' Exhibit 8 (Filed separately)	951
Plaintiffs' Exhibit 9	952
Plaintiffs' Exhibit 10	1020
Plaintiffs' Exhibit 11	1060
Plaintiffs' Exhibit 12	1062
Plaintiffs' Exhibit 13	1063
Plaintiffs' Exhibit 14	1064
Plaintiffs' Exhibit 15	1083
Plaintiffs' Exhibit 16	1096
Plaintiffs' Exhibit 17	1097
Plaintiffs' Exhibit 18	1123
Plaintiffs' Exhibit 19	1128
Plaintiffs' Exhibit 20	1151
Plaintiffs' Exhibit 21	1161
Plaintiffs' Exhibit 22 (Filed separately)	1166
Plaintiffs' Exhibit 23 (Filed separately)	1166

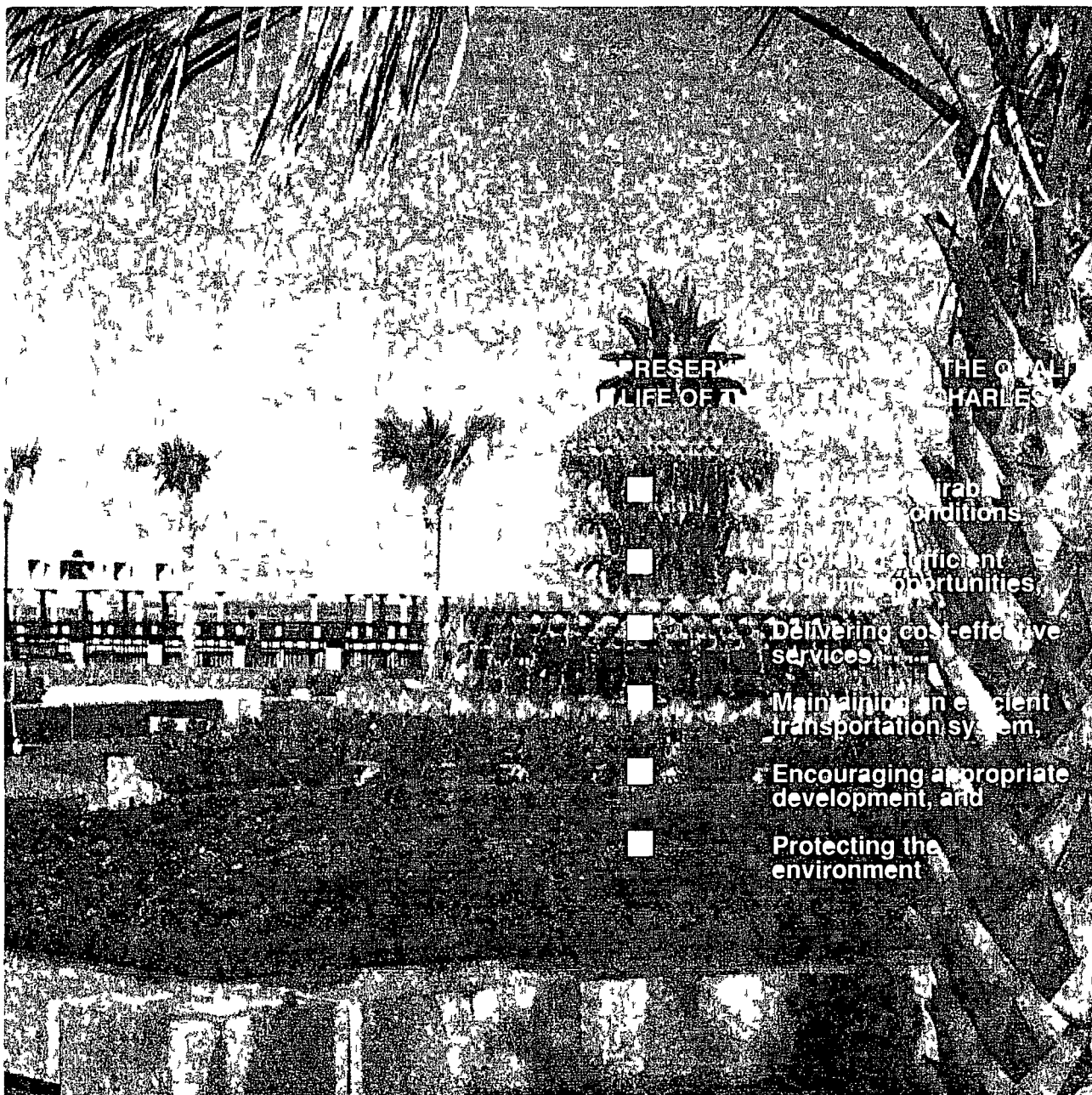
Plaintiffs' Exhibit 24	1167
Plaintiffs' Exhibit 25	1171

VOL IV

Plaintiffs' Exhibit 26	1258
Plaintiffs' Exhibit 27	1282
Plaintiffs' Exhibit 28	1283
Plaintiffs' Exhibit 29	1355
Plaintiffs' Exhibit 30	1528

VOL V

Plaintiffs' Exhibit 31	1529
Plaintiffs' Exhibit 32	1737
Plaintiffs' Exhibit 33	1761
Complaint re Variance Case	1762
Order Affirming Variance	1786
Notice of Intent to Appeal Variance	1796
Certificate of Counsel	1798



**THE
CHARLESTON
2000 GOAL**



City of Charleston

Joseph P. Riley Jr.
Mayor

To the Citizens of Charleston

It is with great pleasure that I present to you Charleston 2000. This plan is the most comprehensive in the history of the city and will be used as a blueprint for the future.

Charleston is one of the world's great cities and we have been assigned the stewardship of the continued preservation and prosperity of this city. To meet this challenge and to set goals for the future, a steering committee of business and community leaders provided a vast cross-section of interest and expertise. The end result of many months of careful consensus-building is this vision of our future - a future that holds promise for all.

Preparation of Charleston 2000 is only the beginning. Long-term implementation of the plan is the responsibility of those who have been commissioned to act in the best interest of the city. This plan sets an ambitious agenda for the actions of City government throughout this decade. I feel assured that our citizens and community will benefit as we work together towards a secure future towards being a good neighbor and towards an even more beautiful city.

With kindest regards I remain

Most sincerely yours,

Joseph P. Riley Jr.
Joseph P. Riley Jr.
Mayor



Charleston is a city unlike any other. The coupling of a coastal setting with a poignant downtown streetscape endows the city with immeasurable beauty. One of the oldest cities in America, Charleston is steeped in history. Southern tradition envelops the city so that history and hospitality are an inescapable part of every day life. Charleston is blessed with a vast inventory of historically significant buildings and a deeply embedded pattern of social customs. For all its reverence for history, however, Charleston is an undeniably modern city. Charleston is alive with commerce and culture. A diversity of ethnic groups and a constant flow of visitors from around the world allow Charleston to keep pace with the most cosmopolitan of American cities.

It is with both devotion and respect for the special qualities of our city that we, the citizens of Charleston, approached the Charleston 2000 planning process. And it is with faith in the undiscovered promises of Charleston that we move enthusiastically into the twenty first century. Charleston 2000 is an embodiment of that faith, and an acknowledgement that Charleston's unrivaled qualities impart a singular responsibility. We are the stewards of our city, our environment, and our future. It is our charge to guide the City responsibly into the future by a vision imbued with wisdom and imagination. Charleston 2000 is a blueprint for realization of this vision.

Charleston 2000 places livability at the core of the visionary process. The plan calls for affordable housing for every income level. It focuses our attention on the special needs of the elderly, of single parent households, of the poor, and the homeless. It presents economic strategies that nurture the existing industry while opening up new avenues to prosperity.

Acknowledging the increasing demands being placed on our existing transportation system, Charleston 2000 suggests a host of alternatives which include ride sharing, biking, and more efficient use of our roadways. The plan does not limit growth but directs it to areas where it can best be accommodated. It urges a sensitivity to design and environmental issues and demands that we find a balance between what we want for our lives and what is best for our environment.

Throughout each chapter, Charleston 2000 recognizes that the need for regional cooperation intensifies with the ever increasing complexity of urban problems. Environmental conservation, sustained economic prosperity, an efficient transportation system, all demand cooperation between the various jurisdictions within the region. The successful implementation of Charleston 2000 implies a broad based commitment, not only from City staff, civic leaders, and citizens of Charleston, but also from the City's neighbors. With hope and dedication, the Charleston 2000 vision will be realized.



**CREATING A
VISION FOR
CHARLESTON**

CHARLESTON 2000 STEERING COMMITTEE

PUBLIC SERVICES SUBCOMMITTEE

G Robert George+
Margaret T Seidler++
David C Floyd
Queen Ester Jenkins
Anthony Maglione
Steve N Steinert
The Honorable John D Thomas
STAFF
John Foster
Chief Wilmot Guthke
Major Edward Heathington
Battalion Chief James Howard
Chuck Jarman
Tom O'Brien
FACILITATOR Ernest Andrade

ENVIRONMENT AND QUALITY OF LIFE SUBCOMMITTEE

Barbara J Ellison+
Dana Beach++
The Honorable Mary R Ader
David Creech
James Diggs
Barbara D Dilligard
Jay Keenan
Kay Kennerty
Frank E Lucas
Louise Maybank
Truitt Rabin Jr
STAFF
Diane Abbey
Chris Bailey
Peggy Bohne
Vanessa Turner Maybank
FACILITATOR Nancy Cook

TRAFFIC AND TRANSPORTATION SUBCOMMITTEE

Ike Ryba+
Patterson Smith++
David B Epstein
Hollis Garris
Bill Gore
Robert Harrell Sr
Thomas Johnson
James J Kerr
Rob Mikell
Mel Wyland
STAFF
Carl Ahlert
Fred Collins
Nancy Cook
FACILITATOR Sonya Gentry

URBAN DESIGN SUBCOMMITTEE

D William Wallace+
Cynthia K Coker+ +
Elizabeth H Alston
Sanford Byers
Norman Haft
Victor Lipe
Lawrence Walker
STAFF
Carl Ahlert
Lee Batchelder
Charles Chase
Yvonne Fortenberry
Kirk West
FACILITATOR Jody Muldrow

+ Chairpersons
++ Vice Chairpersons

HOUSING AND COMMUNITIES SUBCOMMITTEE

The Honorable Yvonne Evans+
Capers Barr III
Sandra W Campbell++
Mignon Clyburn
Lucille Cunningham
Mary W Drake
Ruth Heffron
Mary Ivester
Bertha King
Thomas McFall
George Miller
Tom Reed Eq
The Honorable Brenda Scott
Bill Sindlinger
Floyd Whitfield
STAFF
Sharon Brennan
Don Cameron
Melinda Clark
Pat Crawford
Lana Wyndham
FACILITATOR Carolee Williams

ECONOMY SUBCOMMITTEE

Margaret A Davidson+
Bobby Harrell Jr ++
Elmore M Browne
Jerome Clemons
Edward I Condon
Kris Holmes
Ginger Norvell
Ajani Ofunniyin
The Honorable Larry Shirley
STAFF
John Deehan
Vanessa Turner Maybank
FACILITATOR Chia Hu

RESOURCE PERSONS

Mark Blatchford
Chip Boling
Laura Cabiness
Frances Cantwell
Howard Chapman
John Cook

Floy Deaton
Roddy Edge
Wayne Fanning
Kathy Haynes
Preston Hipp
George Horres

Steve Livingston
Tom Long
Adelaide Myrick
William B Regan
Rick Richter
Christopher Rose

Jane Settle
Doug Smits
Michael Sullivan
Carrie Whipper

EDITORS
Jane Lareau
Marie Thrower
Rebecca Elliott

Adopted by
Joseph P. Riley, Jr
Mayor

CHARLESTON CITY COUNCIL

**CHARLESTON
CITY COUNCIL
AND CITY
STAFF**

Mary Ader
Arthur Christopher
Yvonne Evans
Robert Ford
W. Foster Gaillard
Hilda Hutchinson Jefferson

Jerome Kinloch
Daniel L. Richardson
Brenda Scott
Larry Shirley
Wacon L. Stephens
John D. Thomas

CHARLESTON 2000 COMPREHENSIVE PLAN STAFF

Yvonne Fortenberry Director
Carolee Williams Planning Administrator
Sonya Gentry Project Director
Jody Muldrow
Ernest Andrade
Chia Hu
Nancy Cook
Cara White
Teri Bell
Sandra Reed
John Krantz

With special assistance from
Charleston County Planning Staff
Bill Miller Director
Steve Dykes
Lori Lambert
Joe Heard
Nancy Succop

A comprehensive plan creates for the City a framework for directing growth and change over a period of time. *Charleston 2000* has been prepared to provide a long range guide for decisions about the physical, economic and social development of Charleston over the next ten years.

- The plan is *comprehensive* in that it encompasses all elements of development occurring within current city boundaries and in those areas contiguous to the City that are urban in nature and have the potential to be part of the City within the decade.
- The plan is *general* in that it does not dictate regulatory measures but provides general policy guidelines.
- The plan is *long range* in that it looks at current issues and trends and makes recommendations for the upcoming decade.

Charleston 2000 is the result of a cooperative planning effort of the Mayor, the Department of Planning and Urban Development, the departments of Police, Fire, Public Service, Parks and Recreation, City offices of Corporation Counsel, Downtown Revitalization, Tourism Management and Cultural Affairs, as well as the very significant participation of business, political and community leaders and concerned citizens. The process required the active involvement of various organizations: the Charleston Trident Chamber of Commerce, Housing Authority of the City of Charleston, South Carolina Coastal Council (SCCC), South Carolina Sea Grant Consortium (SCSGC), Commissioners of Public Works (CPW) and many others. Such issues as safe roads and clean air are regional in their scope, so many Charleston County departments, Berkeley Charleston Dorchester Council of Governments (BCD COG) and several state of South Carolina offices have also participated in the plan.

Because of the irregularities in City boundaries and potential for growth through annexation, the study area consists of land adjacent to and surrounded by City limits. These include the Peninsula north to the Accabee area, Daniel Island, James Island, a large portion of Johns Island to south of Plow Ground Road and to the west of Bohicket and the West Ashley area to the planned 61 Expressway. Including areas which could be annexed allows the City to consider appropriate land uses, transit expansions, economic

climate, housing and other needs in a comprehensive and cohesive manner.

Charleston 2000 contains seven major areas of concern: economic development, public services, traffic and transportation, affordable housing, quality of life, environment and urban design. These areas were identified by the *Charleston 2000* Steering Committee which began the process by recognizing general community concerns. They are also the result of a citizens survey that prioritized issues of community wide concern. The land use section looks at what uses of land would meet the City's needs and where to direct growth. A future land use map graphically illustrates these recommendations.

The comprehensive plan is a working document. Its viability will be maintained through the implementation of objectives and policies. Included in the plan are policies recommended for implementation over a ten year period of time. These policies will be used as a basis for City departmental priorities, investments and ordinance changes. In *Charleston 2000*, we have envisioned for the City a built and unbuilt environment that is harmonious with the character of each neighborhood, provides ease of access, is sensitive to the environment, preserves significant history and allows diverse activities.

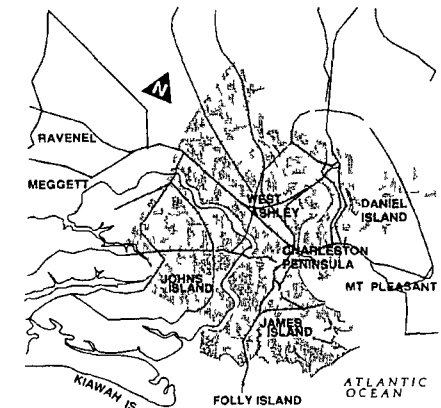
PAST PLANNING EFFORTS

In 1978, a twenty year *Land Use and Housing Plan* for the City was developed in two parts. One part was a series of neighborhood plans, prepared by planning staff working with organized neighborhood groups and individuals. The other part was a generalized city wide plan based on neighborhood plans which made quantitative forecasts for future land use and housing needs.

Prior to this, the City had been guided by various land use documents. One of the earliest documents was a study by the planning firm of Morris Knowles of Pittsburgh. In 1931, the firm presented its recommendations to City Council from which a precedent setting ordinance emerged, establishing the Old and Historic District and America's first Board of Architectural Review. Other important planning studies serving as

INTRODUCTION

STUDY AREA



IMPORTANT EVENTS IN PLANNING HISTORY

1704	Grand Model for layout of the city
1808	First Ashley River Bridge built (wooden bridge burned and rebuilt in 1889, blown down in storm in 1893, rebuilt 1894)
1886	Charleston earthquake
1901	South Carolina Interstate and East Indian Exposition
1903	Hampton Park built on Exposition grounds
1920	Bridge built to James Island
1922	Ports Utilities Commission established (later in 1947 became the State Ports Authority)
1926	Ashley River Bridge built (W W 1 Memorial)
1929	First Cooper River bridge built (Grace Memorial)
1930s	City's first public housing built (six projects)
1931	City's Zoning Ordinance creation of first Old and Historic District in country and the Board of Architectural Review
1956	North Ashley River Bridge built (W W 2 Memorial)
1960	First of the West Ashley annexations
1961	Municipal Marina built
1966	Silas Pearman Bridge built (twin Cooper River Bridge)
1966	General Development Plan prepared by Candebub Fleissig and Associates
1966	Zoning Ordinance rewritten Old and Historic District expanded to include Ansonborough
1967	Crosstown Expressway built
1968	Gaillard Auditorium built
1971	Historic Architecture Inventory completed
1973	Preliminary Development Plan completed for peninsula
1973	First annexation of James Island
1974	Historic Preservation Plan adopted
1975	Department of Planning and Urban Development formed
1975	National Register District extended to Calhoun Street and Radcliffeborough and Mazyck Wraggsborough
1975	Initial Community Development Entitlement year
1976	Annexation of the Neck
1976	Central Business District Revitalization Commission formed
1977	Office of Downtown Revitalization evolved
1977	Charleston Commercial Revitalization Program created
1978	Tourism Impact and Management Study adopted
1978	Land Use and Housing Plan, Neighborhood Plans adopted
1978	Height Ordinance adopted

Second major annexation drive west of the Ashley	1979
Cooper River Waterfront Park Master Plan completed	1980
Control Data Corporation opens Charleston Business and Technology center in the old American Cigar Factory	1981
First scattered site public housing built	1983
Hampton Park Master Plan renovation in 1984	1983
Tourism Management Commission formed	1983
Annexations begin on Johns Island	1983
Comprehensive signage amendment to Zoning Ordinance	1985
Technical Review Committee established	1986
61 Corridor Growth Management Plan adopted	1986
National Design Competition Charette for Aquarium	1986
Architectural survey, Calhoun to Crosstown completed	1986
Lowcountry Open Land Trust formed	1986
Charleston's size doubles with annexations	1986
Accommodations Zoning District Ordinance adopted	1987
Charleston Place opens	1987
James Island Land Use Policy adopted	1988
Charleston Housing Trust formed	1988
Homesteading program initiated	1988
Tree Preservation and Landscape Ordinance adopted	1988
Calhoun Street Corridor Study adopted	1989
Board of Adjustment Site Design formed	1989
Johns Island Plan adopted	1989
James and Johns Island Historic Survey completed	1989
Charleston 2000 Steering Committee organized	1989
Hurricane Hugo	1989
Waterfront Park completed	1990
Old City District and Old City Height District extended across the Ashley River to Albemarle Road area	1990
Calhoun Corridor Partnership Inc. formed	1991
Daniel Island/Rhodens Island annexed (5,490 acres)	1991
Visitors Reception and Transportation Center opens	1991
Comprehensive Housing Affordability Strategy completed	1991
Charleston 2000 adopted	1991

TABLE OF CONTENTS & Maps and Graphs

Introduction	1		
Organization of Plan			
Past Planning Efforts			
Legal Authority			
Economic Development	3		
Mayor's Task Force			
Economic Diversification			
Quality of Life			
Employment Opportunities			
Employment Training and Education			
Revitalization			
Suburban Economic Development			
Tourism			
Regional Coordination			
Housing and Communities	13		
Affordable Housing			
Funding			
General Support			
Homeless			
Families			
Senior Citizens			
Home Ownership			
Neck/Suburban/Rural Program			
Anti displacement			
Social Services			
Transportation Impact			
Economic Impact			
Design			
Zoning			
Quality			
Structural Condition and Appearance			
Structural			
Community Appearance			
Community Protection			
Impacts to Residential Areas			
Awareness			
Public Services	31		
Police and Fire services			
Police			
Fire			
Solid Waste Disposal			
Stormwater Management Background			
Water			
Sewer			
Public Utility Providers			
Public Services			
Traffic and Transportation	43		
Traffic			
Funding			
Demand Management Techniques			
Alternatives to the Use of the Automobile			
Public Transportation			
		<i>Study Area Map</i>	1
		<i>1990 Large Employers</i>	3
		<i>Employment Figures 1990</i>	6
		<i>Tourist Revenues</i>	10
		<i>Affordable Housing 1990</i>	13
		<i>Projected Housing Cost</i>	14
		<i>Affordable Housing Since 1978</i>	14
		<i>Low Income Housing Map</i>	15
		<i>Permitting Costs</i>	16
		<i>Elderly Population</i>	18
		<i>Home Ownership Rates</i>	19
		<i>Housing Sales 1990</i>	20
		<i>Building Conditions Map</i>	25
		<i>Crime Reduction</i>	31
		<i>Police and Fire Reduction</i>	32
		<i>Waste Water System Map</i>	37
		<i>Berkeley Daniel Island Annexation</i>	39
		<i>City of Charleston Boundaries</i>	40
		<i>CHATS Plan and Map</i>	44
		<i>Level of Service</i>	45
		<i>Level of Service Map</i>	46
		<i>Bus Routes Map</i>	49
		<i>Parking Garages</i>	52

Public Transportation Management Authority			
The Visitors Reception and Transportation Center			
Fixed Rail Commuter Service			
Water Transportation			
Parking			
Safety			
Land Use Management			
Environment	57		
Our Environment		<i>Flood Elevation Map</i>	60
Water Resources		<i>Peninsula Recreation Sites Map</i>	72
Development Standards		<i>City wide Recreation Sites Map</i>	73
Greenhouse Effect and Sea Level Rise			
Air Quality			
Indoor Environmental Hazards			
Emergency Preparedness			
Solid and Hazardous Waste			
Quality of Life	65		
Community Facilities			
Public Schools			
Public Libraries			
Health care			
Arts and Cultural Affairs			
Parks and Recreation			
Urban Design	75		
Quality Design		<i>Urban Corridors Map</i>	82
Natural Character Preservation		<i>Scenic Corridors Map</i>	83
Height Limitation		<i>Peninsula Water Access Plan</i>	84
Historic Preservation			
New Neighborhoods			
Existing Neighborhoods			
Gateways			
Urban Corridors			
Scenic Corridors			
Peninsula Public Water Access			
Historic District			
Lockwood Drive Extension District			
Medical Complex District			
Albemarle Point			
Daniel Island			
Land Use	89		
Future Land Use Map		<i>Land Use Comparison Pies</i>	89
New Residential Development		<i>Population Growth</i>	94
Relationship to the Region		<i>Residential Development</i>	94
Residential Density		<i>Residential Density Map</i>	96
Density Definitions		<i>Future Land Use Map and</i>	
Locating Residential Development		<i>Executive Summary</i>	
Mixed Uses			
Implementation			
		<i>Back pocket insert</i>	

sources of information include the 1966 *General Development Plan* prepared by Candeub Fleissig and Association a 1971 *Charleston TOPICS* (Traffic Operations Program to Increase Capacity and Safety) study by Traffic Planning Associates, Inc., the *Charleston Commercial Revitalization Program* and the 1978 *Tourism Impact and Management Study* both prepared by Barton Aschman Associates

Since the adoption of the 1978 land use plan and in conjunction with other government agencies and commissions staff has prepared a variety of special area plans that are used as resources. They include the 1987 *James Island Land Use Policy Recommendations*, the 1988 *Johns Island Plan*, the 1986 *61 Corridor Growth Management Plan*, the 1989 *Calhoun Street Corridor Study* and the *East Side Master Plan*. *Charleston 2000* is the first planning document that combines previous planning efforts into one comprehensive plan. The recommendations of these previous plans are supported by *Charleston 2000* except where *Charleston 2000* offers different recommendations. Because it is more current and comprehensive *Charleston 2000* should be used in making decisions. For site specific information, the area plans should also be consulted.

LEGAL AUTHORITY

Preparation of a comprehensive plan is the legal responsibility of a local planning commission. Each city is required by *Code of Laws of South Carolina, 1976* "

to prepare the comprehensive plan for the long range development of its area and shall make or cause to be made careful and comprehensive surveys and studies of present conditions and trends of future growth in its planning area. The plan shall be made and used for harmonious development or redevelopment of the planning area which will in accordance with present and future need best promote the public health safety morals order convenience prosperity and general welfare as well as efficiency and economy. The plan shall be reviewed as often as necessary but not less than once every five years "



APPROVAL

As a citizens' plan *Charleston 2000* is the shared vision of a broad spectrum of Charleston residents. An early part of the process involved a mass mailing to survey the public opinion on City services. Public hearings in each area of the City have also provided opportunities for the citizens to become acquainted with the comprehensive plan. Recommendations from these hearings have been incorporated into the plan. The plan has been presented to key boards and commissions and has received approval. On November 26, 1991 *Charleston 2000* was officially adopted by City Council as the comprehensive plan for the City of Charleston. By adopting the plan, City Council and the Mayor have taken a first step toward implementing it.



*Every city in America has some
special resources that it is not using
If cities were using these resources,
they could achieve a potential not
now being realized*

James Rouse

Charleston is blessed with extraordinary resources. We must maximize the use of these resources as well as incorporate a broad range of interest in charting Charleston's path to economic stability. Sound economic planning means balancing our desire to protect the community with our need for continued economic expansion.

The nineties will be filled with economic changes—some anticipated, some unanticipated—which will demand that government, community and industry leaders alike think expansively. Rather than rely exclusively on the growth of existing industries to carry us through the ups and downs, Charleston must seek out economic opportunities and encourage innovation across all sectors of the economy. With these broad goals in mind, the economic section of *Charleston 2000* examines the following issues: economic diversification, quality of life, economic opportunities, training and education, revitalization, suburban economic development, tourism management, annexation and regional governmental coordination.

MAYOR'S TASK FORCE

Goal Create a new task force. Mayor's task force on the economy.

The creation of a mayor's task force on the economy to successfully address the economic issues is strongly recommended. A central objective would be to address the unmet economic needs and to facilitate cooperation between public and private entities to formulate a comprehensive economic investment strategy. The task force would provide the guidance necessary for expanding the focus of economic development, giving consideration to policies discussed herein, as well as developing new recommendations to ensure economic vitality. This commission should have the capacity to identify a person or department responsible for the coordination and implementation of a progressive, city-wide economic strategy.

Objective and Policy

Provide for the expansion of economic development throughout the city.

- Create an economic development task force through

the mayor's office which will designate an entity responsible for an expanded economic development program.

ECONOMIC DIVERSIFICATION

Goal Maintain and further develop a strong, vibrant economy responsive to area needs that provides diverse employment opportunities.

Charleston should have a steady, vibrant and diversified economy. Activities currently maintaining the economic base are primarily limited to government employment, port facilities and the tourist industry.

Government employment is the most extensive sector of Charleston's economy. In 1990, the total number of local, state and non-military federal government employees was in excess of 54,900 for Charleston County. The Charleston Air Force Base and the Sixth District Navy base, located just beyond the city limits, employ nearly 50,000 civilian and active-duty personnel. In addition, four major health facilities and several educational institutions represent the next largest employers for the area, accounting for 10,675 jobs.

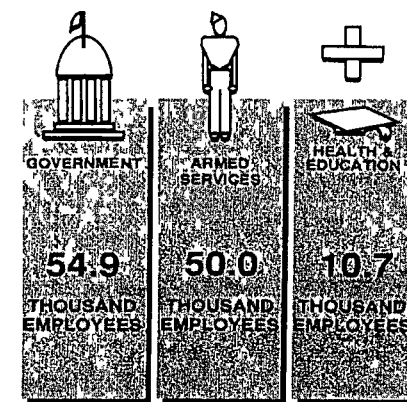
The State Ports Authority, currently the largest containerized port in the Southeast and Gulf coasts, has approximately 500 employees. Over seven million tons of general cargo was transported in 1990. From 1985 to 1990, the total cargo value doubled from \$6.4 million to \$12.8 million. Activity through the port is expected to continue with an approximate 3 percent increase each year.

The influx of tourists in Charleston has increased annually since the early seventies. As the city continues to preserve and enhance its unique architectural structures and historic setting through careful land planning, the number of visitors is expected to grow. In 1980, travel revenues amounted to more than \$216 million for Charleston County. By 1988, this figure almost quadrupled with revenues estimated at \$736 million. During the last decade, tourism contributed to 15,010 jobs in the county.

During stable periods, the local area reflects a healthy, active economy. Demands generated by the leading

ECONOMY

1990 LARGE EMPLOYERS



sectors—government, tourism and ports activities—contributed to the steady growth of the non manufacturing sector (i.e. retail, office, hotel and various professional services). The table indicates a 28 percent increase in the number of retail, wholesale and service industries in Charleston between 1977 and 1987.

Number of Non Manufacturing Establishments

Year	Total	Whole sale	Retail Trade	Service
1977	1,785	151	863	771
1982	1,983	181	998	804
1987	2,278	200	1,017	1,061

Source: Bureau of the Census

For a city to experience little impact from economic fluctuations as recession, fuel shortages, declaration of war, national economic changes or even natural disasters, an economically diversified base is required. Striving for economic resilience requires actively maintaining and expanding current assets and aggressively seeking new employment opportunities. Diversification should include, but not be limited to, light industrial activities employing a semi-skilled and skilled labor force, the maximization of coastal resources through such activities as aquaculture production and the support and encouragement for traditional enterprises, i.e. ornamental ironworks, fishing, farming and basketweaving. This will provide good job possibilities for local residents. The City should seek to create an equitable distribution of job opportunities as it pursues quality economic growth.

Federal grants and government loans are available through agencies such as the Small Business Administration, Local Development Corporation and Minority Business Development Center. Revenue sources for new economic development opportunities could be found here. Information regarding the availability of these funding programs should be made available to potential developers. Trust funds could be created through private enterprise such as banks or through a city office to

provide loans to new or expanding businesses.

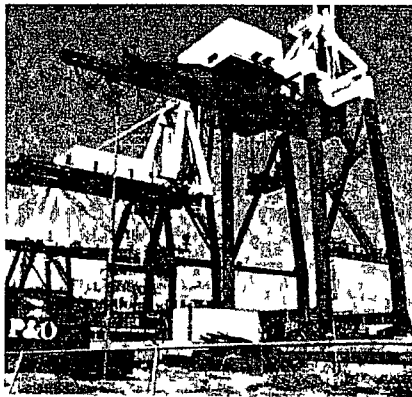
The city would realize substantial benefits from the revitalization of distressed or underdeveloped areas, such as areas north of the Crosstown along Morrison Drive and in the Neck area. Establishing enterprise zones, for example, would stimulate investments and increase jobs if low risk incentives could be available. The City should continue to seek changes in state legislation that would enable cities to identify development areas for enterprise zones and offer incentives to encourage new economic activity in depressed areas. Private investment should be sought with the City offering aid in financing, marketing and with permitting assistance.

To identify target locations for economic assistance, a current data base of building locations and land uses must be created. Consistent updating of this data base would provide invaluable information to potential tenants, business entrepreneurs and public officials. From this insight, policy makers may promote the creation of quality jobs suitable for the available labor force with attention to special cultural and environmental characteristics of the Charleston area.

A recent study by the Charleston Trident Chamber of Commerce measures the 1990 economic impact of area armed forces at over \$4.5 billion. According to the Chamber:

- 49,200 active civilian and contract military employees represent 18.9 percent of the total jobs in our region,
- the population of the military and their families totals over 142,000—about the size of the combined populations of the cities of Columbia and Spartanburg, and
- the combined armed forces payroll of \$1.5 billion is 34 percent of the total payroll in the trident area.

Because of the tremendous significance of the military on the area economy, the City should work with the Chamber to respond to the needs of the military by monitoring any changes. Long range plans should be in place to mitigate the impact of any reduction in military operations.



Objectives and Policies

Support retention and expansion of existing service industries and businesses

- Conduct economic base study to identify strengths and weaknesses in the economy
- Monitor business retention and expansion activity in the Charleston economy
- Investigate revenue sources for economic development activities and publicize available resources such as federal grants and loans for maximum benefit
- Establish an economic development trust fund to provide loans and loan guarantees for new or existing businesses
- Encourage the use of public/private partnerships to increase availability of capital for businesses
- Support the re establishment of traditional enterprises
- Support incorporation of disadvantaged business enterprises into the economic mainstream of the Charleston business community
- Encourage non polluting non land intensive development such as research oriented industries

Recruit new businesses which would enhance diversity of the economy

- Focus on seeking enabling legislation to establish enterprise zones where appropriate and support with financial, marketing, zoning and building permit assistance
- Offer information relating to support programs for new businesses through agencies such as Small Business Administration (SBA), Service Corp of Retired Executives (SCORE) Women and Disadvantaged Business Entrepreneurs Enterprise (WD/BE), Minority Business Development Center (MBDC) Local Development Corporation (LDC) and business incubators
- Encourage the LDC and other funding or support services to broaden the range of services and become more involved in target areas outside the Central Business District
- Create and maintain data base of occupied and vacant properties

Support international trade

- Participate in regional efforts to develop international linkages
- Continue to support SPA functions and development

Respond to the needs of the military

- Monitor and anticipate changes associated with military activities

QUALITY OF LIFE

Goal Maintain and improve residents quality of life while enhancing economic vitality

Decisions to locate new business in an area are influenced by the quality of life a city provides Charleston's many amenities people, parks, climate and culture—all are a part of the attraction of this area According to the City's "Business Survey" conducted in 1980 characteristics unique to Charleston that have attracted large businesses to locate here include geographic location, military installations historic character recreational opportunities and the housing market

We must assure prospective employers that Charleston can meet their professional, as well as social needs by promoting a competitive business climate and the amenities found in this area However, when planning for future growth and expansion, we must not adversely impact the quality of life for citizens The City should make a priority of working closely with neighborhood groups to ensure orderly growth and development

The employer has some responsibilities to provide incentives to attract a qualified and effective work force This could include expanded employee benefits such as on site child care programs, better health care programs and competitive salary schedules Job satisfaction and productivity can be directly related to improvements in the work place environment

Charleston must have in place a high quality educational system as well as opportunities for pursuing higher education so that businesses locating here will find a qualified work force To this end the College of Charleston must be supported in its efforts to attain



university status. Future growth in the student body shall be discouraged unless any adverse effect on adjoining neighborhoods is sufficiently mitigated.

A variety of housing opportunities must be available for differing lifestyles. Affordable housing must be convenient, located near bus lines and good schools. Potential business and industry developers will look also at quality housing opportunities with supporting amenities for the relocation of key executives and their families.

Objective and Policies

Strive for increased economic activity while sustaining Charleston's unique blend of environmental and cultural attributes.

- Encourage employers to provide employee benefits such as child care and health care for all wage earners.
- Encourage competitive salary schedules for attracting employees to the region.
- Support the College of Charleston in its efforts to achieve university status while working to mitigate any adverse effects of growth.
- Foster cooperation with community interest groups to ensure orderly growth and development.
- Encourage a variety of housing opportunities for all income levels.

EMPLOYMENT OPPORTUNITIES

Goal Develop strategies that retain, expand and recruit jobs to the Charleston area for the provision of a stable income base.

During the eighties, Charleston consistently ranked as one of the top three counties in the state in providing major employment opportunities and creating revenue for the state. This trend is expected to continue as the twenty-first century nears.

Unemployment rates in the city of Charleston are very low in comparison to the rates for the state of South Carolina and other metropolitan areas in the state, as shown on the chart. In August of 1989, prior to Hurricane Hugo, the unemployment rate was 4.4%. Since that time, the rate has dropped, with the exception of the months before and following the hurricane disaster.

The unemployment rates for the Charleston area are assumed to have been influenced by the increase in construction jobs following the hurricane.

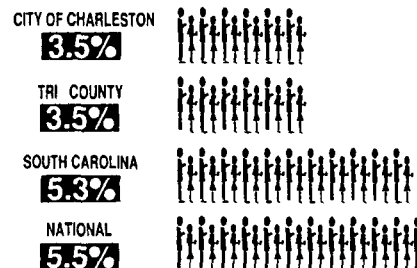
The continual increase of employment opportunities is a necessary component of sustaining economic stability. Employment alternatives offer opportunities for expansion of the economy and employee mobility. When unanticipated changes arise in the economy, the labor force should also be capable of making necessary changes in employment and lifestyle. Equitable and quality employment opportunities responsive to Charleston's economic goals should be in line with the new skills needed in tomorrow's work force.

Aside from tourism and government employment, there are several other growing and potentially flourishing industries that can provide responsible and quality job opportunities. These business sectors include agriculture, aquaculture, light industrial manufacturing, traditional craftsmanship, research-oriented facilities and advanced technological service industries. Many of these jobs can offer economic stability for individuals and their families without advanced training.

Appropriate growth can be accommodated and job opportunities created through more responsible management and expansion of city infrastructure and services. Encouraging new industries to locate in Charleston would generate additional tax resources to support local and state financial commitments. The City should examine the feasibility of alternative tax incentives to entice new developers to the area. This could include a reduction or delay in taxing. The City should also continue to carefully monitor the impact of economic development on our natural resources to ensure no adverse effect is experienced from current development practices.

Because of its centralized location on the East Coast, an excellent navigable harbor and port, a good interstate highway system and an excellent quality of life, Charleston should be promoted as the location for corporate and regional headquarters. Over the past several years, the Charleston Trident Chamber of Commerce has been successful in this endeavor. The

UNEMPLOYMENT FIGURES JULY 1990



City should continue to work with the Chamber in supporting the development of local corporate headquarters

Objective and Policies

Expand the number and variety of employment activities to strengthen the area's economic position

- Explore and encourage opportunities for quality employment and salary growth
- Develop adequate infrastructure improvement policies to support new businesses or the expansion of existing businesses
- Examine and propose alternative tax structures for expansion and location of new industries to Charleston
- Monitor impact of economic development on area's natural resources
- Promote city as location for corporate and regional headquarters

EMPLOYMENT TRAINING AND EDUCATION

Goal Provide individuals the opportunity to achieve career development within the City of Charleston

One of the key components of economic prosperity lies in the quality training of a work force. Employment opportunities will continue to shift from low to higher skill levels. There will be fewer requirements for intensive labor and more reliance on information and technological services. Exchange of goods will emphasize international competition as opposed to previous local area and domestic markets. The complexity of these economic changes can be embraced by a work force which is knowledgeable, competent and well qualified.

Superior secondary and vocational education systems are essential. In the past and continuing today, the best opportunities for preparing and exposing youths to society's culture changes and requirements are found in the classroom.

Under education is costly to the individual and to the community. It creates the opportunities for social

problems such as unemployment, crime, substance abuse, teenage pregnancy and welfare dependency. Quality education is an important factor in increasing a person's standard of living.

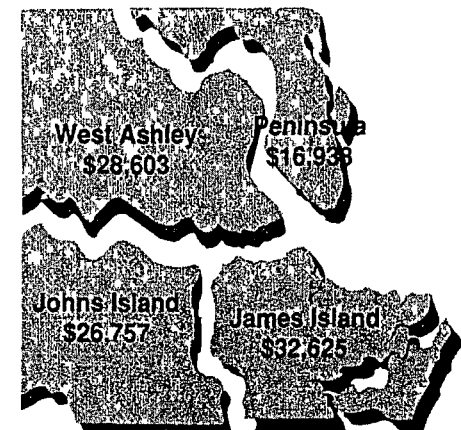
The lower median household income on the peninsula can be attributed to the lower number of high school graduates. Conversely, the relatively higher median household income for the West Ashley and James Island areas can be equated with a higher number of high school graduates in these areas. The City should support an educational system which emphasizes providing fundamental skills, staying in school and higher education for favorable and profitable employment opportunities. Policies should also be encouraged which will improve current educational programs, including adult education.

Charleston County's budget for each student in 1989 was \$3,637 and continues to increase each year. The success of this investment in education should be seen over the next few years. An increase in Scholastic Aptitude Test (SAT) scores and a reduction in the drop out rate is anticipated.

Educational policies which provide interesting programs and encourage students to remain in school require further emphasis. Motivating young adults to continue their education beyond secondary training is essential for an improved economy and individual advancement. Workforce 2000 is a task force established by the Chamber. Its mission is an ongoing process, providing a forum for business, education, community and government to discuss work force expectations for the twenty-first century and develop innovative ways to ensure today's students are prepared for tomorrow's work force demands.

Area high schools have developed special skill building courses to meet local area needs. These include health occupations, carpentry, auto mechanics, agricultural mechanics, computer electronics, masonry, plumbing and industrial technology. Since an illiterate adult earns 44 percent less income than that of a more educated counterpart, every effort must be made to encourage literacy and interest for education. Whether adult functional illiteracy is

1990 ESTIMATED MEDIAN HOUSEHOLD INCOME LEVELS IN STUDY AREA



attributed to the lack of opportunity or the lack of motivational learning or a combination of both, the local illiteracy rate is regrettably high

Area schools and employers should be more attuned to the needs of this portion of the adult population. Special programs have been established in several local high schools and have proven successful in providing educational resources for illiterate adults. This program should be encouraged and expanded in all high schools.

Higher education institutions should coordinate and expand programs which are innovative and relevant to the needs of area businesses. No single institution can provide for all training requirements of the employment arena. There should be, however, some interdependence in setting a broad range of goals for the effective integration of the higher education system with the community's projected needs.

Training students with desirable, useful knowledge and skills will enable them to have more meaningful and productive lives. In addition, it is important to intermittently evaluate and provide opportunities for retraining of the labor force. This process would keep current the new generation of working professionals who will, in turn, further maintain and enhance the standard of living for the community.

Objective and Policies

Support the creation of a comprehensive strategy for employment training and education.

- Encourage economic development through the provision of quality public education opportunities.
- Encourage the Charleston County Public School Board to provide more courses teaching basic job skills as well as exposure to emerging technology.
- Encourage City participation in Workforce 2000.
- Encourage the continuation of adult education in area schools.
- Encourage technical schools to work in conjunction with local businesses and industries to continue to implement useful training programs.
- Encourage the presidents of Charleston's higher education institutions to develop and implement

professional as well as other specific educational programs for the region.

- Support programs for drop out prevention and encourage post secondary training.
- Encourage and support on the job and company sponsored outside training programs.

REVITALIZATION

Goal Restore and enhance economic activity in targeted areas.

In preserving the richness of Charleston's history, the City has dramatically improved its business climate. In the Central Business District, concentrated revitalization efforts toward preservation of residential structures was balanced with the revival of downtown commercial areas during the 1980s. Between 1983 and 1987, 100 new businesses opened on King Street. As an example, Charleston Place, which opened in 1986, was planned as a catalyst for future revitalization efforts. Today, this commercial mixed use project is an impressive \$85 million luxury hotel/retail complex with 46,000 square feet of retail space, 450 rooms and meeting facilities. Strategically located at the intersection of King and Market Streets, it has been instrumental in revitalizing the central business district.

One block east of King Street lies Meeting Street, another major downtown thoroughfare. Behind restored facades are numerous hotels, offices, retail businesses and restaurants. May, 1990, saw the completion of the long-awaited Waterfront Park. The park has provided another major destination along the city's waterfront. Several other significant—public and private—revitalization projects are completed or under construction. They include the South Carolina Aquarium, a new hotel, two major office buildings, Waterfront Place and the Visitors Reception and Transportation Center.

Government and private sector interdependence is a critical element for economic expansion. Successful rehabilitation efforts require strong public and private sector partnership. The City offers programs to encourage facade improvements, rehabilitation and expansion of existing businesses on the peninsula. Additionally, there are federal tax incentives for certified rehabilitation of historic buildings. A 15 percent tax credit



for rehabilitations which meets the United States Department of Interior's Standards, is administered through the South Carolina Department of Archives and History. As projects funded through these programs are successfully completed, they will stimulate further private investment.

In 1990 the continued success of revitalization efforts is evidenced by the prominent scaffolding and new construction throughout the Central Business District. Other areas of Charleston should participate in these programs. Various governmental assistance programs and public service improvements should also be targeted for such specifically identified areas as A Calhoun Street, B upper King Street area, C Marion Square and D Crosstown.

The revitalization programs have proven very effective for the peninsula. Similar programs must be created for West Ashley, James and Johns Islands. The new economic development task force referenced earlier could be in charge of this expansion effort. New target areas for revitalization should include E the older commercial corridor at the intersection of U.S. 17 and Magnolia, F Albemarle Point, G Main and River Roads and H areas on Folly Road.

Objectives and Policies

Support and enhance mixed uses that retain neighborhood identity such as mixed commercial and retail uses.

- Support the development of downtown through the revitalization of commercial areas.

Encourage light industrial and light manufacturing land use in Neck area.

- Formulate a strategy which will determine the highest and best industrial use for the Neck area.

Expand revitalization program to all targeted areas of the City.

- Expand revitalization programs to include West Ashley, James Island and Johns Island.

SUBURBAN ECONOMIC DEVELOPMENT

Goal Promote economic vitality for all municipal areas.

A proper balance between economic development and quality of lifestyle in Charleston is yet to be reached in all areas. Toward this end, city economic policies should also include areas outside the Central Business District. By doing so, previously neglected or unrecognized economic features of the greater Charleston area may be preserved or revitalized.

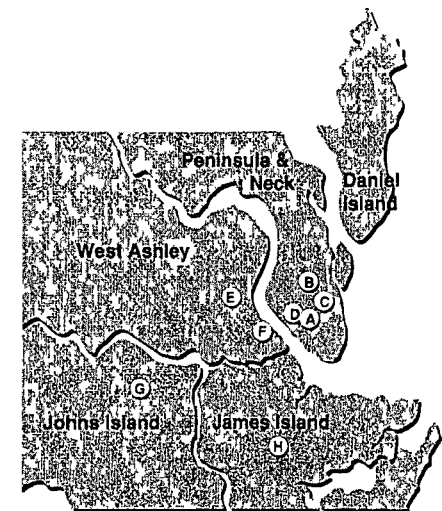
As improved transportation systems such as the Mark Clark Expressway are completed, economic growth can extend to create other viable suburban activity centers. This will encourage greater social and consumer interaction in suburban areas.

The future land use map has identified existing and new areas for effective commercial center locations. However, care must be taken to retain or develop compatible and appropriate land uses. For example, mixed use commercial complexes could be located near residential areas and in the vicinity of major transportation interchanges and transit transfer and departure points, and on properties easily accessible and compatible with surrounding land uses. The design of these new commercial nodes should be conducive to public transportation, bicycle and pedestrian activities and properly buffered.

Commercial development along major roadways is often considered underutilized and less attractive than downtown Charleston business locations. Since many business opportunities are located beyond the peninsula, a more positive image for commercial strip development is essential. A combination of improvements in landscape, signage, pedestrian and traffic circulation would help change how these areas are perceived, thus allowing for attraction and expansion of viable businesses. These should be required during development.

Revitalizing and reusing older shopping centers and commercial areas could re-activate these areas as vital commercial centers and must be encouraged through a City economic development plan. Stimulating

TARGET AREAS FOR REVITALIZATION EFFORTS



economic development in suburban areas would enhance the overall city image, as well as provide a more cohesive setting

Objective and Policies

Support the expansion of successful economic programs and opportunities into suburban commercial areas as indicated on the City's future land use map

- Support the expansion of public transit capabilities throughout the metropolitan area
- Support and encourage a mix of land uses to include hotel accommodation restaurant office retail and residential uses complete with pedestrian and bicycle pathways in the vicinity of
 - Highway 17 and along the Mark Clark Express way where appropriate
 - Mark Clark Expressway interchange on Daniel Island
- Improve existing commercial strip developments through new signage landscaping and pedestrian and traffic controls

TOURISM

Goal Promote and develop more effective tourist management techniques to attract quality tourism as well as protect the quality of life of area residents

Tourism is currently one of Charleston's major industries and is an established economic base. Charleston has promoted managed tourism and has derived substantial economic benefits. During the 1980s tourist dollars increased at an accelerated rate each year. Dollars generated from tourism grew by an average of 30 percent between 1981 and 1984. Since 1984, the growth rate increased 15 to 28 percent annually. The 4 year span between 1985 and 1989 experienced 104 percent total growth. The revenues collected significantly contributed to federal, state and local taxes. Not only does the City offer unique ethnic historic and physical attractions but the extraordinary natural splendor of its riverfront beautiful parks and gardens charms travellers as well. During the eighties the City developed successful strategies to capitalize on its assets. King Street corridor Charleston Place and Waterfront Park are a few of the notable

attractions which generate substantial tourist activity. Major projects slated for completion by the early 1990s include the South Carolina Aquarium and Waterfront Place.

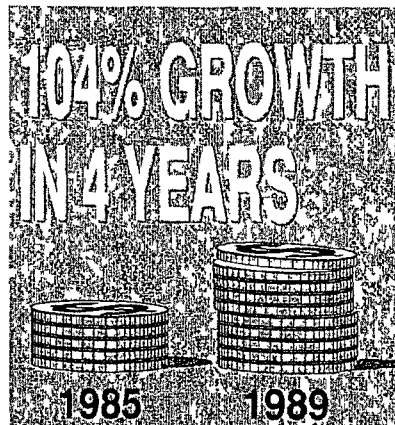
In the late 1970s due to the increasing number of visitors the City conducted and prepared a *Tourism Management Study*. Major tourism impact findings were presented and the creation of the Office of Tourism Management followed. The office was charged with maintaining, protecting and promoting the tourist industry. Licensing of tour guides designation of carriage zones and all tour routes (bus trolley carriage) are regulated through this office which is located in the new Visitor Reception and Transportation Center (VRTC).

Not only does the Office of Tourism Management have the responsibility of advancing the tourism industry it must also ensure that visitors of the area will have no adverse effect upon the quality of life of the local residents. The office is responsible for protecting land values and the tax base in the effected areas by looking at ways to mitigate such negative impacts as traffic congestion parking problems and damage to property. Maximizing the use of the facilities of the VRTC should eliminate much of these problems. The need for public amenities such as restrooms benches, etc must be evaluated and addressed on a regular basis. To keep information accurate tourism management and profile studies should be updated every five years.

Efforts to enhance tourism should be integrated more closely with other development activities and objectives. Tourism promotion via revitalization programs benefits city residents directly and indirectly. These benefits include retention and expansion of employment opportunities, generation of tax revenues and access to interesting and enjoyable activities and amenities.

In addition festivals are an effective method of attracting tourists to Charleston. A festival commission should be created that becomes a liaison between festival promoters and the City. The effort to portray Charleston as a wonderful place to visit should go hand in hand with goals to strengthen and protect the

TOURIST REVENUES



overall welfare of Charleston residents. Only through well managed tourism will the quality of life for residents be maintained.

The overall suburban economic development objective is to stimulate economic development for all areas of the city. However, targeted efforts are necessary to ensure the vitality of suburban neighborhoods and a fair share of development resources and benefits to these neighborhoods. The Johns Island Angel Oak tree, plantations along the Ashley River as well as other charming neighborhood plantations are just a few examples of resources which should gain increasing recognition.

Another method for promoting tourism is more support for our performing arts/cultural industry. Currently, there are approximately 5,000 working professionals in Charleston's art industry. This work force includes visual, production, performing and graphic artists, writers, filmmakers and photographers. Art administrators and support personnel are included in this figure. It has been estimated that this group generates approximately \$90 million annually for the local economy. Because of this return, any money the City invests in the arts can be expected to result in a significant profit.

More affordable work sites for artists increases work capabilities and generates Central Business District activities and arts and entertainment products which attract both domestic and foreign markets. Many artists' and arts organizations' facilities were damaged or destroyed by Hurricane Hugo in September 1989. These have yet to be restored.

In order to establish the exact needs of this industry, a periodic survey should be completed that would address space, training, operations, number and nature of jobs, service areas and professionals who can serve as valuable resources. A comprehensive plan with short and long range agendas for the continuing development of this industry is important.

Objective and Policies

A well managed tourist industry

- Promote Charleston to foreign tourism markets
- Promote Charleston as cruise line port of call
- Update *Tourism Management Study* and *The Tourist Profile Study* and identify ways to mitigate negative impacts of tourism on downtown areas
- Provide amenities and public restroom facilities convenient to downtown visitors
- Explore concept and feasibility of a regional convention center
- Encourage the formation of festivals through the creation of a festival commission which would become a liaison between festival promoters and City administrators
- Support formation of a survey which would examine needs for artist work spaces, programs and activities such as seminars, lectures, art displays, films, visual arts library and gift shops
- Identify and promote tourist attractions and activities located within suburban areas

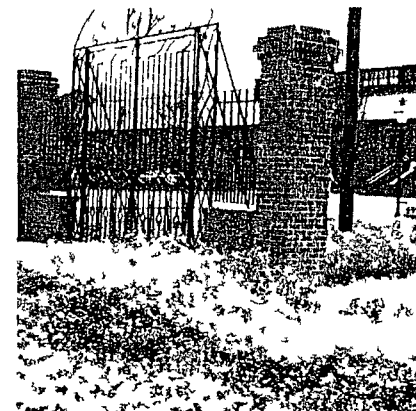
REGIONAL COORDINATION

Goal Reform local governments to reduce cost of government services

Increasingly, planning and development issues affecting Charleston's economy call for concerted action between jurisdictions. Concerns such as the upgrading of schools and colleges, improvement of the work force, compensation for the effects of federal budget cuts and social problems are no longer unique to an independent locality; rather they have become complex regional issues.

In lieu of fragmentation and competition between neighboring municipalities, government coordination could result in reduction of the tax burden on residents, increase equitable sharing of services and provide new options for regional planners dealing with issues of regional significance. The City also could possibly reduce expenses at the local level through reform and consolidation of local governments.

To further planning efforts toward intergovernmental cooperation, the City should again review the recommendations from the 1990 report of the Citizens Panel on Consolidation, entitled *Governance in Charleston: Recommendations for Change*. We recommend further



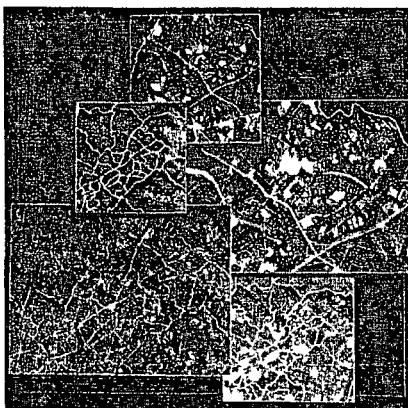
study of the feasibility of joint City County collaboration on combining those services that are a duplication of effort and/or expenditure. The City realizes many issues, such as economic development and land use have implications for the tri county areas, regional forums are recommended. Public expenditures could be lessened as duplication is eliminated. Greater efficiency in the planning and construction of infrastructure improvements would also be realized through a comprehensive approach to land use.

Objectives and Policies

Provide cost effective and efficient delivery of services for a consolidated service area

Reduce competition and increase cooperation within region for economic development

- Support the formulation of a comprehensive regional plan to reform, modify and restructure government agencies and services
- Consider the findings of the citizens panel on consolidation to determine if City and County services should be combined
- Evaluate the feasibility of restructuring or consolidating support services such as fire and police protection, public works, parks and recreation, purchasing, personnel administration, planning and zoning with local governments
- Support the creation of a single entity to provide the focus for regional economic development

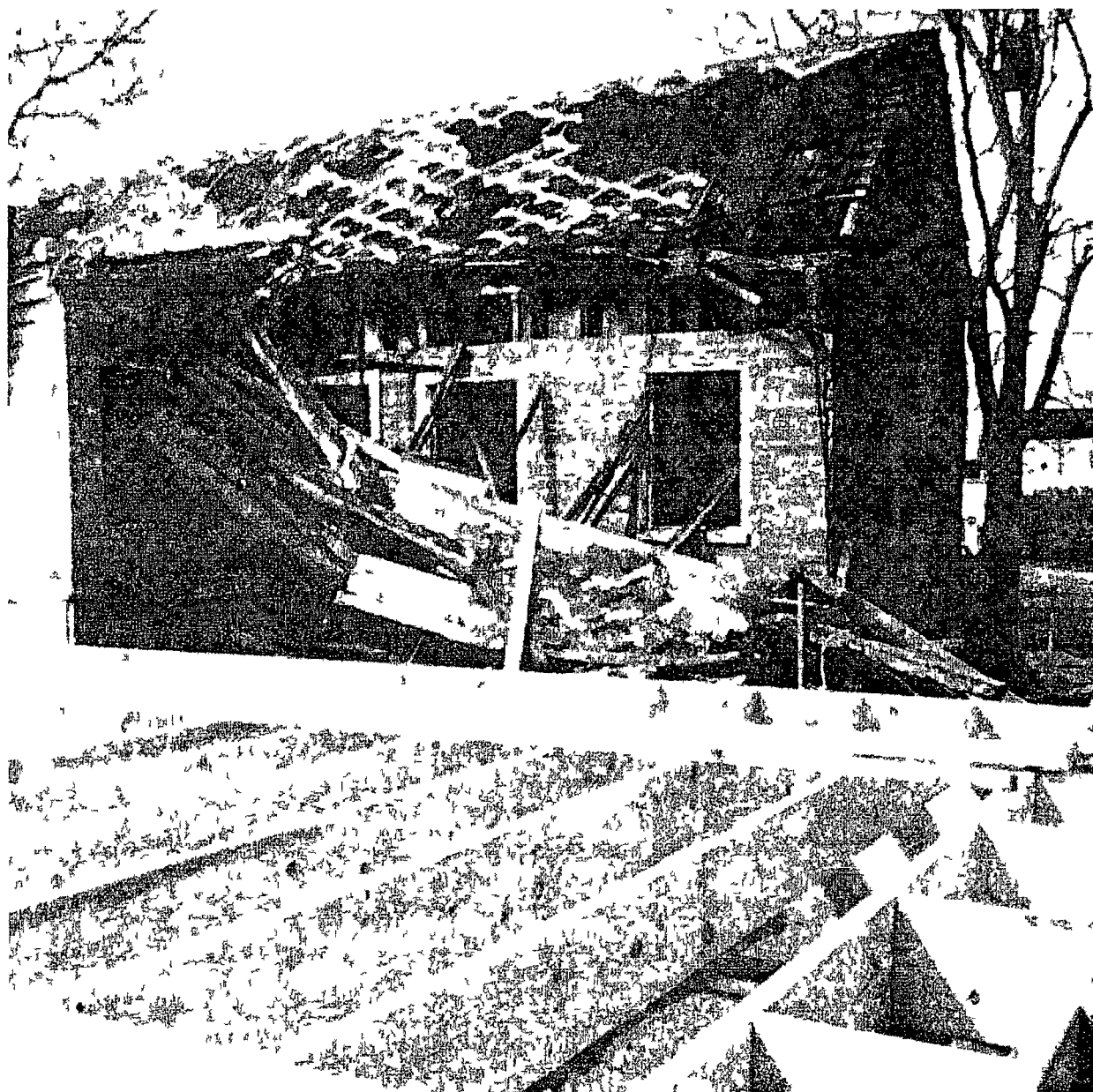


As Charleston approaches the twenty first century, it will continue to expand both geographically and in population. Well managed land development enhances a community's economic well being. To better plan for this growth and the most efficient provision of services, the City should continue to work carefully with property owners to annex those unincorporated areas surrounded by City limits. More importantly, the ability to plan for the future of the City and its surrounding neighborhoods offers a greater degree of accountability for every aspect of future development coordination. Planning for expansion should also include economic incentives that would encourage business and industry to annex into the City.

To effectively respond to planning requirements of the twenty first century, Charleston should have a computerized information system which is integrated and geographically based. This geographic information system would serve to correlate and analyze land use information, for example, by examining population densities and tracking incidence of fires. New fire department facilities could be located. The capability to incorporate land use, zoning, flood zone, etc. onto layers of the same map will prove a great asset to future planning efforts.

- Support orderly growth of the City and its surrounding areas which include commercial, industrial and residential development to ensure a healthy and vibrant economy
- Explore incentives to encourage industry and business annexations
- Support the acquisition and implementation of a Geographic Information System

HOUSING AND COMMUNITIES



—

Lyndon Johnson

Every person in Charleston does not not have a good roof overhead an affordable house or rent payment nor a community void of unwanted noise from traffic and surrounding uses. The 1978 *Land Use and Housing Plan* identified the problems of deteriorating and overcrowded buildings, the displacement of lower income families the lack of affordable housing and a growing need to rehabilitate housing. These issues remain today.

Much has been accomplished in the Charleston area since 1978, with the addition of 28 square miles to the City and with more affordable land available to help meet the housing needs. Eighty percent of the City is now located west of the Ashley River or east of the Cooper River in suburban or rural areas much of which was not in the City ten years ago. In *Charleston 2000*, recommendations for our housing problems focus on three areas: increasing affordable housing ensuring quality housing and protecting our communities.

Local Facts

- In 1980 7 441 households spent 25 percent or more of their income on housing
- In 1980 18 271 people were classified as below poverty level in the study area
- A person earning minimum wage has an annual salary of \$8,008 or \$667 per month. Of this no more than \$233 should be spent on rent or mortgage. In 1990 approximately 10 000 households in the study area were making this amount or less. In 1980 only 4 316 units in the City were affordable to these households. If the number of affordable units is the same today there is a shortfall of approximately 5,680 units.
- In 1990 there was a 24 month waiting list for public housing.

AFFORDABLE HOUSING

Goal Provide City residents with affordable and livable housing

What is affordable housing? The term is purposefully flexible. Affordable housing includes housing for those who have little or no choice about where they live as well as those who would like to buy a home but find it impossible due to increasing land and housing prices.

Our most critical need is to make housing available for those households of very low income, \$13,000 or less which is 50 percent of the median income. Finding housing is difficult on the recommended housing expense of no more than \$414 per month for the nearly 9 000 households recognized as very low income. Public housing or shelters are virtually the only alternatives for these families.

Those households who make 50 80 percent of the median family income are often called the working poor. Their fate is to pay too much of their salaries for inadequate housing, making it difficult to improve their situation.

Another focus group is moderate income households which earn \$20,903 \$39,192 a year or 80 150 percent of median. The goal here is to make home ownership possible. The ability of families to afford the average cost of \$130 000 for a Charleston area home is a serious concern.

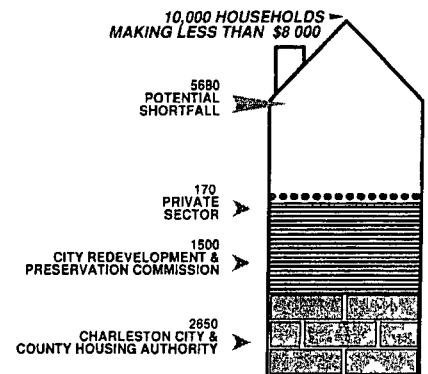
Unfortunately it is anticipated these situations will grow more difficult. Housing costs are projected to increase by 36 percent in the next 12 years while real incomes increase by only 20 percent according to *Urban Institute*.

The good news is that 2,887 affordable units have been added in the Charleston area since 1978 as is shown on the graphic entitled 'Affordable Housing Developed or Redeveloped Since 1978'. This has been accomplished despite federal funding losses of 65 percent over the past seven years for the City of Charleston Housing Authority and significant losses of Community Development funds. Until the results of the 1990 Census are published, the number of persons needing more affordable housing will not be known.

The decrease in federal funding has necessitated Charleston's housing providers to find alternate financing. Charleston should continue to focus on local sources such as endowments or revolving funds to eliminate local dependence on federal funding. The solution is found not only in what the City can do through its housing programs but also through the civic responsibility of each citizen to provide physical emotional and financial

HOUSING AND COMMUNITIES

AFFORDABLE HOUSING IN STUDY AREA 1990





support of programs such as Charleston Interfaith Crisis Ministry, Habitat for Humanity, Neighborhood Housing Services, Incorporated Charleston Affordable Housing Incorporated and other non profit entities

The following is a strategy not only for ensuring that affordable housing is available for those with low incomes, but also for anyone who has difficulty finding a home they can afford. The Housing and Communities Subcommittee strategy is broken into seven categories: funding programs, social services, transportation impact, economic impact design and zoning

FUNDING

In addition to the previously mentioned 65 percent decrease in federal funding over the past seven years which the Housing Authority has experienced the Redevelopment and Preservation Commission has experienced a 13.5 percent cut in funding. With the growing need for affordable housing and the decreasing assistance from the federal government, new sources of funding from a variety of innovative sources must be sought.

Approximately 1,759 units of public housing are owned by either the City or County Housing Authorities throughout the study area. These are detailed on the map entitled "Low Income Housing." Over the past ten years Charleston has learned that public housing

- can be a source of pride for its residents,
- works best at lower densities than typical housing projects

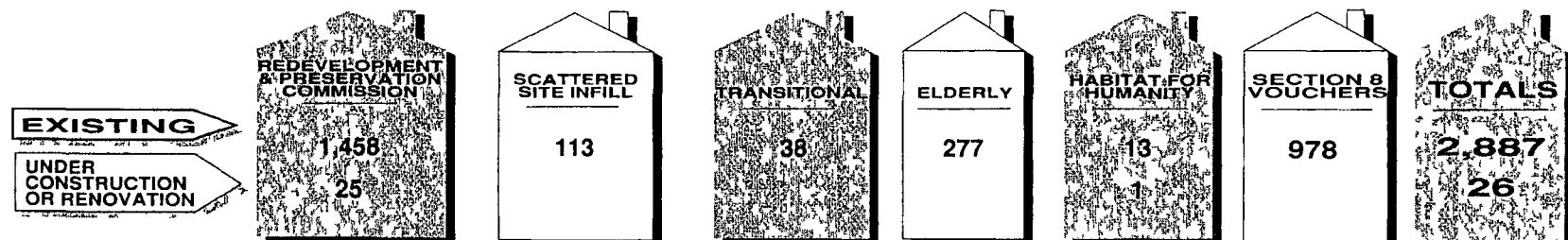
- can blend into its neighborhood and
- fills in vacant sites which often are eyesores and havens for criminals

The Scattered Site Housing Program which won a Presidential Design Award and produced 113 new affordable housing units has improved the image of public housing. Financing for this style of public housing should be vigorously sought.

In 1989 the South Carolina Housing Finance and Development Authority began providing support for affordable housing in Charleston. Its lower than market rate financial packages work in conjunction with local programs to bring down the cost of housing opportunities. Its Community Homeownership Opportunity Partnership Program is working with the City to provide 8 percent permanent mortgage rates for its new construction program. Further cooperative programs are encouraged.

Non profit organizations such as the recently created Charleston Affordable Housing, Incorporated, are recommended to provide low income or affordable housing programs because of their grant eligibility and other fund raising capabilities. In the past, potential grants from groups such as the Ford Foundation and private corporations were denied our community because of the lack of a non profit agency to accept and manage funds. Such an agency could create an endowment to fund below market rate loans assist

AFFORDABLE HOUSING DEVELOPED OR REDEVELOPED SINCE 1978



with closing costs, and purchase lots to create a land bank. This land bank should focus outside the Redevelopment and Preservation Commission's (RPC) current target area to avoid duplication of efforts. Consideration should be given to the benefit of a non-profit housing development entity within the RPC. To reduce the cost of housing, this strategy recognizes that assistance must come from many different sources.

Local banks play a critical financial role in providing housing and can make or break the affordability of housing. We encourage joint venture projects such as the program initiated by the City's Community Development Division and First Federal of Charleston. Through this program, the rehabilitation and construction of homes and apartments will be financed at below market rates on the Peninsula for low to moderate income households.

Additionally, federally chartered loan institutions are required to meet the credit needs of the local community by the Community Reinvestment Act of 1977. Both public and confidential lending reports are compiled by the federal government. These reports are used in the evaluation of applications such as establishment of new bank offices, consolidations and acquisitions. The City should review the public report findings and encourage civic-oriented lending opportunities so that all Charleston lending institutions will be rated outstanding in their compliance with the Community Reinvestment Act. Such achievements should be publicly recognized.

New revenues are needed to offset decreasing federal housing support. The following methods are in use in other communities and should be evaluated for use in Charleston. Many resources are dependent upon state enablement.

- Explore new funding sources or set aside of City revenues for affordable housing
- Linkage fees which require that 'X' percent of the value of a commercial office or industrial development be paid into a fund which provides affordable housing
- Special tax conditions or districts in which local property or state income tax can be abated as an

incentive to providing affordable housing

- Zoning districts with affordable housing quotas and density bonuses for new residential developments
- Housing trust fund created by the State to support local affordable housing programs

Expenses can be reduced through City and public service agency programs by either waiving fees or donating a certain amount of services to providers of low to moderate income housing. The graphic entitled Residential Development Permitting Costs identifies the ranges in costs for inspection, impact and tap-in fees. These costs can be adjusted to reduce housing costs to meet the City's housing goals.

Funding can also be leveraged with donated services and materials. Resource materials and personnel are available; however, a lack of coordination and warehouse space limits their utilization. Therefore, we recommend an organization to coordinate the skills of volunteer architects, contractors, engineers and landscape architects and the storage and reuse of donated materials.

Not all federal programs are gone. The Low Income Housing Tax Credit still remains to encourage the rehabilitation and construction of low income housing for private investors. However, in 1990, funding was reduced by 25 percent. The City must take an active role in gaining support for the continuation of this tax credit program each year.

Objective and Policies

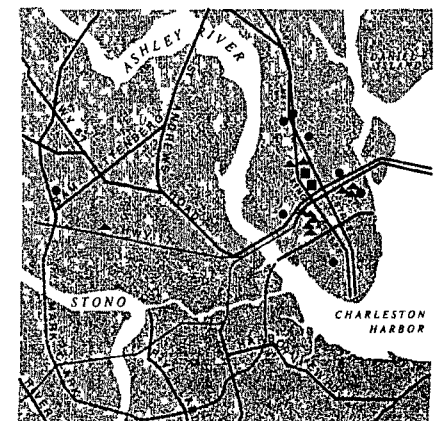
To prepare for financing of or incentives for affordable housing with locally managed resources

- Encourage financing additional public housing for the very low income group in scattered locations
- Encourage State Housing Authority assistance for local affordable housing efforts
- Create a non-profit housing trust for fund raising to administer a land bank for future affordable housing developments and to create a banking consortium or an endowment to assist with closing costs and below market rate financing
- Encourage more joint venture financing projects between the City and lending institutions
- Encourage and publicize efforts of all lending

LOW INCOME HOUSING

Managed by Charleston City and Charleston County Housing Authorities

- PUBLIC HOUSING ●
- SCATTERED SITES ▲
- TRANSITIONAL HOUSING ■



RESIDENTIAL DEVELOPMENT PERMITTING COSTS AS OF JANUARY 1992	
CITY OF CHARLESTON	
Per Project	
Subdivision	\$40 150
Re zoning	\$75 / 5ac
Variance	\$25 40
Site Plan	\$50 100
Per Unit	
Building Inspection	\$260
COMMISSIONERS OF PUBLIC WORKS	
Per Unit	
Water Tap	\$500
Impact	\$490
Sewer Tap	\$200
Impact	\$610
Estimated for a \$50,000 house	

institutions to participate in affordable housing programs to enhance their ability to receive out standing ratings in their Community Redevelopment Act public report

- Explore new revenues to insure the availability of affordable housing such as set asides of City revenue for affordable housing, linkage fees, tax abatements, affordable housing quotas and density bonuses and a state housing trust fund
- Explore the development of zoning districts which ensure the availability of affordable housing
- Waive zoning and building inspection fees, but not review and inspection, for non profit and public agencies providing affordable housing
- Waive or reduce CPW impact or tap in fees or provide a certain amount of services to non profit and public agencies providing affordable housing
- Create an organization to coordinate architects engineers, landscape architects and contractors who donate services and to coordinate a storage warehouse for donated materials
- Support continuation of the federal Low Income Housing Tax Credit

GENERAL SUPPORT

The affordable housing challenge is massive. Strategic neighborhoods or geographic areas and groups of people with severe needs should be targeted for special programs. Different housing programs are necessary for the homeless than for the near homeless, whose expenses are rising to the point that housing is becoming unaffordable. Because housing solutions are different architecturally and by density in urban, suburban and rural areas techniques and resources will be different also. But within these differences there are general support features useful across the board.

One solution is to raise the community's consciousness regarding housing needs and accomplishments. Opportunities to help and praise work performed are necessary ingredients of our public and non profit programs.

A stubborn problem in the provision of affordable housing is the time and cost in gaining clear title to a piece of property which is otherwise available for development. Unfortunately, little can be done to

shorten the time involved. However, the development of a fund to offset the costs of clearing titles is currently on the agenda of the Mayor's Council on Homelessness. Another way to clear title to property is the prudent use of eminent domain. This effort needs the City's general support as well as assistance from its legal counsel and the City of Charleston Housing Authority.

An untapped opportunity for the City and County is a program for acquiring tax delinquent properties suitable for rehabilitation. These properties could be made available to affordable housing providers. Current County provisions for the property owner to pay delinquent taxes within one year would need to be studied as would the County's ability to waive taxes for qualified affordable housing providers.

The challenge of providing affordable housing cannot be solved through any one source. A package of City regulatory and financial incentives needs to be evaluated to promote affordable housing. In particular the zoning ordinance should be evaluated for any revisions which could enhance the creation of affordable housing without detracting from the City's livability. One example of a specific requirement which should be re-evaluated is the importance of requiring an affordable housing provider to upgrade the sidewalks when housing is rehabilitated.

With so many different affordable housing providers we recommend a coordinating council or agency. Services are confusing and hard to find. They are also easier to abuse because of their multiple locations. This coordinating group would focus on assistance for all but particularly the elderly and handicapped. It would also research and publicize grant opportunities.

Objective and Policies

To devise assistance which encourages public, private and non profit providers of affordable housing

- Raise consciousness and advertise the agencies programs and incentives available through City information services such as the Developer's Package, Charleston Trident Chamber of Commerce's information services, local press feature articles and

through the promotion of the accomplishments of affordable housing providers

- Support the development of a fund to offset the costs of clearing titles and to create more efficient methods to clear titles through legal counsel support to Neighborhood Legal Services, Trident Community Foundation or other qualified agencies
- Acquire tax delinquent properties through a cooperative City County effort suitable for rehabilitation and make properties available to affordable housing providers
- Create a package of both regulatory and financial incentives for developments which meet standards set for affordable housing
- Form a coordinating agency to research and publicize grant opportunities to all affordable housing providers and coordinate assistance especially for the elderly and handicapped

HOMELESS

Twelve years ago when the 1978 plan was adopted homelessness was not a documented issue. Today, at the Charleston Interfaith Crisis Ministry men, women and children are given overnight lodging. The greatest number of people lodged in one night in August 1990 was 179. One third of the guests are veterans. A majority are chronically, mentally ill. The surprising statistic is that more than 70 percent of the guests work but they do not make enough money to pay rent and deposits.

In general, the answer to aiding the homeless population is providing adequate and affordable housing. The important word is "adequate." Most homeless do not need nor are they looking for a one bedroom apartment with a walk in kitchen and separate living room. We recommend creating affordable efficiency apartments (AEA) for eligible homeless. This type of housing provides a private or semi private room and bath and a shared kitchen. There are virtually no such units available today. In many cases this housing becomes a stepping stone—a place to establish a record of making rent payments and to save money for deposits for a more private space. It is recommended that these be placed in scattered locations with good transit service. The reuse of vacant or underutilized motels should be considered for placement of AEAs.

We also recommend efficiency units such as the Charleston Cottages on Huger Street. These offer greater privacy and are intended for one adult or small family per unit. The unit is one all purpose room with a storage or sleeping loft and a bathroom. These units have been called transitional housing because they are provided with social services and a goal of 'X' months within which to move into other housing.

The chronically mentally ill contribute significantly to the numbers at the shelter. It is recommended that special housing be developed for them such as the eight unit demonstration cottages on E Street built and operated in a joint venture between the City of Charleston Housing Authority and the Charleston Area Mental Health Center. Proximity to transit services is essential for the success of such housing.

We also recommend providing social services wherever housing is being provided for the homeless. Social workers are needed to assist with substance abuse problems and a lack of financial and general life management skills.

Objective and Policies

Break the cycle which keeps people homeless and encourage self sufficiency.

- Create affordable efficiency apartments (AEA) and single unit transitional housing along with supportive zoning for the working and eligible homeless including families.
- Support the provision of special housing with good social service support and transit service access for the chronically mentally ill homeless person.

FAMILIES

In 1990, approximately 504 households seeking housing assistance had families so large that more than three bedrooms were needed. Within the Housing Authority's housing program, there are only 91 four or five bedroom units and 27 Section 8 certificates were awarded to households needing four or more bedrooms. This leaves a deficit of 386 units. More affordable housing for large families should be designed and funded for potential ownership and for renting.



Objective and Policies

To eliminate the shortage of affordable housing for families as new residential developments are added to our community

- Design and fund more affordable housing with more than three bedrooms for families particularly for rental units
- Explore zoning potential to require that "X" percent of affordable housing units be three or more bedrooms

SENIOR CITIZENS

The number of elderly people (defined as age 65 and up in this case) increased dramatically from 1980 to 1990. The increase is expected to continue through 2000 though without as much increase. In our study area an overall increase of 50 percent is expected from a count of 12,566 people in 1980 to an estimate of 19,426 people in 2000. And this estimate may be low as other sources have predicted a 75 percent increase in the population over 65 in South Carolina by the year 2000. In 1980 22 percent of these people were living in poverty. If this continues in 1990 there will be at least 3,885 elderly people living on a poverty level income.

In our study area and according to a 1988 survey depicted in the chart entitled 'HUD Sponsored Elderly Housing Projects' 586 units were being provided at subsidized costs. There were no vacancies and up to two year waiting lists. These units serve not only the study area but the tri county area, so our deficit is growing. To begin to meet this demand, the City should investigate the rehabilitation and new construction of Enston Homes at King and Huger Streets for a senior citizen complex.

This growing share of the City's population has housing needs which are different from those of a family in the suburbs. Senior citizens often require housing without a large yard on one floor and in closer proximity to their neighbors, shopping, recreation and community services and with nearby nursing facilities. To meet the housing needs of this segment of the population diverse residential zoning which permits elderly care and housing facilities should be used in and especially near business areas in medium and high density residential areas

and on edges of low density residential areas

HUD SPONSORED ELDERLY HOUSING PROJECTS

	<u>Units</u>	<u>Waiting Lists</u>
Brighton Place	90	2 year waiting list
Joseph Floyd Manor	156	2 year waiting list
Ansonborough Home	77	waiting list
The Sherman House	56	1+ year waiting list
Canterbury House	207	6 months 3 year waiting list
	—	
	586	

Objective and Policies

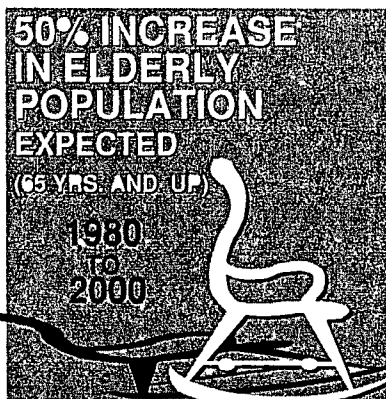
Encourage the provision of affordable housing and land for nursing and independent living environments for the senior citizens

- Consider Enston Homes for new construction and rehabilitation for a senior citizen complex
- Support DR 4 and other higher density zoning in appropriate locations which are close to transit recreation and community services to provide new elderly care housing opportunities

HOME OWNERSHIP

The last decade has seen home ownership decline. Home ownership declined in the South by almost three percent from 1980 to 1989. In the Charleston 2000 study area, this translates into a loss of approximately 1,500 home owners. In Charleston the average sales price of a home in 1989 was \$130,000. To make the monthly mortgage, tax and insurance payments of approximately \$1,335 an estimated annual income of \$42,132 to afford this house. The estimated median household income is currently \$26,128. It can be concluded that home ownership has declined because of a lack of affordable housing.

The Community Development Program has assisted with funding 49 affordable housing units for home ownership over the past ten years. These units have been provided with cooperation from Historic



Charleston Foundation and the Charleston Housing Trust. Charleston Housing Trust is a non profit corporation which buys dilapidated houses and makes them available at cost. Thirteen units have been provided by Habitat for Humanity in the upper west side and Rosemont neighborhoods. We recommend that future affordable home ownership be promoted through lower interest rates, homestead or sweat equity programs, lease purchase agreements and clever, cost efficient designs.

Household sizes have been decreasing for several years from 3.16 in 1970 to an estimated 2.5 in 1990, requiring smaller homes and consequently smaller lots. The City should encourage single family and multi family developments such as the current zoning category allowing 6.1 units per acre in appropriate locations.

Objectives and Policies

Give more households the opportunity to own homes

- Promote affordable home ownership through lower interest rates, homestead or sweat equity programs, lease purchase agreements and cost efficient designs.
- Encourage home ownership developments in appropriate locations, by using zoning which allows single and multi family developments of 6.1 units per acre and greater.

NECK/SUBURBAN/RURAL PROGRAM

Ninety five percent of the study area lies west of the Ashley River or east of the Cooper River in suburban or rural areas. Special rehabilitation and new construction programs should be examined for these areas.

To do this we recommend that the Redevelopment and Preservation Commission and the Housing Authority consider rehabilitation incentives and new construction for Ardmore, Ferguson Village, Union Heights, Accabee, Silver Hill and Fifth Avenue/Maryville. The Union Heights, Accabee and Fifth Avenue/ Maryville areas should only be considered upon annexation by its residents. There are other areas which could be annexed and deserve attention. These communities were identified because of building conditions revealed in the 1989 land use survey. Other areas may need new, improved or affordable housing. An expanded

housing authority or housing development corporation as part of the Redevelopment and Preservation Commission could provide affordable housing in these areas. There also may be housing agencies formed after Hurricane Hugo which could continue to serve these areas.

There are many housing units which remain in isolated, industrial areas. The Silver Hill neighborhood warrants special investigation as a small residential area surrounded by Interstate 26 and industrial uses. Current residents should be surveyed to ascertain their interest in remaining in this location. From the result of this survey, options such as a rehabilitation program and a land purchase incentive should be evaluated and appropriately initiated.

Objective and Policies

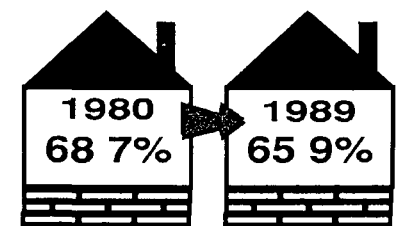
Meet both the unique and typical affordable housing needs and opportunities of suburban and rural areas.

- Expand target areas to include
 - Accabee
 - Union Heights
 - Silver Hill
 - Ardmore
 - Ferguson Village
 - Fifth Avenue/Maryville
- Investigate establishing the authority to provide affordable housing in suburban and rural areas which recognizes the different needs in rural and suburban affordable housing development.
- Survey Silver Hill residents concerning interest in moving and develop an appropriate program to improve the quality of their housing.

ANTI DISPLACEMENT

When property values in an area increase, low to moderate income renters and owners are often displaced. Furthermore, when apartment buildings or subdivisions are bought for redevelopment, tenants often must find new homes. An example is Chicco apartments on Meeting Street where 84 units of tenants had to find new homes when the building was sold and closed. For more than five years, it awaited redevelopment. Private projects like this displace people without any relocation assistance. The City should investigate

HOME OWNERSHIP RATES IN THE SOUTH



MAY MEAN

**LOSS OF 1,500
HOME OWNERS**

IN CHARLESTON STUDY AREA

establishing a displacement ordinance or agency whose goal is to provide assistance to lower income residents

Neighborhoods of mixed economic levels can provide better living environments for all. It is particularly stimulating for those of lower incomes and enhances opportunities to improve their quality of life. Programs exist such as rental rehabilitation, scattered site public housing and home ownership programs to encourage affordable renovations and retention of residents. We recommend their retention along with new programs, such as a refinancing program for older home owners to retain a mix of income levels within neighborhoods. Another idea could be to fine developers who displace low to moderate income households and use the fines to finance new affordable housing opportunities.

Objective and Policies

Enable home owners and renters to retain their housing when finances or development pressure them to move

- Maintain and initiate programs which encourage economically mixed neighborhoods
- Explore the development of a change of use fee or a use variance fee to discourage the loss of affordable housing units
- Investigate establishing a relocation or displacement ordinance or entity which aids low to moderate income residents when they are displaced

SOCIAL SERVICES

There are skills and knowledge which would increase the success of these affordable housing programs. We recommend teaching house building or renovation skills to let tenants and owners understand the value of the skills, energy and time which went into making their new home. Homeowners should be given instructions on maintenance such as taking care of hardwood floors, changing filters and cleaning gutters to extend the life of the house and encourage pride in the home. We recommend active tenant organizations in publically owned housing to foster responsibility. Tenant organizations provide an opportunity for residents to work together on projects of mutual benefit.

We also recommend the development of neighborhood history programs in the schools and at neighborhood

meetings to instill neighborhood pride in both children and adults. We recommend the creation of neighborhood garden plots and mini parks where community interest and assistance is available. This will teach gardening skills and instill pride in the area. Finally we recommend maintaining a social worker for the homeless shelter and transitional housing to teach critical financial and life management skills. These should be provided with any new housing programs for those who are or have been in a shelter.

Objective and Policies

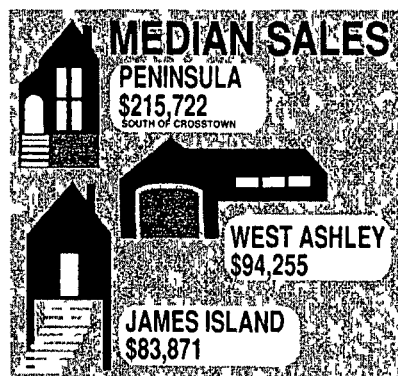
Education of residents in home maintenance responsibilities

- Establish programs where future low to moderate income residents participate in the renovation or construction of their home and offer maintenance training sessions
- Encourage active tenant organizations to create an atmosphere of responsibility for the community
- Encourage school and neighborhood training programs on neighborhood history through grants and public speaking
- Utilize vacant lots through lease, purchase or donation as mini parks or design 'tot lots' into housing project communities with community assistance in implementation and maintenance
- Encourage neighborhood garden plots and if appropriate ask Clemson Extension Service or United States Department of Agriculture to develop a model urban garden plot program
- Continue providing life management assistance as a part of future housing programs for at risk groups

TRANSPORTATION IMPACT

More affordable land and therefore housing is available off the Peninsula. Many persons living in assisted or cheaper housing are partially or totally dependent on mass transit. Therefore, a convenient transit system is an essential ingredient to an affordable housing program. As you can see from the graphic here the Charleston Trident Multiple Listing Service shows Peninsular housing costs are more than double suburban housing costs.

COMPARISON OF HOUSING SALES 1990



Objective and Policy

Take advantage of less expensive land costs and provide affordable housing with proposed, enhanced transit service

- Support the creation of a public authority to manage the expansion of transit services to all public and private providers of affordable housing

ECONOMIC IMPACT

One way to eliminate the need to provide below market rate housing is to stimulate economic development. This will provide jobs and higher household income levels than the current median household income. These economic opportunities are particularly needed for the Peninsula where median household income is estimated to be much lower than the other three areas as shown in the chart on page 7.

Another way to reduce the need for affordable housing is to target philanthropic companies to relocate in Charleston. Such companies are known for partnering innovative housing programs within their own communities.

Objective and Policies

Encourage economic development which enhances the provision and procurement of affordable housing

- Target marketing through Trident Development Board and City services toward firms for relocation or expansion in this area which provide better jobs to those at lower income levels
- Target philanthropic companies for relocation into the Charleston area through Trident Development Board and City services

DESIGN

Just because there is less money to invest in a house, there need not be a compromise in design aesthetics or energy efficiency. We recommend that exemplary designs be engendered through donation, student charrettes or design competitions, and where cost effective architectural and construction drawings could be produced.

Design solutions could be proposed by the architects

engineers, contractors and residents of such housing. Designers should focus on custom built, space efficient furniture and be aware of the tendency for these units to become or feel overcrowded. Pre-fabricated construction materials and custom factory assembly should be considered. Building techniques should be geared toward volunteer or future householder labor. The styles of the houses must be geared toward suburban and peninsular locations. The size of housing should be evaluated, particularly for families. We should encourage the aesthetic and energy efficient design of good affordable housing by offering awards and good press coverage.

Design is an integral factor in the living space of affordable housing. Overcrowding should be avoided. Some housing is too small to provide a reasonably comfortable and healthy living environment. General guidelines are recommended for use by the Board of Adjustment when it hears zoning variance applications and by the Community Development Division, when it designs or reviews housing proposals. Floor plans should follow these guidelines where possible.

Type of Unit	Minimum Square Feet
Efficiency	400
1 bedroom	550
2 bedrooms	750
3 bedrooms	1,000
4 bedrooms	1,200

Many efforts enable housing to become affordable. Cost saving designs should be publicized in a booklet and made available for individual property owners and affordable housing providers.

Objective and Policy

Provide not just housing but that which is attractive, efficient and adequate in size.

- Encourage donations, student charrettes or design competitions as well as grant writing for architectural and construction drawings for efficient and attractive housing
 - to be used in a variety of neighborhoods
 - with particular emphasis on family use



- with consideration for custom built, space efficient furniture and
- to be constructed by volunteer or future house holder labor
- Publicize well designed affordable housing and consider award presentations
- Designs should avoid high density and overcrowding through minimum square footage guidelines
- Prepare booklet suggesting cost saving designs identifying those which would or would not require variances

ZONING

Zoning regulations should encourage affordable housing where it is most appropriate. The City should create an affordable housing ordinance which sets forth the goals and objectives for an affordable housing program. Several factors affect the cost of housing. These include the density or units per acre and the time, design and construction costs involved in the submission of applications before various regulatory boards and commissions. For example, multi family projects tend to be more affordable because the developer is allowed to put more units on one acre. Therefore current medium to high density zoning (greater than five units per acre) should be maintained on the Peninsula and future denser zonings should be placed off the Peninsula where mass transit is available and where traffic capacities remain

Zoning can also provide incentives for new affordable housing. A limited density bonus perhaps no greater than 10 percent should be allowed for non profit or public agencies providing housing to low to moderate income households.

These policies might also reduce the need, time and the cost to request variances. A similar recommendation is to revise the zoning ordinance to require variances for affordable housing only when the renovation of a non conforming project involves an increase in units over the previously existing number of units.

Another recommendation to reduce the time involved in acquiring approval is focused on the Technical Review Committee. Meeting with the TRC is expensive because of the cost of the professional's time involved in meetings and waiting for their item to be addressed on

the agenda. The later projects pay for the time spent waiting for earlier items to be concluded. We recommend that measures be taken to encourage staff approval when another meeting can be avoided and to better schedule TRC items to streamline costs to affordable housing developers.

Efforts to provide affordable housing can be thwarted when the BAR Planning and Zoning Commission (P&Z) or Boards of Adjustment (BOA) reviews a project and requires redesign or more expensive materials. It is not suggested that the boards reduce their goals. We recommend that the BAR relax requirements and that the BOA support variances for affordable housing providers where appropriate. For example where departures from historic materials have already occurred affordable housing providers could be permitted to replace with cost effective materials. For the Boards of Adjustment, we suggest that the provision of affordable housing be considered the hardship that it is. For all boards and commissions, an occasional seminar which educates members of local affordable housing goals and concerns is recommended.

With changing housing needs, like smaller household size the growing number of people over 65 and the growing number of working homeless different housing types are necessary. It is recommended that zoning requirements such as lot size and setbacks be evaluated for necessity when providing affordable housing especially through a single room occupancy development and patio homes.

Mobile homes are the oldest type of affordable housing that does not require governmental assistance. The City of Charleston requires special zoning, diverse residential 3, to create a mobile home park or lot. While it is not recommended that this zoning be provided "carte blanche", generally appropriate locations are ones which lie near mass transit services and along arterial and collector roads.

Objective and Policies

Encourage the provision of affordable housing through zoning

- Create an affordable housing ordinance



- Current medium to high density zonings (five plus units per acre) should be maintained on the Peninsula and future denser zonings should be granted off the Peninsula where mass transit is available and where traffic capacities remain for such new developments
- Recommend zoning ordinance revision to allow limited density bonus for agencies providing housing to low to moderate income households
- Evaluate revision of zoning ordinance to support the re establishment of non conforming housing units without a variance where such action facilitates affordable housing units
- Evaluate measures such as encouraging individual staff approval where another meeting can be avoided and better scheduling of TRC items to streamline the TRC costs to the affordable housing developer
- Evaluate relaxing BAR, P&Z and BOA s requirements for impact on affordable housing where appropriate
- Prepare seminar on local affordable housing goals and issues for board and commission members
- Zone for mobile home parks and lots in appropriate areas along collector and arterial roads

QUALITY STRUCTURAL CONDITION AND APPEARANCE

Goal Provide housing and an environment which is structurally and visually a source of pride

The quality of buildings in the Charleston community is defined by structural condition and appearance which can create a sense of quality or a lack of it. Charleston can attain a consistent quality of structures through regulations, enforcement, enticements and education.

STRUCTURAL

Not all housing is of a decent living quality. To assess the condition of local housing, a survey was conducted in 1978 of each house in the City of Charleston and in 1989 of each house in the Charleston 2000 study area. Both times surveyors used four categories to identify housing conditions: sound, deficient, deteriorating and dilapidated. Sound means there are no visible defects. Deficient means there are only minor defects which can be easily corrected, such as peeling paint, cracked window panes or broken steps. A deficient house shows

no water damage. A deteriorating house requires more extensive but still economically practical rehabilitation. Examples include missing window panes, shaky or unsafe porches or steps and cracked chimneys. Dilapidated housing has substantial defects that present a hazard to health and safety, such as leaning walls or large holes in the roof or walls. Surveyors were instructed to not let the character of the neighborhood influence the individual house's rating.

Housing Conditions in City

	<u>Sound and Deficient</u>	<u>Deteriorating</u>	<u>Dilapidated</u>
<u>1978</u>			
Peninsula	94.7%	4.5%	0.8%
West Ashley	99.9%	0.08%	0.02%
Total	96.5%	3.0%	0.5%
<u>1989</u>			
Peninsula	83.0%	14.0%	3.0%
West Ashley	96.0%	4.0%	0.0%
Total	89.0%	9.5%	1.5%

Housing Conditions in City versus Study Area Summer 1989

	<u>Sound and Deficient</u>	<u>Deteriorating</u>	<u>Dilapidated</u>
<u>In City</u>			
Peninsula	83%	14%	3%
West Ashley	96%	4%	0%
James Island	97%	2%	0%
Johns Island	96%	4%	0%
Total	89%	10%	1%

	<u>Sound and Deficient</u>	<u>Deteriorating</u>	<u>Dilapidated</u>
<u>Study Area</u>			
Peninsula	80%	17%	3%
West Ashley	94%	6%	0%
James Island	94%	6%	0%
Johns Island	97%	3%	0%
Daniel Island	n/a	n/a	n/a
Total	89%	10%	1%



Both surveys' results are shown in the above charts. Because sound and deficient structures create little or no problems for their neighborhood, these categories statistics have been combined. Two charts have been provided to compare the 1978 results to the 1989 in city results and to compare 1989 in city results with the Charleston 2000 study area results. Statistics indicate that conditions have deteriorated both on the Peninsula and West Ashley since 1978.

In the second chart, when comparing the City percentages with those for the entire study area, conditions appear worse outside the City limits. This attests to the success of various City programs. For instance, 17 percent of the housing units were dilapidated or deteriorated on the Peninsula and within the City of Charleston's boundaries. Twenty percent of the housing units on the Peninsula but within the larger *Charleston 2000* boundaries were dilapidated or deteriorated. These statistics reveal that certain areas outside the City limits are fraught with bad housing conditions. Examples include the 5th Avenue Maryville section, West of the Ashley and Accabee and Union Heights neighborhoods in the Neck area.

To get the most information from a building condition survey, it is necessary to look at conditions, especially deteriorating and dilapidated, in more specific areas. The map, "Percentage Building Conditions Deteriorating and Dilapidated" depicts the health of an area's housing condition by tax map area.

Attention should be drawn to those areas where more than 25 percent of housing stock is in the worst condition. These areas include the vicinity of Dunmavin on Johns Island, several areas on James Island and Accabee in the Neck area. Areas in a state of transition are defined as having from 5 to 25 percent of its housing stock in deteriorated or dilapidated condition. Such transition areas include some West Ashley neighborhoods that are over thirty-five years old, more rural areas on James and Johns Islands and the East Side community on the Peninsula.

The City is authorized to require that all residential structures be in safe conditions. According to City code, City Council, through the Inspection Division, may use

its police powers to repair, close or demolish dwellings which are unfit for human habitation.

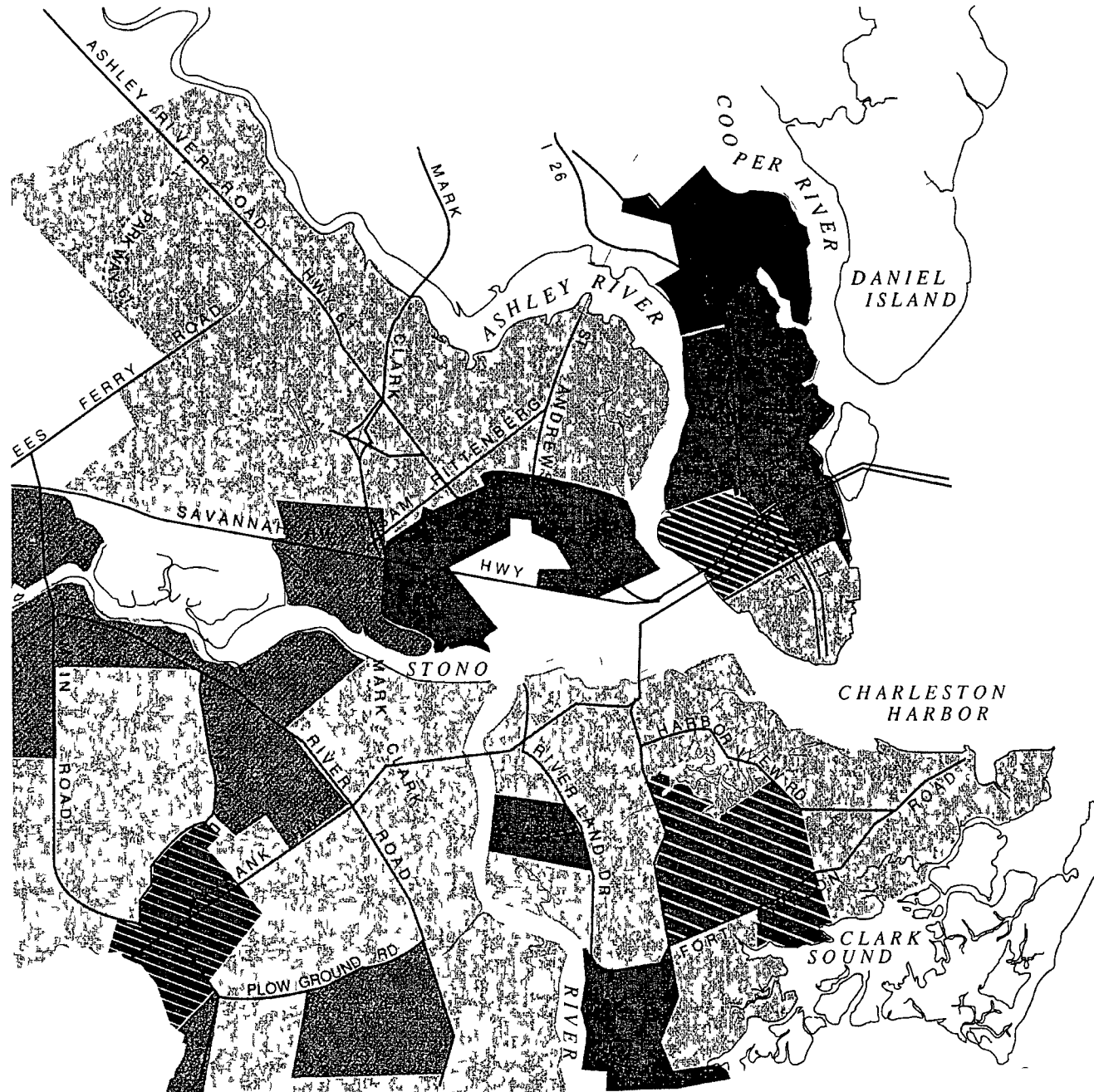
Owners may not choose to invest money in the maintenance of their building. Therefore, stopping the rehabilitation to neglect cycle in both historic and non-historic properties is the essence of the challenge. Several steps are recommended to prevent buildings from deteriorating.

First, the building code does not affect historic structures which are intentionally being demolished by neglect. The code is only of assistance once the structure is of such dilapidated condition that it is economically infeasible to renovate the structure. We recommend that a demolition by neglect ordinance be evaluated for protection of all historic buildings. The target is those who are intentionally neglecting their buildings so the buildings will qualify to be demolished. It should not be oriented toward those of low incomes. Such an ordinance will be most effective if it provides penalties and incentives.

Furthermore, we recommend the creation of a special task force, perhaps to be called the building maintenance commission. This commission would actively monitor housing conditions, create an early warning system for detecting future problem areas, make policy recommendations and raise awareness about the importance of building maintenance. Such a commission would be effective because it would seek to identify problem areas and buildings as they were emerging and not once they become a health hazard. It would operate similar to the way the Clean City Commission and Clean City Clara promote a cleaner city to schools and neighborhood associations. One targeted group should be College of Charleston students who are often living in unsafe conditions and unaware of the public safety protection offered tenants through the authority of the building code. The building maintenance commission could have the authority to investigate and expose minimum housing condition violators.

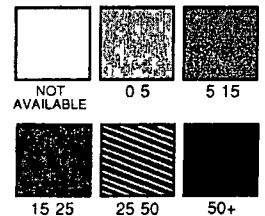
We recommend a loan program that would make maintenance equipment available to homeowners or tenants. Ladders, paint brushes, rakes, saws, scrapers and other items would enable property owners to make





DETERIORATING & DILAPIDATED BUILDING CONDITIONS

PERCENTAGE



simple repairs as they occur and encourage tenants to assist in maintaining their housing without the deterrence of the lack of equipment. This program is recommended for City loan recipients and public housing residents. Such a program would encourage residents to take care of their homes and yards and thereby set an example for their children to take on similar responsibilities in their own environments.

Dwellings financed by the City should be held to exemplary standards of care. Covenants should require perpetual maintenance and debris removal.

The City should develop methods for monitoring and preventing housing decline. To catch emerging problems, a standardized survey should be conducted every five years. Based upon this recommendation, the next survey would be conducted in 1994. The results of the survey can be used by the recommended building maintenance commission and City staff to recommend new priorities and policies.

Current City code provides enforcement measures for violations of both structural conditions and trash. Nonetheless, violations continue. Courts order improvements to no avail. This is particularly true for absentee landlords. We recommend a penalty such as a lien process which encourages the maintenance of both deteriorated and dilapidating structures. This program could use community service appointees to maintain properties and assess landlords for the cost of the work. We hope that such a process would rehabilitate those buildings and prevent the total deterioration and demolition of buildings. Code enforcement violators can be taken to environmental court. Fines should deter second offenses.

Under current state enabling legislation, only a certain amount of building maintenance can be legally enforced. We recommend state enabling legislation which would require minimum standards for both residential and commercial structures. An example for study is the Commercial Maintenance Code of Greer, South Carolina, which identifies maintenance responsibilities for commercial building owners. It identifies minimum standards for walls, paint and downspouts among other items. A blue ribbon committee should be used to

investigate and lobby for this enabling legislation and for local legislation for better building maintenance. Such items as preferential tax treatment, use of rental certificates of occupancy and rent control could be explored as incentives.

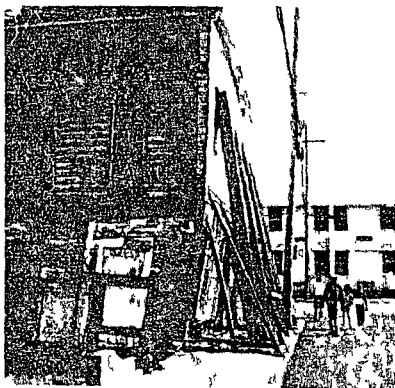
Objective and Policies

Provide all residents and business tenants with safe and decent buildings.

- Evaluate establishing demolition by neglect ordinance, especially for historic buildings, which would provide more effective penalties for building owners who purposefully neglect their buildings. If necessary, seek state enabling legislation for effective penalties.
- Consider a building maintenance commission to monitor housing conditions, create an early warning system for detection of future problem areas, make related policy recommendations and raise awareness about the importance of good building maintenance.
- Investigate an equipment loan program to
 - encourage recipients of City loans or grants to maintain their properties and
 - encourage public housing residents to take care of the public areas around their homes.
- Recommend any building improvement loans in which the City participates to require perpetual maintenance and debris removal.
- Perform building condition surveys every five years in order to monitor progress and deterioration.
- Investigate a penalty such as a lien process for encouraging maintenance of both deteriorating and dilapidated structures.
- Coordinate effective fines through environmental court for code violations.
- Investigate and seek state enabling legislation for minimum maintenance standards for residential and commercial structures. Develop pertinent local regulations.
- Establish committee to investigate and seek new methods and legislation to regulate better building maintenance such as rent control, preferential tax treatment, use of rental certificates of occupancy.

COMMUNITY APPEARANCE

The visual quality of our neighborhoods affects financial investments in new construction and renovations.



motivates private property owners to maintain their structures and instills pride in the community. A clean, attractive environment can also be a crime deterrent as it sends the message that neither trash nor crime are tolerated in this community.

City code requires that property owners keep their property free of litter and unsightly growth. A property owner is given five days to correct violations. If the matter is not corrected it can be sent to court. Currently there is no authorization for the City or its designee to clean the property. Dorchester County's nuisance ordinance allows the county to clean the property at a reasonable cost which will be collected through the judicial process.

Towards a better community appearance several programs with penalties and incentives are recommended for investigation. Penalties such as a lien process should be instigated which can place a lien on a piece of property for the cost to clean the property of weeds and debris. A court appointed offenders program that cleans these properties could be reimbursed upon the satisfaction of the liens. One incentive oriented program is the provision of upgraded services such as the Clean City program, street tree program, code enforcement, drainage improvements and the creation of parks. Additionally to ensure that trash has a reasonable chance of being placed in trash cans, adequate publicly owned and secured trash cans should be provided.

'Junk' cars and yards are a detriment to a community's appearance. Currently buffers can be required only for new junk yards or storage yards. Buffer standards need to be developed which all current junk and storage yards must maintain. Personal junk cars are currently regulated under the Abandoned Motor Vehicles section of the City code. The increased enforcement of this code is encouraged.

Objective and Policies

Provide a healthy and beautiful environment which visually instills pride.

- Investigate penalties such as a lien process for encouraging maintenance of yards
- Recommend City services continue to be upgraded in

areas where City supported rehabilitation efforts are underway such as Clean City program, street tree program, code enforcement, drainage improvements and creation of parks.

- Ensure adequate provision of trash cans in all neighborhoods
- Develop buffer standards for existing junk and storage yards
- Increase enforcement of abandoned vehicle code

COMMUNITY PROTECTION

Goal Protect the livability of Charleston for its current and future residents

There is no formula for the perfect mixture of land uses. There is value separating uses into different areas. Similar uses create similar amounts of noise and are unlikely to disturb each other. Placing similar uses in one area enables a passer by to visit numerous similar businesses or homes conveniently. However, there is also much value to a mixture of land uses. In dense urban settings where one use abuts another, the mixture offers advantages. A variety of uses tend to create less traffic as residents can often walk to shops and offices. They also create twenty four hour environments where people are always in evidence. This promotes a more vibrant and often more safe environment. Each of these factors and others affect Charleston's livability. With these ideas in mind, future land uses have been identified in the chapter entitled "Future Land Use." Because of the interplay between commercial and residential uses, the following recommendations fine tune the land use recommendations.

IMPACTS TO RESIDENTIAL AREAS

Where residential and commercial uses occur in close proximity, positive and negative impacts will be felt. Certain regulations like vegetated buffers, on site parking requirements and sign restrictions help to reduce the negative impacts on residential neighborhoods.

Along with the personal gratification of living in or near a historic community, comes the responsibility to protect and preserve these areas. Visitors and temporary residents such as students at institutions need to be made more aware of the significance of the historic



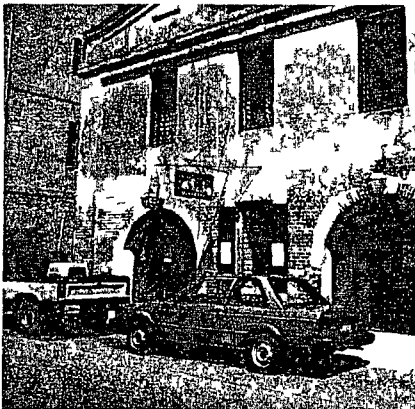
district Working through the College of Charleston off campus housing director, students should be given an orientation to the importance of preserving historic areas and being good neighbors The City Office of Citizen Participation could also be responsible for coordinating better campus neighborhood relationships

Commercial establishments which are frequented in the evenings and lie on the edges of Dock Street, Harleston Village, Ansonborough and other neighborhoods encourage the use of residential streets for parking People often create a nuisance when they make noise on their way to or from their cars while patronizing these establishments or festival events Other complaints are about noise from outdoor sports and concert events and even from the mobile boom box Recommendations support numerous techniques to mitigate these impacts

We recommend that the times and places for special cultural events and festivals be dispersed as much as possible and that the use of parking garages be encouraged Imagine living in the Dock Street neighborhood if events were scheduled simultaneously at Dock Street Theatre, Footlight Theatre the French Huguenot Church and St Phillips Church All of these facilities lie within one half block of each other and most of which have no off street parking

Some other areas experiencing the same problem are Hampton Park, the Crescent and North Central neighborhoods, which lie adjacent to sports and performance complexes The City of Charleston does have a noise ordinance which restricts unnecessary noise disturbing the peace However, more thorough patrolling is needed in these neighborhoods to effectively enforce the noise ordinance

Noise from sports and cultural facilities can be buffered by natural or artificial means Currently such new uses might be deemed as commercial or institutional in the City's landscape ordinance They would be required to use fifteen to twenty five feet of natural buffer if sited next to a residential area However noise is not limited to the adjacent property We recommend evaluating the impact of the zoning ordinance on new facilities We encourage the planting of buffers around existing



facilities such as school fields through the City's Street Tree Program

Boom boxes" or portable stereos generate noise not fully envisioned in 1975 when the City's noise ordinance was adopted Because the problem can only be stopped by police, we recommend enhanced enforcement

Objective and Policies

Ensure compatible coexistence of residential and commercial uses, through regulations, particularly in dense environments

- Work with the college's off campus housing representative to make students aware of the need to protect residential communities
- Coordinate through the Office of Citizen Participation special workshops on neighborhood and campus relationships
- Encourage dispersal of places and times of festival and special events
- Increase police patrolling and enforcement of the noise ordinance in areas such as Dock Street Harleston Village Ansonborough neighborhoods and areas adjacent to sports and cultural events
- Encourage natural or artificial buffering by owners or sponsors of sports and concert events
- Enhance enforcement of the noise ordinance with regard to portable stereos

AWARENESS

The success of many of these government programs is dependent on the awareness and involvement of citizens Typically the more involved a neighborhood is in governmental decisions the fewer problems that area will have

The City has an Office of Citizen Participation whose role is to encourage the creation and involvement of neighborhood associations It is recommended that specific communities be targeted for involvement in the citizen participation program

One specific way in which citizens are made aware of prospective governmental decisions is through the posting of notices on properties where a zoning variance or design approval has been requested The sign

notifies the public of the date of hearing To further enhance neighborhood awareness it is recommended that a cost and benefit study be conducted evaluating requiring the applicant to notify all property owners within a certain vicinity of such applications

Objective and Policies

Make citizens more aware of decisions and opportunities which affect their lives and to help to improve them through citizen advocacy

- Target involvement of specific communities through the citizen participation program
- Provide ample assistance through a full time citizen participation coordinator
- Study cost and benefit of notification of all property owners within a certain vicinity of applications for zoning, subdivision or variance



PUBLIC
SERVICES



*The whole thrust of our activities here
in Charleston is to make the average
law abiding citizen regard the police
as a friend and ally in the war against
crime*

*Chief Reuban Greenberg
from **Take Back Our Streets***

Charleston Police and fire services are ranked among the best in the country

Goal Provide police and fire protection services in the most effective equitable and cost effective manner

POLICE

The City of Charleston's Police Department founded in 1670, has approximately 353 personnel 252 sworn and 101 non sworn personnel Charleston's Police Department has recognized that it must constantly monitor its services in order to reduce crime and make changes accordingly To provide the most effective delivery of services, Charleston's Police Department is divided into three branches

- The *Administrative Services Bureau* consists primarily of non sworn personnel and is responsible for several support services These services include training jail, crime prevention elder support warrants court services police garage animal control evidence, personnel property records, communications and building maintenance
- The *Operations Bureau* consists of uniformed, sworn officers grouped geographically into four teams and the Central Investigations Division (CID)

Team 1	Peninsula Charleston (upper) Daniel Island Cainhoy Peninsula
Team 2	Peninsula Charleston (lower)
Team 3	James Island and Johns Island
Team 4	West Ashley

Each team consists of 20 25 officers and is responsible for crime and police related matters The CID is composed of the crime scene investigations unit, crime against property unit and the crime against persons unit The CID also provides services to the victims of crime

- The *Special Operations Bureau*, primarily composed of sworn officers, provides specialized services to City residents These services include the traffic unit harbor patrol, aviation unit tactical team fatality team mounted patrol underwater recovery team, school liaison K 9 unit S W A T team foot patrol and the flying squad

The grouping of police teams geographically has been one of the biggest factors in reducing crime in Charleston Although the geographic area of the City has more than doubled in size since 1980 and the population has increased by 18 percent, Charleston has seen an overall reduction of crime of 20 percent

All areas of Charleston are patrolled 24 hours a day with overlapping shifts during peak times This continuous surveillance coupled with the highly visible force has been instrumental in significantly reducing the crime rate Small pockets of unincorporated areas within the City limits should be annexed into the City to provide continuity in the delivery of services

As Charleston's size and population has steadily increased over the years, so has the demand for police services This demand should be continually monitored to assess new needs and changes made accordingly

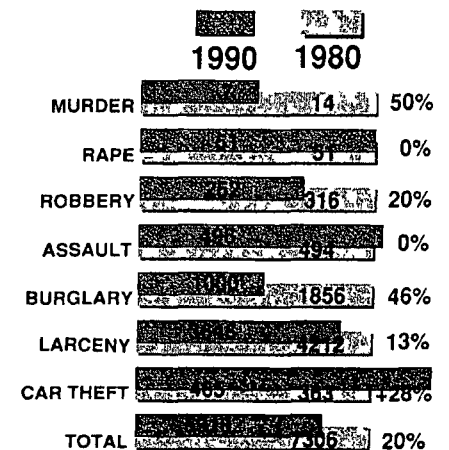
The City's plans for a ten mile linear park on an abandoned railroad right of way in the West Ashley area could create a need for foot patrol officers to ensure that residents living near the park, as well as those enjoying the park, are able to do so in a crime free environment Also, the growing concern about noise pollution in residential neighborhoods adjacent to commercial areas will require law officers to become increasingly vigilant to such nuisances

The Charleston Police Department's objective is to continue to lower crime in Charleston by developing long range plans and funding commitments that would expand police facilities improve community relations and provide strong leadership To reduce the cost of police services and avoid duplication the City should examine the feasibility of using existing or new buildings in suburban areas to accommodate both police and fire substations These new outlying stations could also serve as disaster coordination centers complete with appropriate auxiliary power units communication facilities and emergency medical services

As City limits expand into rural areas, it is also important to examine some City codes and regulations that may not favor the rural way of life Currently the City code prohibits the keeping of livestock except at a

PUBLIC SERVICE

20% REDUCTION OF CRIME FROM 1980 - 1990



distance of more than 150 feet from any dwelling or unless permission is obtained from nearby property owners. To ensure these animals and all domestic animals are properly maintained, the City should assess the need for an annual permitting process which would include fees, inspections and penalties. The Animal Control Department would have the responsibility of issuing permits and monitoring animal safety.

Currently the code of Charleston prohibits the discharge of firearms within the City limits except in cases of urgent necessity. As the City limits now include areas that are rural in nature, such as parts of Johns Island and Daniel Island where hunting is part of a way of rural life, the code should be re-examined. Amending Sec. 21-213 of the *Code of the City of Charleston, South Carolina* should be considered to allow firearms to be carried by those individuals lawfully engaged in the sport of hunting pursuant to the requirements of state law. A new permitting system through the Police Department might be appropriate to ensure protection of hunting privileges and public safety.

Objective and Policies

Provide police services that best respond to the needs and welfare of Charleston's citizens.

- Develop long range plans and funding commitments for the delivery of police services which are consistent with land use and transportation plans.
- Strive for a continued decrease in the City's crime rate which can be achieved by a professional, highly visible police department, public education programs and public service announcements.
- Continually monitor the delivery of services to determine when changes are warranted to meet the changing need of the City.
- Encourage the annexation of unincorporated pockets within the City limits to improve service efficiency and effectiveness.
- Evaluate the feasibility of using existing buildings and facilities in suburban and rural areas to accommodate both police and fire departments.
- Assess the need for annual permitting for the keeping of animals.

- Assess the need to amend Sec. 21-213 of the City code to allow hunting in specially designated areas.

FIRE

Once a totally volunteer fire department in the 1800s, the Charleston Fire Department today has 210 employees who offer fire protection, prevention and education to the citizens of Charleston. To provide the best service to City residents, the Fire Department is divided into three districts.

The **Downtown District** is located on the lower Peninsula. This district covers the areas south of Calhoun Street to the Battery. The stations in this district are Chief's office, 46 Wentworth Street; Station 2, 262 Meeting Street; and Station 3, 264 Meeting Street.

The **Uptown District** is located on the upper Peninsula. This district covers the area north of Calhoun Street to Charleston's municipal boundary in the Neck area and Daniel and Thomas Islands. The stations included in this district are:

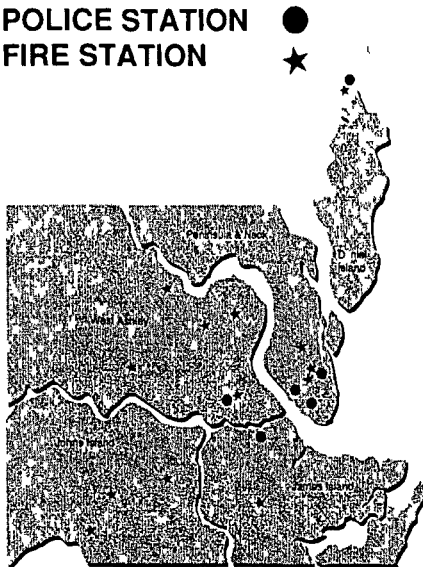
Station 4, 163 Coming Street;
Station 5, 1451 King Street Extension;
Station 6, 5 Cannon Street;
Station 8, 364 Huger Street;
Station 9, 1451 King Street Extension;
Station 15, 162 Coming Street; and
Station 18, Fordham Road (temporary location).

The **West Ashley District** is located west of the Ashley River. This district covers James Island, Johns Island and the West Ashley area. The stations in this district are:

Station 7, 1173 Fort Johnson Road;
Station 10, 1 Nicholson Street;
Station 11, 1517 Savannah Highway (S.C. Highway 17);
Station 12, 1352 Old Towne Road (S.C. Highway 171);
Station 13, 298 Folly Road;
Station 14, 1 Nicholson Street;
Station 16, 81 Ashley Hall Plantation Road;
Station 17, River Road.

Charleston's Fire Department is managed by the fire

POLICE STATION FIRE STATION



chief several assistant and battalion chiefs full time training officers and support staff

In order to provide City residents with maximum services in a minimal response time, eighteen fire stations have been strategically located throughout the City. All areas in the City of Charleston are presently located within a five mile radius of the nearest fire station. Additionally, the City has signed mutual aid agreements with the Saint Andrews and James Island Fire Departments. The City should continue to work with the St. Johns Fire District toward more effective and efficient fire protection on Johns Island and to locate a permanent fire station to serve area residents. In response to demands from development and from expansion of the City jurisdiction, new fire station sites should be identified in West Ashley in the Bees Ferry and Highway 61 vicinity. A new permanent facility for the northern end of James Island is also needed.

The Charleston Fire Department currently has a Class III rating from the Insurance Services Office grading schedule. This high rating entitles both homeowners and businesses within the City to lower insurance premiums. Charleston's Fire Department is continually striving to obtain a Class II fire rating. By developing long range plans and funding commitments to expand current facilities and services, upgrade equipment, educate the public and constantly monitor the system of delivery, the Fire Department hopes not only to provide better services in the future but also to lower insurance rates.

Objective and Policies

Provide fire services that best respond to the needs and welfare of Charleston's citizens

- Develop long range plans and funding commitments for the delivery of fire protection consistent with land use and transportation plans
- Continually monitor services to determine when changes are warranted
- Encourage the annexation of unincorporated pockets within the City to improve service efficiency and overall effectiveness
- Continue to work with the St. Johns Fire District to foster better cooperation and to provide protection for all of Johns Island

- Evaluate the feasibility of using existing buildings and facilities to accommodate both police and fire departments
- Evaluate potential sites for new fire stations on northern James Island, Johns Island and in the Bees Ferry vicinity

SOLID WASTE DISPOSAL

Goal Provide safe, adequate facilities for the removal, disposal and reduction of solid waste in an environmentally sensitive manner

The City of Charleston currently provides its own solid waste collection services. The City disposes of all its refuse at two sites: the Charleston County landfill on Bees Ferry Road and the solid waste incinerator on Spruill Avenue.

The 300 acre county landfill on Bees Ferry Road has a remaining life of 15-30 years, depending upon its use. The success of Charleston County's recently adopted recycling program may extend the life of this landfill. Additionally, the County has acquired a new 1,200 acre landfill site primarily for the disposal of ash.

As a means of identifying measures to stretch landfill capacity and to reduce the risks and cost involved in present day solid waste disposal techniques, a committee has been established by the County with City representation and participation. This is a cooperative effort with involvement of other regulatory agencies to consolidate recycling and solid waste reduction programs.

Current short range plans for this program involve the identification of convenient locations for drop off containers. These containers will be marked for the separation of recyclable items: glass, aluminum, plastic, paper and metals. For these items, there is a market. Items for which there is not yet a re-use market are not part of the recycling program.

These non-recyclables are burned in the incinerator (Resource Recovery Plant) on Spruill Avenue, creating steam which is sold to the Navy base. If metals have been properly removed from the waste prior to incineration, the ash can be recycled to be used as a concrete filler.



Curb side recycling should be mandatory throughout the City and involve the cooperation of private haulers. Several neighborhoods have been selected as pilot curb side programs. To support the recycling efforts, all City departments and parties under contract to the City should be required to purchase and use recycled materials and products whenever possible.

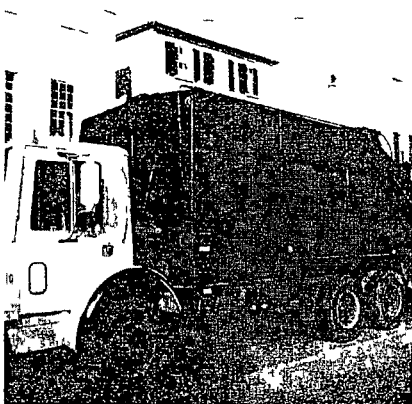
The City and County should work together to create more effective areawide anti littering programs. More emphasis should be placed on citizens reporting programs, special campaigns in adopt a highway programs and a "take pride in Charleston" program, as well as other civic clean up efforts.

The City's sanitation facilities are presently located in the Neck area of the Charleston Peninsula. This location was practical when all landfills were on the Peninsula as was most of the City's jurisdiction. The City's municipal boundaries have now expanded to include portions of West Ashley, James Island, Johns Island and Daniel Island. Vehicle storage and trash transfer/sorting substations are needed in these outlying areas. These facilities will be able to accept solid waste from collection vehicles, sort it for recyclable materials and consolidate it for efficient delivery to the appropriate disposal facility. Additionally, by providing vehicle storage at these substations, the City's Sanitation Division will see an increase in productivity and efficiency resulting from reduced wear and tear on expensive equipment and in reduced traveling time.

Objectives and Policies

Provide optimal levels of service in the management of the solid waste system.

- Cooperate with regulatory agencies and other area governmental bodies to consolidate a program for the efficient removal and reduction of solid waste.
- Implement curb side recycling of newspaper, aluminum cans, glass bottles and plastics throughout the City.
- Encourage private haulers in the Charleston area to establish recycling programs.
- Require City departments and parties under contract to the City to use recycled materials and products when practical.



- Encourage joint City and County participation in special clean up and recycling programs such as the Adopt A Highway program.
- Develop maintenance and operational substations to reduce travel time and increase efficiency for sanitation vehicles.

STORMWATER MANAGEMENT BACKGROUND

Goal Provide an adequate drainage system that ensures the safe and efficient flow of storm water.

Stormwater management for the City of Charleston is handled by the Department of Public Service. The Department's responsibilities include small scale construction, replacement and additions and working with the Engineering Division, which oversees the implementation of capital project design and improvements.

The capacity of the existing stormdrain system has been exceeded due to development. This is evidenced by recurrent surface flooding that occurs during periods of moderate to heavy rainfall. The flooding causes hardships for City residents and visitors in the form of loss of mobility, damage to property and health and safety hazards.

Several factors contribute to the problems of Charleston's stormwater drainage. They include improper sizing and spacing of stormwater inlets, clogged inlets, closed and undersized culverts, ditches and pipes. Additionally, the flat terrain of Charleston combined with the high ground water table reduce stormwater runoff capacity.

In 1984, the City recognized the growing problems with its aging stormwater drainage system and funded a citywide master drainage study. The objective of the study was to identify the problem areas, evaluate the existing facilities and assign a dollar value to the cost of making the necessary improvements. The plan made recommendations on how new stormwater facilities could be incorporated into existing facilities without a detrimental effect to the system. A flood plain management program was also prepared to guide future development. Two areas identified as

priorities in the plan, Ardmore and the intersection of Calhoun and East Bay Streets, are scheduled for corrective repairs

As a result of Charleston's growth there are areas in the City that are not included in the previous master drainage plan. It will be necessary to continually update the plan, taking into account these areas and others that are becoming more urbanized and may be annexed into the City over the next decade. This new plan should also identify erosion and sediment control guidelines.

To administer the objectives of a stormwater management plan and coordinate stormwater management policies among various agencies (i.e., the City, the County, COG and the PSD's), an authority or agency should be created. This agency should develop and enforce new erosion and sediment control guidelines that would regulate the quality and quantity of stormwater runoff. It should also have the responsibility of identifying a funding program and jointly funded projects for accelerating the upgrading and maintenance of the stormwater system. Because stormwater problems are intensified by City, County and area wide development, this agency must be regional in scope.

A master drainage plan should be required for any new development. This would include a maintenance plan and methods to maintain or improve water quality standards. When infrastructure improvements for any new development project will have areawide impacts, joint review by the City and County is recommended.

Objective and Policies

Develop a stormwater management system that manages the quality and quantity of stormwater runoff, recognizes the need for public ownership and operation of stormwater detention and water quality management facilities and adapts to future stormwater flooding needs.

- Update the 1984 *Master Drainage and Floodplain Management Plan* to include urbanizing areas and to address regulatory environmental requirements.
- Evaluate the feasibility of creating an authority or agency composed of City, County, COG and PSD representatives to administer regional stormwater

management activities

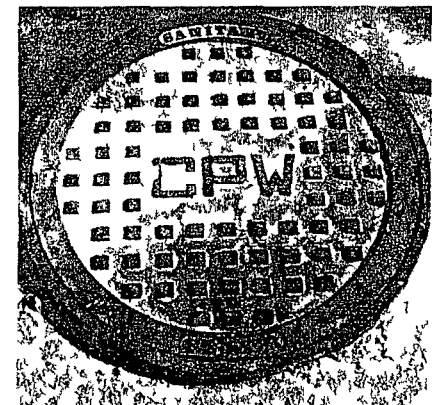
- Adopt erosion and sediment control guidelines
- Develop a funding mechanism to ensure maintenance and construction of stormwater facilities
- Require developers to address all stormwater management issues including facility maintenance funding
- Increase awareness through public education programs of the importance of creating and maintaining a cleaner urban environment to protect surface and ground water resources from non point source pollutants
- Require each development to submit a master drainage plan
- Joint review by City and County is recommended for new projects that could impact both jurisdictions

WATER

Goal Provide an economical, high quality and quantity water system which serves the domestic, recreational, commercial and fire protection needs of the community.

Water service was first introduced in Charleston with the formation of the Charleston Water and Light Company in 1886. The water system for the City of Charleston operated from artesian wells until around 1903, when the Goose Creek reservoir system and the original water treatment plant was constructed in Hanahan. This facility operated as the main source of the City's water supply until 1917 when the Commissioners of Public Works (CPW) was formed to take over the water utility operations of the Charleston Water and Light Company. Over the years, the utility has grown to serve both the City residents' needs as well as many residents outside the City. CPW operates as the water utility for all portions of the tri county area with the exception of East Cooper.

The CPW water system consists of approximately 1,200 miles of water mains, major remote storage complexes and the water treatment plant located in Hanahan. The water treatment plant's capacity is rated at 78 million gallons per day. It is in the final stages of construction to upgrade it to 118 million gallons per day. Completion of main installations and water system improvement projects has allowed the utility to

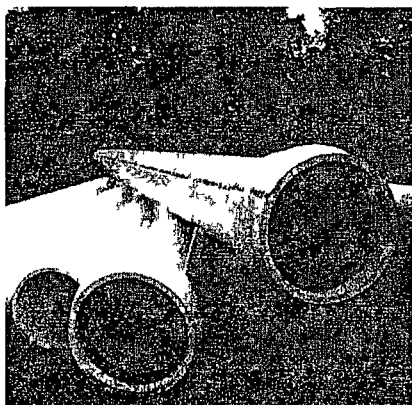


keep pace with the rapid growth of the Charleston area. In order to ensure a long term supply of water, the CPW has developed a supply system with three independent sources: the Edisto River, the Bushy Park Reservoir and the Goose Creek Reservoir.

CPW sells water on a retail as well as wholesale basis. Approximately 75,000 households and eight major wholesale customers are served by the CPW system. In 1983, the commission enacted a ten year capital improvement plan. A major portion of this plan was aimed at improving water quality and treatment capacity at the Hanahan Water Treatment Plant to meet proposed and anticipated Environmental Protection Agency (EPA) standards for water quality as well as improving the water distribution system.

CPW has recently completed a \$12 million project that allows for chemical feed facilities and water treatment processes to be used at the treatment plant. This addition will allow the commission to meet present and anticipated federal guidelines. Part of this expansion was the construction of an \$1.5 million laboratory facility as well as an additional 75 million gallons per day in High Service pumping capacity and 100 million gallons per day of raw water pumping capacity. Presently, the commission is performing a study to further enhance the water quality to meet all future and anticipated EPA regulations and conform to new requirements for the treatment and proper disposal of water treatment sludge. CPW proposed to complete its water treatment plant improvements by 1995.

The commission's recent system improvements will accommodate present and anticipated growth patterns throughout its service area. Service area expansion has kept pace with the City's annexation. As new areas are annexed into the City, CPW extends and upgrades fire hydrants in the area. This program should be continued in order to provide the optimum service delivery. Currently, CPW participates in 25 percent of the cost of the extension of water mains into new single family developments. The benefits of this policy of limited participation should be evaluated. To provide upgraded water service on Johns Island, the St. Johns Water Company should be encouraged to merge with CPW.



Objective and Policies

Look at desired land use patterns and plan system improvements accordingly.

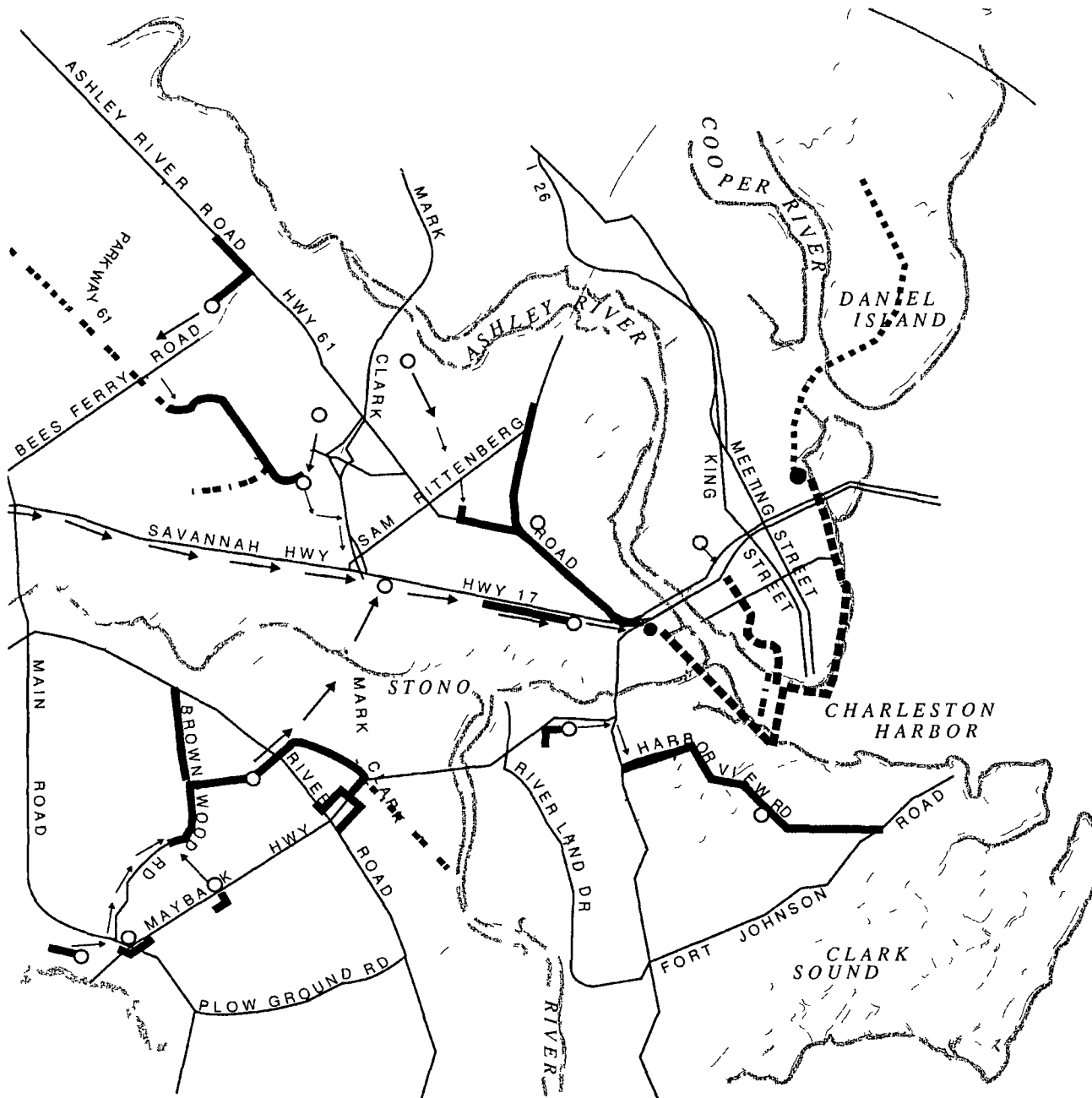
- Continue a well defined policy for the extension of water lines into annexed areas
- Continue the existing program of upgrading fire hydrant installation as areas are annexed
- Evaluate CPW's financial participation in the extension of new water mains in new single family subdivisions
- Encourage St. John's Water Company to merge with CPW

SEWER

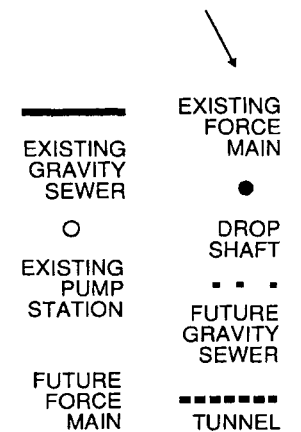
Goal Provide an integrated wastewater system that meets anticipated demands of the City in an environmentally safe and conscientious manner.

CPW's wastewater system consists of 200 miles of gravity collection mains, 90 wastewater pump stations, approximately 17 miles of sewer force mains, 11 miles of wastewater interceptor tunnels and one major wastewater treatment plant. The City of Charleston deeded the wastewater system to the CPW in 1962. In 1968, CPW completed the construction of the wastewater interceptor sewer system for peninsular Charleston, West Ashley and James Island and put into service the City's first wastewater treatment plant on Plum Island adjacent to Harbor View Road on James Island. This facility provided primary treatment for wastewater generated by the City of Charleston, St. Andrews Public Service District and later for the James Island Public Service District. In 1983, the commission completed a \$13 million project that provided secondary sewage treatment facilities at the Plum Island wastewater treatment plant. Presently, the commission is upgrading the primary and secondary facilities to handle wastewater capacity of 27 million gallons per day.

Over the last ten years, the wastewater collection system has seen an accelerated rate of growth patterned after the growth of the City of Charleston. The largest system expansion is taking place in the newly annexed portions of Johns Island with the completion of the new Johns Island wastewater collection system.



MAJOR CPW EXISTING & PROPOSED WASTE WATER TRANSPORT SYSTEM



The commission presently is the only utility providing a wastewater collection system on Johns Island. The commission recently finished the Church Creek interceptor sewer system. This project extends large gravity sewer collection mains along the Highway 61 corridor area to meet present and anticipated growth from the Mark Clark Expressway.

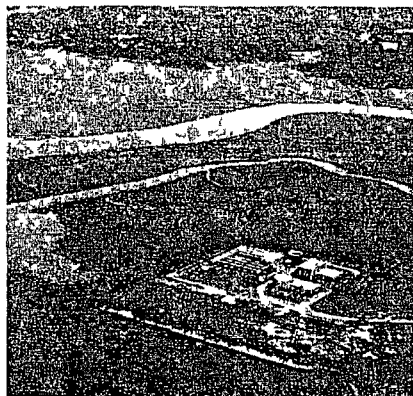
The commission's wastewater treatment plant at Plum Island operates efficiently and produces wastewater effluent at a fraction of the limits set by EPA and the South Carolina Department of Health and Environmental Control. The commission has implemented a long term program for the rehabilitation of wastewater mains within the City of Charleston to eliminate stormwater cross connections and to further eliminate sewer problems. This program, started in 1983, has been funded at the rate of approximately \$1 million a year and is intended to continue for many years. The rehabilitation and infiltration elimination program will further help save valuable capacity in the commission system for expansion and eliminate the need to treat stormwater inadvertently diverted into the wastewater collection system. CPW should continue to evaluate alternatives for expansion and capital improvements without additional cost to customers. For example, increased impact fees or special assessments to developers could be considered.

As areas are annexed into the City and much of the public service districts are absorbed, CPW will make the needed improvements as it considers retiring long term debts. The Church Creek and Savage Road treatment plants should be eliminated to improve water quality within the Stono and Ashley River estuaries and to achieve optimum benefits possible from consolidated regional facilities.

Objective and Policies

Develop a state of the art wastewater treatment facility having a minimal impact on the environment

- Continue evaluating alternatives for expansion and capital improvements without additional cost to customers
- Develop procedures to retire the long term debt of portions of the James Island Public Service District



strict wastewater collection and transportation facilities as well as the capital improvement costs for the St. Andrews Public Service District

- CPW should treat all wastewater generated within the St. Andrews Public Service District

Public Utility Providers

Goal Provide reliable and cost effective public utility services

The City of Charleston is presently served by two electric utilities: South Carolina Electric and Gas Company (SCE&G) and Berkeley Electric Cooperative (BEC). SCE&G also provides residents with natural gas services. Telephone service in the City is provided by Southern Bell and pay television service by Storer Cable.

One of the major objectives of the utility providers in Charleston is to operate customer oriented utilities with high system reliability and low service costs. The City fully supports this objective and also advocates the placement of all utilities underground where economically feasible.

Southern Bell presently has approximately 70 percent of its system underground and has found that the underground fiberoptic cables offer improved system reliability. The benefits of an underground system was tested during Hurricane Hugo. The reliability of telephone service following the hurricane was an essential ingredient to disaster relief efforts.

South Carolina Electric and Gas Company presently provides underground services in areas east of King Street and south of Cumberland Street. As part of their franchise agreement with the City of Charleston, SCE&G is required to provide underground utilities within all new subdivisions.

Unlike fiberoptic communication cables that do not carry high voltage but do increase system reliability when placed underground, the placement of electric lines underground does not improve system reliability, safety or flexibility. However, as redevelopment occurs, several areas in the peninsular City are being converted from overhead to underground facilities. Like SCE&G, the BEC is also required to provide under

ground utilities within residential areas as part of their franchise agreement with the City. Since Storer Cable uses SCE&G's facilities to provide service to Charleston residents, the location of their cables depends on the location of SCE&G facilities.

The placement or replacement of utilities often involves more than one utility. Hence, the City should act as a clearinghouse to better coordinate improvement activities among the various utilities.

Objective and Policies

Provide safe, efficiently operating, well built and maintained public utility systems that meet the energy needs of the City.

- Work with both electrical and utility providers to develop coordinated long range energy policies
- Encourage the placement of all utilities underground where economically feasible
- Coordinate placement of new utilities or maintenance projects for existing utilities
- Develop a checklist of location requirements for interagency review and coordination

PUBLIC SERVICES

Goal Provide an equitable distribution of services to the public in a safe, efficient and cost effective manner.

In January 1990 Charleston County Council received a report on governance in the county. One of the objectives of the report was to review the various services provided by municipalities and public service districts within the county and rate the services from the standpoint of efficiency and cost. The City of Charleston was consistently ranked as being the most efficient provider of all municipal services delivered.

Even though the City is recognized as providing public services in an efficient, equitable and effective manner, there are still areas for improvement. City administrative offices are presently scattered around the Peninsula. Although this arrangement is adequate to meet current needs, overall organizational efficiency could be enhanced if all municipal offices were housed in a centrally located facility with ample parking. The City

should evaluate the cost effectiveness of creating a new municipal services building.

As the City's municipal boundaries continue to expand, the feasibility of locating satellite offices in suburban areas should be considered. In order to better serve the citizens who live off the Peninsula, special public services could be available at specified locations. The previously recommended combined police and fire stations could serve as multi-purpose facilities. If the consolidation of City and PSD services does occur in the future, the existing PSD facilities could be utilized for satellite offices.

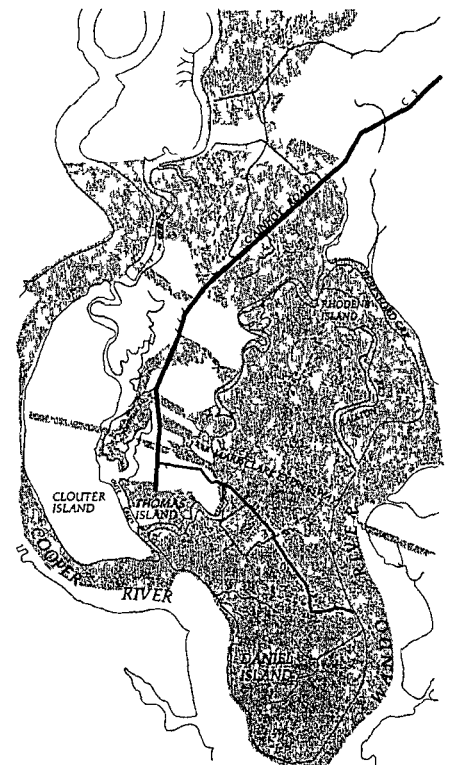
The City's Department of Planning and Urban Development has instituted a technical review process to ensure that development occurring in the City is in keeping with the City ordinances. The technical review process should be expanded to include all agencies that have jurisdiction over projects under review. This could include fire, police, and sanitation departments, CPW, United States Corp of Engineers, public utilities, Charleston County Public Works, South Carolina Department of Highways and Public Transportation, South Carolina Coastal Council and Berkeley, Charleston, Dorchester Council of Governments.

As part of the technical review process, the developer should be required to guarantee he or she would continue certain responsibilities after completion of the development. The developer should be required to bond the physical and functional integrity of improvements and to maintain new infrastructure for a specified and predetermined period. The City should be named as a co-insured party to the performance and payment of bonds provided for the developers and City's benefit.

Currently, the City is only empowered by petition or referendum to incorporate interested and contiguous properties into its boundaries. However, for the City to ensure and plan a stable and viable environment for its citizens and future residents, annexation legislation is necessary which makes it possible for the municipal government to initiate annexation proceedings. Charleston should have the ability to grow in an orderly fashion, expanding the limits of the City to its logical and most efficient boundaries. More specifically

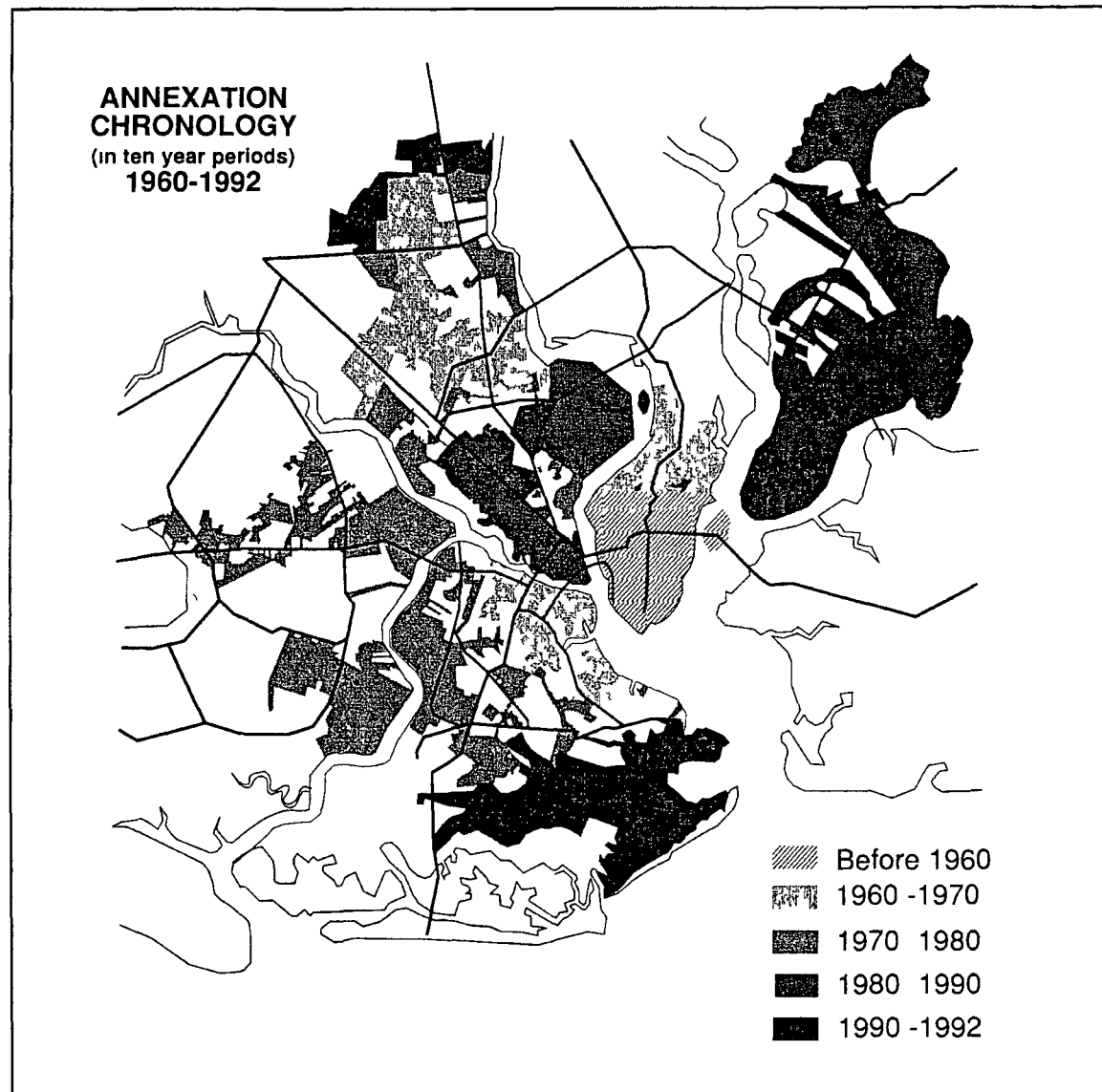
BERKELEY COUNTY AND DANIEL ISLAND ANNEXATION

AREAS ANNEXED BY
CITY OF CHARLESTON



CITY OF CHARLESTON BOUNDARIES 1992

In some respects we serve every one of the 530 000 people in this area yet the city of Charleston is only 16 percent in population of the metropolitan area. As this area grows the demands for our services will increase as they should. It is essential to the well being of this city and thereby to our whole community that the city of Charleston grows as the metropolitan area grows. If we don't we will simply become as so many other American cities have unable to financially meet the needs placed upon us.



Mayor Joseph P. Riley, Jr

the City should have jurisdiction to automatically incorporate an area which is surrounded by corporate boundaries

During the 1980s, the City grew from 25.5 square miles to 70 square miles by 1992. This geographic increase for Charleston has created areas with multiple government administrations with separate agendas providing duplicate services. Devising a method to coordinate and consolidate services provided by the City and by separate public service districts could mean a more equitable and efficient delivery of public services.

As the City grows, the demand for public services will also grow. The City should monitor the demand for services to anticipate the need for additional personnel and for expanded facilities to provide a continued efficient delivery of services. Land for new facilities should be acquired before or during the initial development of newly annexed areas.

Objectives and Policies

Develop a coordinated development review process

- Depending on the scope of a project, the technical review process should include all permitting/approving representatives of governments impacted by projects.
- Evaluate the cost effectiveness of creating a new municipal services building.
- Evaluate the feasibility of locating city hall satellite facilities in outlying areas of the City.

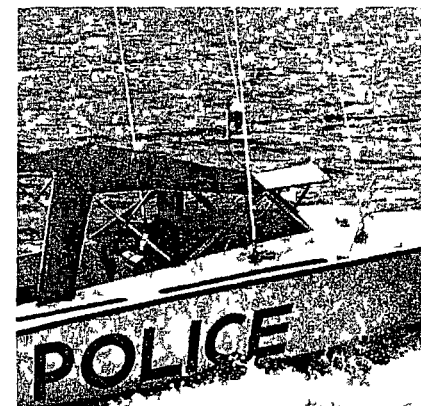
Continue responsibilities of developer after completion of a project

- Require developers to bond the physical and functional integrity of improvements and maintain new infrastructure for a specified guaranteed period.

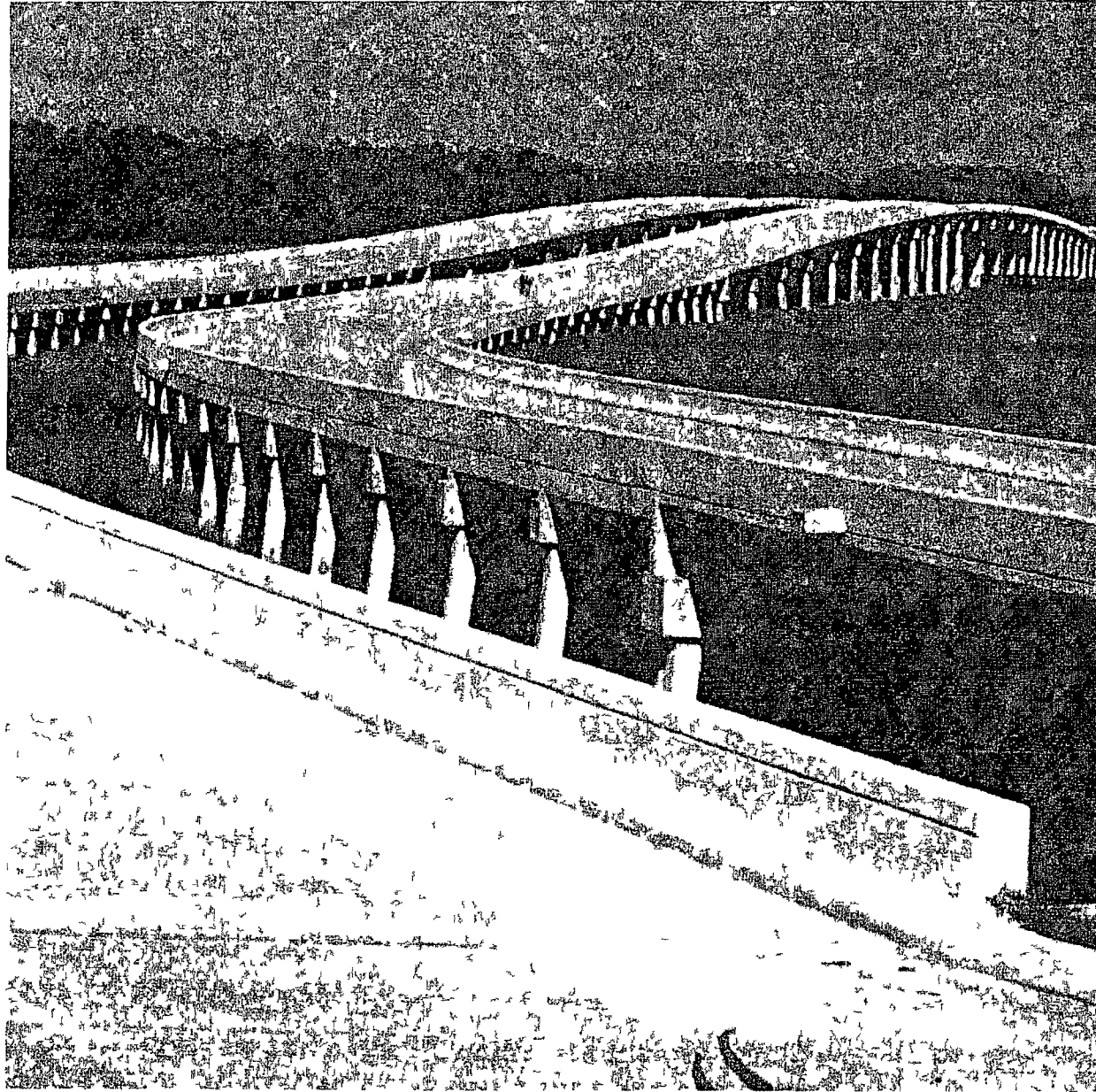
Accommodate the demand for public services created as a result of the City's growth

- Encourage the state to liberalize annexation laws through enabling legislation which allows municipalities to annex to their logical and most efficient boundaries.

- Acquire land for facilities before or during the initial development of newly annexed areas.
- Anticipate expansion and the need for more personnel and expanded facilities.
- Inform and educate neighboring areas regarding the City's annexation policies and the benefits offered by the City of Charleston.



TRAFFIC AND TRANSPORTATION



*Progress amongst a people is largely
dependent on the modes of transportation
their ingenuity can devise for their freedom
of movement, their safety their comfort, their
speed and their economy*

*from a Report of the South Carolina
Power Company, 1938*

Charleston's vitality has always been linked to its mobility from the time of the early immigrants who built the first wagon roads, to our modern transportation system of today. Charleston streets are a unique conglomerate of the old and the new: dirt, oyster shell, cobblestone, granite, brick, cement and asphalt. These streets serve the needs of area residents, the work force and Charleston's visitors. This network should provide safe and convenient access to all areas of the City and the region while remaining sensitive to the natural and built environment.

Charleston is served by a major interstate system, I 26, which connects the South Carolina coast to the mountains. U.S. 17 provides a north-south corridor and, along with I 526 and South Carolina Highways 7, 61, 171 and 700, moves the through traffic between traffic generators—places where people live, work and shop.

Within Charleston, there are 295 miles of city and state system streets, as well as 12 miles of private streets. Large bodies of water divide the City and connections are made by bridges—the Ashley River bridges, the Stono Bridge, the Limehouse Bridge, the Wappoo Bridge, the I 526 Bridges and Memorial Bridge and the Cooper River bridges.

Highway planning in the Charleston area is accomplished by a coordinated effort among municipal, regional and state planning agencies. These agencies work toward the common goal of meeting transportation needs in a safe and cost-effective manner. The COG serves as a coordinator for area-wide needs assessments.

Federal and state funds are funnelled to Charleston through the Charleston Area Transportation Study (CHATS) Policy Committee. The recently completed portion of the Mark Clark Expressway (I 526) connecting I 26 in North Charleston to Savannah Highway (U.S. 17) is a result of the CHATS highway transportation plan. When complete, this \$300 million, 19-mile highway project will provide a freeway linking Johns Island, West Ashley, North Charleston and East Cooper. Another CHATS project under construction is the James Island bridge and expressway connecting the Peninsula to Folly Road.

Included in the CHATS plan is the S.C. 61 Expressway—a new road extending from near the Mark Clark Expressway to north of Bees Ferry Road. Long-range plans are to tie the James Island Expressway into the 61 Connector which will provide greater access to the West Ashley area. A new road, the cross-island connector linking south Bohicket Road on Johns Island to the planned Mark Clark Expressway extension, has recently been added to the program. Other improvements that are part of the CHATS long-range plan include highway widening projects such as Harborview Road, Cannon and Spring Streets and Bees Ferry Road, as shown on page 44.

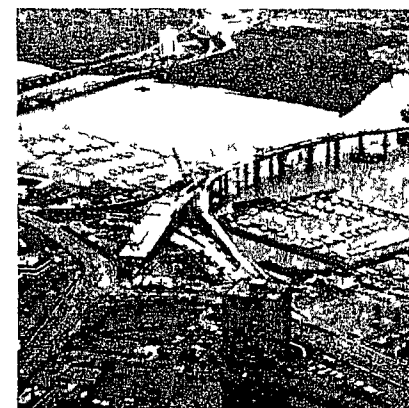
Another major road planning effort in Charleston is the recently adopted *Master Road Plan* and official road plan map. This is a comprehensive document prepared by the Charleston Department of Traffic and Transportation to identify needed road improvements and to classify city and state system streets within the City limits. The *Master Road Plan* provides the City with an agenda for meeting transportation needs.

Planning needs have also been identified by concerned neighborhood organizations working with City and County planning staffs. In the 1988 *Johns Island Plan*, transportation (safety as well as mobility) is recognized as the number one issue. The 1987 *James Island Land Use Policy Recommendations* supports coordinating and constructing the James Island Expressway, Stono River Bridge replacement and the Mark Clark Expressway in a timely manner so that the construction of one does not increase traffic problems for the rest of the system.

The *61 Corridor Growth Management Plan*, adopted in 1986-87, recognized the need to improve traffic movement in the area while protecting the scenic environment of historic Highway 61. The new 61 Parkway should alleviate the congestion on Ashley River Road and create a new scenic thoroughfare.

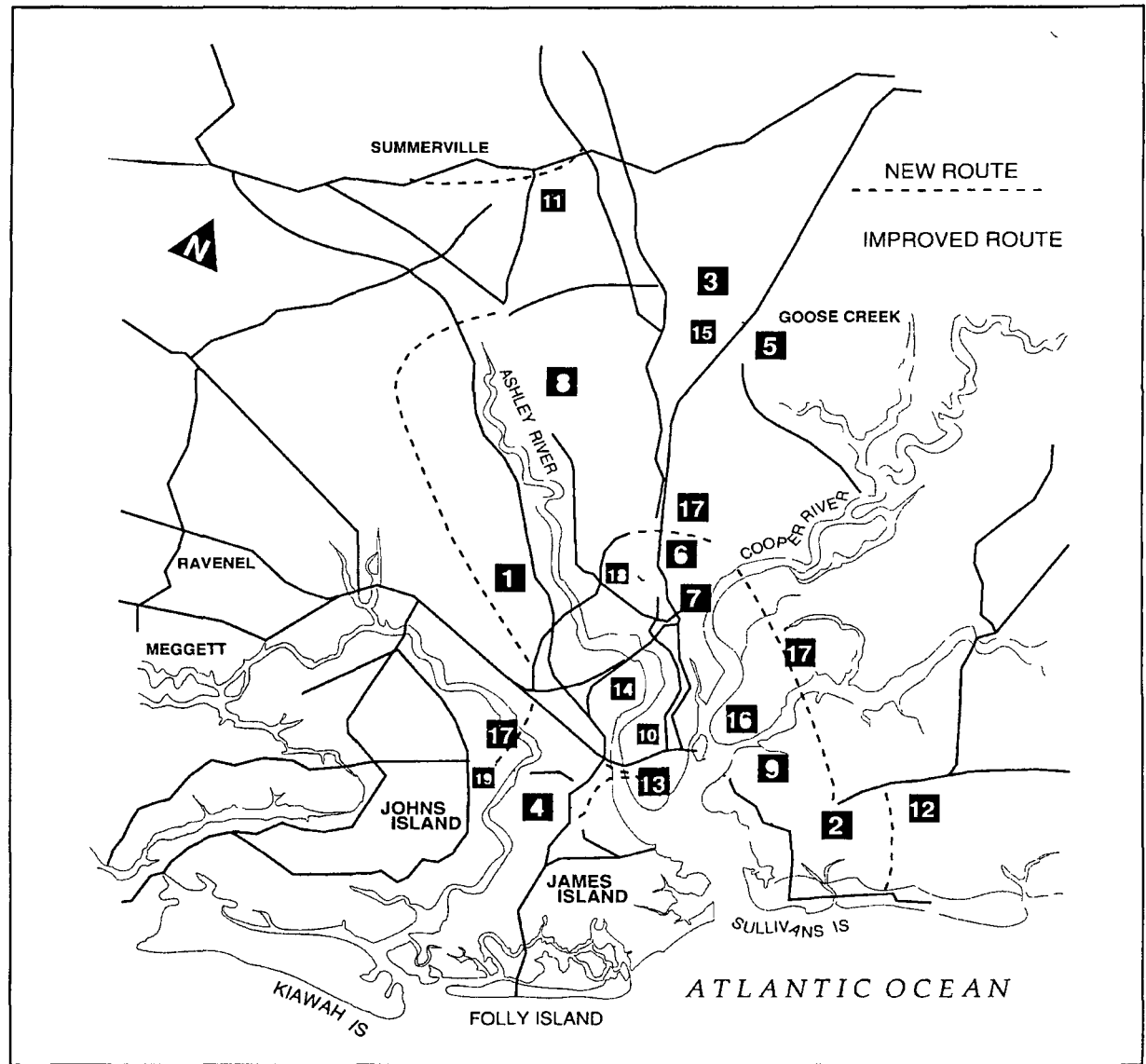
There are many excellent recommendations in the three area plans, which reflect a sense of community pride and a desire to protect and preserve as improvements are made to the travel corridors. The transportation policies identified in these plans are also recognized and supported by this document.

TRAFFIC AND TRANSPORTATION



CHATS PLAN

- 1** SC 61 Expressway a new multilane route extending from near the Mark Clark Expressway to Bees Ferry Road
- 2** US 17 Business Widen between SC 703 and Mark Clark Expressway
- 3** US 176 Widen between US 52 and US17A
- 4** Harbor View Road Widen between Folly Road and James Island Expressway
- 5** Old State Road Widen from Goose Creek Road to US 176 and US 52
- 6** Mail Drive Widen between LaCross Drive to Rivers Avenue
- 7** Virginia Avenue Widen from Remount Road to the Navy Base Gate
- 8** SC 642 Dorchester Road Widen from Ashley Phosphate Road to Trolley Road
- 9** US 17 Bypass Frontage road relocation between Mathis Ferry Road and Von Kolnitz Road
- 10** US 17 Cannon Street/Spring Street Construct two new Lockwood Drive overpasses improve bridge approaches and construct one additional lane between Ashley River and Crosstown
- 11** Sawmill Branch Parkway a new multilane facility extending from US 17A near I 26 to SC 165 following Sawmill Branch south of Summerville
- 12** Isle of Palms Connector A new arterial connecting the Isle of Palms to US 17
- 13** James Island Expressway A new multilane facility extending from Folly Road on James Island to Calhoun Street and Lockwood Drive on the Peninsula
- 14** SC 61 Connector An extension of SC 61 to provide access to James Island and the Peninsula via the James Island Expressway
- 15** US 78 Widen between US 52 and I 26
- 16** US 17 Cooper River bridge Feasibility study to determine best alignment structure type and associated environmental impacts to replace the Grace bridge
- 17** Mark Clark Expressway A new circumferential freeway linking Johns Island West of the Ashley North Charleston the Berkeley Peninsula and Mt Pleasant
- 18** West Montague Ave /I 26 Interchange Frontage road relocation
- 19** SC 700 Maybank Highway Replace Stono River Bridge and widen approaches on James Island and Johns Island



As Charleston grows urban and suburban areas will be faced with increasing congestion. Past and present policies have contributed to air, water and noise pollution. The City should look for ways to mitigate these adverse environmental effects. The focus must shift from building new roads to adapting and modernizing existing transportation facilities and services. We must influence travel behavior by providing convenient alternatives to the automobile. The City must look for ways to meet travel needs in an affordable, environmentally sensitive manner.

It has been estimated by the United States Department of Transportation (USDOT) that a savings of 7.5 million gallons of fuel per day could be realized through carpooling alone. It is imperative that the City consider its options to reduce our dependency on foreign fuels so that in times of national crisis, the mobility of the City will not be adversely affected.

TRAFFIC

Goal Manage existing traffic and reduce safety problems to create transportation facilities that meet the current and projected traffic volumes.

Congestion occurs when a road can no longer function at the level of service for which it was designed. As shown in the chart, the level of service (LOS) is a measure of conditions under which a road operates, taking into consideration such conditions as road width, number of lanes, speed limits, signals and turning movements. Capacities are determined for each level.

When a level of service is allowed to deteriorate, the results are congestion, driver frustration, lost travel time, fuel consumption and high concentrations of pollutants in the air. A level of service "C" would be desirable for most major streets in Charleston, but, because of costs involved in bringing the system to this level, a level of service "D" is targeted for all streets. The exception to this is in areas where unnecessary damage would be caused to neighborhoods or injury to the wetlands or environment if "D" is sought.

The map on page 46 indicates the 1989 traffic counts and general level of service of major streets. As traffic

volumes continue to rise, the City can expect increased congestion and roads functioning at a level too low to maintain safe and efficient flow of traffic. Addressing these concerns now can correct the problems.

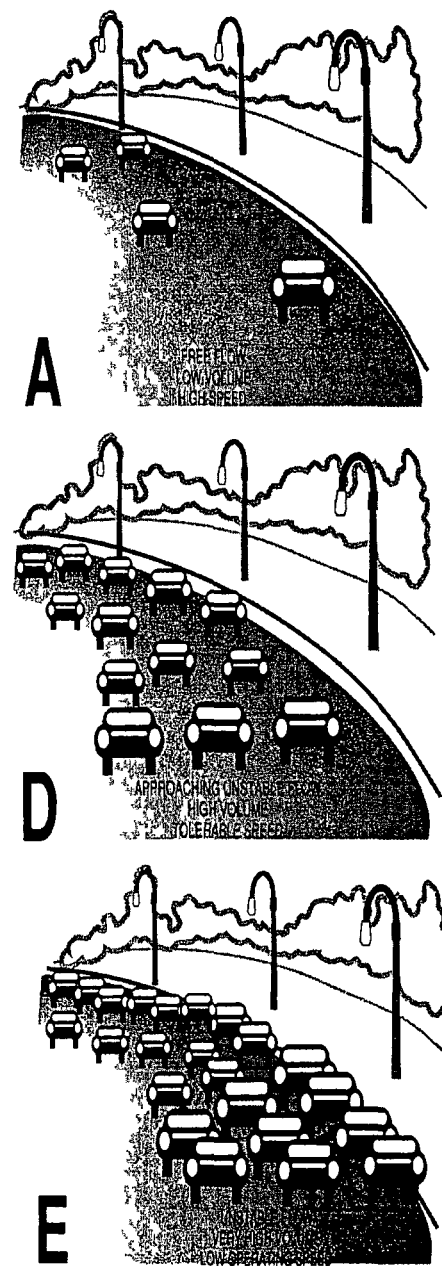
New transportation models need to be created using the socio-economic data generated by the 1990 Census. A travel demand forecast needs to be made through the traffic modeling process that will define the distribution of trips on the transportation system. Traffic modeling looks at a specific area's existing transportation network and applies growth factors, planned road improvements and mobility choices (automobile, bus, bicycle and pedestrian) to create a scenario of the road's carrying capacity. With these models, planners will be able to determine the ability of existing roads to handle the demand created by proposed development and to forecast road deficiencies. This will also aid in land use planning as changes in population and employment are factored in.

FUNDING

Planning for road improvements and traffic became a funding issue soon after the automobile was introduced. This continues to be an issue. As the City recognizes the need for transportation improvements, it must also identify ways to pay for these improvements. With the current decline in federal funding and capital investment, the City will be increasingly responsible for the financing and operation of roads. Charleston must move toward new and creative ways to finance improvements or to secure bonding through official bodies such as a public transportation authority.

Ideally, roads should be financed by direct user charges that reflect both the demand for travel and the cost of utilization. Fees should be structured to recover the user's share of costs. Financing improvements through toll highways is being used today to directly pay for new roads. This can also be done through public/private partnerships and through fuel excise taxes, usage-based vehicle fees, parking charges, transit fares, impact fees and special assessments.

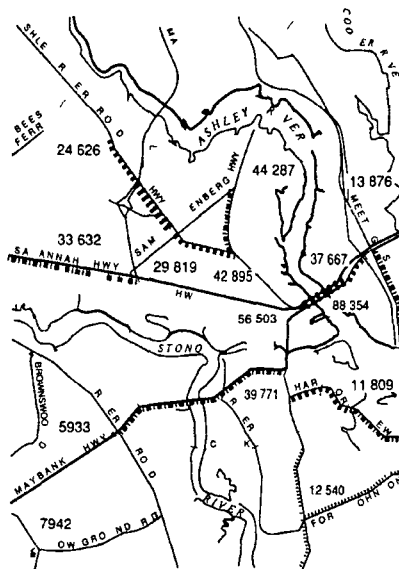
Currently a developer is required to make improvements only within the property boundaries to the road network to accommodate the project. The City should



LEVEL OF SERVICE

AND TRAFFIC COUNTS (1989)

B
C
D
E



develop an ordinance and then seek state enabling legislation to be able to require developers to make off site improvements if necessary. To offset these costs and to encourage voluntary participation in the funding process, the City should create incentives for the developers, such as tax deferments or density transfers.

Furthermore, a traffic impact study should be required before approval of any major subdivision of 100 units or more or for a major rezoning request. If a traffic study shows that a proposed project will have an adverse impact on off site traffic patterns, a mitigation plan should be submitted that shows necessary improvements, costs estimates and proposed participation by the developer.

As it is not always practical or financially feasible to build new roads to relieve traffic congestion, more emphasis should be placed on lower cost improvements for deficient roads. To identify these operational deficiencies, the 1971 *Traffic Operations Program to Increase Capacity and Safety (TOPICS)* study should be updated to include improvements to roads and to identify transportation system management projects such as new signalization, turn lanes and signage. The update should also include an analysis of existing street and traffic conditions to identify problem areas and deficiencies in the plan and should make recommendations for low cost improvements to roads or changes in traffic operations.

Objective and Policies

Relieve congestion problems to allow an improved flow of traffic.

- Strive for a level of service 'C' wherever practical, otherwise maintain a minimum level of service 'D' on arterial and collector streets.
- Work with the Berkeley Charleston Dorchester Council of Governments (COG) and South Carolina Department of Highways and Public Transportation (SCDHPT) to develop a travel demand forecast model for arterial and collector streets within the study area.
- Support the creation of a public transportation authority with bonding powers.
- Investigate alternative sources of funding for transportation improvements and seek enabling legislation as needed to implement.

- Develop and encourage state enabling legislation to empower the City to require off site improvements to the transportation network for the impact of traffic generated by new development or to require a developer to help finance transit services.
- Require traffic impact study before approval of any major subdivision of 100 units or more or a major rezoning.
- Create incentives for voluntary developer participation in transportation improvements.
- Hire a consultant firm or additional transportation planning staff to update the TOPICS study to include new operational improvements and small construction projects.
- Encourage SCDHPT, CHATS, City, etc. to provide funding for the improvements identified in the TOPICS study.

DEMAND MANAGEMENT TECHNIQUES

As the City works with federal and state officials to wards implementing those transportation projects identified in the CHATS plan, it must also develop better management techniques of the existing system. Policies, programs and projects should be designed to encourage the most productive use of existing facilities. Because the demand on the roads fluctuates between overutilization at peak times and underutilization at other times, it is evident that the system is not functioning efficiently.

Working with area employers to redistribute this demand should be a primary goal of the City. Measures should be taken to reduce the number of cars on the highways during peak hour travel times, such as flex time work scheduling or staggered work schedules. For example, an employee's 8 hour work schedule could be 7 a.m. to 4 p.m. instead of 8 a.m. to 5 p.m. or a staggered schedule of 7:45 to 4:45 could be used. This should shift the traffic from peak hour travel times and will significantly reduce the number of cars on the road at a given time. A new concept being utilized in many cities is the home work station. Employees can work at home with computers and fax machines and reduce the number of trips to the office.

Promoting higher vehicle occupancy through ride share programs, which includes car pooling and van pooling.

will also significantly increase the capacity of the road system. Shifting the demand to alternative modes—such as buses or bicycles—or to alternative routes will enhance the ability of the existing system to function more efficiently. The City should set an example by adopting flex time schedules and ride share programs for its employees.

The COG has a ride share program in place and the City should actively support this along with a park and ride program. The City should work with the COG and other municipalities and with owners of shopping centers or other businesses to identify lots for dedication, lease or purchase to be used for park and ride. Areas that could be considered include Patriots Point in Mount Pleasant, South Windemere Shopping Center, Ashley Landing Mall, vacant lots in the Hagood and Fishburne Streets area and Morrison Drive. Convenient mass transit and shuttle service should be available. In order to get optimal service from these lots, this program would have to be instigated on a regional basis. Incentives such as tax credits on City business licenses, free or reduced parking or first floor parking privileges should be offered as a means of encouraging businesses to participate in a ride share program or offering flex time scheduling.

Consideration of one of these methods or support of the mass transit system could be required as part of the plan review process. The City Zoning Division should also evaluate the feasibility of granting parking variances if a developer provides a percent of spaces for park and ride vehicles or high occupancy vehicles.

Objective and Policies

Improve level of service through reduced peak hour travel demand and increased automobile occupancy.

- Approach major employers with the concept of reducing travel demand through management techniques such as ride sharing (car pooling, van pooling), flex time and staggered work schedules, home work stations and combining trips.
- Encourage each City department to adopt flex time or staggered work schedules and utilize ride share programs for City employees.
- Require as part of the plan review process that the

developer consider car pool or ride share programs or invest in a public transit fund.

- Offer incentives to companies and drivers who implement demand reduction concepts.
- Identify appropriate areas for park and ride lots throughout the City and work with property owner to donate, sell or lease the lots to the City, coordinating with a regional park and ride program.

ALTERNATIVES TO THE USE OF THE AUTOMOBILE

Goal Develop a multi modal transportation system that meets transportation needs and is regional in scope.

Charleston's transportation focus has been on meeting the needs of the automobile. A new emphasis must be placed on alternatives such as bicycles, a light rail system, a ferry system and an expanded public transportation system.

A transportation plan should be developed that analyzes the mobility needs of the area and opportunities for public transportation. This plan should take into consideration such factors as the ages of the residents to be served, their access to other modes of transportation and special needs of the handicapped or poor. The transportation plan should also identify the most effective ways to implement the plan, as well as necessary funding and sources for these funds.

The provision of walkways helps to insure safe passage to schools, shopping and work for pedestrians. It also encourages people to walk rather than to drive. Recent revisions to the subdivision regulations require the construction of sidewalks in new residential developments. The City must proceed with its own program of providing pedestrian facilities by linking the gaps where new sidewalk construction does not meet existing sidewalks and by constructing sidewalks in areas where none exist. In those areas abutting the City limits, the City and County should work together to provide continuous pedestrian facilities. In establishing priorities for implementing sidewalk improvements, the City should look at areas near schools, parks and play grounds where there is high pedestrian activity and funding should be set aside for this annually based on



priority needs. Furthermore, it is recommended that some funding be sought through "C" funds, the South Carolina Department of Highways and Public Transportation, the Highway Commission, the Legislative Delegation and other sources.

Bicycles can also be a viable mode of transportation and should be recognized as a practical, convenient, non-polluting alternative to the automobile. Because they require only narrow travel lanes and 6-8 bicycles can park in the amount of space required for a car, bicycle usage is less land-intensive and should be encouraged and provided for. The ten-year-old bike plan should be updated and a new regional bicycle plan should be developed that would identify a complete bicycle network providing access to schools, parks, activity centers and employment and shopping cores.

Bike lanes could be designated by striping on roads with wide lanes or wide shoulders. They can also be compatible with automobile use in areas where roads are underutilized. On roads with heavy automobile use, alternative streets or lanes should be designated. A good example of this is the abandoned railroad right-of-way that parallels U.S. 17, now being developed into a bikeway/greenway. The City should encourage SCDHPT to accommodate bicycle lanes by providing wider shoulders or separate lanes during construction or improvement of any new or existing facility. The James Island bridge should be able to accommodate bicycle traffic.

For these alternatives to be viable choices, the public must be educated and encouraged to make use of them. Schools and driver education programs should teach students the advantages of establishing good and safe travel habits. Employers could also establish programs provide information and offer incentives to employees.

Objective and Policies

A transportation plan and system that fits the purpose needs and desires of the traveler by providing alternative forms of transportation.

- Ensure convenient access for everyone to activity, shopping and business centers
- Employ incentives for use of mass transit, bicycles and walking as alternatives to automobiles, especially in highly congested areas

- Prioritize and construct new sidewalks and link existing sidewalks in areas of heavy pedestrian activity
- Seek funding for sidewalk construction from "C" funds, South Carolina Department of Highways and Public Transportation, Highway Commission, Legislative Delegation and other sources
- Update the City-wide bicycle plan, identifying a complete network offering access to all activity centers
- Incorporate bicycle racks in the design of new public places such as the Waterfront Park and Visitor Reception and Transportation Center
- Require new developments to accommodate bicycles and bicycle racks
- Work with the state highway department to include bicycle lanes in the design of new highways and bridges or improvements to existing facilities
- Conduct public education programs to offer information and encourage use of alternative modes of travel

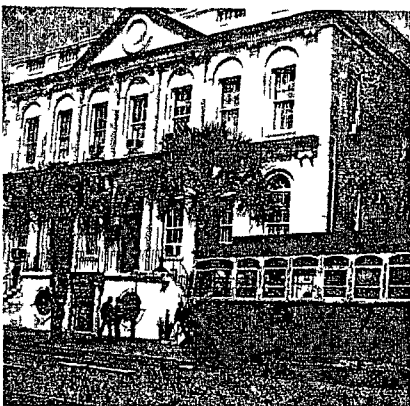
PUBLIC TRANSPORTATION

A good mass transportation program is one that can serve the public in a cost-effective and efficient manner. It requires strong public and political support.

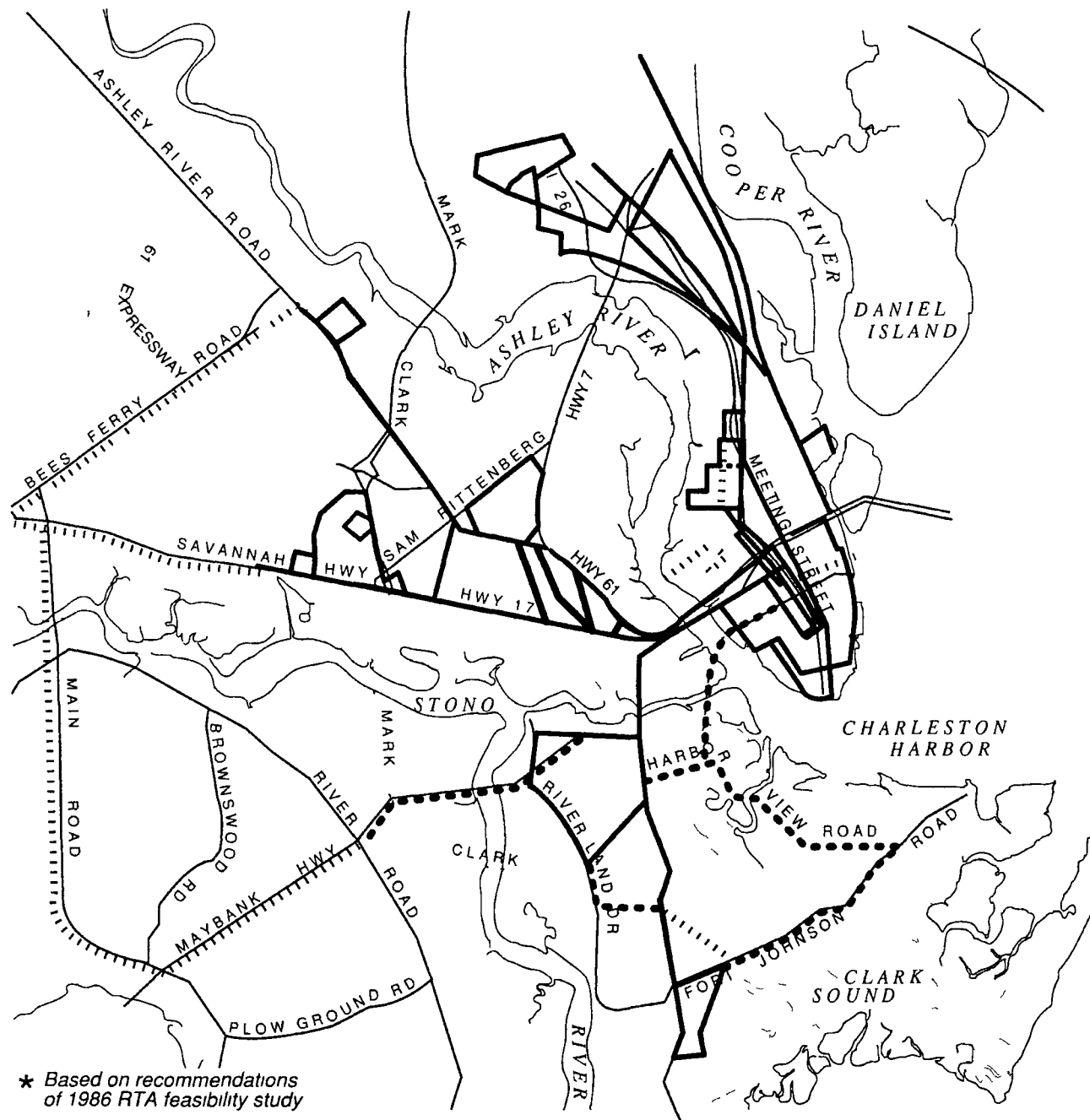
Charleston's mass transportation system had its beginning in 1866 when horse-drawn trolleys carried travelers through downtown streets. In 1897 the Charleston City Railway Company began operating electric street cars. The first motor-operated buses were introduced in 1934. These early buses were noisy, smelly and rarely on schedule but provided a means of transportation to many who otherwise would have had none.

The system has continued under the operation of the South Carolina Electric and Gas Company (SCE&G). More buses and routes have been added until the service areas now include not only the Peninsula but also West Ashley, James Island, North Charleston, Mount Pleasant, Sullivan's Island and Isle of Palms.

Buses are a prime transporter of people, removing 30-45 cars from the road for each busload of people. Because of this, a greater emphasis must be placed on



BUS ROUTES



* Based on recommendations of 1986 RTA feasibility study

EXISTING
BUS ROUTES ———

SHORT*
RANGE NEEDS ·····

LONG*
RANGE NEEDS - - - - -

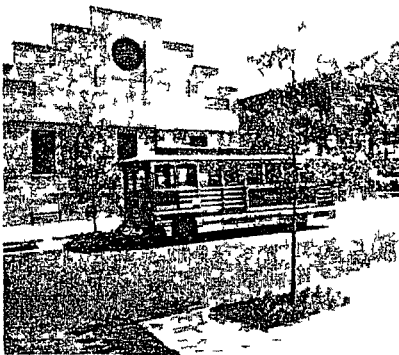
the use of public transportation. Innovative and aggressive marketing strategies should be used to attract a variety of riders. Incentives such as lower fares during certain hours, free passes or shoppers' discounts can be employed to increase ridership. The mass transportation program should be expanded, either as part of a public takeover of the transit system or by the current management. New routes onto James Island and Johns Island are desirable along with express routes that would offer faster trips with fewer stops as shown on the map. Buses must be clean, dependable and convenient in order to compete with automobiles.

The bus stop shelter program is underway and should be expanded to all major bus stops. Information on route direction and scheduling must be readily available and should be posted at bus stops, malls, commercial and recreational centers.

Transit should be treated as a utility, a public service that the City or developers must provide. As new development goes in, requiring new infrastructure, transit service extension should also be considered. A subsidy for this service should be required of the developer as part of a development fee. Private investment will figure significantly in the future of public transportation for this area, as federal public transportation assistance declines.

Of particular importance is the provision of services to those who are dependent on mass transportation for their access to shopping, work, recreation centers, etc. Charleston's DASH and Tele ride bus system provide service to the handicapped through wheelchair accessible buses or through specially equipped vans. Support should be given to the expansion of this service in outlying areas and to agencies which could administer this program.

At one time, buses were a primary means of transportation for many. In the early 1960s, ridership totaled 6.8 million passengers per year in Charleston County. As more and more people purchased automobiles, these numbers slowly declined. SCE&G Transit Operations figures show that bus ridership in 1989 had decreased to 3.9 million. This decline in ridership and resulting loss of revenue requires a new management system.



50 Traffic and Transportation

PUBLIC TRANSPORTATION MANAGEMENT AUTHORITY

SCE&G currently operates the public transportation at an annual loss of \$2 million. The utility company has indicated it is unlikely to agree to a new franchise in 1992 without reducing service. This would prove extremely damaging to our economy as people who depend on the bus system could no longer get transportation to employment or shopping areas.

In 1986, a CHATS commissioned consultant group recommended the establishment of a Regional Transportation Authority (RTA) as having the most potential for improving traffic problems. The RTA would have the sole responsibility of contracting the operation and management of the public transportation system. Although the first referendum did not pass, the voters, the creation of a public management authority should be a top priority for the City and for surrounding areas.

The establishment of an RTA is a two-step process. First, a referendum on the issue must be approved by each governmental body within a viable service area. Next, the referendum must be passed by a majority of the voters in these service areas.

The advantages of an authority lie in the fact that public transportation would be their only responsibility and involvement. Area residents would have more direct input on transportation issues and on setting policy. As proposed in 1990, the bus service area would expand, more buses would be purchased, express routes would be established, and more special services would be available.

THE VISITOR RECEPTION AND TRANSPORTATION CENTER

The Visitor Reception and Transportation Center (VRTC) is located in a renovated railroad warehouse at the corner of Ann and Meeting Streets. This is a multi-use facility with a visitor information center, a regional bus transfer point, a tour bus loading and unloading area, and a planned pedestrian mall.

Visitors are encouraged to stop at the Center for their introduction to Charleston, park their vehicles, and make use of the public transportation system. Ample

parking is provided with short term surface lots and in the future, a parking garage. Most SCE&G buses and the downtown DASH system would be routed to the VRTC for transfer and stop over. Every large bus that enters the City must also stop at the bus shed (just west of the VRTC) to pick up a pass to drive south of Calhoun Street. The City should also consider locating transit sub stations on a smaller scale of the VRTC on James Island and in West Ashley to provide transfer and park and ride stops outside the Peninsula.

FIXED RAIL COMMUTER SERVICE

The *Rail Corridor Feasibility Study* currently underway by the Berkeley Charleston Dorchester Council of Governments examines the feasibility of creating a rail commuter service making connections between Summerville, North Charleston and Charleston at the VRTC. The service would utilize existing rail tracks and right of way and would provide a convenient inter city link that would help remove automobiles from high density corridors. The feasibility study found that light rail could be a viable option for commuters and that the existing abandoned rail right of way on the Peninsula should be protected from encroachment until the plan can be further developed. As densities continue to increase in West Ashley, the City should also look at the feasibility of providing rail service to this area.

Objective and Policies

Improve public awareness and usage of the public transportation system

- Emphasize use of public transportation, and create a system that is accessible, convenient and competitive with automobile use
- Require new development to share the cost of expansion of the public transportation system
- Install shelters and seats at all major bus stops
- Support the creation of a public transportation authority to acquire and manage the transit system
- Locate transit substations on James Island and in West Ashley to connect with the VRTC
- Use aggressive marketing and rider incentives to encourage transit ridership
- Make routing and scheduling information readily available
- Protect the right of way for the proposed light rail

corridor

- Evaluate the feasibility of providing rail service to West Ashley

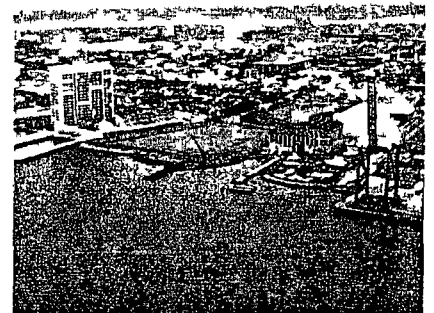
WATER TRANSPORTATION

An important but virtually unused source of public transportation is the local waterways. Charleston is surrounded by navigable waters that are used by the Navy, the State Ports Authority and other large terminal operations, and by tour boat and others. The City should use its waterways to resolve some of its transportation problems.

The use of water taxi service is becoming increasingly popular as other cities along waterways are realizing the potential relief to traffic congestion, to parking problems and to fuel consumption. A comprehensive analysis, either as part of the transportation plan or through a separate study, needs to be conducted of the passenger ferry service possibilities for Charleston. This should take into consideration the travel market and ferry service demand, terminal site location, evaluation of costs, ferry network development and operations, and phasing strategies. Initial service could be offered from the East Cooper area and from James Island to the Peninsula. The City should evaluate potential docking areas at the Patriots Point Marina, the James Island Yacht Club Marina, Ashley Point or Ripley's Light Marina or from any other feasible docking area. The municipal marina or Waterfront Park area could be the connector to the downtown area. Commuter parking must be provided and prompt transit or shuttle service would be necessary. Future expansions could include the barrier islands and Daniel Island.

Funding methods such as Urban Mass Transportation Administration (UMTA) grants should be used to fund a feasibility study. The City could also work with developers to create a pilot water taxi service.

The success of the water service would depend on its reliability, convenience, decrease in travel time and reasonable fares. An effective water transportation service, besides providing an alternative to the automobile, would add to the economy of the area through a fresh interest in marina activities and through revitalization and reuse of waterfront areas.



To control the situation instead of letting it control us we need to deal with the parking problems

Jimmy Kerr

PARKING GARAGES



Objective and Policies

Utilization of waterways as a means of convenient, cost efficient transportation

- Evaluate the feasibility of providing water taxi and/or ferry service to the Charleston area
- Work with private contractors towards the creation of commuter oriented ferry services from Mount Pleasant (Patriots Point) to the Waterfront Park area and from James Island (Ashley Point Marina) to the Waterfront Park area
- Provide parking and transit services to the docking areas
- Examine all sources of public and private funding to finance a pilot program

PARKING

Goal Equitably meet the needs of motorists to park cars

As a national and international tourist center, the City must be cognizant of the parking needs of visitors, as well as the needs of commuters and residents. Convenient parking within reasonable proximity to one's destination is essential.

The City manages 1,420 metered parking spaces and 4,892 spaces in 6 garages and 15 surface lots. The attended parking garages are

	Spaces
Cumberland St /Meeting St	536
Concord St /Cumberland St	651
East Bay St /Prioleau St	346
King St /Queen St	454
Charleston Place	410
Wentworth St /St Philip St	513
George St /St Philip St	540
	<u>3,450</u>

Parking garages are available at each medical facility

	Spaces
Roper Hospital	600
St Francis Xavier Hospital	740
Medical University Hospital	400
	<u>1,740</u>

A new 1,400 space facility is planned near the wellness center that will provide additional spaces for the other

medical facilities in the area. These figures do not reflect the large number of privately owned spaces, the on street metered spaces and the number of free, on street commercial and residential spaces.

A 1982 parking study by Post, Buckley, Schuh and Jernigan, Inc. identified a need for nearly 2000 more spaces by 1991. Based on the deficiencies identified by this study, a general obligation bond for \$25 million was approved in 1989 to build additional parking facilities in the areas of Broad, King, Meeting, Market, the Waterfront Park and the Francis Marion Hotel. To finance new parking garages, the City should also examine public and private ventures to help disperse the financial burden. Another funding method would be the use of a portion of parking revenues to finance garages.

Because of the increased demand for parking occurring in the downtown business district from new commercial centers, infill development and rehabilitation of existing structures, the 1982 parking study should be updated. A new parking program should be established that responds to present and future parking needs and takes into consideration existing commercial development, the proximity of cultural facilities and recent reinvestment in the downtown. On street parking should also be evaluated in areas such as Calhoun, Market, Broad and Meeting Streets.

Parking garages in the central business district encourage more and more motorists to drive downtown. Consideration should be given to constructing garages in fringe areas such as Morrison Drive, upper King and upper Meeting Street areas and providing shuttle service downtown. These new garages should charge lower rates and discounted or free shuttle service should be available. Parking garages in the central business district should charge higher rates.

New developments are required to provide a certain number of parking spaces unless variances are granted. Granting variances in parking requirements can create burdens on existing parking lots. A fund should be established to finance parking garages into which a developer would pay if a variance is granted. This fund could also be used to support public transportation.

Parking requirements in all commercial and residential areas should be examined. The numbers of spaces required should be evaluated and consideration given to sharing of spaces during off use time. The Zoning Division should also examine the feasibility of requiring structures to be closer to the road frontage of a lot with parking behind the structure as an effective way of screening large parking areas.

Objective and Policies

Provide facilities and alternatives that will meet parking needs in a safe and convenient manner

- Update the 1982 parking study and establish a downtown parking strategy that provides parking in appropriate areas, taking into consideration existing and proposed public transit and downtown destinations
- Encourage more public/private partnerships or private financing of parking garages
- Reevaluate parking requirements in zoning ordinance to ensure present and future parking needs are accommodated, taking into consideration the concept of shared parking spaces
- On street parking should be reevaluated considering the convenient location of parking garage space and as shuttle service is available in areas such as Calhoun, Market, Broad, East Bay and Meeting Streets
- Examine the feasibility of building garages on the fringe areas and charging lower rates
- Evaluate the use of a portion of parking revenues for financing future parking or for public transportation
- Develop an ordinance to create a fund for parking improvements, developers will contribute to this fund if a parking variance is granted

SAFETY

Goal Increase safety on roads

With increasing development and traffic congestion safety concerns must be carefully examined. Poor planning can result in high accident roads and intersections.

Intersections with more than twenty accidents occurring in 1990 are

- 1 Ashley Avenue and 17 Crosstown
- 2 Calhoun Street and Lockwood Drive,
- 3 Columbus Street and Meeting Street
- 4 Coming Street and 17 Crosstown
- 5 Folly Road and Windemere Boulevard,
- 6 Markfield Drive and Highway 17
- 7 Spring Street and Vaughn Street,
- 8 Wesley Drive and Highway 17
- 9 White Oak Drive and Highway 17 and
- 10 Highway 7 and Highway 526,

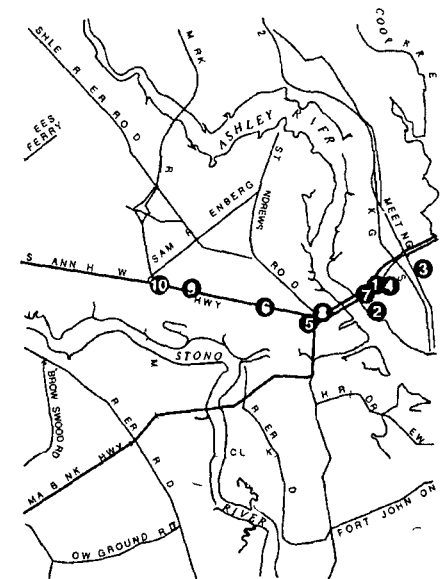
Primarily, these accidents are due to vehicular conflicts or vehicle/pedestrian conflicts as a result of poor intersection design and inadequate sight distances. Funding should be made available so that improvements could be identified and financed. The zoning ordinance should also be revised to require better intersection design as part of new development plans.

Pavement markings should be reconditioned to enhance their visibility. Signals and stop signs should be clearly visible in order for motorists to slow far in advance of intersections. Speed limits should be examined and adjusted to safer speeds.

Access control measures such as limiting curb cuts offer great potential for increasing a highway's level of service. The location of access can also greatly enhance or deteriorate the safety and efficiency of the road. The City has adopted policies of access controls which must be carefully monitored. To eliminate the traffic impediments of multiple driveways in short distances, the City should look at sections of major corridors where driveways can be combined. Joint access agreements should be encouraged as part of development plans where the lots are small or have a minimal amount of road frontage.

It is important that new sidewalks be constructed in residential areas and existing sidewalks be maintained to provide safe pedestrian travel. In the downtown business district, sidewalks are sufficient to accommodate pedestrian needs but better markings at crosswalks are necessary to increase public safety. Residential and commercial areas should be patrolled more often as traffic officers deal with traffic safety and the enforcement of speed limits and drunk driving laws.

INTERSECTIONS WITH MOST ACCIDENTS



It is also important to examine street luminaires and the use of new high pressure sodium lighting to improve the distribution of surface lighting. With better street lighting and marking and enforcement it is anticipated that the accident rate will drop substantially.

Objective and Policies

To provide for the safety of the public on the roads

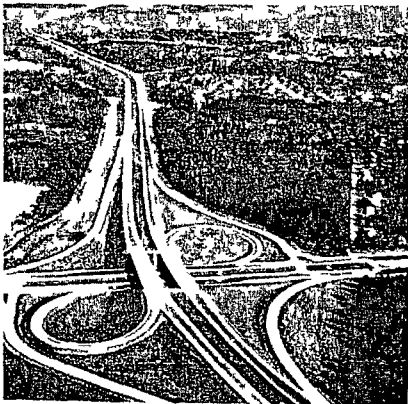
- Design new intersections to remove pedestrian and vehicle conflicts and inadequate sight distances and revise zoning ordinance to require better design in new development
- Fund a study to identify improvements to high accident intersections
- Require more pedestrian facilities as part of site plan review
- Increase involvement of Police Department in dealing with traffic safety and in enforcement of speed limits and drunk driving laws
- Examine the feasibility of high pressure sodium lights to replace the existing street lights for the entire City

LAND USE MANAGEMENT

Goal Develop a transportation system that is responsive to growth and demand

The transportation network shapes our urban form and influences our land use patterns. Rapid population growth and development contribute to the demand for road expansion. The need for new transportation capacity is evident. Even timely construction of the CHATS construction and improvement projects is no guarantee of relief.

As new roads are built or planned a careful analysis should be made of the adjacent zoning. Appropriate zoning that would allow mixed uses near new roads will encourage better use of the roads and concentrate travel. Another way to reduce travel needs is to make zoning changes that would encourage housing in close proximity to commercial areas and vice versa. The City also needs to look at zoning that would encourage land development patterns that would be conducive to mass transit. Zoning should be adjusted to allow lower density in areas where streets have reached capacity.



In order to prevent congestion on new roads, curb cuts must be restricted. Frontage roads should be considered in conjunction with new major facilities and should be required as part of new developments. Existing corridors should also be studied and retro fitted with frontage roads, if possible.

Charleston must also take into consideration environmental concerns that are raised by growth and by transportation improvements. The *Master Roads Plan* has identified those roads that should be designated as scenic roads and, if necessary, state enabling legislation should be sought to protect these roads. Transportation planning and design should preserve and enhance scenic routes and vistas.

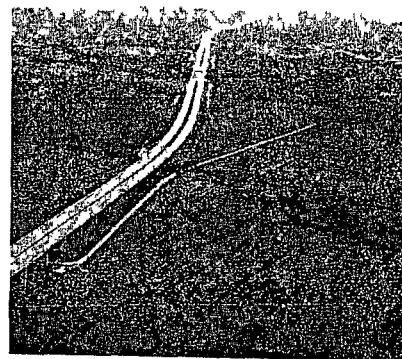
The success of our transportation network is dependent on how the City manages growth. Economic development must be coordinated with planned transportation improvements to maximize the use of roads. As we establish a transportation network that is affordable and respects community values, our quality of life will be protected.

Objective and Policies

Develop a successful transportation network that effectively serves the people while being sensitive to the natural and man made environment

- Encourage new growth to be clustered convenient to planned road improvements and conducive to transit usage
- Encourage an appropriate mix of residential and commercial activities within easy walking distance of each other to reduce automobile trips
- Limit curb cuts or combine driveway entrances on new or existing corridors whenever possible
- Consider frontage roads in conjunction with the design of new major facilities and along existing corridors as a means of alleviating traffic congestion
- Coordinate economic development with planned transportation improvements
- Determine streets that have reached capacity and adjust zoning accordingly

- Preserve and enhance through corridor protection regulations, scenic routes and vistas If necessary seek enabling legislation and combine with the *Master Road Plan*





*It is easy, perhaps, for us to take for
granted the extraordinary physical
beauty of the Lowcountry*

Mayor Joseph P. Riley, Jr

To ensure that adequate resources will be available for future generations we must continually monitor and protect the environment. Our concerns are air and water quality, wildlife, loss of green space and other natural habitats, with sea level rise, radon, and solid and hazardous waste. All environmental problems that affect the health and safety of our community. On a local level, public and private sectors must continue to search for new avenues of cooperation and collaboration, finding more ways to protect and preserve earth's resources as people, business and industry draw from them. It is time to realize we can no longer take for granted the perpetuation of these resources without the City taking a more active role. Our earth, the very foundation of our life, depends on it.

Goal: Maintain and enhance all natural resources to ensure that the environment is protected for future generations.

WATER RESOURCES

The beauty of our marshes and waterways is often cited as the primary reason people move here. It is estimated that by the year 2000, approximately 55 percent of South Carolina's population will live on the coast. Most of South Carolina's coastal urban areas are close to estuaries or wetlands. We are dependent on wetlands, marshes, creeks, rivers and harbors as critical wildlife habitat, for transportation, for industry, for recreation and abundant food and fresh water supply.

Water quality has steadily improved since the Clean Water Act was passed by Congress in 1972. Today more than 90 percent of South Carolina surface water meets state standards. 95 percent of South Carolina ground water meets local, state, and federal standards. To make certain these standards remain constant, we should continually monitor the fresh water supply. We should also be conducting a comprehensive review of existing water supplies and assessing current and future demands for water. City and County Councils should urge the South Carolina Department of Health and Environmental Control (DHEC) to seek better enabling regulations to monitor aquifers on a regular basis.

Because we are concerned with maintaining the water quality of the natural environment, especially in

aquatic habitats, stricter controls and better enforcement are needed. To protect our estuaries, upland activities (spraying of pesticides, dumping of industrial waste, etc. at or near the source of our drinking water) should be monitored by the South Carolina Department of Health and Environmental Control to enable better evaluation of the quality of water flowing into our water supply. We must develop water quality requirements that would encourage the purification of natural waters through the removal of chemical and organic pollutants and sediments, and by producing foods that support aquatic life.

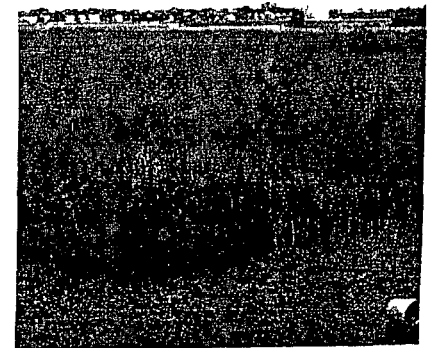
Non point source pollution of estuaries and marshes comes from many origins: agricultural practices, construction run off, acid rain, fertilizers and pesticides and a host of others. Extensive non point pollution also comes from oil and heavy metals washing off urban and suburban roads, parking lots and other paved areas when it rains. All of this run off affects our estuaries and marshes which, in turn, affect our water quality.

Existing non point source pollution problems can be mitigated by employing engineering technologies such as detention ponds, oil and grease separators or swirling tanks. As development and redevelopment occurs, we also need to look at reducing the amount of impervious surface allowed on a lot by amending the zoning ordinance to establish a maximum lot coverage. New surface coverage techniques such as the use of gravel or shell would create a less impervious surface and reduce run off.

Because stormwater run off creates county wide problems, the City and the County of Charleston need to work together to upgrade and coordinate local efforts to improve the stormwater drainage system. An area wide storm water management ordinance and plan is necessary to protect wetlands and identify ways to reduce non point source run off. We should also encourage the creation of artificial wetlands to treat surface run off.

Most subdivision regulations do not specifically regulate wetlands, but nearly all contain prohibitions against building in areas where development would create environmental hazards. Wetland regulations need to

ENVIRONMENT



be specified in the City's subdivision ordinance that would control removal or mitigation of wetlands. Furthermore, a subdivision ordinance can encourage planned unit developments that include the open space development option. This allows developers to group buildings in nonsensitive areas so that other areas can be set aside and protected without changing the overall density of the subdivision. Additionally, a drainage ordinance requiring soil analysis and shared drainage detention will help protect our wetlands.

Vegetative setbacks will protect water sources from run off caused by herbicides and pesticides. Through the zoning ordinance, developers can be required to set back buildings or structures from the critical line. A setback of fifty feet or more is recommended. This also enhances public vista to marsh and river edges and preserves the pristine quality of our rivers and creeks. This policy should be developed in collaboration with the South Carolina Coastal Council master planning process.

Sewage treatment is a form of point source pollution that is strictly controlled and monitored by DHEC and the Environmental Protection Agency (EPA). Consolidation of all sewage treatment facilities under one cooperative regional agency will enable more environmentally efficient treatments to be administered. This consolidation will also assure that alternative sewage treatment methods, such as land applications and the use of artificial wetlands which are environmentally preferable to surface water discharges, are encouraged. Initial studies indicate that to treat sewage at the secondary level by spraying it with an optional tertiary treatment is another acceptable method.

More public education is needed on point and non point source pollution. Efforts are being made locally to develop a volunteer program which will teach interested citizens techniques for monitoring the harbor's water quality. The City should also support more City and County involvement in activities such as Harbor Watch.

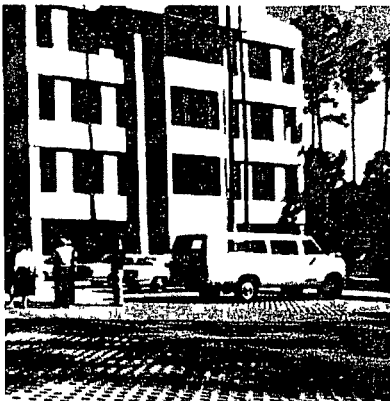
City and County councils should urge DHEC and EPA to establish legislation requiring all vessels with marine heads to have holding tanks. City and County ordinances should permit new or expanded marinas only if

pump out facilities are provided and tied into sewer lines.

Objective and Policies

Maintenance of the environment through protection of water quality and water resources via storm water management and waste water treatment.

- Ensure quality and quantity of fresh water supplies through stricter controls and enforcement.
- Evaluate activities that have adverse effects on the water quality, including upland activities which impact aquatic systems.
- Encourage comprehensive review of existing water supplies and demands to determine further needs.
- Urge DHEC and legislature for regular monitoring of all significant drinking water sources.
- Appropriate funds for constant monitoring of water to ensure that the quality of existing water is improved and maintained to reduce point source pollution problems.
- Establish a maximum lot coverage ordinance that would reduce impervious surfaces and recommend new surface techniques that would reduce run off.
- City and County should develop an areawide drainage study to guide in the implementation of a storm water management plan that addresses run off and joint City County drainage projects.
- Develop a drainage ordinance that requires the best management practices for new developments.
- Revise subdivision ordinance to include regulations to control removal or mitigation of wetlands.
- Develop standards for vegetative setback such as a minimum of fifty feet from the critical line for new development.
- Encourage consolidation of all sewage treatment facilities and explore state enabling legislation to give a consolidating agency more control over area wide systems.
- Encourage alternative sewage treatment methods which are environmentally preferable to surface water discharges.
- Adopt a public education program on point and non point source pollution to increase public awareness of this serious environmental problem.
- Urge DHEC and the EPA for legislation requiring all vessels with marine heads to have holding tanks.



- Enact a City ordinance requiring new or expanded marinas to provide pump out facilities to be tied into the sewer system

DEVELOPMENT STANDARDS

Goal To minimize adverse effects of growth and development on the environment

A 1970 issue of *Travel and Camera* magazine said about Charleston: Progress has dealt gently with this small seaport city. Twenty years later the adverse effects of growth and development can be seen all around us—with the loss of some of our favorite buildings and special places, to the new homes and marinas blocking our views of waterways and to traffic congestion and overflowing parking lots.

Growth comes with both advantages and disadvantages for the environment. It is not so much development that is the problem facing planners today as it is the pattern of development that needs to be addressed. With good land use planning the City can capitalize on the positive effects of progress and steer the pattern of development in a more positive direction and incorporate environmental protection measures.

One method could be open space or cluster development. Cluster development is less land intensive and more environmentally sound. This type of development keeps overall density equal to conventional development while the pattern of down sized lots and preserved open space offers distinct economic and aesthetic advantages to all parties. Developers can reduce the costs of building roads and new infrastructure by limiting the need for expansion. This is a savings that can be passed on to the homeowner.

Standards need to be established to require the preservation and maintenance of open space in new development. New development guidelines could include incentives to encourage property owners to dedicate land for open space. For example, if they leave open space to such public entities as the Lowcountry Open Land Trust, a tax savings is realized.

Open space development plans with minimal impervious surfaces and recreational areas that allow for bike

and walking paths, passive parks, and duck ponds, is also a good example of preserving the existing environment. The City could require developers to consider alternative concept plans along with their conventional development plan. This plan could show the same number of units with the open space option. The City and the developer could then weigh the alternatives to see which plan or combination could provide the most economic and environmental benefits. Other programs could protect the environment and greatly enhance the quality of life in our neighborhoods. These include:

- better maintenance of streets to improve fuel economy, reduce air pollution, decrease automobile repair costs as well as improve community appearance
- planting shade trees to cool buildings, thereby saving energy and ameliorating the greenhouse effects, and
- improving mass transit to reduce energy use, air pollution, congestion and noise.

These programs, among others, would help to minimize the effect of growth on our communities as they help to protect our environment.

Objective and Policies

Mitigating the adverse effects of growth and development on the environment

- Establish standards for new residential development that encourage preservation and maintenance of open space
- Develop incentives for property owners to dedicate open space through property easements
- Establish programs in which public and private agencies can participate to protect the environment

GREENHOUSE EFFECT AND SEA LEVEL RISE

Goal To anticipate the effects of sea level rise on the City, minimize the greenhouse effect and restrict development to areas less likely to be effected by sea level rise

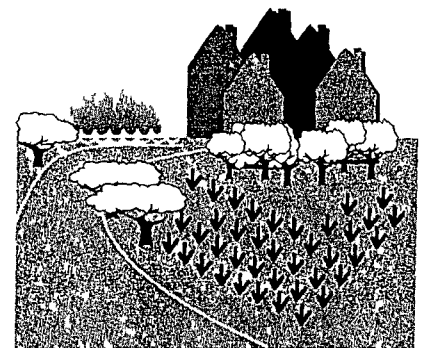
Globally, the sea level has risen four to six inches over the last century as a result of the warming of the planet.

Environment • 59

Clustering to make farming more economical

Clustering to preserve mature oak stands

Clustering to protect scenic vistas

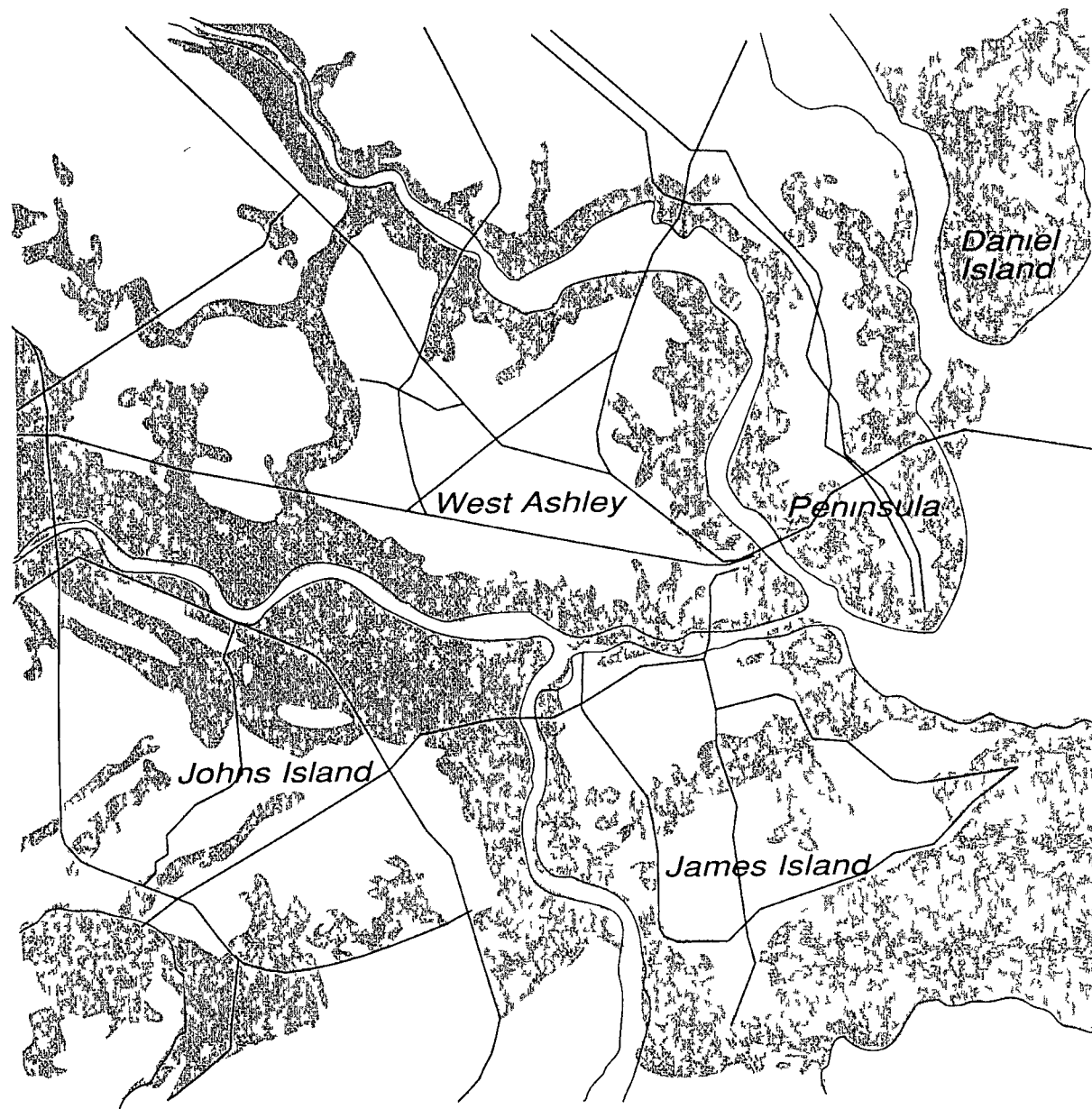


"When dealing with risks that are grave but cumulative and irreversible, uncertainty is a strong argument in favor of action. We must take whatever steps are feasible as soon as possible to reduce the dangers."

Gus Speth,
President of the
World Resources Institute



**LAND AREA
UNDER 10'
ELEVATION**



If current trends continue our planet is likely to warm another 3.5°C in the next century—as much as it has warmed since the last ice age. Such a warming could raise the sea level from three to five feet or more with serious effects for the South Carolina coast.

Global warming would cause more intense hurricanes and greater storm surges and would ruin our beaches. This change in the sea level would also adversely affect the shrimp and crab stock and other marine species in our coastal wetlands and could devastate the fishing industry in this area. Concurrent problems would include flooding, erosion, saltwater intrusion, and habitat alteration.

Global change is imminent. We need to start now to promote a conservation program which will provide protection to marine wildlife and to ourselves. The City should support and work with such environmental groups as the South Carolina Sea Grant Consortium and the Charleston Harbor Estuary Committee for the preservation of harbor water quality and reduction of the effects of global warming.

The City can begin to prepare itself by structuring the development process toward future needs. Open space reforestation, energy conservation, recycling measures and better building codes will help lessen the greenhouse effect. In considering sea level rise, the City should favor policies that restrict the building of new structures below six feet above mean sea level. The City should also look at an ordinance that sets a maximum structure coverage. Lastly, no landfills, gasoline storage tanks or other structures designed to contain hazardous materials or solid waste should be allowed lower than ten feet above sea level to prevent future ground water or aquifer contamination.

Objective and Policies

Minimize the effects of sea level rise through new development standards.

- Evaluate guidelines for new construction below six feet above mean sea level considering the following:
 - Establish a maximum size of structure that could be developed.
 - Demonstrate that structures constructed between

six to ten feet mean sea level can be removed to a location above the contour line.

- Prohibit landfills, gasoline storage tanks or any other structure designed to contain hazardous material or solid waste from contaminating ground water.
- Encourage state wide efforts to address problems created by sea level rise projections.
- Support the activities of local environmental groups that target coastal preservation.

AIR QUALITY

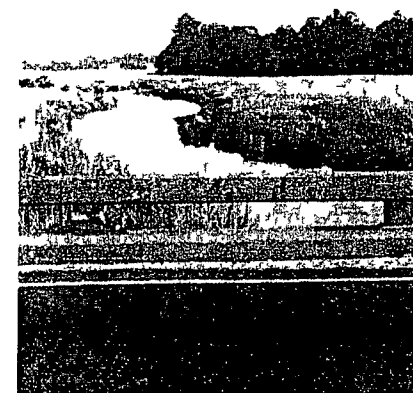
Goal: To maintain air quality in the City of Charleston to meet or exceed National Air Quality Standards.

Charleston's air quality ranks among the best in the nation in meeting national standards. Charleston can maintain its excellent air quality with appropriate planning and policy implementation.

Vehicles using gasoline or diesel fuel are major contributors to air pollution. The impacts of new and proposed developments that will generate heavy automobile activity should be carefully assessed to avoid additional carbon monoxide and ozone air pollution. With Charleston's growth rate at 3.5 percent from 1990 to the year 2000, the City will need to encourage carpooling and a mass transit system, which would improve the traffic situation and reduce the amount of air pollution caused by vehicle emissions. Ultimately, we may have to consider vehicle emission control laws. This should include the annual inspection of vehicles to ensure equipment works properly and making sure that these laws are enforced.

The City should adopt an ordinance which requires buffers around all industrial sites regardless of adjacent zoning, using the street tree program and landscape ordinance. This effort should be enhanced through the City tree planting program.

Increased public awareness of air quality issues is the key to a healthy environment. From an educational perspective, the more the public knows, the better place the City will be in which to live and work.



Objective and Policies

Minimization of air pollutants emissions

- Support a county wide program to encourage car pooling and expansion of mass transit to reduce air pollution
- Encourage state legislation to adopt a motor vehicle emissions law and the strict implementation of inspections and enforcement
- Adopt an ordinance which requires buffers around all industrial sites regardless of adjacent zonings using the City landscape ordinance and enhance with street tree program
- Increase public awareness of air quality issues

INDOOR ENVIRONMENTAL HAZARDS

Goal To reduce the threat of contaminants in new or existing structures

Because so much of our time is spent inside we must also address indoor pollution. In some cases, indoor air can be even more polluted than outdoor air. Indoor biological pollutants are found in especially high numbers in warm damp climates, such as Charleston.

Radon is a colorless, odorless gas that is found at low levels in most soils. It is not a major concern outdoors but becomes a problem when it is allowed to enter homes through cracks, vents or wells. Homes and businesses that are built over soils containing significant amounts of phosphates could be exposed to this hazard.

Fortunately, there are steps that can be taken to protect our buildings. Solutions to interior air quality problems involve one or more of the following actions: eliminating or controlling the sources of pollution, increasing ventilation or installing air cleaning devices. The City recommends the testing for radon in all new houses and buildings, prior to inhabiting the building.

Construction materials, such as lead and asbestos once widely used in home building, are no longer considered safe. New guidelines for the proper removal of lead base and other hazardous construction material must be created and the removal should be carefully monitored. The City should work with DHEC the

County Health Department and other environmental control agencies to educate the public on the ill effects of indoor air pollution and to ensure air quality problems are kept to a minimum.

Objective and Policies

Reduction of potential hazards from indoor air pollution

- Create guidelines for the environmentally safe removal of lead base paints and other hazardous construction material
- Encourage testing for radon in existing and new structures
- Work with environmental control agencies to create more public awareness programs on the kinds, effects and safe control of indoor air problems

EMERGENCY PREPAREDNESS

Goal To improve public safety in the event of a hurricane or other natural disaster

Charleston has always been menaced by multiple natural hazards. Winds, floods, fires, tornados, hurricanes and earthquakes have plagued the City from its beginning. We should continually assess the nature and effects of these hazards and have mitigation and emergency plans in place. The health, safety and welfare of the public remain unnecessarily and unacceptably at risk.

Community awareness and cooperation between local governments in the tri county area are critical to successful emergency preparedness programs. A number of such training programs are provided each year by the County and State Emergency Preparedness Divisions along with special workshops. Mandatory participation should be required of all local governments.

Hurricane Hugo struck Charleston on September 21, 1989 and from the damage caused to structures we have learned that earlier building codes and enforcement were inadequate. Building officials, developers, builders, contractors, engineers and architects are now applying lessons learned from the past experi-



ences More emphasis must be placed on damage resistant designs and new construction techniques that will withstand natural disasters Industry and government at the federal, state and local levels must work together and combine resources knowledge and experiences to prevent this degree of destruction from happening to structures again

Because emergencies created by natural disasters can impact the state as a whole we need to work with state officials in creating an effective state wide emergency plan that would address the problems on a statewide basis This state emergency plan must afford greater awareness of the steps to follow during the event of a disaster and during the aftermath A public safety center should serve as the core for the emergency preparedness operation

The key to the success of an emergency procedures plan is public awareness of their individual roles before and after a disaster Evacuation routes and procedures are listed in the Southern Bell telephone directory and brochures on evacuation are available from the County New procedures now in place and planned should help to moderate impacts of future disasters

Objective and Policies

To take precautionary measures in the event of a hurricane or natural disaster

- Require mandatory participation in emergency preparedness training programs
- Encourage the refinement of the state emergency preparedness plan to address the recovery process in addition to guidelines for emergency preparedness procedures
- Encourage the development of a public safety center
- Develop new building standards for damage resistant structures
- Promote greater awareness of emergency preparedness guidelines

SOLID AND HAZARDOUS WASTE

Goal Encourage reduction, reuse recycling and the proper disposal of solid and hazardous waste materials including household waste

The City of Charleston has joined the efforts of the county, the state and the nation to combat the increasing solid waste problem Strategies of the past—disposing of the waste in landfills or burning it in high temperature incinerators—are being challenged because of wide spread health and environmental concerns More than 700 pounds of solid waste are generated annually by each person within the City At this time recycling, reuse and reduction are considered the most viable and effective strategies for reducing waste

As a first step in eliminating this problem the City should set a goal to reduce its current solid waste volume by 50 percent by the year 2000 The City should evaluate more aggressive recycling reduction and reuse programs, as it works with the county to institute an area wide recycling program

To relieve the potential health problems that could arise from the storage of separated waste building codes could be revised to require adequate space in new construction for the interim storage of source separated waste For example new multi family units or large commercial developments could be required to add recycling bins in a central area As an alternative developers could be required to submit plans, subject to appropriate restrictions of how buildings will accommodate recycling facilities These should also provide landscaping and screening plans to block any unsightly storage from view

As environmental awareness has increased so has the realization that landfills are hazardous Disposed wastes unless properly managed contaminate drinking water release toxic vapors create explosive conditions near landfills and otherwise threaten public health

Incineration is not widely used for managing waste as it



affects air quality. It is also an incredible waste of natural resources. When paper, glass, metal or plastic is burned, the resource has been lost forever. Incinerator regulations concentrate on protecting air quality and safe storage of the ashes. The City supports the County's efforts in monitoring the environmental impact of incinerators as a means of disposal of solid waste materials. Incineration, when properly managed and controlled, can be a reliable and safe environmental source for disposal of solid waste.

- Work with county and state officials to monitor the safe transportation of hazardous waste through the state
- Develop education programs and work with school systems on recycling programs and how to identify potential hazardous waste in our homes

Although not readily recognized, much of our household waste can be classified as hazardous or potentially hazardous. This includes ordinary products such as nail polish, paint thinner, household cleaning products, paper, plastic, alkaline batteries, pesticides and used oil. Items that are mercury, lead based, that contain solvents and are flammable or explosive should be separated at the household level and arrangements made for their safe disposal. Such waste presents major threats to soil and water quality.

Improperly managed hazardous waste poses a potential threat to human health and the environment. A cooperative agreement throughout all levels of government is needed to facilitate the reduction and safe transportation of hazardous waste in the area and throughout the state.

The City and its citizens must encourage reduction in the use of plastic containers, styrofoam and metals. Education is the first step in promoting change to make our environment and quality of life better.

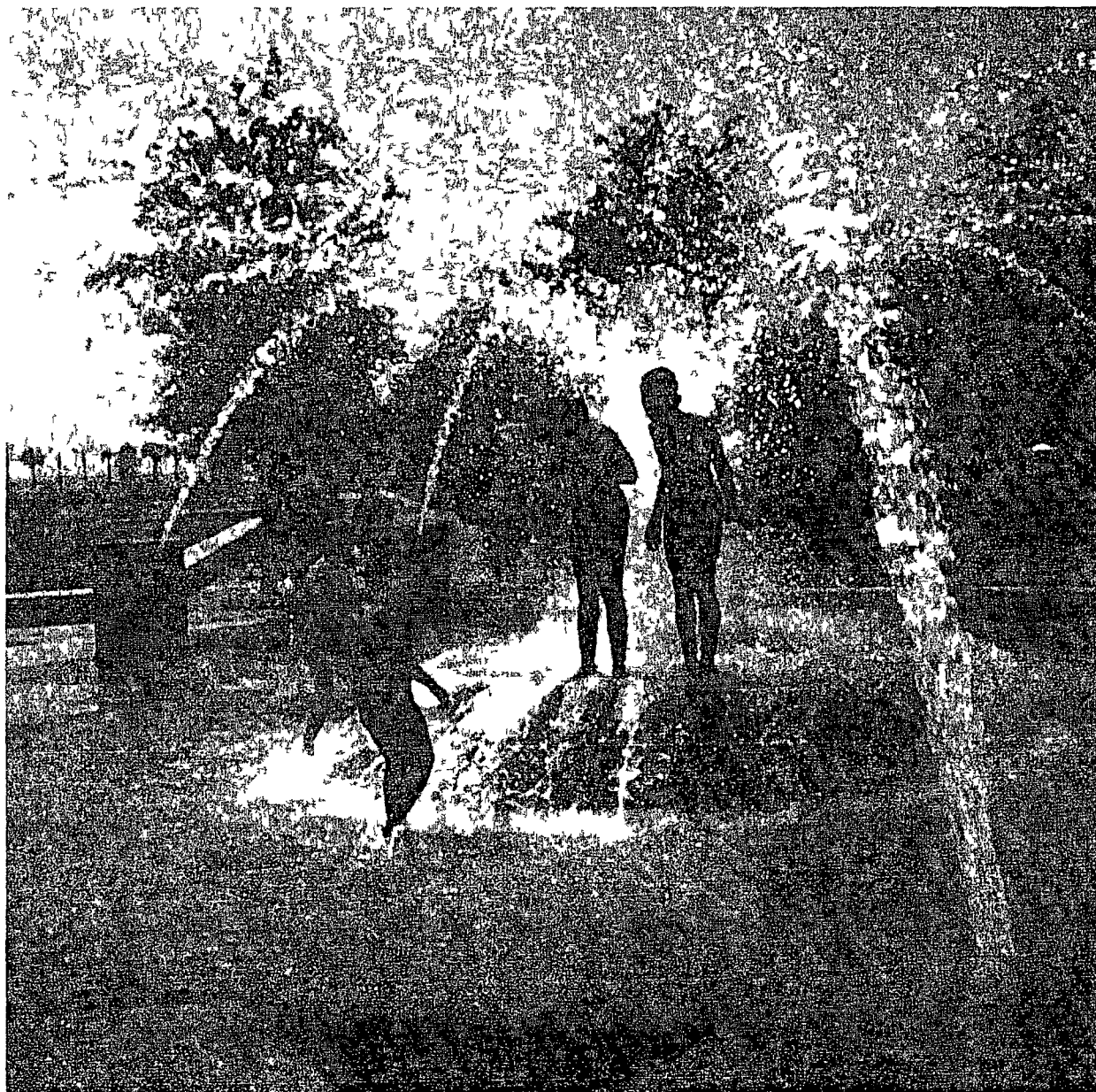
Objective and Policies

Safe management of all waste and hazardous materials to minimize potential negative environmental impacts through a consolidated public and private program.

- Institute curb side recycling programs for all residents currently served by curb side garbage collection
- Develop cooperative agreement throughout all levels of government to facilitate reduction, reuse and recycling of solid and hazardous waste



QUALITY
OF LIFE



If anyone ever asks me "What is the
recipe for a good city?" I would tell them,
"Art children playing and parks "

Mayor Joseph P Riley Jr

Charleston provides for its residents a quality of life that can be found in no other city. It is this quality of life that attracts new residents to the area and brings the visitors back year after year.

Goal Provide facilities and services that complement the quality of life

The City's wide variety of community facilities and services add to this quality of life. The City of Charleston has provided for its residents a variety of facilities that are within easy access to all neighborhoods and meet the educational, social, health and cultural needs. These include a comprehensive public school system, carefully landscaped City parks, medical facilities that are constantly expanding to meet the health care needs, a growing library system and cultural facilities that have been 300 years in the making.

Programs for the future should be geared toward the merging of some facilities to achieve a more efficient delivery of services. Often, multi-purpose facilities that combine uses can more effectively meet the needs of the population. Locating schools near parks in order to share space or intermixing day care, library and senior citizen activities in one location are good examples.

PUBLIC SCHOOLS

The city's school system is part of the Charleston County School District, which is the seventy-fifth largest district in the country. Within the plan's study area, there are 28 public elementary, middle and high schools serving an enrollment of 17,638 students at the beginning of the 1990-91 school year. There are also 19 private schools operating within the study area with an enrollment of 4,737 students.

A general decline in school enrollment in the early to mid 1980s, due in part to a decrease in the birth rate, resulted in a slowing of the construction of new schools and an emphasis on better utilization of existing spaces. However, over the past several years, the schools have experienced a slow but steady increase in enrollment.

Attendance in Schools

1970	60,232
1980	62,903
1984	40,968
1986	41,849
1988	42,679
1990	43,637

District school enrollment is expected to increase by 10 percent over the next five years and should be near 50,000 by 1995. This translates into a need for 226 more classrooms by 1995. To better prepare for this expansion, land acquisition must be a top priority as large and convenient sites become available. These needs have been identified in the *Long Range Facility Plan* prepared by the Charleston County School District in May of 1990.

Concurrent with meeting the space needs of the increasing student population, comes the challenge to meet academic needs in a diverse and volatile society. The nineties will require a change in philosophy for educating the youth of today. Alternative academics offering more comprehensive programs geared toward meeting individual student needs will be one major role of schools. The magnet school concept initiated at Buist and Ashley River Elementary Schools and the academic magnet high school at Burke has proven so successful it should be expanded into other school programs. Directing vocational educational programs towards local business opportunities will provide a much needed skilled labor force. The creation of at-risk initiatives aimed at reducing the dropout, failure and grade level retention rates in schools is a major step toward meeting academic, physical and social needs of students. New educational approaches and innovative programs will provide a more productive and higher quality education for the school district.

Within the study area are located three institutions of higher learning. The Citadel and the College of Charleston, each offering full four-year academic degrees, and the Medical University of South Carolina, which provides graduate and post-graduate medical studies. Also, Trident Technical Institute offers technical training at its Palmer Campus and Johnson and Wales University offers a culinary arts program.

QUALITY OF LIFE



PUBLIC LIBRARIES

Located within the study area are the Charleston County Public Library system's main library and three branches. The main library is located in the middle of the downtown area on King Street and houses the administrative office and the bookmobile.

The branches are conveniently located to serve the Neck area (John L. Dart Branch, 1067 King Street), the West Ashley area (West Ashley Branch, 39 Windemere Boulevard) and James Island (James Island Branch, 1248 Camp Road). With an estimated circulation of 657,274 books (June 1989), the library system serves the area well.

Space limitations and other problems of the main library have created a need for a new building. The City of Charleston has acquired land near the corner of Calhoun and East Bay Streets, across from Gaillard Auditorium for a new library. This library will be a multi-media center and able to accommodate more books, meetings and community uses. Plans are also in place to open a new branch behind the Village Square Shopping Center to serve the newer West Ashley communities.

At present, the Johns Island area is served by a book mobile. As this area continues to grow, a new branch library should be located on a main corridor such as Maybank Highway. Facilities will also need to be considered as the City expands to the north and east.

HEALTH CARE

With the abundance of health care resources located in the Rutledge Calhoun Street area, the Peninsula serves the short- and long-term medical needs of the entire Lowcountry. Although the location of Bon Secours St. Francis Xavier Hospital, Roper Hospital, Charleston Memorial Hospital, Veterans Administration Medical Center along with the Medical University of South Carolina provides convenient medical care for residents of the Peninsula, the concentration often presents problems in the delivery of and accessibility to their services from other areas.

Bon Secours St. Francis Hospital and Roper Hospital have been investigating new sites in the West Ashley

66 • *Quality of Life*



area. Sites near the intersection of the new Highway 61 expressway are being considered.

Objective and Policies

Provide community facilities and services that meet the needs of the residents and visitors.

- Initiate a cooperative effort to evaluate the feasibility of merging certain facilities and services to provide more efficient and cost-effective delivery of services.
- Initiate a cooperative effort to develop school programs and facilities that meet the needs of the student population.
- Initiate a cooperative effort to develop a library system that is accessible and meets the needs of every resident.
- Work with health care providers to develop facilities that are accessible and meet the needs of every resident.

ARTS AND CULTURAL AFFAIRS

Goal Maintain and promote cultural diversity and vitality in Charleston and recognize the economic, educational and social values of the arts industry in Charleston.

Charleston's cultural vitality has been three centuries in the making, from the country's first theater to an international festival. Charleston's arts and culture cannot be pinned down to a single philosophy or building but are a wonderful preservation of the past blending with the new, the traditional fusing with the contemporary. It is this that makes our quality of life second to none. Charleston's cultural heritage, something to admire and remember.

Here one can find the Dock Street Theatre, the King Street Palace and theater companies, orchestras, choral groups, ballet companies, sidewalk artists and much much more. The flower ladies and basket weavers are part of this heritage, true artisans in their own right.

Charleston also is a city of festivals, urban festivals of the variety that bring people out into the open to celebrate in the streets. Among the major festivals are Spoleto Festival U.S.A., Piccolo Spoleto, MOJA Art Festival, Christmas in Charleston, Southeastern Wildlife

Exposition and various house tours fitness runs and ethnic celebrations

The South Carolina Aquarium being developed by the City of Charleston promises to be one of the finest facilities of its type in the nation. Focusing on the aquatic environment of South Carolina, from the mountains to the sea the Aquarium's exhibits and programs will complement and enhance science education in the schools while providing an extraordinary resource for families in the area. The Aquarium will also serve as a major tourist destination and ties in closely with plans for tourism management in Charleston. The facility is expected to draw over 740 000 visitors per year.

Planning for arts and culture involves a recognition of the importance of this industry to the local economy. The City is becoming more aware of the benefits of a strong cultural industry in the creation and retention of art related jobs, providing a broader tax base, and an increase in tourist attractions and revenue and personal enrichment. There are many areas in this industry, yet untapped, that the City could explore. More opportunities for the training of local skilled craftspeople and visual and performing artists can be combined with opportunities for exposure to national and international markets. Crafts artists who specialize in lowcountry crafts should be promoted and programs developed to entice more people to learn these crafts.

The City could look at expanding existing jobs and creating new ones by supporting and promoting the City as a center for music recording video and film making. Many movies have been filmed in Charleston such as parts of 'North and South' 'Double McGuffin' and 'Made in Heaven'. Film producers have found that with the available local talent technical expertise and arts support professionals Charleston is an ideal location for movie making. This area should be explored and encouraged. Local artists are resources whose special skills in design and planning processes can be important for construction projects.

One of the greatest working handicaps for Charleston's professional performing and visual artists

is the lack of working space—rent or lease spaces at affordable prices. The lack of a truly technically capable performing house adds to the production costs and detracts from performance quality. Budgets for new construction and maintenance must include a fiscal plan for continual maintenance and a staff development plan so that arts businesses and their clients can be served.

Financial assistance to maintain the continual viability of the cultural industry is essential. The City's cultural program is a service for the arts and cultural industry and to the public and must be budgeted and funded adequately. Money appropriated for the arts is not a drain. The current South Carolina formula is \$1 invested in the arts generates \$3 in community revenue. The City must look at new and creative funding sources for this important industry. A larger percentage of room tax revenues could go towards the support of the arts, or a portion of the recently adopted local sales tax could go towards this support.

Joint public private partnerships should be encouraged. As businesses and private developers are made aware of the opportunities and profits inherent in investing in the arts, they should become an important funding source.

Art experiences allow students to develop self discipline and confidence enhance other learning skills and introduce alternative leisure time activities. Therefore it is important that consideration be given to the study of arts especially works inherent to the Lowcountry, for the education program of every child in Charleston. Artists are valuable teachers as well as creative resources for teaching many subjects. Artists are also valuable resources in teacher training or for teachers in service training programs. It is advisable that the school system take advantage of local artists encouraging them to work closely with area schools. Charleston's artists and related arts specialists have established a tradition providing community services in our schools, hospitals community centers, nursing homes and shopping areas. The City has a proud tradition of supporting its arts industry and is viewed internationally as a model to be emulated.



Objective and Policies

To recognize, protect and increase awareness of the importance of the arts

- Establish a data survey of the arts industry and update every three years
- Develop and implement a comprehensive cultural plan
- Identify areas for diversification in the arts industry
- Establish budgets for new construction and for continual maintenance of facilities
- Examine and develop new funding sources for the arts
- Develop affordable work places for artists and arts technicians
- Encourage joint ventures with public and private entities to create and maintain cultural facilities to meet the needs of the community
- Incorporate the study of the arts into the core curriculum of all school grades and programs
- Use local artists as educational resources

PARKS AND RECREATION

Goal Provide a comprehensive parks and recreation program that will serve the needs of every citizen of Charleston and to recognize the social and economical benefits of recreation in our community

One of Charleston's greatest assets is its parks and playgrounds, from the 162 acre Cypress Gardens to the 0.1 acre Ansonborough Park. Whether walking the sculptured gardens of Hampton Park, playing tennis on the courts at Farmfield, fishing at Colonial Lake, or just watching the sun set at Brittlebank Park, Charleston's City parks offer a wonderful variety of activities.



New parks and play areas are continually on the drawing board, being constructed or being dedicated. The Waterfront Park opened in the spring of 1990. This five acre passive park is a monument to the people as it provides opportunities to fish, jog through a fountain, share a brown bag lunch on a swing or quietly read a book. The new James Island Complex will provide a pool, baseball facilities, large playground and picnic areas. Another new shared regional complex on James Island will provide recreational opportunities as well as

68 • *Quality of Life*

camping and picnic areas. The Ashley River Walk, a planned, pedestrian walkway, will connect Brittlebank Park to the Battery and Waterfront Park areas. This is part of a long range plan to provide pedestrian access along the water's edge of the Peninsula.

There are currently 58 parks and playgrounds owned and operated by the City. These facilities contain approximately 863 acres of parks, of which 456 acres are fully developed. According to national standards, we should have 540 acres of park facilities to accommodate the citizens of Charleston's needs, or 6.5 acres of park facilities for every 1,000 persons. This figure would indicate that there is a deficiency in developed facilities.

To ensure that the recreational needs of the community are met, the parks plan should be updated every five years. This would include evaluating the existing facilities to make sure they meet the changing needs of the surrounding area.

The City should require that land be set aside either through dedication or purchase to ensure adequate provisions for parks in newly developed or annexed areas. As a part of the development review process, an ordinance should be adopted that requires developers to set aside land or put money into a park fund. Parks can eventually be adopted by neighborhood associations for management to create pride of ownership and a high level of use. Whenever possible, parks should be developed in a network, such as walking and bike trails. This would connect neighborhoods and eliminate the need for pedestrians and bicyclists to use busy roads. This would also create a network of 'greenbelts' or natural areas critical for wildlife and beneficial to the environment as a whole. Abandoned or unused public rights of way, as well as prime land, should be explored as green belt areas.

The present headquarters for the Department of Recreation is inadequate in its size. A new headquarters should be planned and developed that would house the main offices and a new wellness center. The department should also investigate the purchase of vehicles to be used for the transport of the elderly and youth for recreation.

The human and social aspects of park and recreation planning make it successful. Programs should include special activities for single parents and their children. Expanded programs for teenagers and children 6-12 years old should emphasize leisure activities which form good habits at an early age. Programming for senior citizens should also be enhanced. All recreational programs should be integrated with other human services to recognize the social benefit to the individual's well-being and the increased stability and vitality of the community. An active community equals a healthy community.

Parks should be developed with more active recreational facilities such as tennis courts and pools. A new centrally located softball complex would provide recreation and competitive league playing facilities. Coordinating recreational programming helps avoid duplication and encourages innovation and interdisciplinary programming. The development of a regional sports complex that provides sports instruction and league playing for local teams as well as tournaments would be cost effective. A sports complex would allow multiple sports use, such as softball, basketball, and tennis and serve many recreational needs in one location. At present there is one sports complex on James Island. The need still exists for many more. The proposed regional parks for Johns Island, James Island, and West Ashley will begin to meet this need.

More opportunities would be open to residents if the City supports County efforts to provide more access to the water through public park sites at river edges for water-oriented sports. Furthermore, the school board should be encouraged to allow access to school gymnasiums to serve as community facilities after school and during the summer.

Objectives and Policies

Acquire and improve recreational facilities through the renovation and rehabilitation of existing parks and recreational centers and the construction of new facilities in targeted areas.

Provide diverse recreational facilities and programs that meet the needs of all children, teenagers, and adults, recognizing the special needs of the elderly

disadvantaged and the handicapped

- Update the park plan every five years to determine recreational needs through the use of surveys, evaluations, citizen input, and research
- Acquire land for park facilities before or during the development of an area, through the dedication of land or purchase
- Investigate the development of an ordinance which requires developers to set aside land or money into a specific park fund as part of the development review process
- Encourage City neighborhoods to adopt a park and to more effectively maintain public areas
- Develop parks that are in continuous network such as walking and biking trails to connect neighborhoods
- Monitor the use of services and facilities to determine demand and recommend making changes accordingly
- Develop new headquarters for the recreation department
- Develop a wellness center program
- More equipment such as vehicles should be provided for the mobility of the elderly and youth served by the recreation department's activities
- Investigate non-traditional locations for playgrounds and playing fields such as the temporary use or purchase of public rights of way
- Expand programs on special activities
- Integrate recreation programs with other public human services
- Develop parks with more active recreation facilities such as tennis courts and pools
- Develop a centrally located softball complex for league playing
- Develop a regional sports complex that provides sports instruction and league play for local teams as well as prominent tournament locations for regional, state, and area competition
- Support and augment County efforts to provide more public access to water through park sites at river edges for water-oriented sport activities
- Coordinate programming efforts with other community agencies and opportunities to avoid duplication and encourage innovation and interdisciplinary programming

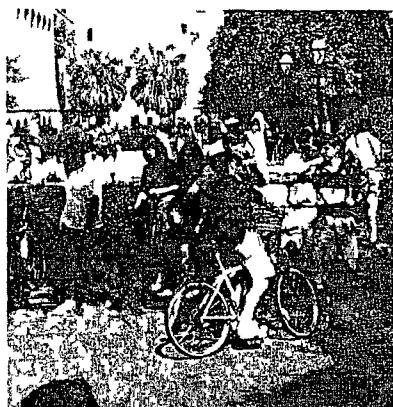


COMMUNITY FACILITIES EXISTING AND PLANNED Public Schools

- Academic Magnet High School 244 President Street
- Angel Oak Elementary School 6134 Chisolm Road
- Ashley River Elementary School, 1870 Wallace School Road
- Buist Academy for Advanced Studies 103 Calhoun Street
- Burke High School, 244 President Street
- Courtenay Middle School, 382 Meeting Street
- Drayton Hall Middle School 3183 Ashley River Rd
- Fraser Elementary School 63 Columbus Street
- Harbor View Middle School, 1576 Harbor View Road
- Haut Gap Middle School, 1861 Bohicket Road
- James Island Middle School, 1484 Camp Road
- James Island High School, 1000 Fort Johnson Road
- Memminger Elementary School, 20 Beaufain Street
- Middleton High School 1776 William Kennerty Drive
- Mitchell Elementary School, 2 Perry Street
- Murray LaSaine Elementary School 691 Riverland Drive
- Orange Grove Elementary School 1225 Orange Branch Road
- Rivers Middle School, 1002 King Street
- Clyde Sanders Elementary School 805 Morrison Drive
- James Simons Elementary School 741 King Street
- St Andrews Elementary School 30 Chadwick Drive
- St Johns High School, 1518 Main Road
- Septima Clark Corporate Academy, 701 East Bay Street
- Stiles Point Elementary School, 883 Mikell Drive
- Stono Park Elementary School, 1699 Garden Street
- C E Williams Middle School, 640 Butte Street

Outside City limits within study area

- Fort Johnson Middle School, 1825 Camp Road
- Mt Zion Elementary School 3464 River Road
- Oakland Elementary School 2728 Arlington Road
- St Andrews High School 721 Wappoo Road
- Springfield Elementary School 2741 Glover Street



Private Schools

- Addlestone Hebrew Academy 1639 Raoul Wallenberg Boulevard
- Ashley Hall, 172 Rutledge Avenue
- Bishop England High School, 203 Calhoun Street
- Charles Towne Montessori School 56 Leinbach Drive
- Charleston Catholic School 888 King Street
- Charleston Day School 15 Archdale Street
- First Baptist Church School 48 Meeting Street
- Mason Preparatory School 56 Halsey Boulevard
- Montessori Fountainhead School 287 A Meeting Street
- Porter Gaud School 300 Albemarle Road
- Sacred Heart School 888 King Street

Outside City limits within study area

- Abundant Life Christian Academy 1945 Bee's Ferry Road
- Blessed Sacrament School 7 St Theresa Drive
- Charleston Christian School, 2234 Plainview Road
- Charleston Seventh Day Adventist Academy, 2518 Savannah Highway
- Evangel Christian School, 2957 Savannah Highway
- Low Country Academy 2120 Wood Avenue
- Nativity School 1061 Folly Road
- Oak Hall School, 1632 Fort Johnson Road
- Sea Island Academy 2024 Academy Drive

Colleges and Universities

- The Citadel, 171 Moultrie Street
- College of Charleston 66 George Street
- Johnson and Wales University 701 East Bay Street
- Medical University of South Carolina, 171 Ashley Avenue
- Trident Technical College Palmer Campus 66 Columbus Street
- Watterson College 1064 Gardner Road

Libraries

- Charleston County Library main facility 404 King Street
- James Island Branch Library 1248 Camp Road
- John L. Dart Branch Library 1067 King Street
- St Andrews Parish Branch Library, Village Square Shopping Center

- West Ashley Branch Library 39 Windemere Boulevard

Health Care Facilities

- Bon Secours St Francis Xavier Hospital, 135 Rutledge Avenue
- Charleston Memorial Hospital 326 Calhoun Street
- Fenwick Hall Hospital 1709 River Road
- Roper Hospital 316 Calhoun Street
- Medical University of South Carolina Hospital 171 Ashley Avenue
- Veterans Administration Hospital 109 Bee Street

Major Performing Arts Facilities

- Dock Street Theatre 135 Church Street
- Gibbes Museum of Art, 135 Meeting Street
- Gaillard Auditorium, 77 Calhoun Street
- King Street Palace, 1000 King Street
- Sotille Theater, 44 George Street



PENINSULA RECREATIONAL FACILITIES

- 1 Alberta Long Park
- 2 Allen Park
- 3 America/Amherst Mini Park
- 4 Ansonborough Park
- 5 Brittlebank Park
- 6 Cannon Park
- 7 Chaney Park
- 8 City Gymnasium
- 9 Colonial Lake
- 10 Cool Blow Park
- 11 Corrine Jones Playground
- 12 East Side Community Center
- 13 Freddie Whaley Community Center
- 14 Gaillard Auditorium Rose Garden
- 15 Hampstead Square
- 16 Hampton Park
- 17 Hampton Park Playground
- 18 Harmon Field & Playground
- 19 Hazel Parker Playground
- 20 Horselot
- 21 I 26 Park
- 22 Jack Adams Tennis Center
- 23 Lucas Park
- 24 Marion Square
- 25 Martin Park and Pool
- 26 Mitchell Playground
- 27 Moultrie Com Center & Playground
- 28 New Street Mini Park
- 29 Nunan Street Mini Park
- 30 Radcliffeborough
- 31 Romney Street Mini Park
- 32 Stoney Field
- 33 Tiedeman Playground
- 34 Washington Park
- 35 Waterfront Park
- 36 White Point Gardens
- 37 Wragg Mall
- 38 Wragg Square





CITY - WIDE RECREATION FACILITIES

WEST ASHLEY PARKS

- Backyard Playground
- Balsam Park
- Bikeway
- Greenway (Bikeway II)
- Farmfield Tennis Center
- Forest Park and Pool
- Lenevar Playground
- Mary Utsey Playground
- Parkshore Park
- Randolph Park
- Stono Park
- West Ashley Park

1
2
3
4
5
6
7
8
9
10
11
12

JAMES ISLAND PARKS

- Clearview Neighborhood Park
- Sunrise Park
- James Island Recreation Cmplx
- James Island Park
- Municipal Golf Course
- Plymouth Park Landing
- Westchester Park

13
14
15
16
17
18
19

JOHNS ISLAND PARKS

- Johns Island Park
- Angel Oak Park

20
21

Proposed Park

00

URBAN DESIGN



*We shape our buildings,
thereafter they shape us*

Sir Winston Churchill

Indeed we do shape our buildings—through the review of projects by the Board of Architectural Review through land use regulations and through design decisions about our homes and surroundings. In turn, we are influenced by what is built—the actual physical development and its visual impact. Urban design, which deals with both physical and visual development, is an important aspect of the built environment. It should be noted that 'urban' is used broadly as built environment or anything which is influenced by our design decisions, including suburban and rural areas.

Urban design is considered the management of public or private development as it affects the public realm. For example, private development visible from a road greatly affects the character of the road. Therefore how private development fits into the overall character of the community should be considered. Urban design is intended to maximize public benefits given limited resources by guiding development aspects which are used and seen by significant numbers of people.

Everyone benefits from well designed developments—the people who use them and the developers who receive higher profits from their successful projects. Above all, the public experiences each project as a piece of a greater system unified by an identifiable and desirable character, as decided by the community.

CITY WIDE URBAN DESIGN QUALITY DESIGN

Goal Promote quality design in all developments and provide sufficient public amenities

Currently the City of Charleston mandates quality design through the powers of the Board of Architectural Review covering only the historic downtown. Bits and pieces of a development's quality are controlled through building codes and zoning ordinances—setbacks, landscaping and buffers. However, these controls ensure only a *minimum* level of quality. Outside the historic downtown, any developments of quality are attributable to the developer and not to City regulations. Therefore incentives should be provided to entice developers into producing quality projects as defined by the community. One way to encourage

such quality projects is to recognize them through a design award program. This awards program could be sponsored by the local chapter of the American Institute of Architects and preservation organizations.

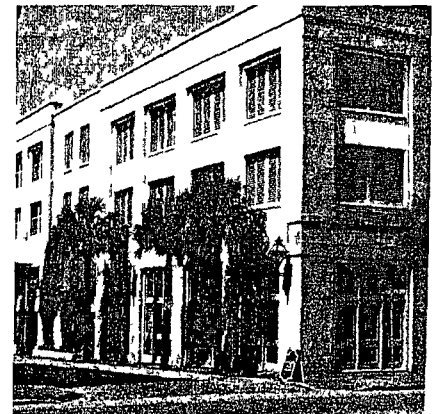
As downtown Charleston continues to grow, parking garages will become more prevalent. A common criticism of garages is that their design has little or no relationship to the buildings surrounding them. Incorporating retail uses on the first floor, such as in the East Bay Street garage, can help garages fit in with their surroundings and relieve their 'dead space' image. Landscaping should be required, not only to help screen the garage but to muffle automobile noise and soften the glare of automobile lights.

Security features should be an integral component in the design of new garages and should be incorporated into existing garages. Proper illumination levels should be established and regulated in the design review process of the Board of Architectural Review. Illumination should be based on the amount of parking during evening hours and the glare must be shielded from residential areas and major travel corridors.

Throughout the City of Charleston, utility poles and overhead wires detract from the scenery and add to the visual clutter along roads. In new residential developments, all utility lines are placed underground as mandated by the City. However, in commercial developments the City does not require underground utilities. Because of aesthetics, most commercial developers choose to place their utilities underground. Charleston could be a much more attractive community if all utility lines were buried underground. Unfortunately, the realities of retrofitting the entire City make this an unlikely goal. The City can continue to work with South Carolina Electric and Gas Company (SCE&G), Storer Cable and Southern Bell to have lines placed underground where feasible. In addition, the City can work with the utility companies to consolidate poles and lines.

Another utility issue deals with street lighting. For the most part, Charleston is illuminated by mercury vapor lights of a cool blue color. SCE&G is working to switch to the high pressure sodium, orange/pink lights which are

URBAN DESIGN



more energy efficient. Because of the sharp contrast between the two lighting types, care must be taken in phasing in the new lights if they are accepted. A trial area could be identified downtown and, depending on public reaction, the program then could be expanded. If the lights are accepted, lighting on major roads should have priority in switching from mercury vapor to high pressure sodium. Smaller streets in neighborhoods should be switched last.

Design details make a difference in a project's ultimate quality. For example, the location of utility boxes or poles in the middle of the sidewalk can ruin a good project and impede pedestrians. The lack of bicycle racks can result in bicycle parking clutter. Also, providing haphazard bicycle racks as an afterthought detracts from the quality of a development and can be avoided by requiring developers to identify bicycle parking areas during design review.

Amenities such as benches, trees, public art (statues, murals), etc., can greatly enhance the quality of a development. Currently, public art is provided only if a developer voluntarily chooses to include it. However, once enabled by the state, the City can adopt guidelines for public art provision. Benches and street trees could be purchased by the public through an "urban amenities catalog." The catalog should be developed by the City and include benches, trash cans, water fountains, etc., which have been used successfully throughout the City. This would increase the number of amenities provided in the City and ensure consistency and quality.

Several actions by the City could help improve the visual beauty of Charleston. First, the sign ordinance should be revised to set appropriate limits on signs for mini-warehouses and automobile dealers. Currently, both commercial operations can increase their sign size based on square footage of the building and outdoor retail space. This loophole in the ordinance should be eliminated in order to prevent the mini-warehouse and auto dealer "billboards."

The City should also develop siting requirements for communication transmission facilities and satellite antennas. Transmission facilities and satellite dishes have not been a significant problem within the City

limits. With increased annexations, the potential for problems increases with the lack of controls.

Finally, the City should evaluate all urban design plans on a regular basis. Reviewing these plans will help achieve continuity in major goals.

Objective and Policies

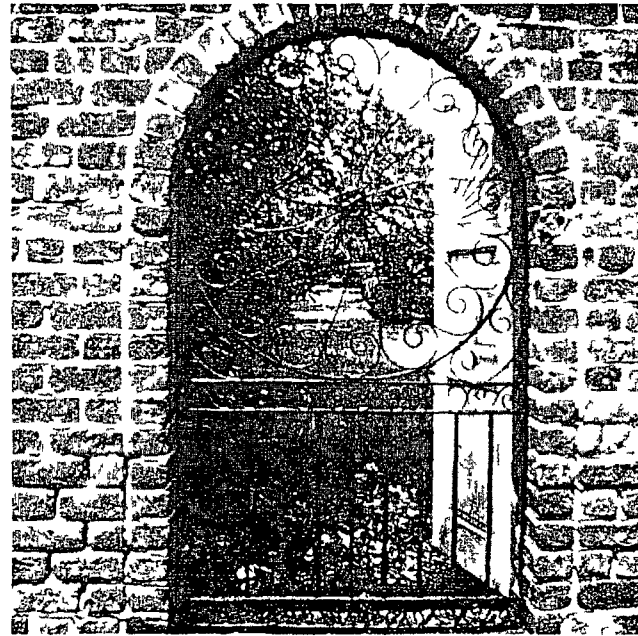
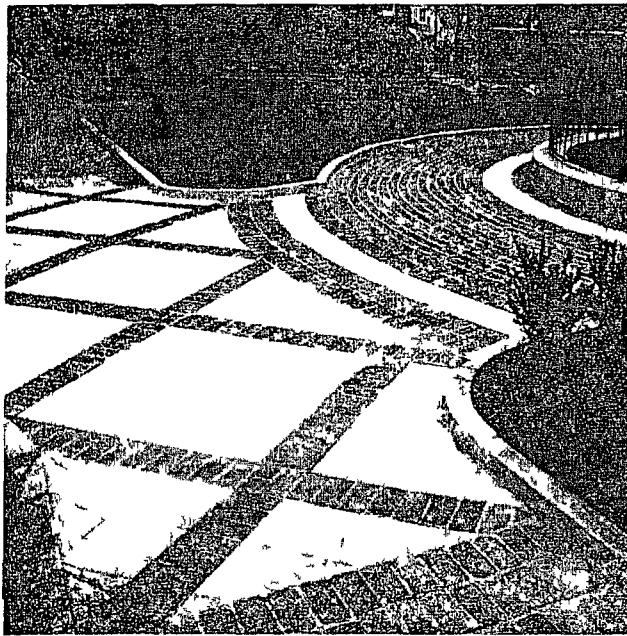
A community with high standards of design and many public amenities

- Recognize quality projects which exemplify superb architecture, urban design or craftsmanship
- Require garage designs to be compatible with surrounding buildings with retail uses on the first floor whenever feasible and to have appropriate landscaping
- Place utility lines underground or improve the appearance of overhead wires
- Phase in high pressure sodium lights with consideration given to developing a trial project in the historic district and concentrating on major corridors first
- Provide well located utility boxes both for aesthetics and for service access
- Consider well designed and well located bicycle parking in all design review processes
- Request that public and private developers provide public art as part of the construction or rehabilitation of new or existing development
- Seek legislation to permit the City to assess developers for the provision and maintenance of public art
- Provide a program through which the public can donate money for specific public amenities such as benches and street trees
- Refine sign ordinance to set appropriate limits on sign size for mini-warehouses and automobile dealers
- Develop ordinances which establish siting requirements for communication facilities and satellite dishes
- Evaluate progress and appropriateness of all former urban design plans adopted by the City of Charleston on a regular basis

ns

y

1624



DESIGN ELEMENTS

NATURAL CHARACTER PRESERVATION

Goal Preserve the natural character of Charleston while accommodating appropriate development

The natural beauty of Charleston is a gift which should be preserved. Towards this end, environmentally sensitive development should be mandated. Steps have been taken to ensure sensitivity through the landscaping and tree protection ordinances.

A further step to strengthen these ordinances is to require a street tree master plan be submitted for approval as part of the construction documents for any new street construction. Moreover, an areawide street tree master plan should be developed by the City Department of Parks in close concert with the County. This plan could stress the planting of indigenous species and trees with different life expectancies. The master plan should also discourage the practice of monoculture to avoid the widespread loss of trees due to disease and storm damage.

Currently, street trees are required in new commercial and multi-family development that fronts a public street or in new development where a parking area is located near a road, in which case trees or landscaping are required along the road. Street trees should be required for every new development and retroactively for commercial developments. The City could look at obtaining right of way encroachment permits from the highway department for tree plantings along primary state system streets. The availability of street trees at cost from the Department of Parks presents a wonderful opportunity to property owners. In addition to an initial purchase savings, the City also plants the trees. The owners are then responsible for maintaining the trees for the first year to ensure their survival.

One important ordinance still necessary for Charleston is an impervious surface ordinance. This regulation would limit the amount of impervious surface allowed on a lot. This ordinance is based on environmental impacts from stormwater runoff but is also an aesthetic issue. Some developments are meeting the requirements of the landscaping and tree ordinances, but are still too built up—that is, not enough green space is

provided in relation to buildings and parking lots. By requiring some minimum of unbuilt, unpaved area, the natural character can be preserved.

Based on the size and use, a specific number of parking spaces are required for each development. At times, developers add more spaces than required in anticipation of future demands. This can create an excess of paved areas on a lot. Setting a maximum limit on the number of parking spaces allowed for a specific use should be considered.

Objective and Policies

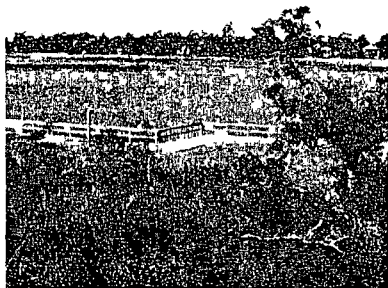
Development which ensures adequate landscaped area

- Require developers to submit a street tree master plan for any new development
- Create an areawide street tree master plan with the County
- Require street trees along all roads for any new development and retroactively for commercial developments
- Study feasibility of obtaining right of way encroachment permits from the highway department for tree plantings
- Establish guidelines which guarantee X' percent unbuilt area per development
- Consider establishing a maximum limit to parking spaces allowed for a use

HEIGHT LIMITATIONS

Goal Foster development of a city with building heights which 1) respect the historic downtown fabric and 2) provide variety where appropriate in suburban areas while acknowledging the context

The City of Charleston currently limits building heights by one of two methods—downtown there are height districts and in the suburbs each zoning category has height limits. The height limits range from as low as 25 and 35 feet to as high as 50 and 75 feet. Also, a height district of '3X' exists which allows building heights to be three times the distance from the adjacent right of way center line to the building facade. This '3X' district opens the way for heights limited only by building technology in the case of large parcels. Obviously, the



height districts and their limits need to be evaluated

Existing 3X district along the downtown water front are being evaluated by the City and proposed for reduction. A similar analysis should be conducted for the entire Peninsula

Height regulations also should be evaluated west of the Ashley. In certain areas such as the intersection of the Mark Clark Expressway and U S Highway 17 perhaps taller buildings may be appropriate. The '3X' district may not be the most appropriate means of allowing height because it is too permissive. Similarly on Johns Island a multi story (i.e. 75 foot high) office building is not appropriate but would be allowed under existing regulations

Objective and Policy

An urban environment which offers the opportunity for clustering tall structures only where appropriate

- Establish guidelines which permit tall structures and limit height where appropriate

HISTORIC PRESERVATION

Goal Preserve significant historic sites and areas

Numerous historic sites exist beyond the limits of the Peninsula. These sites are vulnerable to inappropriate development or renovations. A City wide historic landmark ordinance should be devised to address this problem. Such an ordinance could include a Board of Architectural Review process to ensure the protection of these historic treasures. Ideally the City and County should jointly develop and adopt this proposed ordinance

All historic sites need to be protected from intentional demolition by neglect. The media could provide a means of publicizing the neglect of these structures. In a more positive manner, the City should adopt a demolition by neglect ordinance which offers incentives to adequately maintain historic structures

Because of the City's historic significance there are many archaeological resources found underground that may need preserving. The City should evaluate the

need for and implementation mechanisms for an archaeological study and ordinance

A common problem in Charleston is the lack of skilled craftspeople to work on historic structures. In response to this problem, magnified by the hurricane in 1989, the City of Charleston and Trident Community Foundation are developing a program which will train people to become true craftsmen. The Charleston Crafts program will enable historic structures to be properly maintained

Objective and Policies

A community which preserves its heritage

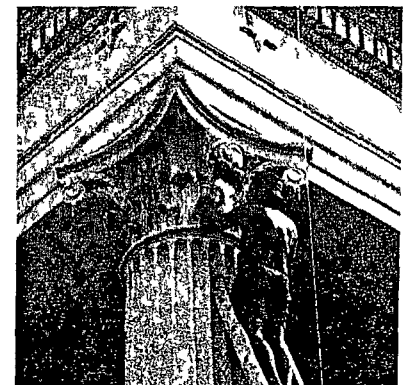
- Develop a city wide landmark ordinance which preserves significant sites, structures or districts by protecting them from inappropriate development or renovations
- Coordinate development of the historic landmark ordinance with the County
- Discourage demolition by neglect
- Evaluate the need for and implementation mechanisms for an archaeological study and ordinance
- Promote quality preservation, restoration and conservation through the crafts program

NEIGHBORHOODS NEW NEIGHBORHOODS

Goal Promote livable neighborhoods

Neighborhoods should be places of distinctive character. Design elements used in neighborhoods should be coordinated throughout so as to unify and contribute to its character. A neighborhood's character is expressed by things such as landscaping, building styles, street patterns and street furniture—utility poles, benches, signs and more.

Street paving materials and street construction methods contribute to a neighborhood's character. For example, curbs and gutters exemplify an urban area while swales or ditches are more rural in character. Currently the City requires curbs and gutters for all subdivisions unless the lots are one acre or greater. If lots are not one acre or greater, swale requests will



be evaluated individually by the Department of Public Service

Landscaping within neighborhoods usually is the result of each property owner's personal preference. This individuality contributes to the neighborhood's character by providing variety and interest. Beyond this private landscaping, the provision of landscaped entrances, street trees and buffers around the perimeter of neighborhoods would greatly enhance the character. In addition to requesting these treatments, the City should consider amending the landscape ordinance to require them.

The provision of gathering places, parks and open space should be encouraged by the City. Parks should be required based on the needs of each neighborhood. Such amenities can provide focal points and important opportunities for socializing.

Open space can also be achieved by providing a network of pedestrian and bicycle paths which do not need to be adjacent to roadways. Each neighborhood's network can be further enhanced by connecting it to other neighborhoods. Within these networks, natural features such as ponds can serve as focal points and offer public access to these amenities.

Open spaces can also be created by requiring new residential developments to be clustered. This results in a neighborhood with smaller than normal lots focused on open space such as ponds, woods, meadows, etc. much like the English commons. Located nearby should also be small commercial centers that would offer services to the communities without attracting large crowds or traffic.

Objective and Policies

New neighborhoods with the potential to develop into attractive communities

- Promote the creation of distinctive neighborhoods through the use of coordinated design elements such as entry ways, street patterns and paving, street furniture, landscaping and unique building types and styles
- Encourage the development of gathering places

80 • Urban Design

parks and open space for social interaction within each neighborhood

- Encourage neighborhood pedestrian and bicycle networks which are safe and attractive and connect with adjacent networks
- Encourage the preservation of the natural landscape

EXISTING NEIGHBORHOODS

Goal Protection of existing neighborhoods which project a unified image

The City of Charleston is fortunate to have neighborhoods of distinctive character. Because these neighborhoods are cherished by their residents and appreciated by non residents, the City should do all within its powers to protect and preserve them. The City should develop neighborhood plans that address land uses, density, preservation of historically or physically significant sites and other elements which help define the neighborhood's character. For example, in the older areas, corner stores with an upstairs residence may be a significant element of the neighborhood's image and should be encouraged by the City. A zoning ordinance revision should be adopted which permits retail or office use on the ground floor with residential use upstairs. To further encourage these corner stores, guidelines for the use of the commercial ground floor should be developed. These guidelines should recommend how to permit modifications which can be easily reversed should commercial uses become viable some day.

Also, the City should help foster a sense of cooperation with large institutions by working with the institution to maximize their opportunities within their clearly defined boundaries. Together, the City and institutions can work to minimize negative impacts on adjacent neighborhoods. This can be accomplished during the Technical Review Committee process, at which time master plans should be required.

In addition to actions which the City can take to protect neighborhoods, the developer also has important responsibilities. Whenever infill development does occur, the design should respect the existing architectural character of the neighborhood. A neighborhood design review board could ensure compatibility.



Restrictive covenants for a homeowners association may be placed on a neighborhood in order to safeguard distinct architectural character. The City could assist a developer by supplying a sample covenant prior to final subdivision approval.

As revitalization efforts move northward on the Peninsula and beyond, the City must take steps to halt the homogenization of Charleston's social fabric. A concerted effort should be made to enhance the social and cultural diversity in the most positive way. Original, authentic historic and colorful expressions of significant culture should be inventoried, photographed, researched and documented and used for resources. This cultural heritage can then be preserved, enhanced, reflected in new street furniture and other public improvements and even celebrated by the City.

Objective and Policies

Protection of existing neighborhoods which project a unified image

- Encourage preservation of land uses and physically or historically significant structures which help define the neighborhood's character
- Foster a cooperative planning effort between large institutions and the City by working together within clearly defined boundaries of the institutions
- Encourage infill development respecting the architectural character of the neighborhood with a neighborhood design review body for implementation
- Encourage developers to protect neighborhood character through property owners' restrictive covenants
- Inventory and record cultural diversity throughout the City and relate public improvements to this assessment

CORRIDORS

During the process of defining the urban design policies, it became logical to divide Charleston into corridors or roads with unifying and aesthetic character.

GATEWAYS

Goal Convey a positive image of the City at the main highway entrances

First impressions are lasting. We should seize the opportunity to make a positive first impression on everyone who enters Charleston by car. Specifically, the City of Charleston should develop urban design corridor plans for each gateway. These plans should address landscaping, the appearance of the street, signs, eyesores and, where appropriate, the architecture. Initially, staff could enforce these plans through the Technical Review Committee process with ultimate responsibility assigned to an urban design advisory board comprised of community representatives.

The City and Charleston Trident Chamber of Commerce could involve private and civic organizations in financing gateway beautification plans. A gateway contribution program would be much more effective than waiting for the City to finance such improvements. The sense of pride and accomplishment in improving part of the community would be a major incentive for program involvement.

When major roadway improvements are being planned, the City should negotiate with the South Carolina Department of Highways and Public Transportation to allow landscaping and the placement of utilities underground. For example, the City has agreed to design and plant the right of way around the James Island bridge ramps but the burying of utility lines should also be encouraged since the right of way will already be under construction.

Objective and Policies

Beautiful gateways to the City

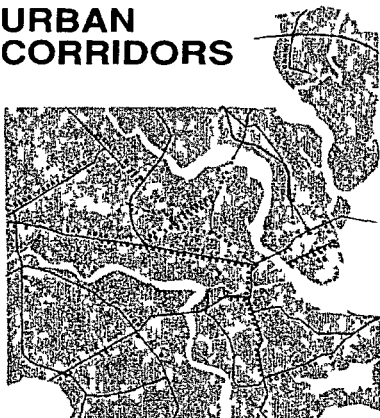
- Create an urban design corridor plan and urban design gateway plan for each highway entry (see map for location of entries)
- Require screening of unattractive land uses
- Involve businesses and civic organizations in adopting gateways for beautification projects
- Negotiate with the South Carolina Department of Highways and Public Transportation to allow landscaping improvements and to place utility lines underground when road improvements are made

GATEWAYS



To take a drive today between the countryside and the city between the airport and the downtown or between one suburb and the next is an invitation for an assault on our aesthetic sensibilities and our mental health. It's as if over the years we've become so numbed by the experience of driving along a roadside that has been bought up, clear cut, paved, and franchised that most of the time we don't notice the plastic clutter and congestion that mars nearly every community in the country. And even when we do notice—even when we do clamor for an end to the assault—we're confronted with the prospect of fighting a problem that has been building for years. (Kirk R. Bishop *Designing Urban Corridors*)

URBAN CORRIDORS



URBAN CORRIDORS

Goal Cohesive corridors which relate to human scale and pedestrian needs and which establish high standards of appearance

It is not necessary for a driver to be visually offended by views along the streets in Charleston. Instead, urban design plans for these corridors can be developed and implemented. Improvements recommended for older sections can be implemented by the owners, by regulations or by the City.

The intense development along these urban corridors causes heavy traffic. In fact, these corridors are the result of accommodating the automobile—not the pedestrian or bicyclist. Amenities for pedestrians and bicyclists have been neglected except for the sidewalk which is usually only several feet away from vehicles whizzing by at 40 miles per hour. Sidewalks need to be sufficiently separated from fast moving vehicles. Requirements of placing planters, large street trees or berms, between the road and sidewalk should be considered.

Pedestrian safety should also be addressed by adding crosswalks with pedestrian signals at all major intersections. The City should also inventory the number of handicapped accessible sidewalks in the City and create a funding program to make sidewalks hindrance free for the handicapped.

Once safety for pedestrians and bicyclists has been addressed, amenities need to be considered. Benches or low planter walls and bike racks should be common place. Since such amenities have not been required in the past, an assessment schedule based on commercial frontage could be considered. At a minimum, asking for amenities should be customary during the City design review process. This would be the ideal time to encourage the developer to use appropriate items from the 'urban amenities catalog,' as discussed in the overall policies section.

The City needs to regulate the use of public land including sidewalks for private uses such as cafes and vendors. These private uses should be permitted only where appropriate and should meet proper standards. The

82 • Urban Design

idea is not to discourage these uses but simply to ensure safety and a minimum level of quality.

Unsightly commercial sprawl assaults the senses when driving major corridors and contributes to the unsafe and confusing conditions. One method of relieving some of this chaos would be to reduce the number of access points along the highway. This can be accomplished by requiring adjacent properties to share access points. Incentives which encourage shared access should be considered in the new zoning ordinance.

Also, where possible, open or undeveloped space should be left to offer visual relief and variety along the road. The bikeway along St. Andrews Boulevard is an excellent example of open space in the midst of development, as is the courtyard in front of the new federal courthouse.

The residential character of St. Andrews Boulevard along Avondale and Moreland should be preserved. Currently the County's "OR" zoning district for this area prevents the demolition of these residential structures. However, these structures can be modified, resulting in a loss of character. Since the City cannot prevent demolition in this area, a zoning category which prescribes a residential character should be adopted. Standards which require residential scale, roof forms, windows, yards, street trees, and so forth while permitting office uses should be developed and adopted.

In developing urban design plans for beautification projects and bicycle and pedestrian paths, the City should work closely with the County to develop joint standards that would be regulated by both government bodies. In this manner, any new development, whether inside or outside the incorporated area, would be required to comply with the same guidelines, resulting in a more unified and balanced appearance. Consideration should be made for exploration of programs such as the Small Business Administration and other loan programs for funding of joint City/County projects.

Objective and Policies

Safe and attractive urban corridors

- Establish urban design plans for each corridor
- Provide sidewalks which are sufficiently separated

from fast moving traffic and crosswalks with pedestrian signals

- Provide pedestrian amenities such as benches and bicycle racks along sidewalks
- Regulate the use of public land (sidewalks) for private uses (sidewalk cafes, vendors etc)
- Inventory handicapped accessible sidewalks and provide funds to construct more ramps
- Consolidate access points onto corridors as much as possible to avoid unsafe and confusing conditions
- Encourage open space which provides visual relief from built environments
- Encourage the retention of existing residential type structures (not necessarily residential uses) along St Andrews Boulevard in order to preserve its character
- Develop joint standards for urban design plans for beautification projects and bicycle and pedestrian paths with the County and seek new funding sources for joint City/County projects

SCENIC CORRIDORS

Goal Preserve the scenic quality of the lowcountry along roads and waterways

The scenic beauty of Charleston is a gift which enriches all lives. The scenic roads and waterways provide an escape from urban and suburban conditions and remind us of our rural traditions—our heritage

Programs should be developed cooperatively between the City, County and SCDHPT to maintain scenic quality along corridors. The Adopt A Highway program could be expanded to include planting of trees, shrubs or wildflowers. Trash receptacles should be provided within safe pulloffs to discourage littering. An identification system should be developed to heighten awareness of being on a special road. The recognition of civic involvement could be included in this identification system.

Since scenic corridors—both roads and rivers—will eventually encounter development, measures must be taken to soften the impact. The City requires buffers along scenic roads but the effectiveness of this is diluted by the lack of similar requirements in the county. Neither the City nor the County require setbacks from the South Carolina Coastal Council's critical lines and freshwater wetlands. Such setbacks will preserve the

scenic quality of river corridors and protect them from toxic run off

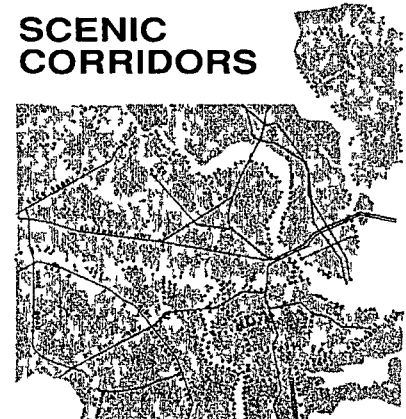
The City and County should require indigenous plants to be used within scenic buffers. Also, pedestrian paths should be developed along scenic corridors. For example, meandering paths would better relate to the informal character of scenic corridors than would rigid straight typical sidewalks. Unattractive uses such as junk yards should be screened. This will require landscaping revisions for the City in order to require retroactive screening. Once compatible ordinances are adopted for the City and County, development will not have a negative impact on the scenic corridor.

Thus far the scenic corridor, characterized by heavy vegetation, has been discussed. These tree lined corridors also open periodically to wide vistas across marshes or creeks. The Lowcountry Open Land Trust can be extremely useful in preserving these vistas. The continued success and publicity of this organization should be encouraged. The City and County should request view corridor dedication to the land trust during the subdivision process. Meanwhile the state can be lobbied to provide local property tax incentives for developers who provide such view corridors. Currently, only federal tax incentives are available through estate tax reductions or charitable donation benefits.

Objective and Policies

Natural corridors which are attractive and safe for all users

- Maintain and beautify scenic corridors
- Develop an identification system for scenic corridors
- Encourage the County to provide buffers similar to the City's along scenic road
- Protect scenic corridors along all South Carolina Coastal Council critical lines and freshwater wetlands to include restrictions on building height and set backs from the critical line
- Require indigenous plants within buffers
- Develop alternatives to sidewalks, such as meandering paths
- Establish requirements for screening unattractive uses along scenic corridors
- Preserve view corridors near water bodies or marsh



PENINSULAR WATER ACCESS PLAN

- EXISTING FACILITIES
- + INLAND LINKS
- UNDER DESIGN/
CONSTRUCTION
- LONG RANGE



PENINSULA PUBLIC WATER ACCESS

Goal Provision of safe inviting and continuous pedestrian water access around the southern tip of the Peninsula from Brittlebank Park to Charlotte Street

Charleston's waterfront is an asset whose potential is not yet fully realized. The popularity of the new Waterfront Park is evidence of the great desire for public access to the water.

Currently, one has access to the water at several disconnected locations—Brittlebank Park, the municipal marina, the Battery and Waterfront Park. Eventually, all of these sites will be connected by a coordinated system of walks, lighting, street furnishing, landscaping and graphics. This pedestrian network offers opportunities to provide interest and variety through fountains and other focal points by different pathway construction techniques and strategically located vista platforms. The City should develop and adopt an urban design plan that opens the entire water's edge to the public.

For waterfront areas not under the control of the City, zoning ordinance requirements which ensure setbacks from the water and entice developers into providing public water access should be adopted. Parking requirement variances could be considered in exchange for public water access as theoretically more people could arrive on foot than by car.

Objective and Policies

A unified, varied pedestrian system

- Provide a coordinated system of lighting, street furnishing, landscaping and signs
- Provide variety and interest through seasonal plantings, steps, ledges, benches, varied pathway construction methods (sidewalks, seawalls and boardwalks over marsh) and vista platforms
- Develop and adopt a public water access plan for unconstructed areas and an improvement plan for existing areas

DISTRICTS

Charleston has many areas that have overall unifying characteristics which enable them to be thought of as

districts. For example, the Medical Complex is a district with land uses primarily devoted to health care. The following sections deal with districts which merit special urban design attention.

HISTORIC DISTRICT

Goal Encourage preservation of Charleston's architectural heritage

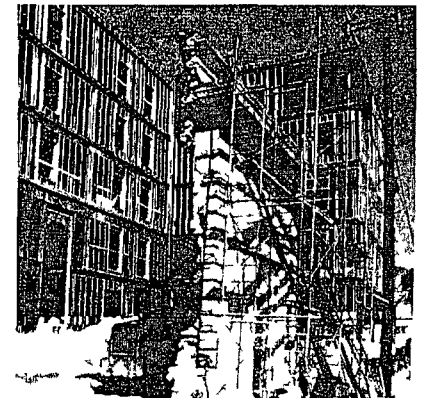
The City of Charleston's 1,785-acre historic district contains a world famous mix of buildings in varied conditions of repair. Several strategies should be used to promote preservation, including education and the development of incentives.

Educating the public to appreciate the city's architectural heritage and its maintenance should be encouraged. The Historic Charleston Foundation's Heritage Program in the public schools is a wonderful method of teaching the importance of Charleston's architecture and raising the students' level of awareness and appreciation. The participation of the Preservation Society and the Charleston Chapter of the American Institute of Architects could enhance this program.

The City could also improve appreciation for and maintenance of historic buildings by preparing guide lines much like those that already exist for the East Side neighborhood. Guidelines which acknowledge the economic, social and cultural differences in the City would be ideal. For example, less expensive roofing materials could be permitted in economically depressed areas.

The City can consider developing several types of incentives to encourage people to properly restore and maintain historic structures. For example, the City could develop tax abatement incentives or seek loans which can be made available to the public at reduced rates and lobby for federal government incentives. An ordinance preventing intentional demolition by neglect could offer incentives for proper maintenance.

The rapid growth of Charleston and the redevelopment of the historic district will require the City to update its architectural rating survey on a regular basis. The lower portion of the Peninsula should be resurveyed as



soon as possible since the last survey's information is more than 17 years old and contains discrepancies. The City could also amend the zoning ordinance to acknowledge development patterns in the historic district specifically setback requirements. Currently, the zoning ordinance is geared more toward the suburban development patterns. This results in setback variance requests in the more densely developed downtown where smaller setbacks are typical.

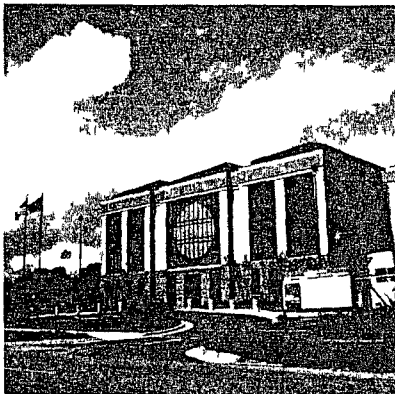
Objective and Policies

A district of properly restored and maintained structures

- Encourage schools to utilize the Heritage Program and encourage involvement of the preservation groups and local chapter of the American Institute of Architects
- Develop design guidelines for properties that acknowledge the economic, social and cultural characteristics of the area
- Encourage incentives for preservation
- Update the architectural rating survey for the lower portion of the Peninsula and establish a regular updating process
- Amend the zoning ordinance to reflect the historic district's development patterns

LOCKWOOD DRIVE EXTENSION DISTRICT

Goal Encourage development of appropriate intensities



This district bounded by Spring Street, Fishburne Street, Lockwood Drive Extension and Hagood Avenue, contains several large sites which may be developed in the near future. Given this district's proximity to Highway 17, any development will be highly visible—especially entering the Peninsula from West Ashley. Also, this area is adjacent to the passive Brittlebank Park, the active Stoney and Harmon Fields, a two story public housing project and several high rises (hotels and offices). Given the surrounding uses and resulting constraints and opportunities they present any development must be carefully considered.

Currently, the height district for this area would permit high rises limited only by structural considerations. The

City must evaluate this area and amend the height districts to ensure appropriate development. A logical initial consideration is to place lower buildings on Hagood Street across from the open space and residential area and then permit a stepping up of heights to the west. The City has already enacted height limit reductions for land between Lockwood Drive Extension and the Ashley River but the process must continue across the street.

Objective and Policies

Development area which has a positive impact on the adjacent gateway and water access district

- Evaluate the area for intensities of use and building heights

MEDICAL COMPLEX DISTRICT

Goal To promote orderly growth in the health care industry

The Medical Complex in downtown Charleston is generally defined by Cannon Street, Rutledge Avenue, Gadsden Street and Lockwood Drive. Some medical institutions extend beyond this district and certainly associated uses are not confined to this district.

The major problem of this district is its undefined and constantly changing limits which have a negative effect on the adjacent neighborhoods by adding inappropriate uses, increasing traffic and parking problems. The Calhoun Corridor Partnership should be able to solve this problem and promote orderly growth by establishing communication between the City, neighborhoods, institutions and South Carolina Department of Highways and Public Transportation. The City should continue to support the Calhoun Corridor Partnership.

Each major institution in the Medical Complex has its own design image which contributes to the boundary confusion. Ideally, the Medical Complex should be thought of as several organizations with the same purpose—to provide health care. If a coordinated system of urban design were adopted by all tenants the entire district would benefit and confusion would be eliminated. Again, the City should continue to support

the developing Calhoun Corridor Partnership since this coordinated district is one of the partnership's focuses

The Medical Complex can be approached from several directions. Each institution needs to present a front door for people approaching from each direction. The Medical University of South Carolina (MUSC), for example, is not presenting a good first impression for those who approach it from Cannon Street. MUSC's parking lots and unattractive buildings need to be replaced with buildings and landscaping which set the tone for the MUSC campus and medical complex as a whole. The program of communication envisioned by the Calhoun Corridor Partnership should help this situation.

Objective and Policies

Thriving health care institutions which are an asset to adjacent neighborhoods

- Encourage communication among institutions, the City, South Carolina Department of Highways and Public Transportation and neighborhoods to ensure coordinated growth
- Develop and encourage the adherence to a coordinated system of lighting, street furnishings, landscaping, parking and signs
- Encourage MUSC to use its Cannon Street properties for more than just parking lots and garages
- Encourage MUSC to develop this area as its northern boundary and one of its primary entries

ALBEMARLE POINT

Goal Encourage high quality mixed use development which acknowledges its visual impact on the historic district and adjacent roads and waterways

Albemarle Point, once a primarily industrial area, has undergone drastic redevelopment. The majority of the land is prime property for redevelopment once the James Island bridge construction staging site is removed. The City has already addressed the zoning and heights in this area but has not recommended any design concepts. The major concept to be considered is the placement of lower buildings around the site's perimeter adjacent to South Carolina Coastal Council

critical lines with higher buildings in the center of the property. This concept, along with landscaping within the setback, would help soften the development's impact on its surroundings.

Currently, building heights are limited to 50 feet. The required setback from the general highwater mark is 25 feet and the setback from the manmade canal is 10 feet. During the design review process of the Technical Review Committee and the Board of Architectural Review, the developers can be encouraged to place lower buildings along the site's edge. Also, public access to the water's edge should be encouraged.

An additional design concept, which the City cannot mandate but which is permitted through the site's zoning, is the ability to develop a self-sustaining community. This simply means a mixed use development which offers living, working, shopping and recreation opportunities. If this site can develop in this manner, it will be a much more lively place with the opportunity to provide a variety of architectural forms.

Objective and Policies

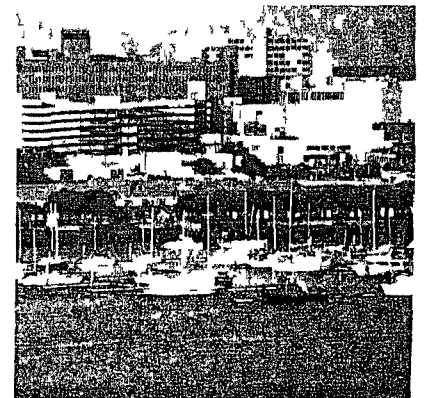
An attractive development at Albemarle Point

- Encourage lower buildings along the perimeter adjacent to South Carolina Coastal Council critical areas—higher buildings (50 feet) inland, encourage public access along water's edge
- Encourage natural vegetation to be retained or planted within the setbacks from marshes in order to soften the development's impact
- Encourage a mixture of land uses to allow a self-sustaining development

DANIEL ISLAND

Goal Encourage appropriate development of Daniel Island

As Daniel Island becomes a very important part of the City's future, we are provided with an opportunity to implement design concepts for quality and appropriate development. The following recommendations deal with basic concepts for Daniel Island which can be expanded into appropriate ordinances including urban design guidelines.



Given the visibility of Daniel Island from Charleston and the impact development can have on adjacent communities, low rise development should occur on the island's perimeter. Mid rise development should be permitted near the interstate. This concentration of density at the interstate will minimize impact across the island. In order to soften development along the interstate, a buffer of natural or planted vegetation should be retained.

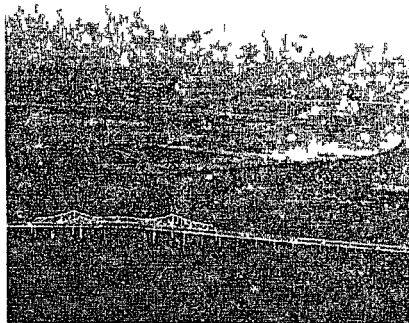
Public access along portions of the island's edge should be provided with unifying elements used throughout. For example, lighting, benches, landscaping and signs can serve as the unifying elements.

The development of Daniel Island will provide an opportunity for a high quality mixture of residential and commercial communities. Development will be enhanced with public parks, natural areas, outdoor theater, waterfront promenades and marinas. Design guidelines are encouraged.

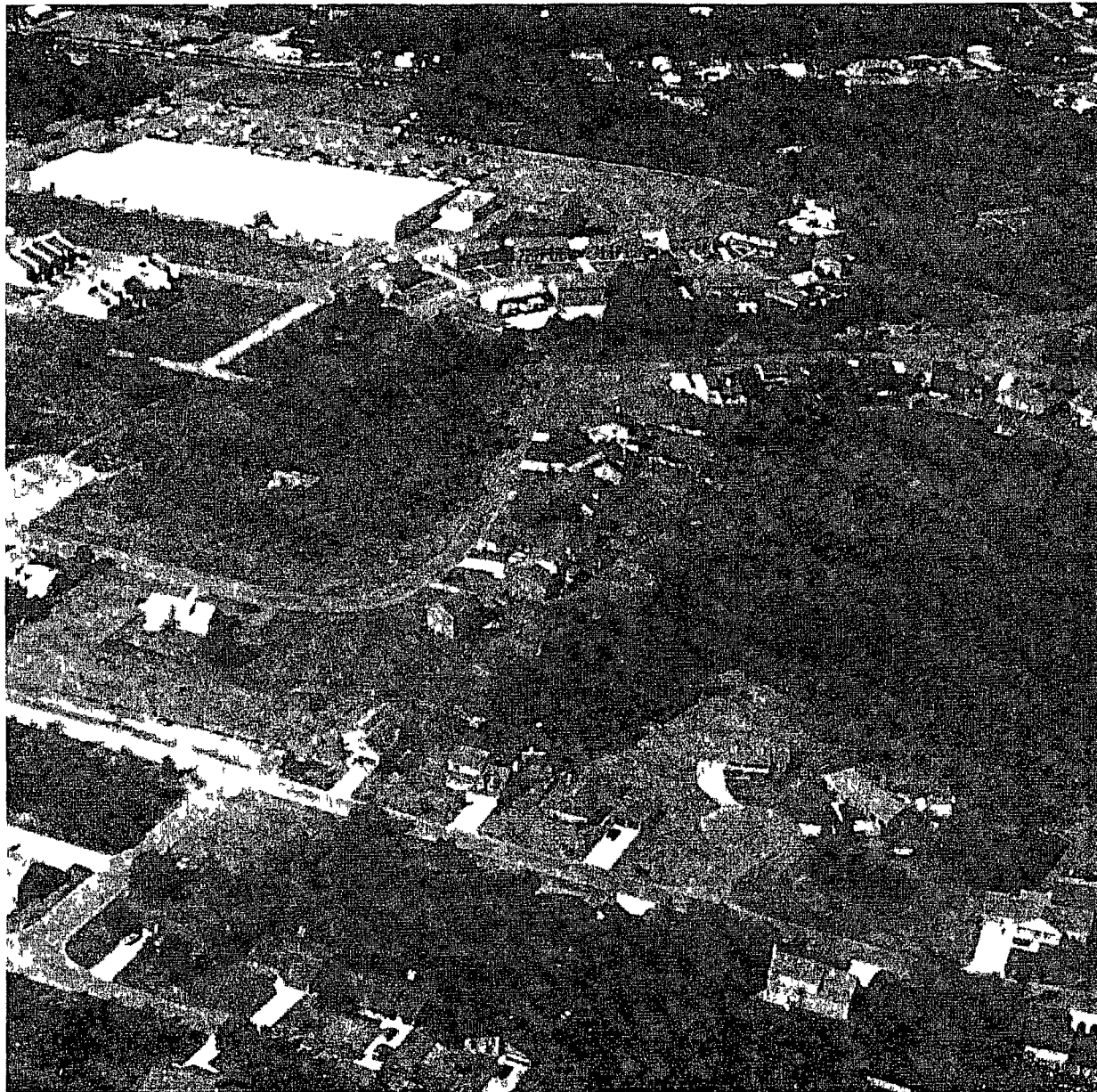
Objective and Policy

A dynamic strategy for Daniel Island's urban design

- Adopt development plan and appropriate ordinances which include urban design guidelines for Daniel Island. The plan should encourage design guidelines, a buffer along the interstate, lowrise development on the southern tip, higher density near the interstate and public water access around portions of the perimeter.



LAND USE



Fe
pa
ar
cl
bu
ac
ch

Ge

On
ide
us
da
in
of
ar

Be
th
tic
tro
hs
Hi
cl
ar
ar

Re
er
th
er
de

Fl

Th
be
be
fu
ec
ci
ir
h

*The future is not so much to be predicted
but to be chosen*

*"The Challenge of Change"
American Planning Association video*

Future land use recommendations are the single most powerful element of this plan in terms of their potential to determine suitable growth in developing areas. This plan does not wipe the City's slate clean or attempt to create the ideal city. Rather, it builds on the existing patterns of uses. To best accomplish this, we have looked at our land use changes from 1978 to 1989.

Goal Develop and maintain a balance of land uses which conveys good stewardship of our resources, our land, and our quality of life.

Only general comparisons can be made between the identified 1978 and the 1989 land uses because 1978 uses only cover areas in the City at that time. The 1989 data covers uses within the larger study area which includes the City plus lands which may become a part of the City within the next ten years, such as developed areas encircled by the City.

Both the 1978 and 1989 land uses were identified through a lot by lot survey of existing physical conditions. Commercial growth has occurred along major traffic corridors. Residential areas have been established in close proximity to commercial service centers. High density residential areas occur in the central core close to the City's original office, retail, and service areas. Industrial areas have continued in the Neck area and scattered locations west of the Ashley River.

Recommendations for land use take several forms and emphasis. First recommendations will be focused on those related to the future land use map. Then the emphasis will shift to policies related to new residential development, mixed uses, and rural preservation.

FUTURE LAND USE MAP

The plan strives to achieve an appropriate balance between preservation and development as well as between public and private interests. In determining future land uses, consideration is given to the social and economic needs that have been identified by the policies in the plan as well as the compatibility with existing uses. These needs are subject to environmental limitations, public service capabilities, and proposed

expansions to City services. Land use policies are also influenced by changing demographic patterns and trends such as smaller households and increases in elderly and ethnic populations.

In order to encourage orderly and efficient development and redevelopment of underutilized land, a future land use map was created. This map directs growth to suitable sites. Of primary significance are those areas where the future land use is different from the existing land use map. These are areas where, over the next ten years, a change in use is supported. The future land use map is inserted at the back of the plan.

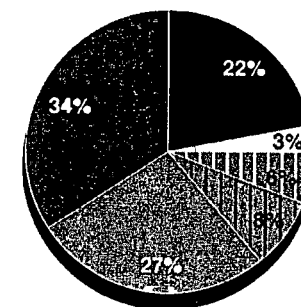
A land use designation does not replace or guarantee a particular type of use. It does not mean that a particular property can be automatically developed with the use shown on the map. Land use establishes an overall framework within which growth could occur. Decisions on major changes in land use should be based on further analysis such as regional growth studies.

Determinations of future land use designations are not a simple matter. However, for the purposes of comprehensive planning, future land use categories have been condensed as follows:

- **Marsh** Properties which are indicated on general maps as marsh or wetlands should be conserved.
- **Rural/Low Density Residential** Areas where gross residential density is less than one unit per acre up to five units per acre. This category does not automatically enable the property owner to rezone these areas for five units per acre. Rezoning will be considered on a site specific basis and only as adequate infrastructure commitments are in place. Preservation of agricultural uses and rural character is supported.
- **Medium Density Residential** Development whose gross density is between five to nine units per acre. Recommended areas for this density cover the southern end of the Peninsula near the Battery, Hampton Terrace, and Wagener Terrace. West of the Ashley River, this density is recommended primarily along existing or proposed four lane roads.
- **High Density Residential** Nine or more units per acre are recommended for most of the Peninsula and in developing areas at major traffic intersections such

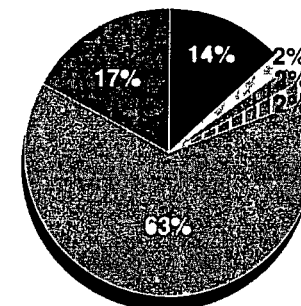
LAND USE

1978
LAND USE
CITY OF CHARLESTON



VACANT/STRIP/PRKG
PARKS/AGRICULTURAL/MARSH
INDUSTRIAL
INSTITUTIONAL
OFFICE/COMMERCIAL
RESIDENTIAL

1989
STUDY AREA
LAND USE



VACANT/STRIP/PRKG
PARKS/AGRICULTURAL/MARSH
INDUSTRIAL
INSTITUTIONAL
OFFICE/COMMERCIAL
RESIDENTIAL

See chart page 100

as the Mark Clark Expressway and 61 Expressway. The use of this land use category will require further analysis by staff, officials and citizens to determine appropriate maximum density.

- **Park and Recreation** Lands which are existing or proposed for use as active or passive parks
- **Lighter Impact Commercial** This category includes neighborhood oriented commercial uses, offices and banks. These types of uses are good neighbors to residential areas because they generate less noise and less traffic, while providing services or goods which the residents need.
- **Higher Impact Commercial** Uses identified for these areas would include shopping centers, gas stations and large restaurants, the type of businesses which generate more noise and traffic. Generally these uses are recommended for major traffic arteries.
- **Institutional** These land uses include cemeteries, churches, hospitals, colleges, schools and government facilities. These uses tend to be community oriented facilities which are compatible with residential areas. Future institutional land uses primarily reflect existing facilities.
- **Light Industry** Uses proposed within this category include business parks, agricultural packing facilities and high technology and low impact industries. Recommended areas lie at major traffic intersections where visibility is good but access is not direct. The Johns Island Executive Airport is a good example.
- **Heavy Industry** The Neck area is the primary location for heavy industrial future land uses. This area historically has served this purpose because of access to deep water, rail lines and the interstate and its distance from most residential areas. Heavy industrial uses produce more noise and odors than any other land use.



Future land use recommendations are shown on the Future Land Use map inserted in the back. While recommendations have been made in a comprehensive, city wide manner, the rationale for significant recommendations are described below for the five districts of the study area.

PENINSULA This area of the city, due to the tremendous build out of the past, has a limited supply of small vacant tracts remaining which are suitable for residen-

tial development. Therefore the Peninsula has experienced limited population growth for the past ten years. Extensive commercial redevelopment has occurred over the past decade in the vicinity of Charleston Place. This trend is anticipated to continue but will be focused above Calhoun Street. Trends in rehabilitating the older homes for residential use and the desire to live closer to one's workplace are expected to stabilize the peninsular population. There are also several tracts along the Ashley River that could be conducive to more intense development while providing opportunities for more residential, commercial and office developments. These, among others, will be mentioned in the discussion which follows. Much of the Peninsula's future land uses reflect existing land uses. Changes include the following:

- Spring and Cannon Streets should be a mixed use housing and commercial area. The current zoning allows all housing units to potentially become commercial enterprises. We recommend that a study be made of rezoning this area because of the dire need for housing. Additionally we recommend that the Local Development Corporation focus financing efforts on mixed use rehabilitation projects on Spring and Cannon Streets. Finally, other incentives should be evaluated to retain housing in this area.
- On Calhoun Street existing residential uses should be encouraged for retention of residential life along the corridor. Any new development will fall under the guidelines of the *Calhoun Street Corridor Study*.
- The west side of Meeting Street, from Conroy Street to Brigade Street, is recommended for high density residential use. This is its existing use; however, it is zoned Limited Business.
- F and H Streets, near the Habitat for Humanity's renovated houses are used residentially but zoned Light Industrial. Rezoning to Diverse Residential 2 is recommended.
- The State Ports Authority (SPA) property lying east of East Bay Street and between Market Street and Laurens Street is recommended for a mixture of high density residential and commercial if the SPA should choose to leave this property.
- Underdeveloped and underutilized areas along the waterfront should be investigated as potential

waterfront mixed uses providing shopping dining and housing opportunities

- Broad Street between East Bay and Meeting Streets should be used for offices housing and small service and restaurant uses which operate from 7 a m to 8 p m This recommendation is made to protect adjacent neighborhoods and encourage the retention of offices near the Four Corners of Law
- Meeting Street along the East Side and Ansonborough neighborhoods should be lighter impact commercial uses where possible This area should be studied for rezoning to commercial transitional zoning
- The Market Street area is recommended for commercial uses Much of this area is zoned Light Industrial Accommodation This area's rezoning to General Business Accommodation is supported
- The land lying between Meeting and King Streets and between John and Columbus Streets is recommended for commercial use Rezoning from Light Industrial Accommodation to General Business Accommodation is encouraged
- East Bay Street from Laurens Street to South Street on the East Side is recommended for further study The future land use map indicates a mixture of commercial and light industry for this area The *Calhoun Street Corridor Study* recommends rezoning from Light Industrial Because of industrial employment opportunities in this area further study evaluating this potential is recommended
- Morrison Drive and its vicinity is recommended for light industrial use The area should be marketed as a building supply and light manufacturing corridor
- The Neck area along the Ashley River is recommended for heavy industrial uses This has historically been the area's use An analysis of the land's productivity as a heavy industrial use should be evaluated before any change in use is supported Particular emphasis should be placed upon the environmental constraints of this land as well as the impact of its redevelopment on Rosemont
- The undeveloped land in the general vicinity of Fishburne and Hagood Streets and Lockwood Boulevard are recommended for park and office uses Prior to development it is recommended that a study be conducted which focuses on the traffic and

riverfront accessibility of this area It is also recommended that the long term use of this area provide special event parking for off hours

- The existing boundaries for The Citadel are recommended as limits for The Citadel campus Development of the Ruston property should be accessed through The Citadel's property rather than through Wagener Terrace
- In addition to the existing College of Charleston properties, should the Bishop England campus become available, the City should support the College's expansion onto this campus Otherwise the College boundaries should be confined as defined in the policies Because of the impact of College students on adjacent residential neighborhoods, the City should work with the College to provide more on campus housing and parking The City should support the College's efforts to gain university status because of the community benefits
- Expansion of the Medical University of South Carolina (MUSC) to the south side of Cannon Street is encouraged Other boundaries should be confined as defined in the policies It is recommended that the City support MUSC's effort to provide housing and parking on or close to its campus Both of these efforts may require joint ventures with a private developer or other area hospitals

WEST ASHLEY The population of the West Ashley area is expected to be more dense and increase at a more rapid rate than the other areas This is due in part to the availability of developable land and to the existing medium density zoning districts With the construction of the Mark Clark Expressway adjacent land areas will also be opened to a compatible mix of residential and commercial uses

The following are recommendations within the developed areas

- Wesley Road, Folly Road and Savannah Highway in the vicinity of the Crescent, Windemere Byrnes Down, Westwood and Mooreland have all received requests for rezoning from residential to business zoning Residential uses exist and, therefore, no rezonings are recommended
- St Andrews Boulevard from Riverdale Street to



Avondale Street is recommended for lighter impact commercial uses on the future land use map. Office zoning is recommended which corresponds with the zoning on the other side of St. Andrews Boulevard. Furthermore, it is recommended that a new zoning category which restricts office developments to the size and character of a residential structure be considered for this area.

- Savannah Highway frontage at Ponderosa subdivision is recommended for high density residential although zoned for commercial usage.

In the developing areas west of the Ashley, the land use map recommendations are primarily those recommended by the *61 Corridor Growth Management Plan* with these exceptions:

- Southwest corner of Bees Ferry and Ashley River Roads is recommended for medium density due to lack of traffic capacity in the vicinity. The current zoning allows 26 units per acre.
- Savage Road near its intersection with Orleans Road is recommended for use as a business or office park.
- Residential acreage off the 61 Expressway is recommended for five to nine units per acre. From initial in-house traffic capacity analysis, density within this range can be supported by the planned traffic system.

JAMES ISLAND The population of James Island experienced a significant increase from 1980 to 1990 of 12 percent. This trend will slow during 1990-2000 as the area becomes more saturated with development and fewer large residential tracts remain. With the opening of the James Island Bridge in 1993, providing easier access, this area will be more desirable for residential and commercial development.

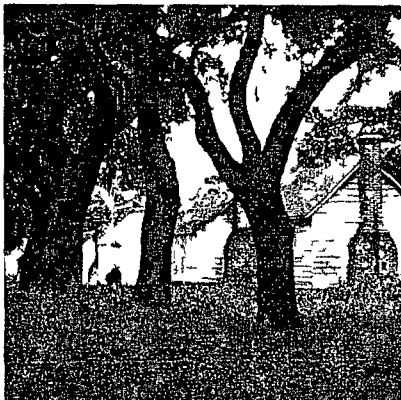
- McLeod Plantation is recommended for conservation and development as an historic interpretive center. The house, which was built in 1858, its dependency structures and the site have significant bearing on architecture, agricultural, landscape architecture and military African American and Indian history.
- Four lane roads were identified as the location for medium density residential usage. New opportuni-

ties for this development lie along Maybank Highway behind James Island Shopping Center and on Folly Road just south of the James Island Expressway. The east side of Folly Road from Tatum to Harborview Road is recommended for office use. Many of these properties are already used as offices.

- Tracts lying adjacent to the intersection of Folly Road and the proposed James Island Expressway are recommended for a mixture of medium to high density residential and light commercial uses.
- Along Maybank Highway, just before the Stono Bridge is land which is recommended to be conserved because of the scenic vista to which it contributes. An easement to the Lowcountry Open Land Trust is encouraged.

JOHNS ISLAND Although population projections indicate there will only be a 393 person increase on Johns Island over the next ten years, growth could be influenced by the availability of large undeveloped tracts, planned highway improvements and infrastructure expansion. Economic activity will be limited to small commercial nodes along Maybank Highway and Bohicket Road. The light industrial areas around the Executive Airport will support new industrial uses. Future study should evaluate the use of land along the new Betsy Kerrison Parkway. When any development does occur, it is important that adequate facilities and services be planned. Therefore, recommendations for land use are supportive of those determined in the island's plans. Recommended changes include the following:

- Maybank Highway from east of Southwick Avenue to a point across from Stafford Road is recommended for office use in both the *Johns Island Plan* and *Charleston 2000*. It is recommended that this office node be extended north to the wetlands or to the rear property line with the condition that curb cuts are minimized. This recommendation is intended to reduce the number of flag lots and the need for additional curb cuts to serve rear properties which had been recommended for single family use. Because wetlands lie at the rear of most of these properties, it is expected that only minor amounts of additional office development will be permitted.
- The properties fronting on Maybank Highway are



recommended for medium density residential use on two conditions First, such rezonings would not be supported until the traffic capacity is increased on the Stono and Limehouse Bridges Second only properties which have at least 400 feet of frontage on Maybank Highway will be supported for rezoning

DANIEL ISLAND Daniel Island provides 3,900 acres of development opportunities It is estimated that as many as 1 200 housing units and 50 000 square feet of retail could be built on the island by the year 2000 The opening of the Mark Clark Expressway in 1992 makes these projections plausible Development for Daniel Island is envisioned to be more self sufficient with residential villages which include community oriented services integrated into the design of the development and the lives of its residents Higher density residential developments are recommended for areas near the proposed interchange with Mark Clark Expressway as are office and commercial uses Public service facilities such as police and fire sub stations and other satellite services of City Hall would also be located near this interchange

Objectives and Policies

Protect residential communities from impact of adjacent commercial activities where residential development remains viable

Provide commercial and community opportunities in appropriate locations in order to provide employment, shopping and convenient services in close proximity to residential communities

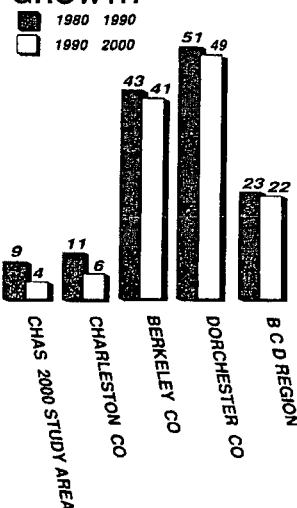
PENINSULA

- Study rezoning to Commercial Transitional or Diverse Residential 2F from Coming Street to just east of President Street on Spring and Cannon Streets
- Focus Local Development Corporation efforts on mixed use commercial and residential rehabilitation on Spring and Cannon Streets
- Provide incentives to retain housing on Spring and Cannon, if the area is not rezoned for residential uses
- Retain existing residential uses and zoning

- Recommend rezoning the land between F Street and the west side of H Street from Light Industrial to Diverse Residential 2
- Rezone Broad Street to permit office housing small service and restaurant uses from 7 AM to 8 PM
- Study rezoning Meeting Street along the East Side and Ansonborough neighborhoods to commercial transitional to protect adjacent residential uses and streetscape
- Recommend rezoning the Market areas from Light Industrial Accommodation to General Business Accommodation
- Recommend rezoning the land between Meeting and King Streets and between John and Columbus Streets from Light Industrial Accommodation to General Business Accommodation
- Prepare land use plan and rezone the SPA land from Market to Laurens Streets should the SPA move its operations
- Assess development potential of underutilized areas along the waterfront area
- Study industrial development potential prior to the rezoning of East Bay Street from Laurens to South Streets from Light Industrial to Commercial
- Encourage development of the Morrison Drive area as a building supply and light manufacturing corridor
- Recommend retention of industrially zoned land until economic analysis of City industrial land can be evaluated with focus on environmental implications and impact to the Rosemont community
- Study future use of Fishburne, Hagood and Lockwood Boulevard general vicinity with particular focus on traffic and riverfront accessibility
- Support long term redevelopment of City property south of Fishburne Street to include event parking for the stadium during off hours
- Support development of The Citadel's Ruston property through interior access only and to be a good neighbor to Wagener Terrace residents
- Should the Bishop England campus become available support the expansion of the College onto this property Otherwise, the College boundaries should be confined to westward to Coming Street southward to Beaufain Street, northward to the south side of Duncan and Vanderhorst Streets and eastward to the east side of St Philip Street excluding



PERCENT OF POPULATION GROWTH



residential properties including existing locations outside these boundaries

- Support residential housing and parking for the College to diminish the impact of the College on adjacent neighborhoods
- Encourage expansion of the medical complex north ward to Cannon Street No further expansion should take place south of Calhoun or east of Rutledge Avenue However existing residential uses between Ashley and Rutledge Avenues shall remain
- Support joint venture housing efforts between MUSC and private developers close to or preferably, on the campus
- Support joint venture parking garages with area hospitals

WEST ASHLEY

- Zoning should be office along St Andrews Boulevard from Riverdale Drive to Avondale Avenue
- Study the use of a zoning category which restricts office developments to a size, height and character which will be compatible with area residential structures in new zoning ordinance

JAMES ISLAND

- Rezone southeast corner of Folly Road and Country Club Drive to conservation and develop as an historic interpretive center
- Recommend a mixture of medium to high density residential and light impact commercial uses near the intersection of Folly Road and the proposed James Island expressway
- Recommend that the Lowcountry Open Land Trust encourage donations of land or easements of property for preservation of the vista at Maybank High way just before the Stono River Bridge

JOHNS ISLAND

- Recommend extending Maybank office node north to the wetlands or to the rear property lines with the condition that curb cuts are minimized
- Upon increased bridge capacity and at least 400 feet of lot frontage support medium density residential zoning along Maybank corridor

NEW RESIDENTIAL DEVELOPMENT

The tri county area is an attractive location for new

94 • Land Use

residential and business developments As seen in the chart entitled 'Population Growth' the Charleston 2000 study area is projected to grow considerably less than the other local jurisdictions However, the 3.5 percent increase in population and the decrease in household size will create a need to add approximately 5,977 more households over the next decade or 598 households per year to the study area

How does this expected growth compare to the past ten years? Over the past decade the City of Charleston issued an average of 720 permits per year So, more residential building permits were issued in the city of Charleston over this period than are expected to be granted from 1990 to 2000 in the larger study area

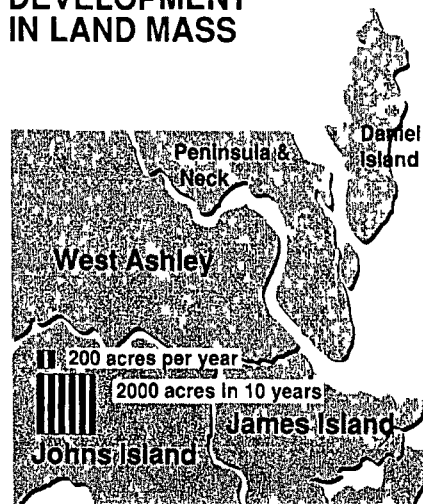
With the projected increase in the number of dwelling units between 1990 and 2000, attention must be turned to the amount of land needed for this development Assuming these units are developed at an average of 3 units per acre 2,000 acres will be needed over the 10 year time frame or an average of 200 acres per year To visualize 200 or 2,000 acres refer to the map entitled '1990 2000 Residential Development in Land Mass' By referring to the existing land use map and those lands identified as forests, fields and open space those lands available for development can be identified

RELATIONSHIP TO THE REGION

Density, traffic capacity environmental protection and design features are significant contributors to our community's quality of life Because the City does not operate in isolation from other local jurisdictions and because the region's growth rate for the next ten years is projected at 22 percent or an increase of 119,340 people, a regional or at least county consensus on protecting the primary features of our community's livability is essential Based on general goals, a growth management study should be conducted to closely evaluate the region's traffic and environmental capacities and identify opportunities and parameters for growth for local jurisdictions

Within this study rural areas which should be preserved would be identified along with ideal locations for more intense development

1990 - 2000 RESIDENTIAL DEVELOPMENT IN LAND MASS



Special focus should be placed on those areas identified for rural and low density residential uses on the future land use map

Objective and Policy

Plan for the larger community's goals

- City County of Charleston and other jurisdictions in the tri county area should develop a growth management study using the results of a comprehensive traffic capacity study along with environmental analysis. From this make land use and zoning recommendations which will protect the quality of life for generations to come

RESIDENTIAL DENSITY

The City of Charleston plans to provide new housing in a variety of densities and in appropriate locations. Currently the densities, also referred to as units per acre, are far from uniform, symptomatic of typical differences between urban, suburban and rural areas. The following chart depicts general density change from 1978 to 1989.

	Density Units/Acre	
	<u>1978</u>	<u>1989</u>
Peninsula	15.9	17.8
West Ashley	3.9	3.5
James Island		2.7
Johns Island		1.0
Study Area		3.8

For the past decade, the chart portrays both an increase in urban density for the Peninsula and a decrease in suburban density for West Ashley. General density information is depicted on the map entitled "Residential Density."

In planning for the future, the City needs to be aware of the various components which are part of the distinctly different areas of the City as it strives to zone land and permit future development respectful of these differences. Before an area can plan for future land uses it must clearly define uses and the correlating regulatory zones. The chart entitled "Density Definitions" is offered to clarify terminology.

We need to understand how vehicular and mass transit traffic patterns relate to density permitted by zoning. Therefore, use of a traffic capacity model is recommended when considering future land uses and when evaluating rezoning applications which would increase the allowed density. This policy is a departure from the idea that developers should provide the traffic capacity study. Placing the responsibility for a capacity study on the City provides a multi purpose tool to regulate and control new development. For long term use, this model should be kept up to date.

Often medium and higher density zonings are identified in future land use maps based upon planned roadway improvements. Because of the current uncertainty of future roadway funding, it is recommended that medium and high density zonings or rezonings be made only when improvements are in place or under construction or mass transit services are expected to satisfy the additional traffic demand.

The zoning ordinance permits planned unit developments which allow a compatible mix of residential and neighborhood oriented commercial uses. Mixed use developments tend to decrease the need for vehicular trips and should be encouraged.

Several new zoning categories are needed which recognize the rural residential character in certain sections of our suburban areas, particularly on Johns Island and parts of Highway 61 and James Island. This is especially important as annexation continues in these areas and in and around Daniel Island.

First, a rural, residential zoning category is needed in the vicinity of the plantations along the Ashley River. In the *61 Corridor Growth Management Plan* such a category was recommended which would allow no more than one unit per two acres.

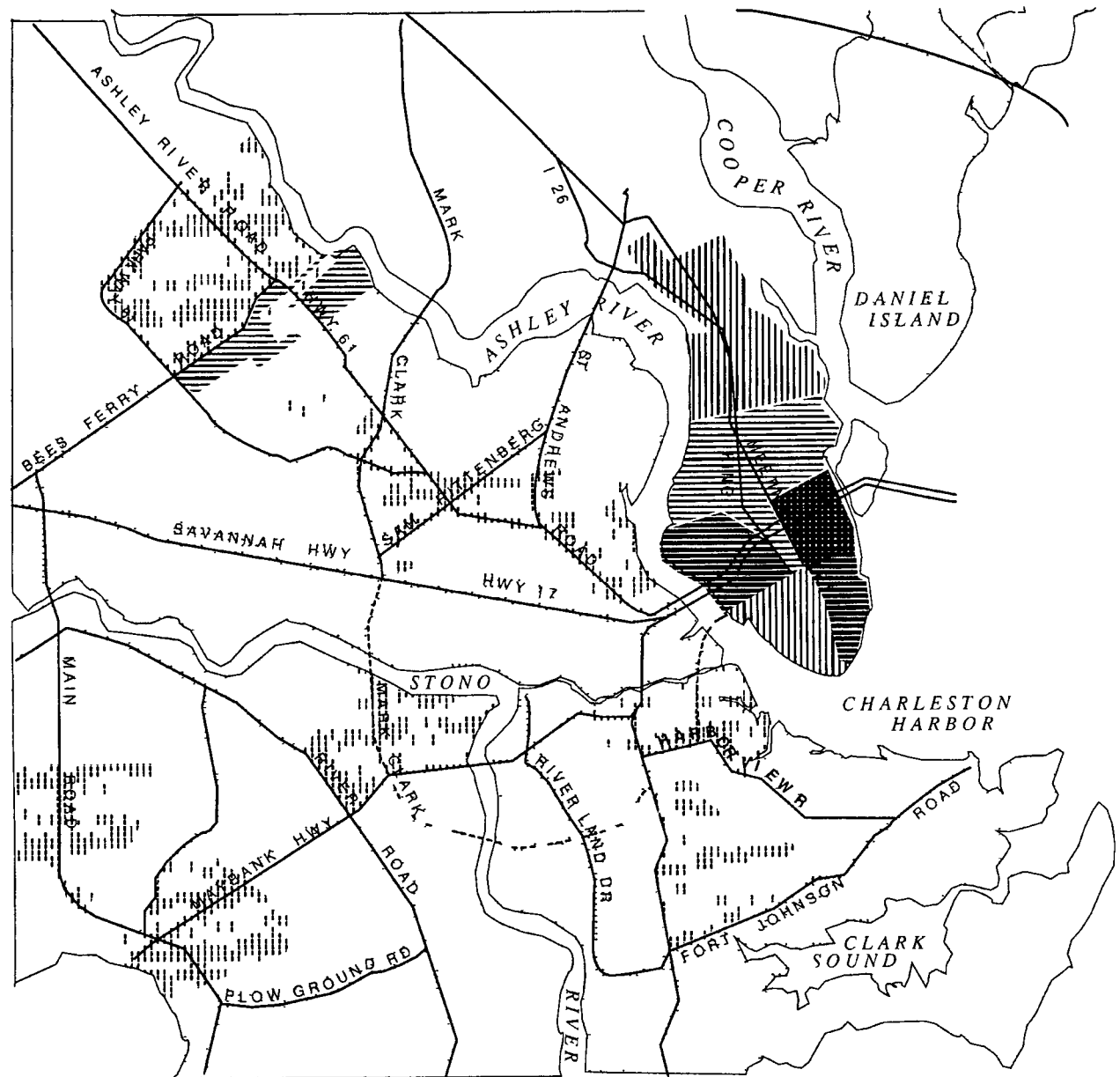
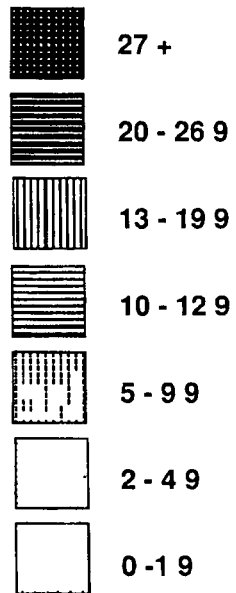
Second, an agricultural zoning category is needed to protect and encourage areas appropriate for agricultural production that are not suitable for urban development in the near future or are designated as "prime" or "statewide important" farm land. Recent studies have suggested that a minimum lot size of thirty acres is appropriate for this category. This

DENSITY DEFINITION

LANDUSE	DENSITY	EXISTING COMPARABLE ZONINGS
Urban Residential		
Low	0 - 12	SR 1, 5 STR DR 6, 12
Medium	12 - 19	DR 1
High	19 +	DR 2
Suburban and Rural Residential		
Very low	0 - 1	Conservation
Low	1 - 5	SR 1
Medium	5 - 9	SR 2, 5 DR 6 & 9
High	5 - 9	DR 12, DR 1 DR 2

RESIDENTIAL NET DENSITY

UNITS PER RESIDENTIAL ACRE



minimum size encourages some agricultural use and discourages subdivisions for single family housing

Third, a true conservation zoning category is recommended. The proposed category should encourage the wise use of the city's water bodies, marsh lands, coastal wet lands, forest areas and other environmentally sensitive lands.

Because of insufficient information and the lack of zoning designations to support these land uses, it is difficult at this time to indicate areas for agriculture and rural land uses on the land use map. The City recognizes there are large tracts of land in the rural areas that must be protected from adverse development. The land use designation of rural/ low density residential, zero to five units per acre, includes areas that are primarily rural or agricultural in nature. It is anticipated that amendments to this plan and the future land use map will be made as soon as a county or regional growth management study indicates appropriate areas for growth and protection of the rural, agricultural or conservation lands.

Zoning should ensure that future development respects the distinctly different areas of the study area. For example, two sections of Johns Island need further study. As was recommended in the 1988 *Johns Island Plan*, the City should assist the County of Charleston and the Johns Island Commission in evaluating the current density allowed—3.8 units per acre—for potential reduction of density. The two areas lie west of Brownswood Road and south of Plow Ground Road.

Our City is dynamic. Capacities and interest in development are always changing. For this reason, plus the state's mandate, it is essential that area and city wide land use plans are reassessed every five years. The following schedule is recommended:

These plans should be evaluated for implementation, change in factors and appropriateness of plan and presented to the Planning and Zoning Commission for information.

	Adopted	Reassessment
<i>East Side Master Plan</i>	1984	1992
<i>Charleston Area Special Area Management Plan</i>	1985	1992
<i>61 Corridor Growth Management Plan</i>	1986	1993
<i>James Island Land Use Policy Recommendations</i>	1988	1993
<i>Johns Island Plan</i>	1989	1994
<i>Calhoun Street Corridor Study</i>	1989	1994
<i>Charleston 2000</i>	1991	1996

Objective and Policies

Provide new housing in a variety of densities in appropriate locations

- Create traffic capacity models for use in evaluating all rezoning applications which increase the allowed density.
- Support medium and high density rezonings only when roadway improvements are in place or under construction or traffic demand can be met by mass transit services.
- Encourage planned unit development or cluster zonings for mixed uses (residential and neighborhood commercial) which decrease the need for vehicular trips.
- Create new zoning categories
 - rural residential zoning category
 - agricultural zoning category
 - conservation category which allows less development than in current zone
- In conjunction with the County, evaluate impact of lowering density allowed on Johns Island west of Brownswood Road and south of Plow Ground Road and make zoning recommendations.
- Reassess comprehensive and land use plans for city and special areas every five years.



LOCATING RESIDENTIAL DEVELOPMENT

Guidelines for making these land use decisions are particularly important in an area where almost fifty percent of its 85,000 acres are vacant and developable. These guidelines are based upon several premises:

- the greater density the greater the need for road lanes, options in traffic routes and mass transit,
- neighborhood commercial and office uses do a good job of buffering the noise of heavily trafficked roads from residences and
- lower density residential uses provide a better buffer along the edges of environmentally sensitive areas than higher density users

The Mark Clark Expressway is a four lane limited access thoroughfare which, when completed, will put Johns Island within twenty minutes of the entire metropolitan area. We recommend that once construction of the Stono River Bridge replacement or the Mark Clark Expressway has commenced, that five to nine unit per acre zoning be available on Johns Island between Plow Ground and Brownswood Roads. Precautions should be taken to avoid displacing existing uses with this rezoning and that development occurs which minimizes the number of curb cuts onto existing roads.

The 61 Corridor Growth Management Plan recommended that lands lying near the proposed 61 Expressway be used for medium density housing, five to nine units per acre. After further study of traffic impact it is recommended that increases in zoning densities in this area be no higher than six units per acre because of the traffic impact on the proposed 61 Expressway.

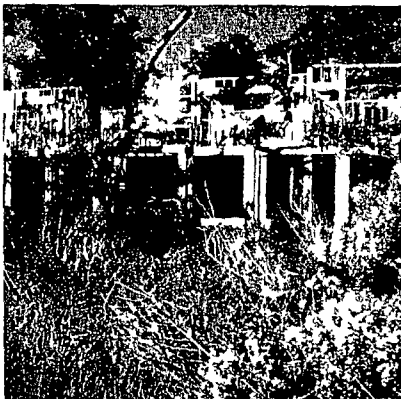
Developers and lending institutions usually influence where new residential development occurs. The City has resources to encourage developers to make the best possible decisions. By analyzing and reporting construction permits, existing housing stock and population results on a regular basis, the City can inform future developers of trends and needs. The City's "Developer's Package" (a one stop information resource for developers), the Chamber of Commerce and the local chapter of the National Home Builders' Association are three agencies through which this information can be disseminated.

Annexation plays a critical role in providing the City with new lands for future development. The map entitled "City of Charleston Boundaries" on page 40 clearly reflects the impact of South Carolina's annexation laws through the irregular shape of the City limits. Some areas are more easily served than others. The costs and benefits of annexation to the City must be studied including the efficiency of providing sewer, water and other services. The results of this assessment are needed in order to direct growth in a coordinated fashion.

Objective and Policies

Locate new and rehabilitated housing where most needed and where necessary support facilities exist or are planned.

- New residential development and zoning in non peninsular areas should follow these general guidelines
 - high density residential (9+ units/acre) should only locate where 4 lane roads intersect
 - medium density residential (5-9 units/acre) should be located near 4 lane roads and adjacent to commercial properties
 - low density residential (1-5 units/acre) should be located along 2 lane roads
 - very low density residential (0-1 unit/acre) should be developed along 2 lane roads and where there are extreme environmental sensitivities such as property adjacent to water bodies or prime agricultural land
- Recommend provision of medium density (5-9 units per acre) on Johns Island in the Maybank corridor area from Brownswood to Plow Ground roads upon the commencement of planned road improvements and with sensitivity toward avoiding displacement
- Recommend six units or less per acre zoning for lands lying in the vicinity of the 61 Expressway between Mark Clark Expressway and Drayton Hall lying beyond Bees Ferry Road
- Biannually analyze construction permits, housing stock and population growth and incorporate the results into the City's "Developer's Package" to inform future developers of trends and needs
- Study costs and benefits of annexation from a City service perspective to suggest most efficient locations



for new annexations and create general policies for annexation related to this study

MIXED USES

In 1978 there was an interest in creating a 24 hour environment in our City's urban areas. Today this interest, where housing co exists with work play and shopping still persists. In these areas a vitality exists because there is always something attracting someone to the area. This ambiance has evolved naturally in most areas of the Peninsula. Special attention is recommended for creating 24 hour environments in the following areas: east side of East Bay Street (if the State Port Authority moves from this area) King Street, Calhoun Street and Spring Street from the Crosstown to King Street.

New developments offer opportunity for mixed use environments. A vision for Daniel Island as well as future development opportunities in the West Ashley, James Island and Johns Island areas, should encompass the best planned developments possible. Mixed use developments, along with supportive regulations, should secure this vision. Such designs will create fewer vehicular trips per day and a more dynamic place to live, work and play.

If the State Ports Authority's eighty acre area between Market and Charlotte Streets is ever offered for development, we recommend that Union Pier be used as an extension of Charleston's downtown neighborhoods, shops, offices, maritime and other waterfront businesses. This combination would create an interdependency of uses with a vitality rarely found in new developments.

While a mixed use environment has many advantages, it also requires close supervision. Mixed use of houses as bed and breakfasts is one example. Bed and breakfasts need to be regulated to protect the character and quality of the neighborhood. Limiting their location by establishing a minimum street width on which they can be located or by prohibiting the loss of existing residential units can minimize their impact. Also, some commercial non-conforming uses are established when uses such as bed and breakfasts and businesses are established in homes and slowly grow.

Potential violations should be identified by neighbors and City staff for investigation.

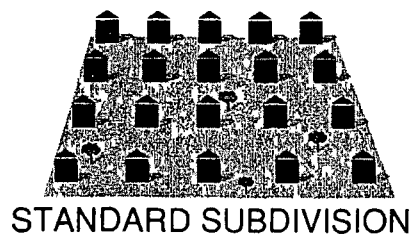
Existing neighborhood edges are recommended for office and light commercial uses. Light commercial uses are typically small neighborhood uses which do not operate late. The edges of neighborhoods such as Ansonborough, Union Heights and the East Side are good examples of these types of uses.

As was mentioned earlier, some neighborhood oriented commercial uses such as the corner grocery are desirable within the neighborhood. Variances should be supported which allow neighborhood retail and office uses on the first floor of such buildings, particularly when such variances are supported by the neighborhood. We also recommend exploration of a new zoning category which requires retail or office uses on the first floor and housing on upper floors. This encourages mixed land uses vertically rather than spread out and discourages the upper floors of businesses to be used for office or storage. It would also provide security for first floor businesses. It might encourage affordable housing as well as a twenty-four hour a day environment mentioned earlier for King Street.

The 1978 plan recommended tourism related uses be confined to designated areas near the public market and the Cooper River waterfront. Charleston's role in providing for the needs and desires of tourists has changed dramatically since 1978. Charleston recognizes the need to manage the ever-growing tourism population and protect the City's livability for its own residents. With the recent opening of the Visitor Reception and Transportation Center, we now recommend that tourism related uses be focused in easily accessible locations such as the King and Meeting Street corridor as well as the public market and Cooper River waterfront.

Another 1978 recommendation was for the Dock Street neighborhood to have mixed land uses. Because of the intensity with which its edges—East Bay, Broad, Meeting and Cumberland Streets—have developed over the past decade, we recommend that its current single-family residential zoning be enforced and commercial development be discouraged.





STANDARD SUBDIVISION



CLUSTER SUBDIVISION

Objective and Policies

Create mixed use communities which provide vitality to our lives and decrease our dependence on automobiles

- Encourage mixed uses in certain areas
 - east side of East Bay Street
 - King Street
 - Calhoun Street
 - Spring Street from Crosstown to King Street
 - Daniel Island
 - Union Pier Market to Charlotte Street along Concord Street
 - Albemarle Point
- Create bed and breakfast regulations to protect the character and quality of neighborhoods
- Identify potential home occupation violations by neighbors and by City staff for investigation
- Support office or commercial transitional zoning for neighborhood edges
- Support variances for first floor neighborhood oriented retail or neighborhood oriented office operated between 7 AM and 8 PM particularly if they are supported by the neighborhood
- Explore creation of first floor neighborhood oriented retail or neighborhood oriented office, such as those permitted in the Commercial Transitional zone, with zoning for housing on the upper floor(s) and zone appropriate buildings accordingly
- Tourism related land uses should locate near the public market the Cooper River waterfront and along major transportation arteries
- Enforce single family zoning boundary in the Dock Street neighborhood

RURAL PRESERVATION

As the limits expand into rural areas, the preservation of the existing character of these areas is encouraged. This will be done in numerous ways, many of which have been defined in the chapter entitled "Environment". The recommendations here relate to methods of rural preservation in tandem with development.

Rural areas may necessitate different standards. Standards such as street paving and width and curb and gutter should be re-evaluated for such areas. The character of land may be best preserved not through large lot zoning but through clustering. Clustering

100 • Land Use

involves development of an acceptable number of units on a portion of a development. The undeveloped portion is dedicated to open or natural areas. That dedication may involve leaving the land in the hands of the original farmer owner. It may involve dedicating a beautiful stand of oak trees to the home owners association. It may involve the dedication of a scenic vista to an organization such as the Lowcountry Open Land Trust.

Objective and Policies

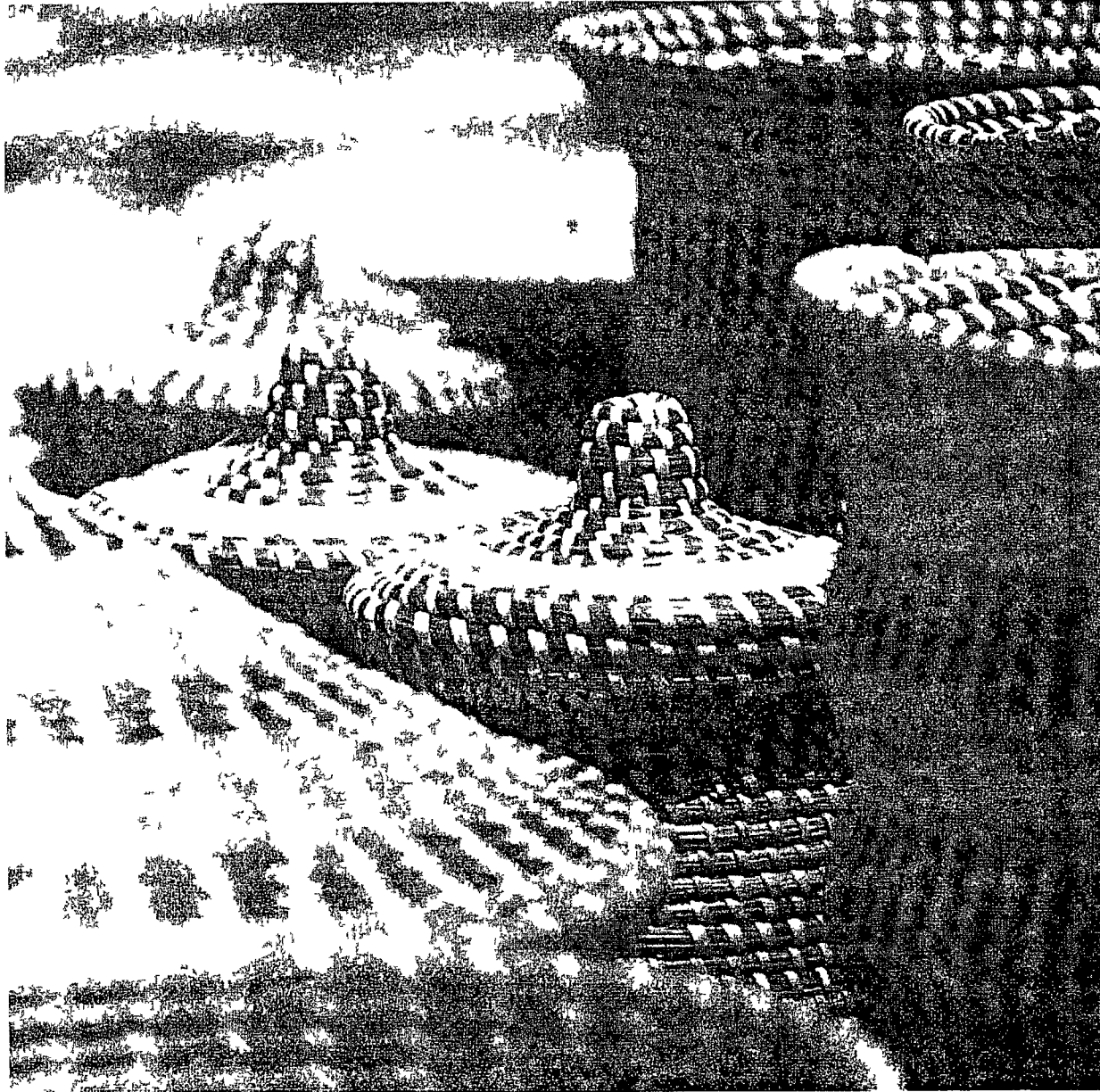
Preserve the diversity of our landscapes and lifestyles by preserving some of our rural land or its character.

- Consider adjusting street paving, street width, curb, gutter and other requirements for rural areas with large lots such as greater than 3 acres
- Adopt cluster zoning ordinance
- Encourage donations to the Lowcountry Open Land Trust through publicity, education and development process

LAND USE COMPARISON	1978 CITY ACRES	%	1989 STUDY ACRES	%
Lower Density Residential 0-5	2,369	18	12,515	13
Higher Density Residential 5+	628	5	2,018	2
Offices and Banks	69	5	194	2
Commercial	419	3	1,910+	2
Institutional	778	6	2,179	2
Industrial	991	8	1,561	2
Agricultural Park and Forest	556	4	30,205	32
Marshland	3,125	23	28,726	30
Vacant	2,612	20	15,886	17
Streets	1,875	14	NA	
Parking	NA		108	1
TOTALS	13,422		95,302	

Note: Percentages do not total 100 percent due to rounding.
+ includes mixed uses: residential and commercial uses in one building.

IMPLEMENTATION



*A plan is no better than the means
devised by which it can be effectuated*

*from Earthscape
John O Simonds*

Charleston 2000 recommends a significant number of capital improvements, amendments to City policy revisions in zoning and subdivision ordinances new state enabling legislation and many other changes that will affect both public and private interests. The final section of the plan contains the implementation element for the goals objectives and policies that are to be used in guiding development and decision making over the next decade.

The implementation section of the plan identifies a time frame within which each of the policies will be initiated. Many policies are continuous and have been listed as on going, while others fall into a short range or long range schedule. The department, government body or other entity with primary responsibility for carrying out the policy are identified under implementation. Where information was available, the Capital Improvements Plan and other public and private sources have been identified as the funding mechanisms for implementing the policies that require further financing. The funding schedule will be used in the preparation of the City's operational and capital budgets.

To monitor progress and the timely implementation of the plan, an annual report will be required from each department. These reports will be presented to city council as an annual plan status update. The plan will be reviewed and a general update will be made in five years. A mayor appointed task force will be responsible for review of any minor changes to the plan. Major changes will require an amendment by City Council.

Charleston 2000 recognizes the need for inter agency cooperation in implementing many of the policies of the plan. Because the plan study area includes unincorporated land in the urban fringes, it is important that the City and County work together towards a common consensus. Effective solutions for area wide community needs can only be arrived at through a cooperative joint City County venture. Therefore we recognize and recommend that the County be a participant in the implementation of the policies even if County is not specifically stipulated in the list of implementors.

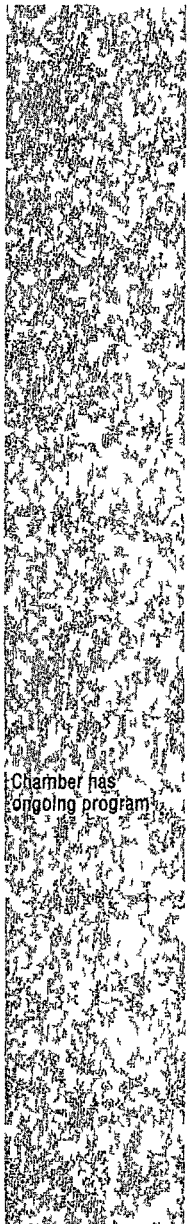
These acronyms are used in the following Implementation schedule.

City of Charleston Departments/Offices	
Corporation Council/Legal Office	Legal
Department of Parks	Parks
Department of Planning and Urban Development	P&UD
Architecture/Preservation Division	Arch/Pres
Community Development Division	CD
Community Development Block Grant	CDBG
Planning Division	Planning
Zoning Division	Zoning
Department of Public Service	Public Service
Inspection Division	Inspection
Engineering Division	Engineering
Sanitation Division	Sanitation
Department of Recreation	Recreation
Department of Traffic and Transportation	T&T
Fire Department	Fire
Office of Cultural Affairs	Cultural Affairs
Office of Downtown Revitalization	Revitalization
Office of Tourism Management	Tourism

IMPLEMENTATION

Ombudsman Office/Citizen Assistance	Ombudsman
Police Department	Police
City of Charleston Boards/Commissions/Committees	
Board of Adjustment—Zoning	BOA
Board of Architectural Review	BAR
Charleston Housing Trust	Trust
Clean City Commission	Clean City
Local Development Corporation	LDC
Mayor's Council on the Homeless	Homeless
Planning and Zoning Commission	P&Z
Redevelopment and Preservation Commission	RPC
Technical Review Committee	TRC
American Institute of Architects	AIA
Berkeley Charleston Dorchester Council of Governments	COG
Calhoun Street Corridor Partnership	Partnership
Charleston County Parks and Recreation Commission	PRC
Charleston Trident Chamber of Commerce	Chamber
County of Charleston	County
Commissioners of Public Works	CPW
Housing Authority of the City of Charleston	Authority
Lowcountry Open Land Trust	Land Trust
South Carolina Coastal Council	SCCC
South Carolina Department of Highways and Public Transportation	SCDHPT
South Carolina Department of Parks Recreation and Tourism	PRT
South Carolina Electric and Gas Company	SCE&G
Storer Cable Communications	Storer
Trident Community Foundation	Foundation
Trident Convention and Visitors Bureau	Bureau
Trident Economic Development Authority	TEDA

Policy	Implementation	Time Frame/ Funding	Status
ECONOMIC DEVELOPMENT			
MAYOR'S TASK FORCE Create an economic development task force through the Mayor's Office which will designate an entity responsible for an expanded economic development program	Mayor's Office	0 1 year \$100,000	
ECONOMIC DIVERSIFICATION Conduct economic base study to identify strengths and weaknesses in the economy	Mayor's Office, Chamber, P&UD, Revitalization	1 2 years	Center for Business Research created to provide economic forecasts, economic impact studies, and compile reports and information on area economy
Monitor business retention and expansion activity in the Charleston economy	Mayor's Office, Chamber	1 2 years	
Investigate revenue sources for economic development activity and publicize available resources such as federal grants and loans for maximum benefit	Mayor's Office	1 2 years	
Establish an economic development trust fund to provide loans and loan guarantees for businesses	Mayor's Office	1 2 years	
Encourage the use of public/private partnerships to increase availability of capital for businesses	Mayor's Office, Chamber, Revitalization	ongoing	

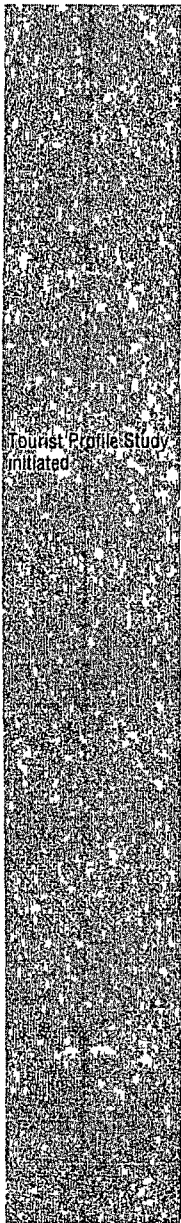
Policy	Implementation	Time Frame/ Funding	Status
Support the re establishment of traditional enterprises	Mayor's Office, Revitalization	0 2 years	
Support incorporation of disadvantaged business enterprises into economic mainstream of the Charleston business community	WD/BE	ongoing	
Encourage non polluting, non land intensive development such as research oriented industries	Mayor's Office, Chamber	ongoing	
Focus on seeking enabling legislation to establish enterprise zones where appropriate and support with financial, marketing, zoning and building permit assistance	Revitalization, Mayor's Office	2 4 years	
Offer information relating to support programs for new businesses through agencies such as Small Business Administration (SBA), Service Corp of Retired Executives (SCORE), Women and Disadvantaged Business Entrepreneurs Enterprise (WD/BE), Minority Business Development Center (MBDC), Local Development Corporation and business incubators	WD/BE, Chamber, Mayor's Office, MBDC, LDC, SBA, SCORE	0 10 years	

Policy	Implementation	Time Frame/ Funding	Status
Encourage the LDC and other funding or support services to broaden the range of services and become more involved in target areas outside the Central Business District	Mayor's Office	1 3 years	
Create and maintain data base of occupied and vacant properties	P&UD	ongoing \$15,000	
Participate in regional efforts to develop international linkages	Mayor's Office, Chamber	ongoing	Part of SC World Trade Center efforts
Continue to support SPA functions and development	Mayor's Office, Chamber	ongoing	Part of SC World Trade Center efforts
Monitor and anticipate changes associated with military activities	Mayor's Office	0 10 years	Defense Issues Task Force formed
QUALITY OF LIFE			
Encourage employers to provide employee benefits such as child care and health care for all wage earners	Mayor's Office, Chamber	0 10 years	
Encourage competitive salary schedules for attracting employees to the region	Mayor's Office, Chamber	0 10 years	
Encourage a variety of housing opportunities for all income levels	Mayor's Office, Chamber, P&UD	ongoing	

Policy	Implementation	Time Frame/ Funding	Status
Support the College of Charleston in its efforts to achieve university status while working to mitigate any adverse effects of growth	Mayor's Office	0 1 year	Accomplished
Foster cooperation with community interest groups to ensure orderly growth and development	Mayor's Office	0 1 year	
EMPLOYMENT OPPORTUNITIES Explore and encourage opportunities for quality employment and salary growth	Mayor's Office TEDA	ongoing	
Develop adequate infrastructure improvement policies to support new businesses or the expansion of existing businesses	Public Service, P&UD SCE&G CPW	1 3 years	
Examine and propose alternative tax structures for expansion and location of new industries to Charleston	Mayor's Office	0 2 years	
Promote city as location for corporate and regional headquarters	Mayor's Office, TEDA	ongoing	Headquarters Committee Created
Monitor impact of economic development on area's natural resources	Mayor's Office, Planning Division	0 10 years	

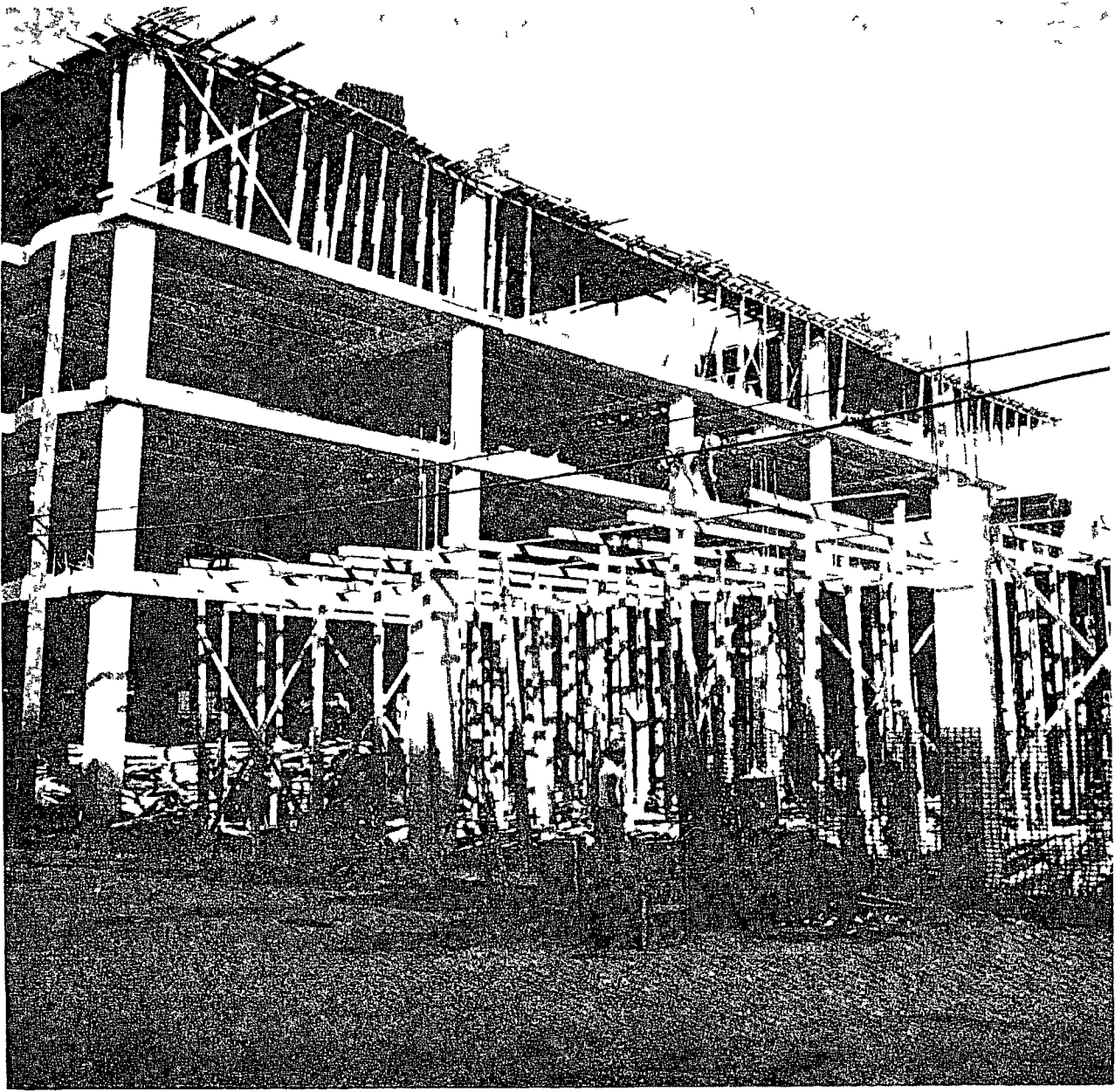
Policy	Implementation	Time Frame/ Funding	Status
EMPLOYMENT AND TRAINING EDUCATION			
Encourage economic development through the provision of quality public education opportunities	Mayor's Office, CD, Chamber	ongoing	Supported through Workforce 2000
Encourage the Charleston County Public School Board to provide courses teaching basic job skills as well as exposure to emerging technology	Mayor's Office, Chamber	ongoing	
Encourage City participation in Workforce 2000	Mayor's Office, Chamber	ongoing	
Encourage the continuation and expansion of adult education programs in area schools	Mayor's Office, Chamber	ongoing	
Encourage technical schools to work in conjunction with local businesses and industries to continue to implement useful training programs	Mayor's Office, Chamber	ongoing	
Encourage the presidents of Charleston's higher education institutions to develop and implement professional as well as other specific educational programs for the region	Mayor's Office, Chamber	0 2 years	
Encourage and support on the job and company sponsored outside training programs	Mayor's Office, Chamber	ongoing	

Policy	Implementation	Time Frame/ Funding	Status
Support programs for drop out prevention and encourage post secondary training	Mayor's Office, Chamber	ongoing	
REVITALIZATION			
Support the development of downtown through the revitalization of commercial areas	Revitalization, Mayor's Office, LDC	0 10 years \$100,000	Completed, King and Meeting Street Area Retail Strategy and Implementation Program
Formulate a strategy which will determine the highest and best industrial use for the Neck area	Revitalization, Zoning, Mayor's Office, consultant	1 3 years \$125,000	
Expand the revitalization programs to include West Ashley, James Island and Johns Island	Mayor's Office, Revitalization	1 3 years \$ 60,000	
SUBURBAN ECONOMIC DEVELOPMENT			
Support the expansion of public transit capabilities throughout the metropolitan area	Mayor's Office, T&T	0 3 years	Initiated
Support and encourage a mix of land uses to include hotel accommodation, restaurant, office, retail and residential uses complete with pedestrian and bicycle pathways in the vicinity of • Highway 17 and along the Mark Clark Expressway, where appropriate • Mark Clark Expressway interchange on Daniel Island	Mayor's Office, P&UD, Zoning	2 5 years	

Policy	Implementation	Time Frame/ Funding	Status
Improve existing commercial strip developments through new signage, landscape, pedestrian and traffic controls	P&UD, Zoning T&T	2 4 years	
TOURISM MANAGEMENT			
Promote Charleston to foreign tourism markets	Tourism, Revitalization, Bureau	ongoing \$ 50,000	
Promote Charleston as cruise line port of call	Tourism, Bureau	ongoing	
Update <i>Tourism Management Study</i> and the <i>Tourist Profile Study</i> and identify ways to mitigate negative impacts of tourism on downtown areas	Tourism, Bureau	1 2 years \$ 30,000 \$ 30,000	
Provide public amenities and restroom facilities convenient to downtown visitors	Mayor's Office, Tourism	0 2 years	
Explore concept and feasibility of a regional convention center	Mayor's Office, Tourism, Chamber	3 6 years	
Encourage the formation of festivals through the creation of a festival commission which would become a liaison between festival promoters and City administrators	Tourism, Mayor's Office, Cultural Affairs	0 2 years	

Policy	Implementation	Time Frame/ Funding	Status
Identify and promote tourist attractions and activities located within suburban areas	Tourism	1 3 years	Recommended by COG in "A Regional Strategy for the Future of the Region"
Support formation of a survey which would examine needs for artist work spaces, programs and activities such as seminars, lectures, art displays, films, visual arts, library and gift shops	Cultural Affairs	1 3 years	
REGIONAL COORDINATION Explore incentives to encourage industry and business annexations	Mayor's Office, P&UD	1 3 years	
Support the formulation of a comprehensive, regional plan to reform, modify and restructure government agencies and services	Mayor's Office, County, COG	1 4 years	
Evaluate the feasibility of restructuring or consolidating support services such as fire and police protection, public works, parks and recreation, joint purchasing, personnel administration, planning and zoning with local governments	Mayor's Office, County	1-4 years	

Policy	Implementation	Time Frame/ Funding	Status
Consider the findings of the citizens panel on consolidation to determine if certain City, County and regional services should be combined	Mayor's Office	1 3 years	
Support the creation of a single entity to provide the focus for regional economic development	Mayor's Office, Chamber, County	1 4 years	Trident Economic Development Authority created
Support orderly growth of the city and its surrounding areas which includes commercial, industrial and residential development to ensure a healthy and vibrant economy	P&UD	ongoing	
Support the acquisition and implementation of a Geographic Information System	Mayor's Office, P&UD, Public Service, T&T, Data Processing	0 7 years	Needs Assessment underway



Policy	Implementation	Time Frame/ Funding	Status
--------	----------------	------------------------	--------

HOUSING AND COMMUNITIES

AFFORDABLE HOUSING FUNDING

Encourage financing additional housing for the very low income group in scattered locations

Authority,
Affordable
Housing,
CD

0 10 years

Being developed by
Charleston
Affordable Housing
and Federal Home
Bank Board

Encourage State Housing Authority assistance for local affordable housing efforts

CD

0 10 years

Create a non profit housing trust for fundraising to administer a land bank for future affordable housing developments and to create a banking consortium or an endowment and to assist with closing costs and below market rate financing

Mayor's Office,
Homeless
Trust,
CD,
Foundation

1 3 years

Housing trust fund
created to acquire
land for affordable
housing

Encourage more joint venture financing projects between the City and lending institutions

CD

0 10 years
\$500,000

First Citizens
providing blended
rate financing in
conjunction with CD
funds

Encourage and publicize efforts of all lending institutions to participate in affordable housing programs to enhance their ability to receive outstanding ratings in their Community Reinvestment Act public report

CD

0 10 years

Policy	Implementation	Time Frame/ Funding	Status
Explore new revenues to insure the availability of affordable housing such as set asides of city revenue, linkage fees, tax abatements, affordable housing quotas and density bonuses and a state housing trust fund	Mayor's Office, Homeless, P&UD, CD, City Council	1 4 years	State and local Housing Trust Fund created
Explore the development of zoning districts which ensure the availability of affordable housing	Zoning	0 2 years	
Waive zoning and building inspection fees, but not review and inspection, for non profit and public agencies providing affordable housing	Zoning Inspection	0 1 year	Accomplished for zoning fees
Waive or reduce CPW impact or tap in fees or provide a certain amount of services to non profit and public agencies providing affordable housing	CPW	0 1 year	
Create an organization to coordinate architects, engineers, landscape architects and contractors who donate services and to coordinate a storage warehouse for donated materials	Mayor's Office, Homeless	1 2 years	
Support continuation of the federal Low Income Housing Tax Credit	Mayor's Office City Council, Trust, P & UD	ongoing	

Policy	Implementation	Time Frame/ Funding	Status
GENERAL SUPPORT Raise consciousness and advertise the agencies, programs and incentives available through City information services such as the "Developer's Package," Charleston Trident Chamber of Commerce's information services, local press feature articles and through the promotion of the accomplishments of affordable housing providers	Mayor's Office Homeless, CD, Trust, all affordable housing providers	0 10 years \$5,000	In progress
Support the development of a fund to offset the costs of clearing titles and to create more efficient methods to clear titles through legal counsel support to Neighborhood Legal Services and Trident Community Foundation or other qualified agencies	Legal counsel support to Neighborhood Legal Services and Trident Community Foundation, Authority, Foundation, CD	0 10 years \$10,000	
Acquire tax delinquent properties, through a cooperative City County effort, suitable for rehabilitation and make properties available to affordable housing providers	Mayor's Office, Homeless, CD	3 4 years \$80,000	
Create a package of both regulatory and financial incentives for developments which meet standards set for affordable housing	P&UD, T&T, Inspection, Engineering	0 2 years	

Policy	Implementation	Time Frame/ Funding	Status
Form a coordinating agency to research and publicize grant opportunities to all affordable housing providers and coordinate assistance especially for the elderly and handicapped	Mayor's Office, Homeless, CD	1 2 years \$50,000	
HOMELESS Create affordable efficiency apartments (AEA) and single unit transitional housing along with supportive zoning for the working and benefit eligible homeless, including families	Mayor's Office, Authority, Zoning, Homeless,	0 10 years \$750,000	Volunteers of America constructing 50 AEA units application submitted for 35 more
Support the provision of special housing with good social service support and transit service access for the chronically, mentally ill homeless person	Authority, Zoning, Homeless, CD	0 10 years \$ 50,000 \$250,000	581-583 Meeting Street offers support services to singles, pilot project at 14 Live Street for 4 units transitional housing to meet family support needs
FAMILIES Design and fund more affordable housing with more than three bedrooms for families, particularly for rental units	CD, Authority	0 10 years	
Explore zoning potential to require that "X" percent of affordable housing be three or more bedrooms	P&UD	0 4 years	

Policy	Implementation	Time Frame/ Funding	Status
SENIOR CITIZENS Consider Enston Homes for new construction and rehabilitation for a senior citizen complex	Authority, P&UD, Mayor's Office	2 4 years \$3,000,000	(Enston Homes now targeted for mixed uses) Application submitted to HUD for 97 units for elderly housing.
Support DR 4 and other higher density zoning in appropriate locations which are close to transit, recreation and community services to provide new elderly care housing opportunities	P&UD	ongoing	
HOME OWNERSHIP Promote affordable home ownership through lower interest rates, homestead or sweat equity programs, lease purchase agreements and cost efficient design	Authority, CD, Trust, All affordable housing providers	0 10 years	First Federal and HOME program currently developing 60 homes under \$58,000.
Encourage home ownership developments in appropriate locations by using zoning which allows single and multi family developments of 6 1 units per acre and greater	Planning, Zoning	ongoing	
NECK/SUBURBAN/RURAL PROGRAMS Expand target areas to include Accabee Union Heights Silver Hill Ardmore Ferguson Village Fifth Avenue/Maryville	RPC, CD, Authority	0 5 years \$500,000	Ferguson Village and Silver Hill evaluation in progress.

Policy	Implementation	Time Frame/ Funding	Status
Investigate establishing the authority to provide affordable housing in suburban and rural areas which recognizes the different needs in rural and suburban affordable housing development	Authority, CD	0 5 years \$250,000	
Survey Silver Hill residents concerning interest in moving and develop an appropriate program to improve the quality of their housing	Planning, CD	1-3 years	In progress
ANTI DISPLACEMENT Maintain and initiate programs which encourage economically mixed neighborhoods	All affordable housing providers	ongoing	
Explore the development of a change of use fee or a use variance fee to discourage the loss of affordable housing units	P&UD	3 5 years	
Investigate establishing a relocation or displacement ordinance or entity which aids low to moderate income residents when they are displaced	Mayor's Office Legal, P&UD	3 5 years	
SOCIAL SERVICES Establish programs where future low to moderate-income residents participate in the renovation or construction of their home and offer maintenance training sessions	CD, Authority, All affordable housing providers	2 10 years \$25,000	

Policy	Implementation	Time Frame/ Funding	Status
Encourage active tenant organizations to create an atmosphere of responsibility for the community	Authority, Citizen Participation, Foundation	1 10 years	More active resident associations in each housing project; community grants available
Encourage school and neighborhood training programs on neighborhood history through grants and public speaking	CD, Arch/Pres	ongoing \$10,000	
Utilize vacant lots through lease, purchase or donation as mini parks or design "tot lots" into housing project communities with community assistance in implementation and maintenance	Parks, CD, Authority	0 10 years \$40,000	Money set aside for park projects such as Robert Mills Manor
Encourage neighborhood garden plots and, if appropriate, ask Clemson Extension Service or United States Department of Agriculture to develop a model urban garden plot program	Parks	1 3 years	
Continue providing life management assistance as a part of future housing programs for at risk groups	Authority	ongoing	Part of objectives of 581-583 Meeting Street program
TRANSPORTATION IMPACT Support the creation of a public authority to manage the expansion of transit services to all public and private providers of affordable housing	T&T, Authority, CD	0 10 years	Effort to update the RTA study in progress

Policy	Implementation	Time Frame/ Funding	Status
ECONOMIC IMPACT Target marketing through Trident Development Board and City services toward firms for relocation or expansion in this area which provide better jobs to those at lower income levels	Revitalization, Chamber	ongoing	
Target philanthropic companies for relocation into the Charleston area through Trident Development Board and City services	Revitalization, City Venture Corporation, Chamber	1 3 years	
DESIGN Encourage donation, student charrette or design competition as well as grant writing for architectural and construction drawings for efficient and attractive housing	Mayor's Office Homeless, CD	1-2 years \$30,000	
Publicize well designed, affordable housing and consider award presentations	CD, all affordable housing providers	ongoing	
Designs should avoid high density and overcrowding through minimum square footage guidelines	CD, Authority	ongoing	
Prepare booklet suggesting cost saving designs identifying those which would and would not require variances	Inspection, CD	3 5 years	

Policy	Implementation	Time Frame/ Funding	Status
ZONING			
Create an affordable housing ordinance	Zoning, Planning	0 2 years	
Current medium to high-density zonings (five plus units per acre) should be maintained on the peninsula and future denser zonings should be granted off the peninsula where mass transit is available and where traffic capacities remain for such new developments	Zoning, Planning	ongoing	
Recommend zoning ordinance revision to allow limited density bonus for agencies providing housing to low to moderate income households	Zoning	0 2 years	
Evaluate revision of zoning ordinance to support the re establishment of non conforming housing units without a variance where such action facilitates affordable housing units	Zoning	0-2 years	
Evaluate measures such as encouraging individual staff approval where another meeting can be avoided and better scheduling of TRC items to streamline the TRC costs to the affordable housing developer	Zoning	0 2 years	

Policy	Implementation	Time Frame/ Funding	Status
Evaluate relaxing BAR , P&Z, and BOA's requirements for impact on affordable housing, where appropriate	P&UD	0 2 years	
Prepare seminars on local affordable housing goals and issues for board and commission members	P&UD	0 10 years	
Zone for mobile home parks and lots in appropriate areas along collector and arterial roads	Zoning, Planning	ongoing	
QUALITY STRUCTURAL CONDITION AND APPEARANCE			
Evaluate establishing a demolition by neglect ordinance, especially for historic buildings, which would provide more effective penalties for building owners who purposefully neglect their buildings If necessary, seek state enabling legislation for effective penalties	Inspection, Arch/Pres, Department of Administrative Services	0 2 years	Ordinance being developed.
Consider a building maintenance commission to monitor housing conditions, create an early warning system for detection of future problem areas, make related policy recommendations and raise awareness of good building maintenance	Inspection, Sanitation, Ombudsman, neighborhood councils, Office of Citizen Participation, PU&D	2 4 years	

Policy	Implementation	Time Frame/ Funding	Status
Investigate an equipment loan program to • encourage recipients of City loans or grants to maintain their properties and • encourage public housing residents to take care of the public areas around their homes	CD, Authority, Trust, Building Maintenance Commission, Parks, Sanitation	4 6 years	
Recommend any building improvement loans in which the City participates to require perpetual maintenance and debris removal	CD, CDBG recipients	0 10 years	
Perform building condition surveys every five years in order to monitor progress and deterioration	Planning, Inspection	4 years	
Investigate a penalty such as a lien process for encouraging maintenance of both deteriorating and dilapidated structures	Legal, Inspection, CD, Trust	2 4 years	
Coordinate effective fines through environmental court for code violations	Inspection, Environmental Court	0 2 years	
Investigate and seek state enabling legislation for minimum maintenance standards for residential and commercial structures. Develop pertinent local regulations	Planning, Arch/Pres, Legal Inspection	0 3 years	

Policy	Implementation	Time Frame/ Funding	Status
Establish a committee to investigate and seek new methods and legislation to regulate better building maintenance such as rent control, preferential tax treatment, use of rental certificates of occupancy	Inspection, CD	3 6 years	
COMMUNITY APPEARANCE Investigate penalties such as a lien process for encouraging maintenance of yards	Legal, Parks, Sanitation	2 4 years	
Recommend City services continue to be upgraded in areas where City supported rehabilitation efforts are underway such as Clean City program, code enforcement, street tree program, drainage improvements and creation of parks	Parks, CD, Public Service	ongoing	
Ensure adequate provision of trash cans in all neighborhoods	Sanitation	1 3 years	
Develop buffer standards for existing junk and storage yards	Zoning	0 2 years	
Increase enforcement of abandoned vehicle code	Sanitation, Police	0-10 years	

Policy	Implementation	Time Frame/ Funding	Status
COMMUNITY PROTECTION IMPACTS TO RESIDENTIAL AREAS			
Work with college off campus housing representative to make students aware of the need to protect residential communities	P&UD, College of Charleston, MUSC, Citizen Participation	0 10 years	Initiated by Neighborhood Coalition
Coordinate through the Office of Citizen Participation special workshops on neighborhood and campus relationships	P&UD, Citizen Participation	0 10 years	
Encourage dispersal of places and times of festival and special events	Cultural Affairs, Mayor's Office, Spoleto	0 2 years	
Increase police patrolling and enforcement of the noise ordinance in areas such as Dock Street, Harleston Village Ansonborough neighborhoods and areas adjacent to sports and cultural events	Police	0 2 years	
Encourage natural or artificial buffering by owners or sponsors of sports and concert events	Citizens, Zoning, Parks, Recreation	0 2 years	
Enhance enforcement of the noise ordinance with regard to portable stereos	Police	0 2 years	

Policy	Implementation	Time Frame/ Funding	Status
AWARENESS Target involvement of specific communities through the citizen participation program	Citizen Participation, CD	1 3 years	
Provide ample assistance through a full time citizen participation coordinator	Citizen Participation	0 10 years \$25,000	
Study cost and benefit of notification of all property owners within a certain vicinity of applications for zoning, subdivision or variance	Zoning, Planning	1 2 years	

Policy	Implementation	Time Frame/ Funding	Status
PUBLIC SERVICES			
POLICE Develop long range plans and funding commitments for the delivery of police services which are consistent with land use and transportation plans	Police	1 2 years	
Strive for a continued decrease in the City's crime rate which can be achieved by a professional, highly visible police department, public education programs and public service announcements	Police	ongoing	
Continually monitor the delivery of services to determine when changes are warranted	Police, P&UD	ongoing	
Encourage the annexation of unincorporated pockets within the city limits to improve service efficiency and effectiveness	P&UD	ongoing	
Evaluate the feasibility of using existing buildings and facilities in suburban and rural areas to accommodate both Police and Fire Departments	Police, Fire, P&UD	0 2 years	
Assess the need for annual permitting for the keeping of animals	Planning, Police	1 2 years	

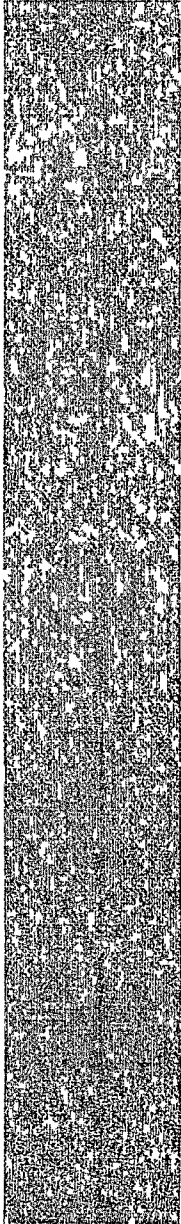
Policy	Implementation	Time Frame/ Funding	Status
Assess the need to amend Section 21 213 of the City code to allow hunting in specially designated areas	Planning, Police	1 2 years	
FIRE Develop long range plans and funding commitments for the delivery of fire protection consistent with land use and transportation plans	Fire	1 2 years	
Continually monitor services to determine when changes are warranted	Fire, P&UD	ongoing	
Encourage the annexation of unincorporated pockets within the city to improve service efficiency and overall effectiveness	P&UD	ongoing	
Continue to work with the St Johns Fire District to foster better cooperation and to provide for the protection of property for all of Johns Island	Fire, Johns Island Fire Company	0 2 years	
Evaluate the feasibility of using existing buildings and facilities to accommodate both Police and Fire Departments	Fire, Police, P&UD	0 2 years	
Evaluate potential sites for new fire stations on Bees Ferry Road, James Island and Johns Island and Berkeley County	Fire, P&UD	0 2 years	

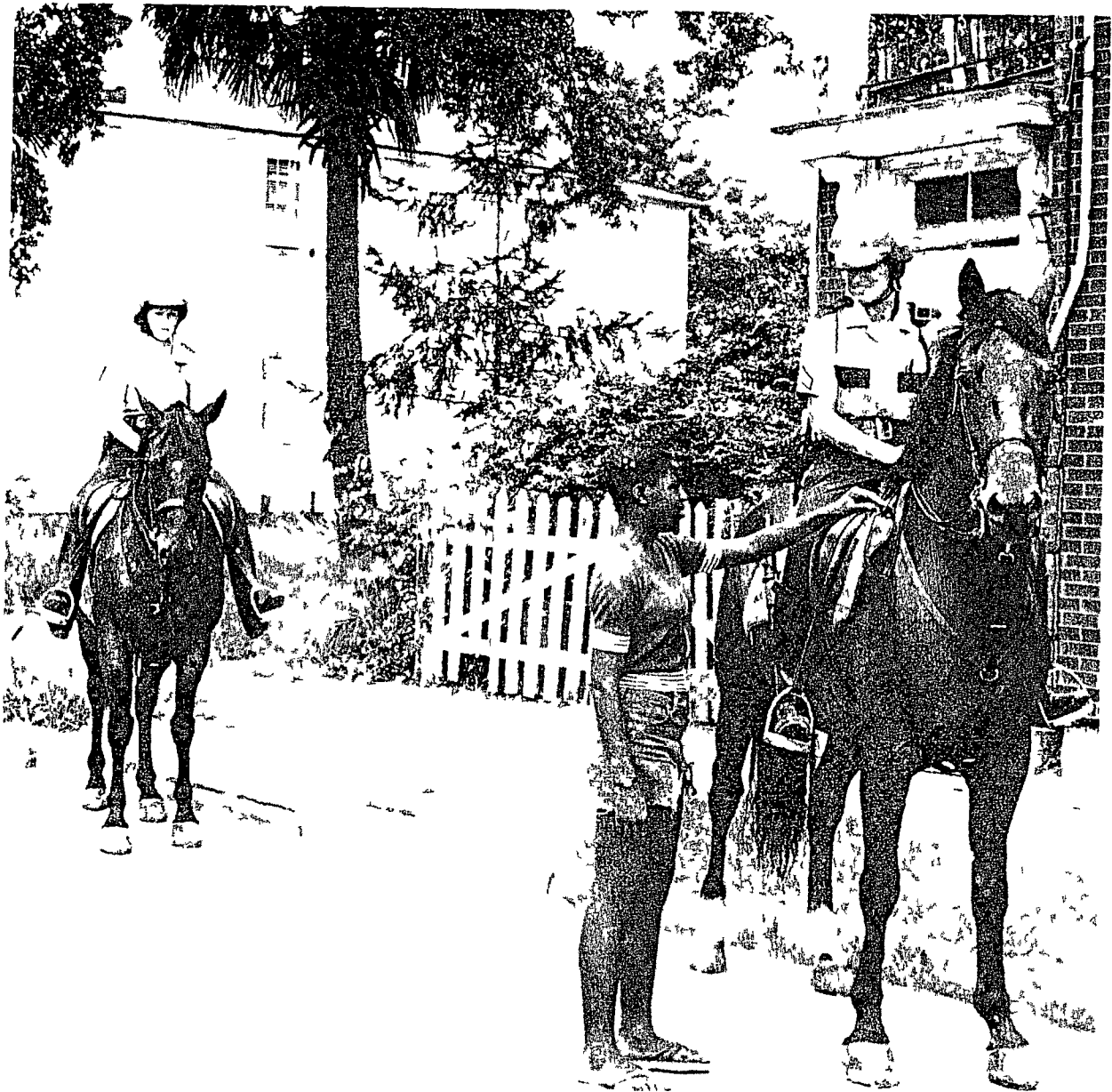
Policy	Implementation	Time Frame/ Funding	Status
SOLID WASTE DISPOSAL Cooperate with regulatory agencies and other area governmental bodies to consolidate a program for the efficient removal and reduction of solid waste	Public Service, County, private haulers	1 3 years	Supporting Charleston County's recycling program
Implement curb side recycling of newspaper, aluminum, glass bottles and plastics throughout the City	Public Service, County	1 2 years	In progress
Encourage private haulers in the Charleston area to establish recycling programs	Public Service, County, private haulers	2 4 years	
Require City departments and parties under contract to the City to use recycled materials and products when practical	City departments	1-2 years	Efforts underway to all departments to recycle and to purchase recycled office products
Encourage joint City and County participation in special clean up and recycling programs, such as Adopt A Highway	Public Service, Clean City, Citizens Participation groups	ongoing	
Develop maintenance and operational substations to reduce travel time and increase efficiency for sanitation vehicles	Public Service, Sanitation	1 2 years	

Policy	Implementation	Time Frame/ Funding	Status
STORMWATER Update the 1984 <i>Master Drainage and Floodplain Management Plan</i> to include urbanizing areas and to address environmental requirements	Public Service, consultant, County	2 3 years \$20,000 \$30,000	
Evaluate the feasibility of creating an authority or agency composed of City, County, COG and PSD representatives to administer stormwater management activities	Public Service, COG, CPW County	0 3 years	In progress
Adopt erosion and sediment control guidelines	Public Service	1 2 years	
Develop a funding mechanism to ensure maintenance and construction of stormwater facilities	Public Service	ongoing	
Require developers to address all stormwater management issues including facility maintenance funding	Public Service, Zoning	0 2 years	
Increase awareness through public education programs for the importance of creating and maintaining a cleaner urban environment to protect surface and ground water resources from non point source pollutants	P&UD, Environmental Committee	0 10 years	

Policy	Implementation	Time Frame/ Funding	Status
Require each development to submit a master drainage plan	P&UD, Public Service	1 2 years	
Joint review by City and County is recommended for new projects that could impact both jurisdictions	P&UD, Public Service, County	1 2 years	
WATER Continue a well defined policy for the extension of water lines into annexed areas	CPW	ongoing	
Continue the existing program of upgrading fire hydrant installations as areas are annexed	CPW Fire	ongoing	
Evaluate CPW's financial participation in the extension of new water mains in new single family subdivisions	CPW	1 2 years	
Encourage St John's Water Company to merge with CPW	CPW, St John's Water Company	2 4 years	
SEWER Develop procedures to retire the long term debt of portions of the James Island Public Service District wastewater collection and transportation facilities as well as the capital improvement costs for the St Andrews Public Service District	CPW, James Island PSD, St Andrews PSD	2 3 years	

Policy	Implementation	Time Frame/ Funding	Status
Continue evaluating alternatives for expansion and capital improvements without additional cost to customers	CPW	ongoing	
CPW should treat all wastewater generated within the St Andrews Public Service District	CPW, St Andrews PSD, James Island PSD	1 2 years	
PUBLIC UTILITY PROVIDERS Work with both electrical and utility providers to develop coordinated long range energy policies	Public Service, SCE&G, Storer Southern Bell, Berkeley Electric Co op	2 3 years	
Encourage the placement of all utilities underground where economically feasible	Public Service, SCE&G, Storer, Southern Bell Berkeley Electric Co op	3 6 years	
Coordinate placement of new utilities or maintenance projects for existing utilities	P&UD, SCE&G, Southern Bell, Storer	1 2 years	
Develop a checklist of location requirements for interagency review and coordination	Zoning	1 2 years	
PUBLIC SERVICES Depending on the scope of a project, the technical review process should include all permitting representatives of government impacted by projects	City departments, CPW, SCE&G, U S Corp of Engineers, utility companies, SCDHPT, SCCC, County, COG	1 2 years	

Policy	Implementation	Time Frame/ Funding	Status
Evaluate the cost effectiveness of creating a new municipal services building	Mayor's Office, PU&D	2 4 years	
Evaluate the feasibility of locating city hall satellite facilities in outlying areas of the City	Mayor's office, P&UD	3 5 years	
Require developers to bond the physical and functional integrity of improvements and maintain new infrastructure for a specified guaranteed period	P&UD, Public Service	1 2 years	
Encourage the state to liberalize annexation laws through enabling legislation which allows municipalities to annex to their logical and most efficient boundaries	P&UD, Legal	1 4 years	
Acquire land for facilities before or during the initial development of newly annexed areas	All departments	0 2 years	
Anticipate expansion and the need for more personnel and expanded facilities	all departments	ongoing	
Inform and educate neighboring areas regarding the City's annexation policies and the benefits offered by the City of Charleston	P&UD	ongoing	



Policy	Implementation	Time Frame/ Funding	Status
--------	----------------	------------------------	--------

TRAFFIC AND TRANSPORTATION

TRAFFIC

Strive for a level of service "C" wherever practical, otherwise maintain a minimum level of service "D" on arterial and collector streets

T&T

ongoing

Work with the COG and SCDHPT to develop a travel demand forecast model for arterial and collector streets within the study area

T&T,
COG,
SCDHPT

0 3 years

Encourage SCDHPT, CHATS, City, etc to provide funding for the improvements identified in the TOPICS study

T&T,
SCDHPT,
CHATS

3 4 years

Support the creation of a public transportation authority with bonding powers

T&T,
COG

0 2 years

Investigate alternative sources of funding for transportation improvements and seek enabling legislation as needed to implement

T&T,
COG,
CHATS

1 2 years

Develop and encourage state enabling legislation to empower the City to require off site improvements to the transportation network for the impact of traffic generated by new development or to require a developer to help finance transit services

T&T,
P&UD

1-2 years

Policy	Implementation	Time Frame/ Funding	Status
Require traffic impact study before approval of any major subdivision of 100 units or more or a major rezoning	T&T, Zoning	0 2 years	
Create incentives for voluntary developer participation in transportation improvements	T&T, Zoning	0 2 years	
Hire a consultant firm or additional transportation planning staff to update the TOPICS study to include new operational improvements and small construction projects	T&T	2 3 years \$63,000	
DEMAND MANAGEMENT TECHNIQUES			
Approach major employers with concept of reducing travel demand through management techniques such as ride sharing (car pooling, van pooling), flex time and staggered work schedules, home work stations and combining trips	T&T, P&UD, COG	0 10 years	
Encourage each City department to adopt flex time or staggered work schedules and utilize ride share programs for City employees	all City departments	0 1 years	in progress
Require, as part of the plan review process, that the developer consider car pool or ride share programs or invest in a public transit fund	Zoning, T&T	1 2 years	

Policy	Implementation	Time Frame/ Funding	Status
Offer incentives to companies and drivers who implement demand reduction concepts	T&T, P&UD Zoning	1 2 years	
Identify appropriate areas for park and ride lots throughout the city and work with property owner to donate, sell or lease lots to the City, coordinating with a regional park and ride program	T&T, Finance Division	1 3 years	
ALTERNATIVES TO THE AUTOMOBILE			
Ensure convenient access for everyone to activity, shopping and business centers	T&T, P&UD	ongoing	
Employ incentives for use of mass transit, bicycles and walking as alternatives to automobiles, especially in highly congested areas	T&T, SCE&G	2 4 years	
Prioritize and construct new sidewalks and link existing sidewalks in areas of heavy pedestrian activity	Public Service	1 10 years	
Seek funding for sidewalk construction from "C" funds, SCDHPT, Highway Commission, Legislative Delegation and other sources	Public Service, T&T, COG SCDHPT	2 5 years	
Update the city wide bicycle plan, identifying a complete network offering access to all activity centers	T&T, COG, Planning	0 2 years	

Policy	Implementation	Time Frame/ Funding	Status
Incorporate bicycle racks in the design of new public places such as the Waterfront Park and VRTC	Parks, P&UD, Zoning	0 3 years	
Require new developments to accommodate bicycles and bicycle racks	T&T, Zoning	1 2 years	initiated for specific uses
Work with the state highway department to include bicycle lanes in the design of new highways and bridges or improvements to existing facilities	T&T SCDHPT	0 10 years	
Conduct public education programs to offer information and encourage use of alternative modes of travel	T&T	1 2 years	
PUBLIC TRANSPORTATION Emphasize use of public transportation, and create a system that is accessible, convenient and competitive with automobile use	T&T	1 2 years	
Require new development to share in the cost of expansion of the public transportation system	T&T, P&UD	1 2 years	
Install shelters and seats at all major bus stops	T&T	0 2 years	Contract awarded for 11 shelters
Support the creation of a regional transportation authority to acquire and manage the transit system	T&T	ongoing	Grant application to fund new campaign and update study

Policy	Implementation	Time Frame/ Funding	Status
Locate transit substations on James Island and in West Ashley to connect with the VRTC	T&T	3 6 years	Posted at many bus stops
Use aggressive marketing and rider incentives to encourage transit ridership	T&T	1 10 years	
Make routing and scheduling information readily available	T&T, SCE&G	0 10 years	
Protect the right of way for the proposed light rail corridor	T&T, Planning Master Road Plan	0 2 years	
Evaluate the feasibility of providing rail service to West Ashley	T&T, Planning, consultant	5 10 years	
WATER TRANSPORTATION Evaluate the feasibility of providing water taxi and/or ferry service to the Charleston area	T&T,	2 4 years	
Work with private contractors towards the creation of commuter oriented ferry services from Mount Pleasant (Patriots Point) to the Waterfront Park area and from James Island (Ashley Point Marina) to the Waterfront Park area	T&T, P&UD	2 4 years	

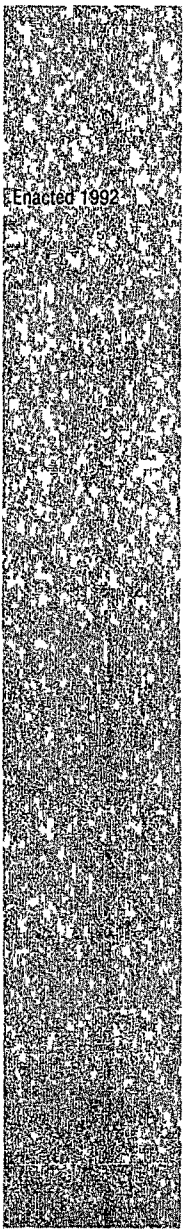
Policy	Implementation	Time Frame/ Funding	Status
Provide shuttle and transit services to the docking areas	T&T,	2 4 years	
Examine all sources of public and private funding to finance a pilot program	T&T	2 4 years	
PARKING Update the 1982 parking study and establish a downtown parking strategy that provides parking in appropriate areas taking into consideration existing and proposed public transit and downtown designations	T&T, consultant Planning	1 3 years \$30,000	
Encourage more public/private partnership or private financing of parking garages	P&UD, T&T	ongoing	
Reevaluate parking requirements in zoning ordinance to ensure present and future parking needs are met, taking into consideration the concept of shared parking spaces	P&UD, T&T	1 3 years	
On street parking should be reevaluated considering the convenient location of parking garage space and, as shuttle service is available, in areas such as Calhoun, Market, Broad, East Bay and Meeting streets	T&T, Zoning	3 10 years	
Examine the feasibility of building garages on the fringe areas and charging lower rates	T&T	1 3 years	

Policy	Implementation	Time Frame/ Funding	Status
Evaluate the use of a portion of parking revenues for financing future parking or for public transportation	T&T, Finance Division	2 3 years	
Develop an ordinance to enable the City to create a fund for parking improvements, a developer will contribute to this fund if a parking variance is granted	P&UD, T&T	1 2 years	In progress
SAFETY Design new intersections to remove pedestrian and vehicle conflicts and inadequate sight distances and revise zoning ordinance to require better design in new developments	T&T, Zoning	ongoing	
Fund a study to identify improvements to high accident intersections	T&T	1 3 years \$20,000	
Require more pedestrian facilities as part of site plan review	P&UD	ongoing	
Increase the involvement of Police Department in dealing with traffic safety, and in enforcement of speed limits and drunk driving laws	Police	0 2 years	
Examine the feasibility of high pressure sodium lights to replace the existing street lights for the entire city	T&T, Parks	1 3 years	Evaluating major corridors and bridges

Policy	Implementation	Time Frame/ Funding	Status
LAND USE MANAGEMENT			
Encourage new growth to be clustered, convenient to planned road improvements and conducive to transit usage	PU&D	ongoing	
Encourage an appropriate mix of residential and commercial activities within easy walking distance of each other to reduce automobile trips	T&T P&UD	ongoing	
Limit curb cuts or combine driveway entrances on new or existing roads whenever possible	T&T, P&UD	ongoing	
Consider frontage roads in conjunction with the design of new major facilities and along existing corridors as a means of alleviating traffic congestion	T&T, SCDHPT	ongoing	
Coordinate economic development with planned transportation improvements	P&UD, T&T	ongoing	
Determine streets that have reached capacity and adjust zoning accordingly	T&T, Zoning	2 4 years	
Preserve and enhance through corridor protection regulations, scenic routes and vistas If necessary, seek enabling legislation and combine with the <i>Master Road Plan</i>	T&T, P&UD	ongoing	

Policy	Implementation	Time Frame/ Funding	Status
ENVIRONMENT			
WATER RESOURCES			
Ensure quality and quantity of fresh water through stricter controls and enforcement	Public Services, CPW, DHEC	2 4 years	
Evaluate activities that have adverse effects on the water quality, including upland activities which impact aquatic systems	Public Services, CPW, DHEC	2 4 years	
Encourage comprehensive review of existing water supplies and demands to determine further needs	Planning, CPW	2 4 years	
Urge DHEC and legislature for regular monitoring of all significant drinking water sources	Public Service, Planning	1-2 years	
Appropriate funds for constant monitoring of water to ensure that the quality of existing water is improved and maintained to reduce point source pollution problems	Mayor's Office, City Environmental Committee	3 4 years	
Establish a maximum lot coverage ordinance that would reduce impervious surfaces and recommend new surface techniques that would reduce run off	Zoning, Public Service	1 3 years	In progress

Policy	Implementation	Time Frame/ Funding	Status
City and County should develop an area wide drainage study to guide in the implementation of a storm water management plan that addresses run off and joint City County drainage projects	Public Service, private	2 3 years	
Develop a drainage ordinance that requires the best management practices for new developments	Public Service, private consultant	ongoing	
Revise subdivision ordinance to include regulations to control removal or mitigation of wetlands	Zoning, Public Service	2 3 years	
Develop standards for vegetative setback, such as a minimum of fifty feet from the critical line for new development	Zoning, County	1 3 years	
Encourage consolidation of all sewage treatment facilities and explore state enabling legislation to give a consolidating agency more control over area wide systems	CPW	3 4 years	
Encourage alternative sewage treatment methods which are environmentally preferable to surface water discharges	CPW, TRC	ongoing	

Policy	Implementation	Time Frame/ Funding	Status
Adopt a public education program on point and non point source pollution to increase public awareness of this serious environmental problem	Public Service, Planning, County	1-2 years	
Urge DHEC and the EPA for legislation requiring all vessels with marine heads to have holding tanks	Public Service, Planning	1 3 years	
Enact a City ordinance requiring new or expanded marinas to provide pump-out facilities to be tied into the sewer system	Zoning, DHEC	1 3 years	
DEVELOPMENT STANDARDS Establish standards for residential development that encourage preservation and maintenance of open space	Zoning, County	2 3 years	
Develop incentives for property owners to dedicate open space through property easements	Planning, Zoning	2 3 years	
Establish programs in which public and private agencies can participate to protect the environment	Planning	2 4 years	

Policy	Implementation	Time Frame/ Funding	Status
GREENHOUSE EFFECT AND SEA LEVEL RISE Evaluate guidelines for new construction below six feet above mean sea level considering the following • Establish a maximum size of structure that could be developed • Demonstrate that structures constructed between six to ten feet mean sea level can be removed to a location above the contour line • Prohibit landfills, gasoline storage tanks or any other structure designed to contain hazardous material or solid waste from contaminating ground water	Planning, Zoning, Public Service	3 5 years	
Encourage state wide efforts to address problems created by sea level rise projections	Planning, Public Service, Charleston Harbor Estuary	1 3 years	
Support the activities of local environmental groups that target coastal preservation	Planning	ongoing	
AIR QUALITY Support a county wide program to encourage carpooling and expansion of mass transit to reduce air pollution	T&T, County Planning, COG	0 10 years	

Policy	Implementation	Time Frame/ Funding	Status
Encourage state legislation to adopt a motor vehicle emissions law and the strict implementation of inspections and enforcement	Mayor's Office, Environmental Committee	2 4 years	
Adopt an ordinance which requires buffers around all industrial sites regardless of adjacent zonings using the City landscape ordinance and enhance with street tree program	Zoning Parks	1 3 years	
Increase public awareness of air quality issues	Planning, Environmental Committee	1 2 years	
INDOOR ENVIRONMENTAL HAZARDS Create guidelines for the environmentally safe removal of lead base paint and other hazardous construction material	Environmental Committee, P&UD	0 2 years	
Encourage testing for radon in existing and new structures	Environmental Committee, Public Service	0 10 years	
Work with environmental control agencies to create public awareness programs on the kinds, effects and safe control of indoor air problems	City, County, DHEC	ongoing	
EMERGENCY PREPAREDNESS Require mandatory participation in emergency preparedness training programs	Mayor's Office	0 1 year	

Policy	Implementation	Time Frame/ Funding	Status
Encourage the refinement of the state emergency preparedness procedures	Mayor's Office, County	1 3 years	
Encourage the development of a public safety center	Mayor's Office, County	1 2 years	
Develop new building standards for damage resistant structures	Public Service, County	ongoing	
Promote greater awareness of emergency preparedness guidelines	Mayor's Office, County	1 4 years	Initiated thru Disaster Recovery Office
SOLID AND HAZARDOUS WASTE Institute curb side recycling programs for all residents currently served by curb side garbage collection	Public Service	0 2 years	In progress
Develop cooperative agreement throughout all levels of government to facilitate reduction, reuse and recycling of solid and hazardous waste	Public Service, County	0 3 years	
Work with county and state officials to monitor the safe transportation of hazardous waste through the state	Public Service, Fire, County	ongoing	
Develop education programs and work with school systems on recycling programs and how to identify potential hazardous waste in our homes	Public Service County	0 2 years	

Policy	Implementation	Time Frame/ Funding	Status
--------	----------------	------------------------	--------

QUALITY OF LIFE

COMMUNITY FACILITIES

Initiate a cooperative effort to evaluate the feasibility of merging certain facilities and services to provide more efficient and cost effective delivery of services

Planning,
Parks

1 5 years

Initiate a cooperative effort to develop school programs and facilities that meet the needs of the student population

Planning
School Board

1 5 years

Initiate a cooperative effort to develop a library system that is accessible and meets the needs of every resident

Planning,
County

5 10 years

Work with health care providers to develop facilities that are accessible and meet the needs of every resident

Planning,
Zoning

ongoing

ARTS AND CULTURAL AFFAIRS

Establish a data survey of the arts industry and update every three years

Cultural
Affairs

1 3 years

Develop and implement a comprehensive cultural plan

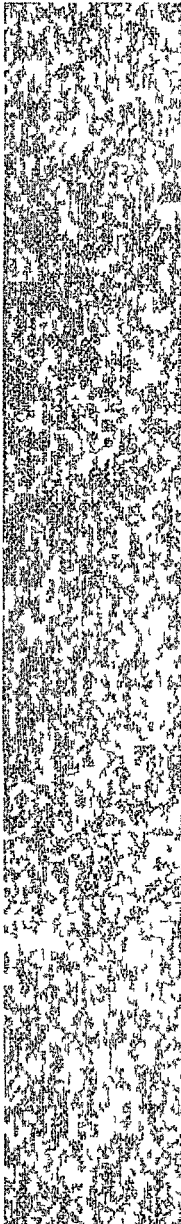
Cultural
Affairs,
private
consultant

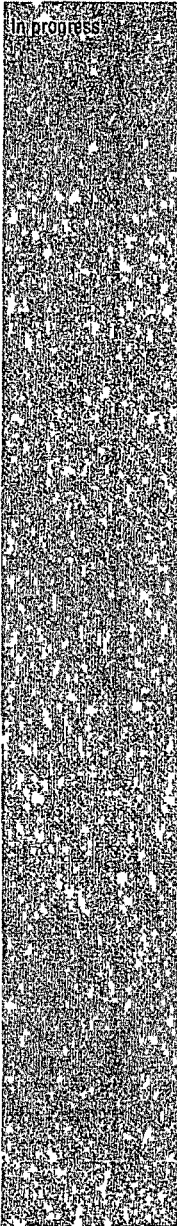
2 4 years

Identify areas for diversification in the arts industry

Cultural
Affairs

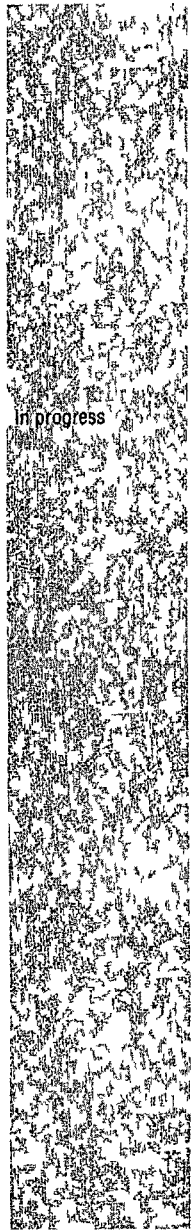
1 4 years

Policy	Implementation	Time Frame/ Funding	Status
Establish budgets for new construction and for continual maintenance of facilities	Cultural Affairs, Mayor's Office	1 3 years	
Examine and develop new methods of funding sources for the arts	Cultural Affairs	1 2 years	
Develop affordable work places for artists and arts technicians	Cultural Affairs, Mayor's Office	0 4 years	
Encourage joint ventures with public and private entities to create and maintain cultural facilities to meet the needs of the community	Cultural Affairs	1 5 years	
Incorporate the study of the arts especially that of Lowcountry artists into the core curriculum of all school grades and programs	Cultural Affairs	1-3 years	
Use local artists as educational resources	Cultural Affairs	ongoing	
PARKS			
Update the park plan every five years to determine recreational needs through the use of surveys, evaluations, citizen input, and research	Parks, Planning	1 5 years	
Acquire land for park facilities before or during the development of an area, through the dedication of land or purchase	Parks, Planning, Zoning	0 10 years	

Policy	Implementation	Time Frame/ Funding	Status
Investigate the development of an ordinance which requires developers to set aside land or money into a specific park fund as a part of the development review process	Zoning, Parks	1 2 years	
Encourage city neighborhoods to participate in "adopt a park" program and to more effectively maintain public areas	Parks	0 10 years	
Develop parks that are in a continuous network, such as walking and biking trails to connect neighborhoods	Parks, P&UD	0 10 years	
Monitor the use of services and facilities to determine demand and recommend making changes accordingly	Parks, Recreation	0 10 years	
Develop new headquarters for the recreation department	Recreation, Mayor's Office	0 3 years	
Develop a wellness center program	Recreation	1 2 years	
More equipment such as vehicles should be provided for the mobility of the elderly and youth served by the recreation department's activities	Recreation, Mayor's Office	0-10 years	
Investigate non traditional locations for playgrounds and playing fields such as the temporary use or purchase of public rights of way	Parks, Recreation	0 10 years	

Policy	Implementation	Time Frame/ Funding	Status
Expand programs on special activities for targeted groups, such as single parents and their children and for teenagers	Recreation	0 2 years	
Integrate recreation programs with other public, human services	Recreation	0 2 years	
Develop parks with more active recreation facilities such as tennis courts and pools	Parks, Recreation	2 6 years	
Develop a centrally located softball complex for league playing	Recreation, Parks	3 5 years	
Develop a regional sports complex that provides sports instruction and league play for local teams as well as prominent tournament locations for regional, state, and area competition	Recreation, PRC	2 6 years	
Support and augment County efforts to provide more public access to water through park sites at river edges for water oriented sport activities	Parks	0 10 years	
Coordinate programming efforts with other community agencies and opportunities to avoid duplication and encourage innovation and inter disciplinary programming	Parks, Recreation	1 3 years	

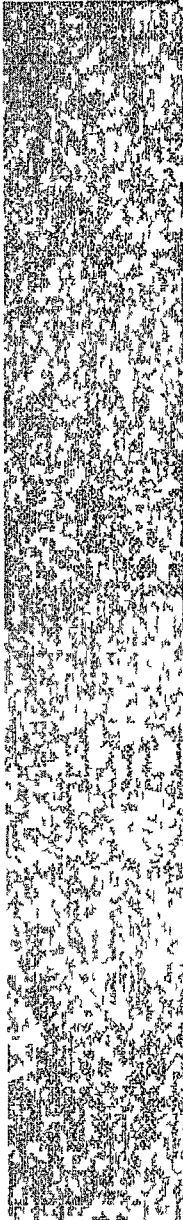
Policy	Implementation	Time Frame/ Funding	Status
URBAN DESIGN			
QUALITY DESIGN Recognize quality projects which exemplify superb architecture, urban design or craftsmanship	P&UD, AIA, County ASLA,	0 10 years	
Require parking garage designs compatible with surrounding buildings, with retail uses on the first floor whenever feasible with appropriate landscaping	Arch/Pres, BAR	ongoing	
Place utility lines underground or improve the appearance of overhead wires	Public Service, Parks, Planning, Arch/Pres	ongoing	
Phase in high pressure sodium lights with consideration given to developing a trial project in the historic district and concentrating on major corridors first	Public Service, Arch/Pres	1 2 years	upgraded in certain neighborhoods and as requested
Provide well located utility boxes both for aesthetics and for service access	Public Service, Arch/Pres	ongoing	initiated for specific uses
Consider well designed and well located bicycle parking in all design review processes	Zoning	0 10 years	

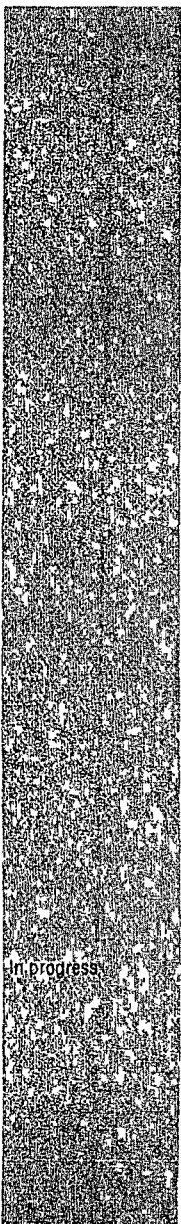
Policy	Implementation	Time Frame/ Funding	Status
Request that public and private developers provide public art as part of the construction or rehabilitation of new or existing development	Zoning, Cultural Affairs	1 10 years	
Seek legislation to permit the City to assess developers for the provision and maintenance of public art	Zoning, Planning	2 4 Years	
Provide a program through which the public can donate money for specific public amenities such as benches and street trees	Parks, Planning	1 year	
Refine sign ordinance to set appropriate limits on sign size for mini-warehouses and automobile dealers	Zoning	1 3 years	
Develop ordinances which establish siting requirements for communication facilities and satellite dishes	Zoning	1 3 years	
Evaluate progress and appropriateness of all previous urban design plans adopted by the City on a regular basis	Parks, Planning, Arch/Pres, Zoning	ongoing	

Policy	Implementation	Time Frame/ Funding	Status
NATURAL CHARACTER PRESERVATION			
Require developers to submit a street tree master plan for any new development	Zoning	1 3 years	
Create an areawide street tree master plan with the County	P&UD, Parks, County	2 4 years	
Require street trees along all roads for any new development and retroactively for commercial developments	Zoning, Planning	1 3 years	
Study feasibility of acquiring right of way encroachment permits from the highway department for tree plantings	P&UD, Parks	0 3 years	
Establish guidelines which guarantee "X" percent unbuilt area per development	Zoning Engineering	1 year	
Consider establishing a maximum limit of parking spaces allowed for each use	Zoning	1 year	
HEIGHT LIMITATION			
Establish guidelines which permit tall structures and limit height where appropriate	P&UD	3 4 years \$50,000	

Policy	Implementation	Time Frame/ Funding	Status
HISTORIC PRESERVATION Develop a city wide landmarking ordinance which preserves significant sites, structures or districts by protecting them from inappropriate development or renovations	Planning, Arch/Pres	0 2 years	
Coordinate development of an historic landmark ordinance with the County	Planning, Arch/Pres, County	1 3 years	
Discourage demolition by neglect	Legal Zoning, Inspection	ongoing	
Evaluate the need for and implementation mechanisms for an archaeological study and ordinance	Arch/Pres, Planning	3 4 years	
Promote quality preservation, restoration and conservation through the crafts program	Arch/Pres	ongoing	
NEW NEIGHBORHOODS Promote the creation of distinctive neighborhoods through the use of coordinated design elements such as entry ways, street patterns and paving, street furniture, landscaping and unique building types and styles	Planning, T&T, Zoning	1 3 years	

Policy	Implementation	Time Frame/ Funding	Status
Encourage the development of gathering places, parks and open space for social interaction within each neighborhood	Planning, Zoning	1 year	
Encourage neighborhood pedestrian and bicycle networks which are safe and attractive and connect with adjacent networks	Zoning, T&T	ongoing	
Encourage the preservation of the natural landscape	Zoning	ongoing	
EXISTING NEIGHBORHOODS			
Encourage preservation of land uses and physically or historically significant structures which help define the neighborhood's character	Planning, Arch/Pres	ongoing	
Foster a cooperative planning effort between large institutions and the City working together within clearly defined boundaries of the institutions	Zoning, Planning	1 3 years	
Encourage infill development respecting the architectural character of the neighborhood with a neighborhood design review body for implementation	Zoning	0 10 years	

Policy	Implementation	Time Frame/ Funding	Status
Encourage developers to protect neighborhood character through property owners' restrictive covenants	Zoning,	0 10 years	
Inventory and record cultural diversity throughout the City and relate public improvements to this assessment	Cultural Affairs, Arch/Pres	1 5 years	
GATEWAY Create an urban design corridor plan and urban design gateway plan for each highway entry	Parks, P&UD	2 5 years	
Require screening of unattractive land uses	Zoning	3 6 years	
Involve businesses and civic organizations in adopting gateways for beautification projects	Parks, Planning, Chamber	7 10 years	
Negotiate with the SCDHPT to allow landscaping improvements and to place utility lines underground when road improvements are made	Parks, Planning, T&T	0 10 years	
URBAN CORIDOR Establish urban design plans for each corridor	Parks, P&UD	2 5 years	

Policy	Implementation	Time Frame/ Funding	Status
Provide sidewalks which are sufficiently separated from fast moving traffic and crosswalks with pedestrian signals	Zoning, T&T	3 6 years	
Provide pedestrian amenities such as benches and bicycle racks along sidewalks	Planning, Public Service	3 6 years	
Regulate the use of public land (sidewalks) for private uses (sidewalk cafes, vendors, etc)	Planning, Public Service	ongoing	
Inventory handicapped accessible sidewalks and provide funds to construct more ramps	Public Service, consultant	2 4 years \$30,000	
Consolidate access points onto corridors as much as possible to avoid unsafe and confusing conditions	Zoning	1 3 years	
Encourage open space which provides visual relief from built environments	Zoning, Planning	ongoing	
Encourage the retention of existing residential type structures (not necessarily residential uses) along St Andrews Boulevard in order to preserve its character	Zoning	0 2 years	

Policy	Implementation	Time Frame/ Funding	Status
Develop joint standards for urban design plans for beautification projects and bicycle and pedestrian paths with the County and seek new funding sources for joint City/County projects	P&UD County	1-3 years	
SCENIC CORRIDORS Maintain and beautify scenic corridors	Parks, T&T Sanitation	ongoing	
Develop an identification system for scenic corridors	T&T	1 4 years	
Encourage the County to provide buffers similar to the City's along scenic roads	Office of Citizen Participation, Planning, Zoning, City Council	1 5 years	
Protect scenic corridors along all SCCC critical lines and freshwater wetlands to include restrictions on building height and setbacks from the critical line	Planning, City Council	1 3 years	
Require indigenous plants within buffers	Zoning	1 3 years	
Develop alternatives to sidewalks, such as meandering paths	Zoning, Engineering, T&T	1 3 years	

Policy	Implementation	Time Frame/ Funding	Status
Establish requirements for screening unattractive uses along scenic corridors	Zoning	1 3 years	
Preserve view corridors near water bodies or marsh	City Council, Planning	7 10 years	
PENINSULA PUBLIC WATER ACCESS Provide a coordinated system of lighting, street furnishing, landscaping and signs	Parks, P&UD	3 6 years	
Provide variety and interest through seasonal plantings, steps, ledges, benches, varied pathway construction methods (sidewalks, seawalls and boardwalks over marsh) and vista platforms	Parks	3 6 years	
Develop and adopt a public water access plan for unconstructed areas and an improvement plan for existing areas	P&UD	1 3 years	
HISTORIC DISTRICT Encourage schools to utilize the Heritage Program and encourage involvement of the preservation groups and local chapter of the AIA	Arch/Pres	0 10 years	
Develop design guidelines for properties that acknowledge the economic, social and cultural characteristics of the areas	Arch/Pres	1 3 years	

Policy	Implementation	Time Frame/ Funding	Status
Encourage incentives for preservation	Arch/Pres	0 2 years	
Update the architectural rating survey for the lower portion of the peninsula and establish a regular updating process	Arch/Pres	1-3 years	
Amend the zoning ordinance to reflect the historic district's development patterns	Zoning	1 3 years	
LOCKWOOD DRIVE EXTENSION DISTRICT			
Evaluate the area for intensities of use and building heights	Planning, Zoning	0 2 years	
MEDICAL COMPLEX DISTRICT			
Encourage communication among institutions, the City, SCDH&PT and neighborhoods to ensure coordinated growth	P&UD, Calhoun Corridor Partnership, SCDH&PT	ongoing	
Develop and encourage the adherence to a coordinated system of lighting, street furnishings, landscaping, parking and signs	Planning, Arch/Pres, Parks	0 5 years	
Encourage MUSC to use its Cannon Street properties for more than just parking lots and garages	Zoning, Planning	ongoing	
Encourage MUSC to develop this area as its northern boundary and one of its primary entries	Zoning, Planning	ongoing	

Policy	Implementation	Time Frame/ Funding	Status
ALBEMARLE POINT Encourage lower buildings along the perimeter adjacent to SCCC critical areas—higher buildings (50 feet) inland, encourage public access along water's edge	Zoning (TRC), Arch/Pres (BAR)	ongoing	
Encourage natural vegetation to be retained or planted within the setbacks from marshes in order to soften the development's impact	Zoning (TRC), Arch/Pres (BAR)	ongoing	
Encourage a mixture of land uses to allow a self sustaining development	Zoning (TRC), Arch/Pres (BAR)	ongoing	
DANIEL ISLAND Adopt a development plan and appropriate ordinances which include urban design guidelines for Daniel Island. The plan should encourage design guidelines, a buffer along the interstate, lowrise development on the southern tip, higher density near the interstate and public water access around portions of the perimeter	P&UD	1 5 years	

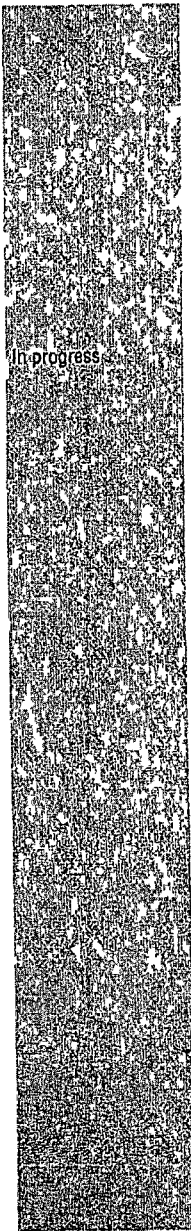


Policy	Implementation	Time Frame/ Funding	Status
LAND USE			
FUTURE LAND USE MAP PENINSULA Study rezoning to Commercial Transitional or Diverse Residential 2F from Coming Street to just east of President Street on Spring and Cannon streets	Planning	1 2 years	
Focus Local Development Corporation efforts on mixed use commercial and residential rehabilitation on Spring and Cannon streets to complement Community Development efforts	Revitalization, LDC, CD	1 2+ years	
Provide incentives to retain housing on Spring and Cannon if the area is not zoned for residential uses	P&UD	2 3 years	
Retain existing residential uses and rezone the westside of Meeting from Conroy to Brigade	Zoning, P&Z	ongoing	
Recommend rezoning the land between F Street and the west side of H Street from Light Industrial to Diverse Residential 2	P&UD, P&Z	1 2 years	
Rezone Broad Street to permit office, housing, small service and restaurant uses from 7 AM to 8 PM	Zoning	1 2 years	

Policy	Implementation	Time Frame/ Funding	Status
Study rezoning Meeting Street along the East Side and Ansonborough neighborhoods to commercial transitional to protect adjacent residential uses and streetscape	P&UD	1 2 years	
Recommend rezoning the Market areas from Light Industrial Accommodation to General Business Accommodation	Zoning	1 2 years	In progress
Recommend rezoning the land between Meeting and King Streets and between John and Columbus Streets from Light Industrial Accommodation to General Business-Accommodation	Zoning	1-2 years	
Prepare land use plans and rezone the SPA land from Market to Laurens Streets should the SPA move its operations	P&UD	2 3 years	
Assess development potential of underutilized areas along the waterfront area	P&UD	1 3 years	
Further study of industrial development potential is recommended prior to the rezoning of East Bay Street from Laurens to South Streets from Light Industrial to Commercial	Planning, Partnership	1 2 years	

Policy	Implementation	Time Frame/ Funding	Status
Encourage the development of the Morrison Drive area as a building supply and light manufacturing corridor	Revitalization, P&UD	ongoing	
Recommend retention of industrially zoned land until economic analysis of city industrial land can be evaluated with particular focus on environmental implications and impact to the Rosemont community	Revitalization, Planning, private consultant	3 4 years	
Study future use of Fishburne and Hagood Streets and Lockwood Boulevard general vicinity with particular focus on traffic and riverfront accessibility	Planning	2 3 years	
Support long term redevelopment of City property south of Fishburne Street to include event parking for the stadium during "off" hours	Administrative Services	ongoing	
Support development of The Citadel's Ruston property through interior access only and to be a good neighbor to Wagener Terrace residents	P&UD	ongoing	

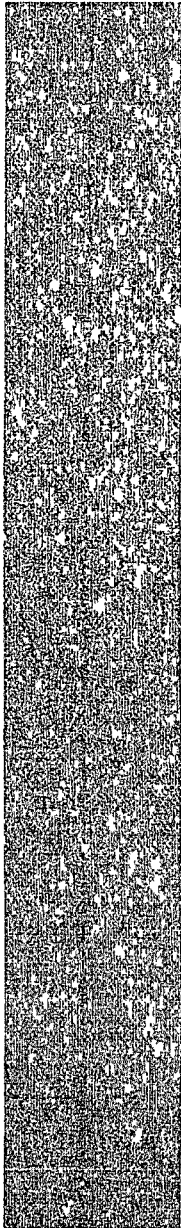
Policy	Implementation	Time Frame/ Funding	Status
Should the Bishop England campus become available, support the expansion of the College onto this property. Otherwise the College boundaries should be confined to westward to Coming Street, southward to Beaufain Street, northward to Duncan and Vanderhorst Streets and eastward to the east side of St Philip Street, excluding residential properties and including existing locations outside these boundaries	P&UD	0-10 years	
Support residential housing and parking for the College to diminish the impact of the College on adjacent neighborhoods	P&UD, T&T	0 4 years	
Encourage expansion of the medical complex northward to Cannon Street. No further expansion should take place south of Calhoun or east of Rutledge Avenue. However, existing residential uses between Ashley and Rutledge Avenues shall remain	P&UD	ongoing	
Support joint venture housing efforts between MUSC and private developers close to or, preferably, on the campus	P&UD	0 4 years	

Policy	Implementation	Time Frame/ Funding	Status
Support joint venture parking garages with area hospitals	T&T, P&UD, Calhoun Corridor Partnership	ongoing	
WEST ASHLEY Zoning should be office along St Andrews Boulevard from Riverdale Drive to Avondale Avenue	Zoning, P&Z	ongoing	
Study the use of a zoning category which restricts office developments to a size, height and character which will be compatible with area residential structures in new zoning ordinance	PU&D	1 2 years	
JAMES ISLAND Rezone southeast corner of Folly Road and Country Club Drive to conservation and develop as an historic interpretive center	Zoning, P&Z	1 2 years	
Recommend a mixture of medium and high density residential and light impact commercial uses near the intersection of Folly Road and the proposed James Island Expressway	P&UD	1 10 years	

Policy	Implementation	Time Frame/ Funding	Status
Recommend that the Lowcountry Open Land Trust encourage donations of land or easements of property for preservation of the vista at Maybank Highway just before the Stono River Bridge	Land Trust	2 3 years	
JOHNS ISLAND Recommend extending the Maybank office node north to the wetlands or to the rear property lines with the condition that curb cuts are minimized	property owners, Zoning, P&Z	ongoing	
Upon increased bridge capacity and at least 400 feet of lot frontage, support medium density residential zoning along Maybank corridor	P&UD P&Z	5 10 years	
RELATIONSHIP TO THE REGION City, County of Charleston and other jurisdictions in the tri county area should develop a growth management study using the results of a comprehensive traffic capacity study along with environmental analysis and from this make land use and zoning recommendations which will protect the quality of life for generations to come	Planning, County Planning	3 5 years	

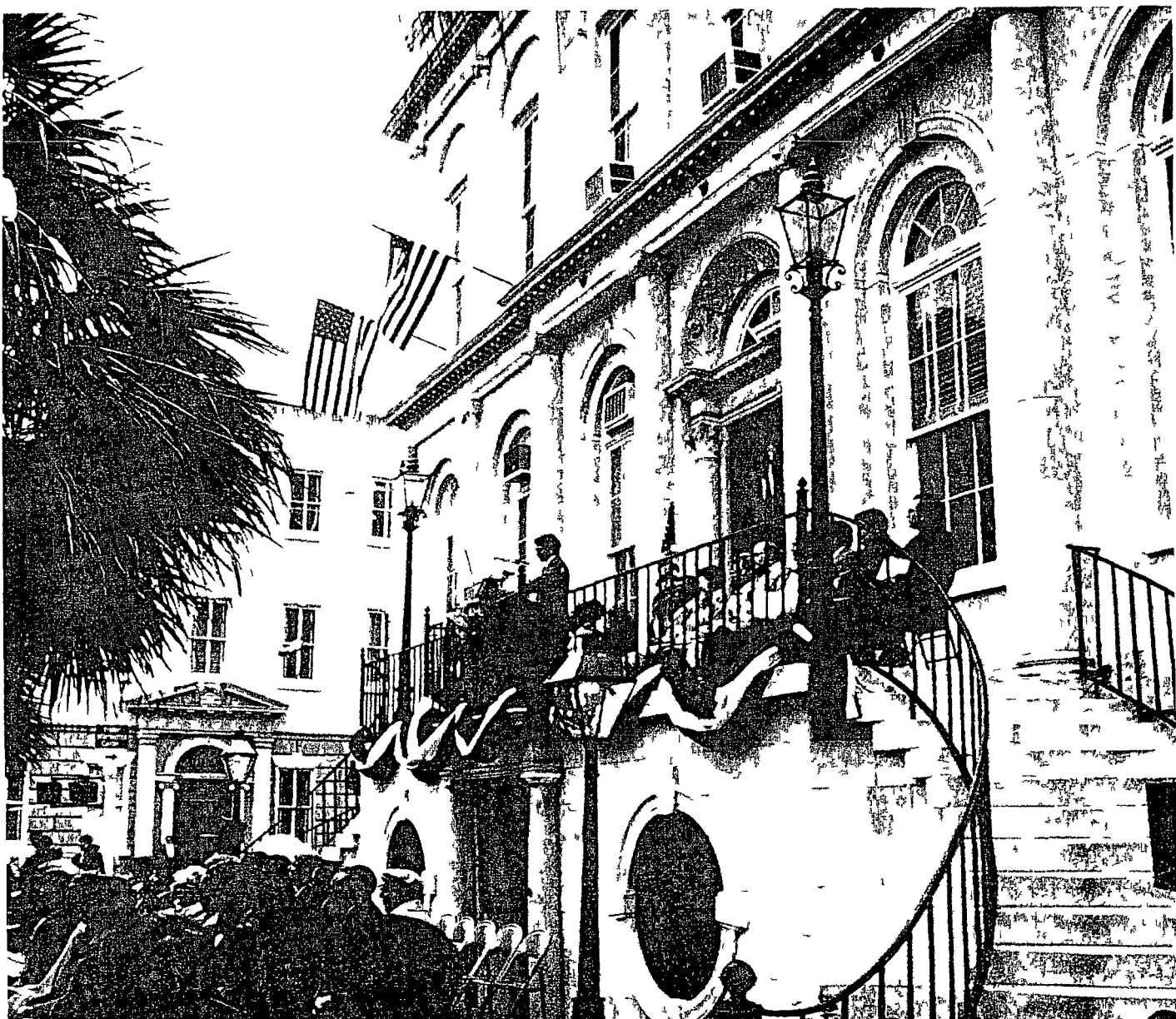
Policy	Implementation	Time Frame/ Funding	Status
RESIDENTIAL DENSITY Create traffic capacity models for use in evaluating all rezoning applications which increase the allowed density	T&T, Planning, Zoning	0 3 years	
Support medium and high density rezonings when roadway improvements are in place or under construction or traffic demand can be met by mass transit services	Zoning, P&Z	ongoing	
Encourage planned unit development or cluster zonings for mixed uses (residential and neighborhood commercial) which decrease the need for vehicular trips	Zoning, Planning, P&Z	ongoing	
Create new zoning categories for • rural residential zoning category, • agricultural zoning category, • conservation category which allows less development than in current zone	Zoning, Planning, P&Z	0 2 years	
In conjunction with the County, evaluate impact of lowering density allowed on Johns Island west of Brownswood Road and south of Plow Ground Road and make zoning recommendations	Planning, Zoning, County Planning	0 2 years	

Policy	Implementation	Time Frame/ Funding	Status
Reassess comprehensive and land use plans for city and special areas every five years	Planning	0 10 years	
LOCATING RESIDENTIAL DEVELOPMENT			
New residential development and zoning in non peninsular areas should follow these general guidelines	Planning, Zoning, T&T, P&Z	ongoing	
• high density residential (9+ units/acre) should only locate where 4 lane roads intersect • medium density residential (5 9 units/acre) should be located near 4-lane roads and adjacent to commercial properties • low density residential (1-5 units/acre) should be located along 2-lane roads • very low density residential (0-1 unit/acre) should be developed along 2 lane roads and where there are extreme environmental sensitivities such as property adjacent to water bodies or prime agricultural land			

Policy	Implementation	Time Frame/ Funding	Status
Recommend provision of medium density (5-9 units per acre) on Johns Island in the Maybank corridor area from Brownswood to Plow Ground roads upon the commencement of planned road improvements and with sensitivity toward avoiding displacement	Zoning, Planning	5-10 years	
Recommend six units or less per acre zoning for land lying in the vicinity of the 61 Expressway between Mark Clark Expressway and the Drayton Hall Connector lying beyond Bees Ferry Road	Zoning, Planning	1-2 years	
Biannually analyze construction permits, housing stock and population growth and incorporate the results into the City's "Developer's Package" to inform future developers of trends and needs	Planning	ongoing	
Study costs and benefits of annexation from a City service perspective to suggest most efficient locations for new annexations and create general policies for annexation related to this study	Planning	1-2 years	

Policy	Implementation	Time Frame/ Funding	Status
MIXED USES Encourage mixed uses in certain areas • east side of East Bay Street • King Street • Calhoun Street • Spring Street from Crosstown to King Street • Daniel Island • Union Pier Market to Charlotte Streets along Concord Street • Albemarle Point	P&UD	ongoing	
Create bed and breakfast regulations to protect the character and quality of neighborhoods	Zoning	0 1 years	Completed
Identify potential home occupation violations by neighbors and by City staff for investigation	Staff, Citizens, Citizen Participation	ongoing	
Support office or commercial transitional zoning for neighborhood edges	Zoning, P&Z	ongoing	
Support variances for first floor neighborhood oriented retail or neighborhood oriented office operated between 7 AM and 8 PM particularly if they are supported by the neighborhood	Zoning, BOA	ongoing	

Policy	Implementation	Time Frame/ Funding	Status
Explore creation of first floor neighborhood oriented retail or office such as those permitted in the Commercial Transitional zone with zoning for housing on upper floor(s) and zone appropriate buildings accordingly	Zoning, Planning	0-2 years	
Tourism related land uses should locate near the public market, the Cooper River waterfront and along major transportation arteries	Zoning, P&Z	ongoing	
Enforce single family zoning boundary in the Dock Street neighborhood	Zoning, P&Z	ongoing	
RURAL PRESERVATION Consider adjusting street paving, street width, curb, gutter and other standards for rural areas with large lots such as greater than 3 acres	P&UD, Zoning, Engineering, T&T County	3-4 years	
Adopt cluster zoning ordinance	Zoning,	0 2 years	Completed
Encourage donations to the Lowcountry Open Land Trust through publicity, education and development process	City Council, Zoning	ongoing	



Index

- | | | | |
|---------------------------------------|--------------------------------|--|--|
| 1978 <i>Land Use and Housing Plan</i> | 13 | Calhoun Corridor Partnership | 86 |
| 1980 City Business Survey | 5 | Carpool programs | 45, 47, 61 |
| 61 Corridor Growth Management Plan | 43, 92, 95, 98 | Change of use fee | 20 |
| Accabee | 19, 24 | Charleston Area Transportation Study | 43, 46, 50, 54 |
| Accident intersections | 53 | Charleston cottages | 17 |
| Agricultural zoning/uses | 89, 90, 92, 97, 98 | Charleston Harbor Estuary | 61 |
| Adopt a Highway program | 34, 83 | Charleston Housing Trust | 19 |
| Affordable housing ordinance | 22 | Charleston Interfaith Crisis Ministry | 14, 17 |
| Affordable Efficiency Apartment (AEA) | 17 | Charleston Place | 8, 10 |
| Air quality | 61, 63 | Charleston Special Area Management Plan (SAMP) | 43, 97 |
| Albemarle Point | 9, 87 | Charleston Trident Chamber of Commerce | 4, 6-8, 16, 98 |
| Amenities | 75, 76, 80, 82 | Child care programs | 5, 6 |
| American Institute of Architects | 75, 85, 86 | Children needs | 68, 69 |
| Annexation | 12, 19, 32, 33, 38, 41, 76, 98 | Citadel | 65, 91, 93 |
| Anti displacement | 19, 20 | Citizen participation | 28 |
| Anti litter | 34 | City code | 26, 27 |
| Aquaculture | 4, 6 | City wide landmark ordinance | 79 |
| Archaeological study | 79 | Clean city | 24, 27 |
| Architectural character | 80, 81 | Clean Water Act | 57 |
| Architectural rating | 85, 86 | Clustering | 54, 59, 80, 97, 100 |
| Architectural heritage | 85 | Colleges | 5, 6, 24, 27, 28, 65, 91, 93 |
| Ardmore | 19 | Commercial sprawl | 82 |
| Art | 66, 68, 76 | Commercial node | 9 |
| Arts industry | 11, 67, 68 | Commissioners of Public Works (CPW) | 35, 36 |
| Ashley River Walk | 68 | Communication transmission facilities | 76 |
| Awareness | 28, 29 | Community appearance | 26, 27, 79, 80 |
| Bed and Breakfast | 99 | Community Development | 13, 15, 18, 21 |
| Bees Ferry Road | 33, 43, 92, 98 | Community Facilities | 65, 66, 70-73 |
| Berkeley Electric Co operative | 38 | Community protection | 27, 28 |
| Bicycle Usage | 9, 47, 48, 59, 76, 80, 82, 23 | Community Reinvestment Act (1977) | 15 |
| Board of Architectural Review | 23, 75, 79, 87 | Congestion | 43, 45, 46, 53, 54, 59 |
| Board of Adjustment (BOA) | 21 | Conservation zoning | 97 |
| Bonding | 39, 45 | Corner store | 80, 99 |
| Buffers | 26, 28, 61, 75, 80, 83, 88, 98 | Corridors | 81, 83 |
| Building conditions | 19, 24, 25 | Council of Government (COG) | 1, 35, 39, 43 |
| Building heights | 78, 79, 87 | Council on Homelessness | 16 |
| Building maintainence | 24, 26 | County | 16, 35, 39, 43, 47, 50, 58, 62, 63, 79, 82, 83, 94, 97 |
| Building permits | 94 | Crafts | 67, 79 |
| Business parks | 90, 92 | Crime | 7, 27, 31, 32 |
| Calhoun Street Corridor Study | 2, 90, 91, 97 | Critical lines | 58 |

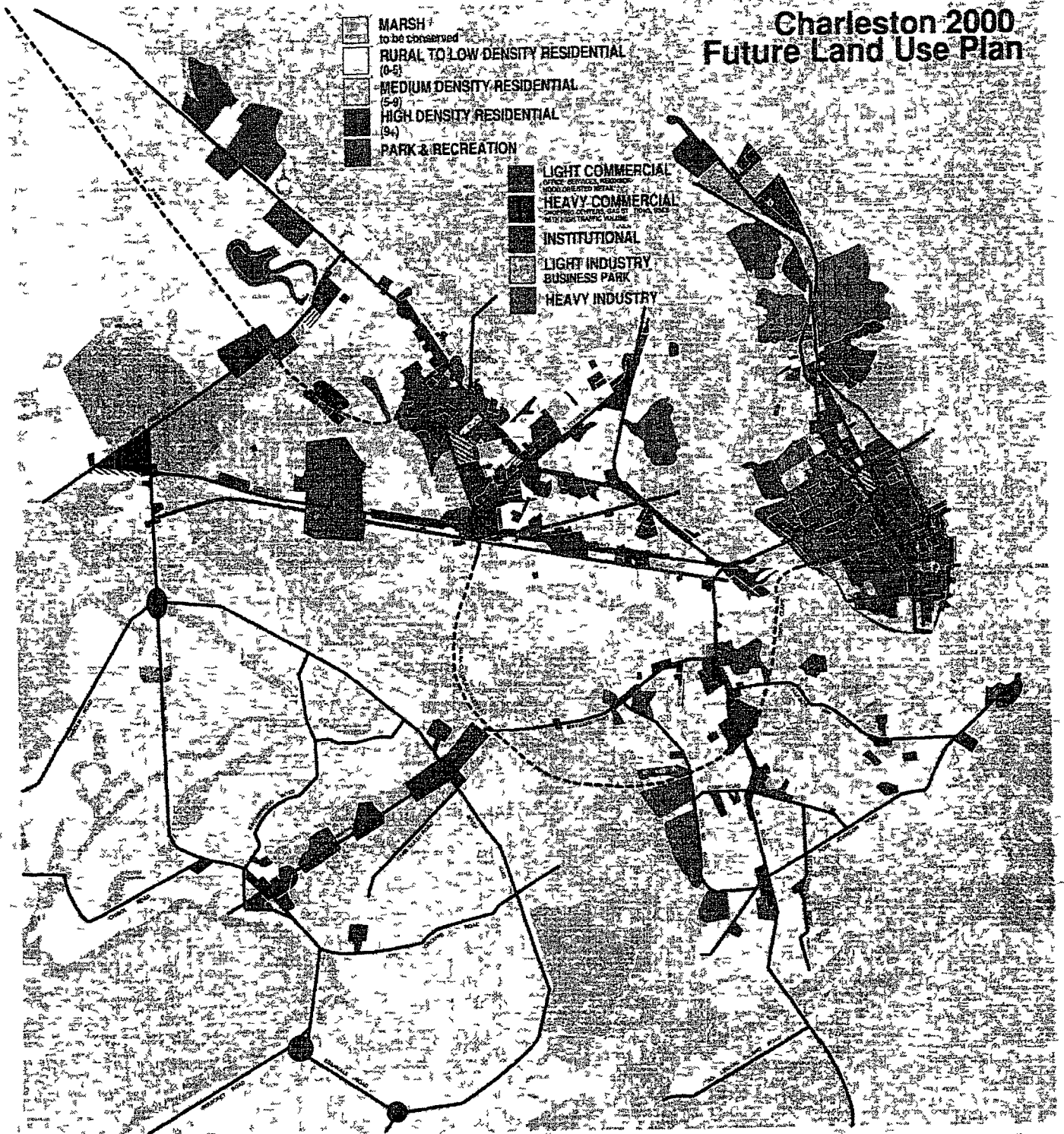
Cultural		Fifth Avenue/Maryville	19
diversity	81	Film making	11, 67
events	28, 66	Fire Department	1, 32, 33
facilities	28, 65 68, 71	Firearms	32
industry	11, 67	First floor uses	99, 100
Curb cuts	53, 54, 94, 98	Flex time	46, 47
Daniel Island	1, 10, 23, 32, 34, 51,	Flooding	61
	87, 88, 93	Foreign Tourism Markets	11
Dedicate land	59, 68, 69	Four lane roads	98
Demand management	46	Frontage roads	53, 54
Demolition-by neglect	24, 26, 79, 85	Funding	
Density	18, 22, 80, 89, 90, 92 98, 100	arts	67, 68
Department of Health and Environmental		housing	13 15
Control (DHEC)	38, 57, 58, 62	parks	68, 69
Design	21, 22, 75, 76, 87, 88	sidewalks	82
Design award program	75, 76	traffic facilities	43 55
Detention ponds	57, 58	Future land use map	89
Developer's package	16, 98	Gateways	81
Dilapidated	23, 24, 26	Geographic Information System (GIS)	12
Disaster coordination	31, 62, 63	Global warming	61
Diversification	3 5	Governance in Charleston	11
Drainage	34, 35, 57 59	Government loans	4
Duplicate facilities/services	41	Grants	4, 5, 14, 20, 26
Dwelling units	94	Greenhouse effect	59 61
Eastside Master Plan	2, 97	Greenway	48, 68
Economic development	3 12	Growth management	54, 59, 89, 94, 95, 97 100
Education	5, 7, 8, 65	Habitat for Humanity	19, 90
Elderly	16 18	Handicapped	82
Emergency Preparedness	62, 63	Harbors	57, 58
Employee benefits	5, 6	Hazardous Waste	63, 64
Employment	3, 6 8, 10	Health care	5, 6, 66, 71
Encroachments	78	Height limitations	78, 79
Enston Homes	18	Height district	78, 79, 86
Enterprise zones	4, 5	High Impact Commercial	90
Environment	1, 27, 28, 54, 58 61	Historic Charleston Foundation	
Environmental Protection Agency (EPA)	38, 58	Heritage Program	85, 86
Environmentally sensitive land	97	Historic	
Equipment loan program	24, 26	building/structures	24, 26, 79, 85
Erosion and sediment control	35	district	76, 85 86
Estuaries	57, 58	downtown	75
Family housing	17, 18	landmark	79
Federal grants/ funds	4, 5, 48, 51, 82	preservation	79
Ferries	51, 52	Home ownership	13, 18 20
Festivals	10, 11, 28, 66	Home work stations	46, 47

Homeless	17	Local Development Corporation	4, 5, 93
Homeowners association	81	Lockwood Boulevard	86, 91, 93
Hospitals	66, 71	Lowcountry Open Land Trust	59, 83, 92, 94
Housing Authority	13, 15, 17, 19	Low Income Housing Tax Credit	15
Housing conditions	23, 26	Maintenance (home)	20, 24, 26, 27
Housing and Urban Development		Market Street	91, 93
Authority (HUD)	18	Marinas	51, 58, 59, 88
Housing assistance	17	Mark Clark Expressway	10, 43, 79, 91, 93, 98
Hurricane Hugo	6, 11, 19, 62	Master Road Plan	43, 55
Illiteracy	7, 8	Master Drainage and Floodplain	
Impact fees	15, 16, 45, 46	Management Plan	34, 35
Impervious surface	57, 59, 78	Maximum coverage ordinance	57, 58
Incentives	4, 5, 12, 46, 51, 59, 75, 82, 85	Mayor's Task Force	3
Incineration	33, 63	Mayor's Council on Homelessness	16
Income	13, 15, 18, 20	McCleod Plantation	92
Industrial areas/uses	90, 93	Medical complex	86, 87, 94
Institutions	80, 81, 86, 87	Medical University of South	
Institutional uses	90	Carolina	65, 66, 70, 86, 87, 91, 94
Infill	80, 81	Military	4, 5
Infrastructure	6, 35, 39, 41, 50, 59, 92	Mini parks	20
International trade	5	Mitigate effects	45, 58
James Island	9, 43, 48, 50, 51, 92, 94-96, 99	Mixed uses	9, 54, 87, 91, 93, 97, 99, 100
James Island Land Use		Mobile homes	22, 23
Policy Recommendations	2, 43, 92, 97	Morrison Drive	91, 93
Johns Island	9, 32, 33, 36, 43, 50, 79, 92, 94, 95, 99	Movie making	67
Johns Island Plan	2, 43, 92, 97	Multi purpose facilities	39, 63
Junk cars/yards	27, 43, 83	Municipal building	39
Labor / workforce	4, 6, 8	Neck area	4, 9, 19, 24, 32, 34, 89, 91
Land acquisition	41	Neighborhoods	20, 21, 24, 27, 79, 81
Landfill	33, 34, 61	Noise	28, 31
Landmark ordinance	79	Non point source pollution	57, 58
Landscaping	79, 80, 83, 85, 87, 88	Non recyclables	33
Lead base paint	62	Nuisance ordinance	28
Legal Authority	2	Off site improvements	46
Legislation	26, 46, 54, 55	On street parking	52, 53
Level of Service (LOS)	45, 46	Open space	59, 80, 82, 83, 86
Libraries	66, 70, 71	Park and ride	47, 51, 52
Liens	27	Parking	27, 28, 45, 47, 50, 53, 75, 76
Light Impact commercial	90, 91, 94		85, 87, 91, 93, 94
Light rail	47, 51	Parking garages	51, 53, 75, 94
Lighting	54, 75, 76, 88	Parking variances	47
Linkage fees	15, 16	Parkland dedication	68, 69
Loans	4, 5, 24	Parks	10, 20, 58, 68, 69, 72, 73, 80, 85, 86, 88, 90

Partnerships	9, 45, 53, 67	Revitalization	8, 9, 81
Peak hour traffic	46	Rideshare	46, 47
Peninsula	8, 9, 20, 21, 24, 31, 32, 34, 36, 38, 39, 79, 85, 86, 89, 91, 93, 96, 99	Right of way	48, 51, 68, 78, 81
Permitting costs (1990)	15, 16	Rosemont Community	91, 93
Planned Unit Development (PUD)	95, 97	Run off	34, 57, 58, 78, 83
Plum Island	36	Rural preservation	78, 100
Police Department	31, 32, 39, 54	Rural residential zoning	95, 97
Population growth	94, 98	Safety	2, 53, 54
Private funding	50, 53, 67, 81	Sanitation facilities	34, 41
investment	4	Satellit antennas	76
schools	65, 70	Satellite offices	39, 41, 93
Public		Scattered site housing program	14, 20
art	76	Scenic vistas /roads	83, 92, 100
awareness	58, 61	Schools	7, 20, 24, 65, 70
libraries	66, 70	Sea level rise	59, 61
restrooms	11	Section 8	17
Safety center	63	Senior Citizens	18, 69
schools	65, 70	Setbacks	58, 83, 87
Service District	36, 38, 39	Sewage treatment	58
transportation	9, 46, 48, 51, 53	Sewer	36, 38, 58, 59
Utilities	38, 39	Sidewalks	16, 47, 48, 53, 76, 82, 83, 85
water access	68, 69, 84, 85, 88	Signs	76
Quality of Life	5, 6, 11, 20, 54, 65, 73, 89, 94, 95	Skill building	7
Radon	62	Skilled labor force	4, 6, 8
Railroad right of way	41, 58	Small Business Administration (SBA)	4, 5, 82
Rail Corridor Feasibility Study	51	Social Services	20
Recreation	51, 68, 69, 72, 73, 90	Solid waste	33, 34, 61, 63, 64
Recycling	33, 34, 61, 63	South Carolina Sea Grant Consortium	1, 61
Redevelopment	85, 87, 89, 91	South Carolina Aquarium	10, 67
Redevelopment and Preservation		South Carolina Coastal Council	1, 58, 83, 87
Commission	15, 19	South Carolina Department Highways and Public Transportation	46, 48, 81, 86, 87
Regional		South Carolina Electric and Gas Company	38, 39, 48, 50, 75
coordination	11	Southern Bell	38, 63
economic development	11	Special event parking	91
growth rate	94	Sprawl	82
sports complex	69	Square miles	41
transportation authority	46, 50, 51	St. Johns Fire District	33
Rehabilitation	8, 9, 15, 20, 23, 24, 27	St. Andrews Boulevard	82, 83, 92, 94
Relocation	19, 20	State Ports Authority	3, 51, 90, 99
Residential character	82	Storage yards	27
Residential density	9, 89, 95, 96	Storer Cable	39, 75
Resources	57	Stormwater management	34, 35, 57

Street		Violations	25, 26, 99, 100
furniture	79 81	Visitors Reception and	
lighting	75	Transportation Center	8, 10, 48, 50, 51, 99
miles	43	Waive fees/taxes	15, 16
paving	79 81, 100	Wastewater Treatment	36, 38
tree program	27, 61, 76	Water taxi	51, 52
trees	76, 78	Water	35, 36, 57, 58
Structural condition	23 26	Waterfront Park	8, 10, 48, 52, 68, 85
Substations	31, 32, 34, 51	Waterfront Place	10
Tax incentives/credits	6, 8, 9, 15, 26, 83, 85	Wetlands	57, 58
Technical Review		Workforce 2000	7, 8
Committee	22, 23, 39, 41, 80, 81	Water access	69, 85
The Citadel	91, 93	Wagener Terrace	91, 93
Toll highways	45	West Ashley	9, 23, 24, 31 36, 43, 48, 51, 66,
TOPICS	46		69, 86, 89 92, 94, 95, 99
Tot lots	20	Zoning/rezonings	14 19, 21 23, 28, 29, 46,
Tourism	10 11, 67, 99		54, 57, 58, 75, 78, 80,
Traditional Enterprises	4		82, 85 87, 89 95, 97 100
Traffic counts/models	45		
Traffic impact study	46		
Traffic accidents	53, 54		
Traffic capacity	92, 95, 97		
Transit	10, 17, 18, 20 21, 48, 51, 59,		
	61, 62, 98		
Transitional housing	17, 20		
Transportation plan	43, 45, 48, 51		
Tree protection	78		
Trident Development Board	21		
Trident Community Foundation	17, 79		
Twenty four hour environment	27, 99		
Unbuilt area	78		
Underground utilities	38, 39 75		
Unemployment	6		
Union Pier	99		
Urban amenities catalog	76, 82		
Urban corridors	81 83		
Urban design plans	81 83, 88		
Urban Mass Transportation Administration			
(UMTA)	51		
User fees	45		
Utility lines/boxes	38, 39, 75, 76		
Variance	20, 21, 52, 53, 86, 99, 100		
Vehicle Emission Controls	61, 62		
Vendors	82		

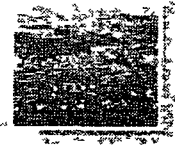
Charleston 2000 Future Land Use Plan



LAND USE

GOAL ENCOURAGE ORDERLY GROWTH AND DEVELOPMENT

Charleston of the future will hold onto its particular charm and quality of living through responsible land use decisions. Future land use initiatives in **Charleston 2000** encourage the orderly growth and development of the City while maintaining a balance between public and private interest, social and economic needs, conservationist and pro growth ideals. The City must also plan for its future in a broader regional context not in isolation from its neighbors.



Land use recommendations are subject to environmental limitations, public services capabilities and proposed expansions to City services. To encourage future development and redevelopment in an orderly manner, a future land use map was created. This map directs appropriate growth to suitable sites. Existing area and island plans were used as resources to help define patterns of development that minimize any negative impacts on neighborhoods and to stimulate development of areas supported by existing infrastructure.

Higher densities are recommended in many areas where adequate roads, water and sewer are available. This will result in improved usage of existing facilities as well as encourage the use of mass transportation as a more viable option. Mixed uses, office, commercial and residential are encouraged where residential and business exist in harmony. The preservation of rural character, including its low densities and land uses, is also envisioned. Further study is needed to define appropriate locations and criteria to protect a rural lifestyle. For these recommendations to become a reality, supporting regulatory and administrative mechanisms must be in place.

Historically, the Peninsula has been the central core for the region—the seat of government, tourism, business, health care and other services. Continuing the pattern of a compatible mix of commercial and residential uses is recommended along with the amenities and services necessary to support a lively downtown area. Preserving the identity of distinct neighborhoods will help maintain the special appeal of living downtown and spark new interest in residential development. The neck area is targeted for primarily industrial uses until an economic development analysis shows the long range potential for this area.

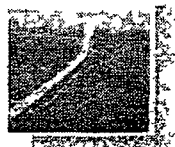


During the 1980s, heavy investment in West Ashley elevated this area to prominence as a large suburban service/commercial residential community. In the future, new commercial development is expected to be focused near the Citadel Mall and areas along the 61 Expressway and Main Road. Land adjacent to the Mark Clark Expressway is recommended for a compatible mix of residential and commercial uses. The population of West Ashley is expected to increase more rapidly and become more dense than other areas. This is due to the availability of developable land, existing medium density zoning and planned transportation improvements. Efforts should be made to retain the residential character in older suburban areas.

James Island is a community of older, quiet, suburban subdivisions intermixed with newer apartment and condominium complexes and commercial development along a central corridor. Over the next ten years, James Island is expected to receive more pressure from development, partially as a result of the opening of the James Island bridge in 1993. Reuse of existing commercial zones and appropriate infill development is recommended. Sites along four-lane roads have been identified for medium density residential development. Land use patterns will preserve the residential quality of existing neighborhoods on James Island while supporting adequate services.

Development practices on Johns Island are turning the island into a bedroom community—residential subdivision with supporting commercial development. There is a strong need for more employment opportunities on Johns Island to encourage a more self-sufficient community. Low and medium densities are recommended based upon the traffic capacity. Commercial areas are concentrated at major intersections and in nodes along Maybank Highway and Bohicket Road. Industrial zoning near the airport will provide other opportunities for economic growth. Farmland protection measures must be in place.

Daniel Island and its environs provide new and exciting opportunities for high quality development. The plan recommends this area for environmentally sensitive, light intensity uses. A suitable mix of commercial, government and high density is encouraged in the central core near the Mark Clark Expressway. Residential villages are recommended for most of the island.



POLICIES

- Create a 24-hour environment in redeveloping commercial areas of Peninsula Charleston
- Revitalize underutilized areas along the waterfront
- Retain residential uses where they now exist
- Develop a joint growth management study with Jurisdictions in the tri-county area and from this make land use and zoning recommendations for the entire region
- Create new zoning categories: rural residential, agricultural, conservation with lower density requirements
- Study a zoning category which restricts office development to size, height and character compatible with existing residences
- New residential development should follow these guidelines:
 - high density (9+ units/acre) should only locate where 4-lane roads intersect
 - medium density (5-9 units/acre) should locate along 4-lane roads and adjacent to commercial properties
 - low density (1-5 units/acre) along 2-lane roads
 - very low density (0-1 unit/acre) in environmentally sensitive areas and agricultural land
- Create city-wide traffic capacity models
- Encourage PUDs and cluster developments to preserve open space

Charleston 2000 Plan

Executive Summary

Charleston 2000 is a plan for a great city one that is a center of enrichment to all people—young and old rich and poor resident and tourist. The plan foresees a revitalized downtown of new ideas services and trade a downtown that is an exciting blend of cultures businesses residences and special activities. An attractive and vital suburban community of mixed densities integrated with dynamic design elements and conveniences is envisioned. Through new environmentally sensitive guidelines Charleston 2000 will protect and preserve our rural and open spaces.

The plan began as an initiative by citizens and government agencies working with City planning staff to reach a consensus on the future of the City. Charleston City Council adopted the plan on November 26, 1991 and thereby pledged to follow *Charleston 2000's* framework for the comprehensive physical economic and social development of the City over the next ten years. *Charleston 2000* addresses the issues that affect the vitality of our City: a revitalized and diversified economy housing that is affordable efficient public services well managed transportation systems a clean environment quality design and growth management. A far reaching but achievable agenda has been set. As the goals of the plan are implemented and *Charleston 2000* becomes a reality Charleston's quality of life will be protected and enhanced. This brochure is a summary of the plan and its most significant policies.

ECONOMY

GOAL: A STRONG STABLE ECONOMY

Charleston 2000 encourages a healthy economy for our citizens. This means more jobs increased personal income successful business ventures and an enhanced quality of life. A diversified economy is envisioned through business retention and recruitment with appropriate incentives for attracting desirable businesses. New economic initiatives must utilize public and private partnerships further quality tourism develop international trade expand the City's economic base and attract ecologically sound businesses. More emphasis must be placed on traditional Lowcountry industries such as aquaculture and agriculture. To improve labor force skills the plan recommends the creation of new training programs and better coordination of the public education system with work force needs. A stronger suburban economic development program must be promoted while we continue to oversee the revitalization of downtown Charleston.

POLICIES

- Foster opportunities for quality employment and salary growth.
- Identify areas for enterprise zones upon receiving enabling legislation, and support with financial, marketing, zoning and building permit assistance.
- Determine the highest and best uses for the Neck area.
- Support the institutes of higher learning in their academic pursuits while working to mitigate adverse effects of growth on neighborhoods.
- Examine alternative tax structures for business expansion and location of new industries.
- Encourage more courses in schools on basic job skills as well as exposure to new technologies.
- Expand revitalization programs to West Ashley, James Island and Johns Island.
- Provide more public restrooms and amenities downtown.
- Promote Charleston to foreign tourism markets.
- Develop incentives to encourage industry and business annexation.
- Investigate the feasibility of consolidating more government agencies and services.
- Develop a joint, strategic plan for regional economic development.

PUBLIC SERVICES

GOAL: EFFICIENT AND COST EFFECTIVE SERVICES

With a top notch police department Charleston residents can continue to enjoy a safe living environment. Charleston's public services and facilities will be provided in a coordinated and cost effective manner in response to community needs. Constant monitoring and upgrading of services will ensure that services meet the citizens' needs. As the City limits continue to expand through annexation suburban satellite city halls could facilitate the provision of these services. The plan recommends a regional evaluation of the recurring surface flooding problems and the development of a comprehensive stormwater management plan. The solid waste collection system must use innovative methods to ensure a reduction in the volume of waste. The City must protect and conserve its water supply for future generations and make use of wastewater treatment methods which will minimize any impact on the environment. Future development should be concentrated and coordinated with existing facilities and planned infrastructure improvements.

POLICIES

- Monitor service levels to determine when changes are warranted.
- Encourage the annexation of unincorporated pockets within the City limits to improve overall delivery of services.
- Encourage joint City/County participation in special clean-up and recycling programs.
- Develop a regional stormwater management plan and funding mechanisms to ensure maintenance and construction of stormwater facilities.
- Encourage the placement of all utility lines underground where economically feasible.
- Encourage liberalized annexation laws which allow municipalities to annex to their logical boundaries.
- Acquire land for municipal facilities and parks during the initial development of newly annexed areas.
- Examine the feasibility of locating satellite city hall facilities in suburban areas.

HOUSING AND COMMUNITIES

GOAL: AFFORDABLE AND DECENT HOUSING WITH VIBRANT COMMUNITIES

As housing costs increase the City must look for ways to make housing affordable to people of all means and lifestyles especially to the lower income households. Local lenders must participate more in low rate financing for the rehabilitation and construction of affordable housing. Money could also come from tax abatements, linkage fees and City revenues. Streamlining government regulations and fees will reduce costs for affordable housing providers. Zoning ordinance revisions are necessary to meet the special needs of low-income persons, the elderly and for smaller households. Developers can use more effective site design, greater energy efficiency and customized assembly to reduce costs for affordable housing. To take advantage of less expensive land off the Peninsula, convenient transit services must be available. For Charleston to remain an attractive place in which to live, neighborhood conditions must be improved. Housing codes and controls must be more aggressively enforced. Community appearance can be a deterrent to crime and affects the stability of our City.

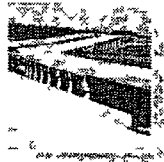
POLICIES

- Explore new revenue sources for affordable housing.
- Reduce or waive zoning and inspections fees for agencies providing affordable housing.
- Acquire tax delinquent properties suitable for rehabilitation to affordable housing.
- Promote affordable home ownership through lower interest rates, homestead or sweet-equity programs, lease-purchase agreements and cost-effective designs.
- Investigate a relocation ordinance which aids displaced residents.
- Support higher density zoning and density bonuses in appropriate locations which are close to transit, recreation and community services for elderly and smaller households.
- Utilize vacant lots as mini-parks and tot-lots.
- Evaluate a demolition-by-neglect ordinance with more effective penalties for violations.
- Seek a lien process or other penalties to encourage home maintenance.
- Increase enforcement of parking, buffering and the noise control ordinance.

TRAFFIC AND TRANSPORTATION

GOAL A SAFE EFFICIENT TRANSPORTATION SYSTEM

Safe convenient and affordable transportation systems must meet the City's mobility needs and stimulate economic development while preserving the livability of its neighborhoods. This can be accomplished by making the best use of existing facilities before building new roads and through the use of alternatives that are less polluting less land intensive and less costly. The City must aggressively advocate more efficient operation of the existing system by establishing carpool programs, flexible work hours and park-and-ride lots. An efficient network for bicycles and pedestrian use will ensure safe access to employment school and activity centers. A transportation authority is necessary to manage an enhanced public transit system—one that is clean affordable and convenient to all City residents and competitive with the automobile. A light rail system operating from Summerville to the peninsula could provide convenient inter-city travel and relieve congestion. The City should look to its waterways as a transportation facility for water taxi and ferry services.



QUALITY OF LIFE

GOAL ENHANCEMENTS TO THE QUALITY OF LIFE

People are irresistibly drawn to the grandeur and charm that are part of life in Charleston. The vitality of the arts community and the expressions of our regional and ethnic cultures contribute to and enhance our quality of living. The City's arts industry creates a rich environment that attracts businesses and tourists. Actions to meet the needs and improve the City's arts facilities must be determined and supported. Broadening our community's quality facilities and services will provide for the educational social health and cultural needs of all citizens. One of Charleston's greatest assets is its beautiful parks and playgrounds. As the City grows we must ensure that park facilities are adequate and that comprehensive recreational programs and opportunities are available for all citizens.



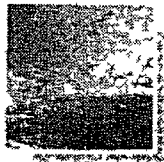
POLICIES:

- Work with CDG and SCOHPT to develop a travel demand forecast model
- Require traffic impact study before approval of any subdivision of 100 units or more
- Reduce traffic through carpool programs park-and-ride lots and flex time work schedules
- Prioritize and construct new sidewalks and link existing sidewalks in areas of heavy use
- Work with the state highway department to include bikeways in the improvements to highway and bridge systems
- Support the creation of a public transportation authority to acquire and manage a transit system that is convenient to all areas
- Evaluate the feasibility of providing water taxi or ferry service or use of light rail service
- Reevaluate parking requirements in the Zoning Ordinance to ensure parking needs are met
- Encourage new growth to be clustered convenient to planned road improvements and conducive to transit usage

ENVIRONMENT

GOAL PRESERVE OUR ECOSYSTEM

Charleston's most precious attribute its environment must be protected. Development patterns and land management practices must be strictly regulated to reduce their impact on the environment. The amount of soil and land lost to erosion and run-off will be decreased by reducing the amount of impervious (paved) areas allowed on a lot. Protecting open spaces by clustering or concentrating development will preserve these areas. The City can combat the threat of global warming through energy conservation reforestation vehicle emissions controls tree plantings and requiring more buffers. Recycling and a change in our use of throw-aways styrofoam disposable diapers and plastic containers can reduce our waste of natural resources. Environmental protection is a regional challenge and joint cooperation is required if we are to preserve the quality of the environment in the Lowcountry for future generations.



POLICIES

- Establish a maximum lot coverage ordinance to reduce impervious surfaces
- Recommend new surface techniques that would reduce run-off
- Require marinas to provide pump-out facilities to be tied into the sewer system
- Establish standards for new residential development that encourage preservation and maintenance of open space
- Support the activities of local environmental groups that seek coastal preservation
- Encourage enabling legislation to adopt a motor vehicle emissions law and its strict enforcement
- Create guidelines for the environmentally safe removal of lead-based paints and asbestos
- Work with environmental control agencies to create more public awareness programs on the kinds effects and safe control of indoor air problems
- Promote greater awareness of emergency preparedness guidelines and procedures

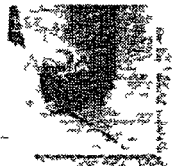
POLICIES

- Ensure that neighborhood facilities and services meet the needs of the community
- Develop a library system which is accessible to Johns Island
- Identify areas to expand the arts industry
- Develop affordable work places for artists
- Assess parks and recreational needs and construct facilities accordingly
- Create parks that connect neighborhoods using walking and biking trails
- Build a regional sports complex
- Support a wellness recreational program
- Encourage neighborhoods to adopt a park and to better maintain public areas

URBAN DESIGN

GOAL PROMOTE AND PROTECT QUALITY DESIGN

Charleston's natural environment—winding creeks lined with expanses of marsh bluffs of majestic oaks views and vistas—presents an exciting backdrop for its built environment. An urban design plan and design guidelines will ensure that new construction performs well within the context of existing structures the streets the environment the neighborhood and its people. Such amenities as trees benches and public art are an important expression of the health of our City and should be a part of every new development. Entryways into the City must convey a positive sense of arrival with appropriate signage and landscaping. Bike trails and new sidewalks should unite neighborhoods integrated with parks and open spaces. We must provide access to our water edges Daniel Island and the new eastern end of our City offer many development possibilities. The City must plan carefully to maximize the compatibility of development with the visual quality of this pristine environment. With good urban design the spirit of the City will be continually energized.



POLICIES

- Recognize quality projects which exemplify superb architecture urban design or craftsmanship
- Seek legislation to permit the City to assess developers for the provision of public art
- Require developers to submit street tree master plans for all new developments
- Establish City-wide guidelines to permit tall structures and to limit height where appropriate
- Develop a City-wide historic landmark ordinance
- Encourage preservation of natural landscape
- Encourage infill development respecting the architectural context of the neighborhood
- Create urban design corridor and gateway plans for each major highway
- Inventory handicapped-accessible sidewalks and provide funds to construct more ramps
- Provide pedestrian amenities and bike parking racks along sidewalks and in new developments
- Protect scenic corridors views and water edges with building height and setback restrictions
- Develop more incentives for preservation
- Adopt development plan and urban design guidelines for Daniel Island



Application for Variance Special Exception or Reconsideration
to the Board of Zoning Appeals - Zoning (Form 1)

Page 1 of 2

City of Charleston

Instructions - Applicants must complete and submit this form, along with the required information and fee to the Zoning Division office at 75 Calhoun Street. Applications are due by 3:00 P M on the deadline date. A sign will be posted on the property and a public hearing will be conducted by the Board of Zoning Appeals - Zoning, before the Board makes its decision. Each scheduled meeting of the Board is limited to 25 new applications. Additional applications, even if submitted prior to the deadline, will be placed on the agenda of the next scheduled meeting. There is a five (5) business day appeal period following the date of Board action. No permits may be issued until this appeal period has expired. An appeal to the Board stays all further action on the application.

THE APPLICANT HEREBY APPEALS

- ☒ For a Variance and/or Special Exception as indicated on page 2 of this application
☐ For reconsideration of a decision of the Board or action of a zoning official as stated on attached Form 2

MEETING DATE REQUESTED Feb 7, 2006

Property Address 404 King St. TMS # 410 116 04 009

Property Owner Library Associates, LLC Daytime Phone 722 8169

Applicant Goff D'Antonio Associates Daytime Phone 517 2163

Applicant's Mailing Address 3A Radcliffe St Charleston, SC 29403

Relationship of applicant to owner (same representative prospective buyer other) Design Professional

Zoning of property GB-A

Information required with application. (check information submitted)

- ☒ Scaled plans or plats, including elevations if applicable showing the variance(s) being requested (3 copies)
☒ For density variances scaled floor plans with rooms labeled and the total floor area of each dwelling unit noted (3 copies)
☒ Check or cash (make checks payable to the City of Charleston)

Optional information which will be helpful to the Board

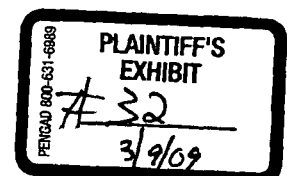
- ☐ Photographs
☐ Letters or petitions from neighbors or organizations directly affected by your request

I certify that the information on this application and any attachments is correct that the proposed improvement(s) comply with private neighborhood covenants if there are any and that I am the owner of the subject property or the authorized representative of the owner. I authorize the subject property to be posted with a notice of the hearing before the Board and inspected.

Applicant Hank D'Antonio Date 1/9/06

For office use only		
Date application received	<u>1/9/06</u>	Time application received <u>1:07</u>
Staffperson	<u>[Signature]</u>	Receipt # <u>6205</u>
Fee \$ <u>3900</u>		

Dept. of Design, Development and Preservation 75 Calhoun Street, Third Floor Charleston South Carolina 29401
(843) 724-3781 FAX (843) 724-3772 www.ci.charleston.sc.us



(continued)

APPLICANTS FOR VARIANCES MUST COMPLETE THE FOLLOWING.

Applicant hereby appeals to the Board for a variance from the strict application of the Zoning Ordinance to the property described on this application so that a zoning permit may be issued to allow use of the property in a manner shown on the attached site plan and described as follows.

Applicant must explain how strict application of the ordinance will result in an unnecessary hardship and how the standards for a variance set by the Zoning Ordinance are met by answering the following questions

- a What are the extraordinary and exceptional conditions pertaining to the particular piece of property _____
- b Explain why these conditions do not generally apply to other property in the vicinity _____
- c Explain how because of these conditions the application of the ordinance to the particular piece of property would effectively prohibit or unreasonably restrict the utilization of the property _____
- d Explain why authorization of the variance will not be of substantial detriment to the adjacent property or to the public good and the character of the district will not be harmed by the granting of the variance _____

Signature of applicant _____ Date _____

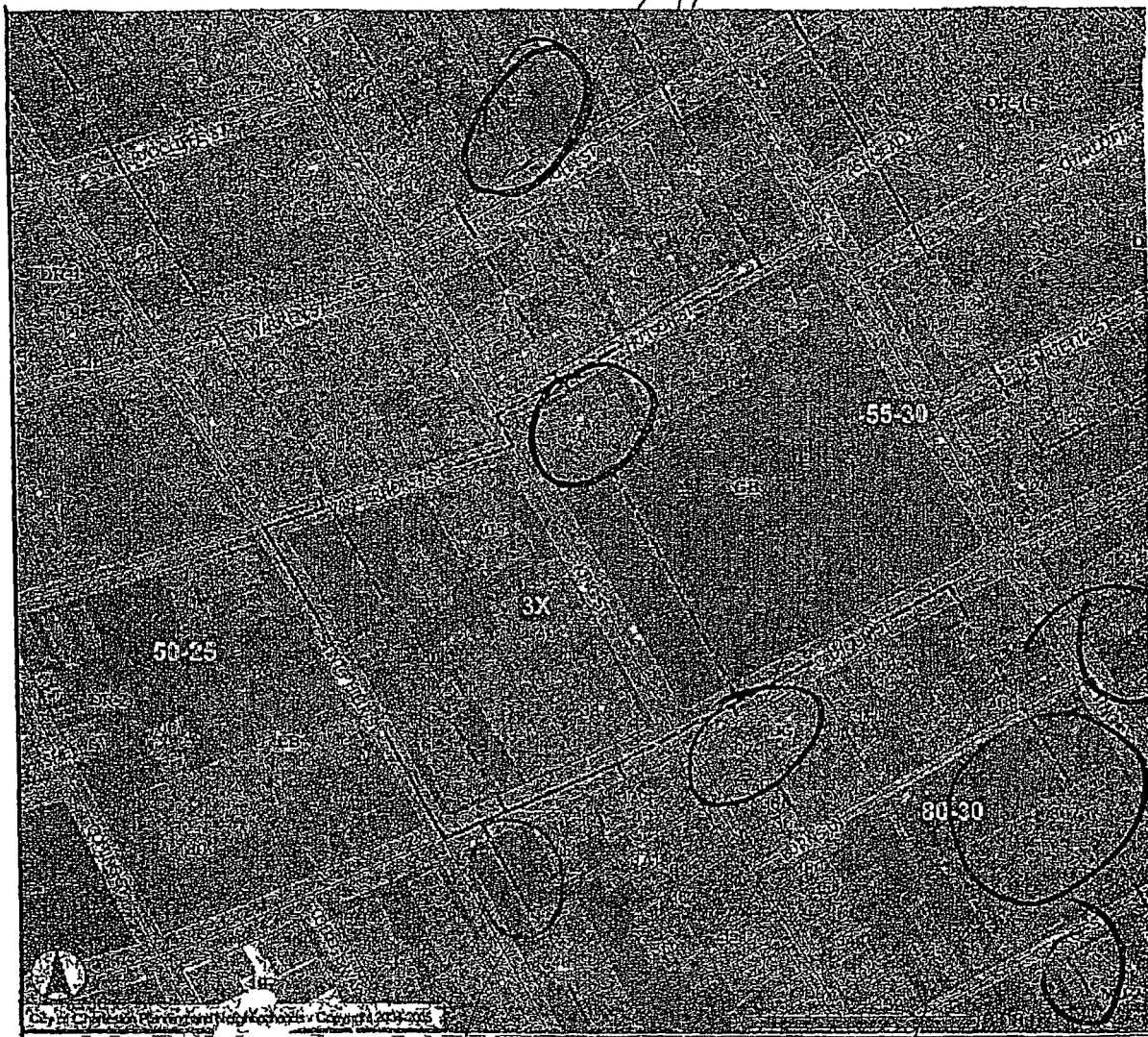
APPLICANTS FOR SPECIAL EXCEPTIONS MUST COMPLETE THE FOLLOWING.

- 1 Applicant hereby appeals to the Board for a special exception to use the property identified on this application as follows. Persuant to Section 54-96.2, we request the extension of the approval of special exception for a 185 room hotel, granted on 2-1
- 2 Applicant will meet the special exception requirements listed in Section 54- 220 of the Zoning Ordinance in the following manner
Per previous approved submittal
- 3 The following documents are submitted in support of this application
Per previous approved submittal (documents enclosed)

Signature of applicant Hank D'Antonio Date 1/9/06

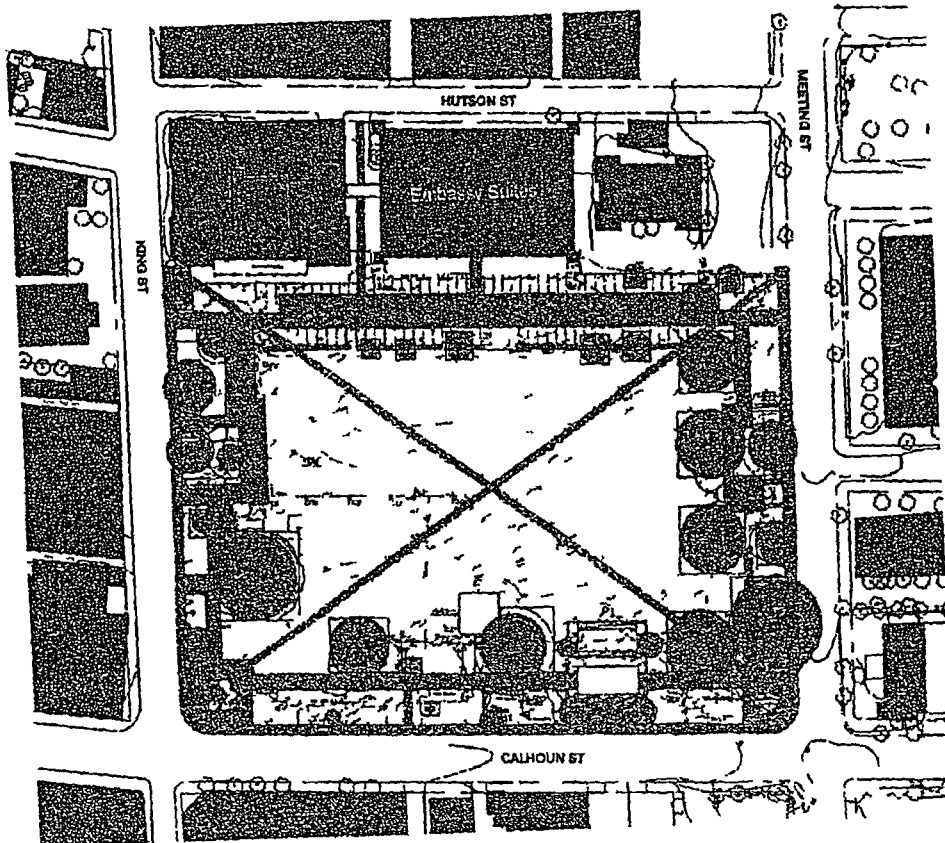
Dept. of Design Development and Preservation 75 Calhoun Street, Third Floor Charleston, South Carolina 29401
(843) 724-3781 FAX (843) 724-3772 www.ci.charleston.sc.us

7/04



Old Library Site/
Proposed Marion Square Hotel
404 King Street

Special Exception Assessment Report
January 16, 2004



Prepared for	Library Associates, LLC Charleston, SC
Prepared by	Goff-D'Antonio Associates Charleston, SC
Traffic Study by	Day Wilburn Associates Atlanta, GA

Goff-D'Antonio Associates

Architecture
Interior
Planning

January 16, 2004

Old Library Site /
Proposed Marion Square Hotel

Special Exception for Accommodation Overlay

Dear Sir or Madam

The enclosed document addresses the questions outlined in Section 54-220 of the Zoning Code as related to the Accommodation Overlay. These questions are listed under b. Permitted Uses, Number 1e of the Ordinance. Each item is organized with the question first and the response to the question below it. There are 18 items addressed. Some items, such as questions related to traffic and vehicle trips, are addressed under separate study/covers authored by Day Wilburn Associates, a qualified Traffic Engineering consultant from Atlanta who has conducted a number of studies in Charleston.

It should be noted that this site is already zoned for General Business with an Accommodation Overlay. The site is one of the few remaining sites in downtown Charleston capable of supporting a significant landmark hotel on one of the major urban parks, Marion Square, in the City. This project will bring added vitality to the park and complete the redevelopment of the property adjacent to the park, which was started with the renovation of the Old Citadel Building into a successful Embassy Suites Hotel.

Respectfully submitted,


Henry D'Antonio, Jr., AIA
Principal

HDA:ksi

34 Rutledge Street
Charleston, SC 29403
Fax 843 577 9754
843 577 7143

January 16, 2004
Revised February 13, 2004

**Accommodations Overlay Zone
Old Library Site
Marion Square/King Street**

Assessment Report

1 Number of Existing Housing Units

This site has no existing housing units that will be displaced

2 Effect of Displacement of Housing Units

There is no affect on the communities housing stock. The current site is a vacant County library, which has moved to its new location on Calhoun Street

3 Vehicle Trips generated by the facility and traffic circulation pattern serving the facility and efforts made to minimize traffic impacts

See attached Traffic Study

4 Distance of main entrance and parking entrance of facility from a road classified as an arterial or collector road

The proposed hotel is sited at the corner of King Street and Hutson Street. The proposed main pedestrian entrance is located closest to the corner of Marion Square Park and King Street. The vehicle parking entrance to the parking garage below the building is located approximately 175 feet from the corner of King and Hutson Streets on Hutson Street. A vehicular passenger drop-off/pick-up will be located near the King Street pedestrian entrance. The pedestrian entrance to the hotel is approximately 160 feet south of the intersection of King and Hutson Streets. The hotel entrance is approximately 470 feet to the corner of Calhoun and King Streets intersection. Both King Street and Calhoun Street serve as arterial streets with King Street serving as a north/south arterial and Calhoun Street serving as the east/west arterial across the peninsula.

Accommodations Overlay Zone

January 16, 2004

Revised February 13, 2004

Page 2 of 6

- 5 Development pattern and predominant land uses within five hundred feet (500') of the facility

The site is located within the commercial district of Charleston at the southern edge of what is considered the upper King Street commercial district. Surrounding uses include The Embassy Suites Hotel immediately to the east of the site, Marion Square to the south with commercial, retail, clubs and cafes on the south side of Calhoun. The Francis Marion Hotel is located at Calhoun and King Streets and retail outlets and a City Parking garage located on the west side of King Street within a few hundred feet of the site. St. Mathews Lutheran Church and supporting functions are located adjacent to the parking garage and occupy the site to the corner of King Street and Vanderhorst Street. The northwest corner of King and Vanderhorst Street is a commercial office building with a combination of commercial, retail, and office buildings located further along the west side of King Street north of Vanderhorst Street. Directly north of the subject site across Hutson Street are additional commercial retail and office uses with retail generally occupying the ground floor and office on the upper floors.

This area represents a district of mixed-use commercial, retail office, hotels and entertainment including various restaurants. The block between King, Hutson, Meeting, and John Streets also includes another parking garage, The Hampton Inn and the Charleston Music Hall auditorium. Further north on the other side of John Street includes the Charleston Visitors Center and the new Children's Museum.

This entire area is attractive and ideal for the location of a new hotel based upon the surrounding land uses.

- 6 Proximity of residential neighborhoods to the facility

This proposed hotel site is not within any residential neighborhood but is between the Wraggborough neighborhood to the east and Radcliffeborough to the west. The Wraggborough neighborhood is on the east side of Meeting

Accommodations Overlay Zone

January 16 2004

Revised February 13 2004

Page 3 of 6

Street The Radcliffeborough neighborhood is west of King Street with few residences in close proximity to King Street with the majority west of St Phillip Street a block from King Street.

- 7 Accessory uses proposed for the facility and their impact on traffic generation and the existence of comparable uses within the service area

The hotel is planned to be a full service hotel and as such will have restaurant(s) and some retail space on the ground floor as well as conference space The retail and restaurant will cater to both hotel guests and outside customers with the conference space serving primarily hotel guests In addition, the plan also anticipates a rooftop function that would include a bar and additional meeting/activity space All these uses are compatible with surrounding uses and guests staying in other hotels, such as The Embassy Suite and Hampton Inn would likely use some of the facilities in this proposed hotel

Refer to the traffic study regarding the traffic impact

The demonstrated provision of off-street parking at the rate of two spaces for each three hotel rooms

It is proposed that this new hotel will have a lower level parking garage below grade to accommodate the required number of spaces for the number of hotel rooms provided The planned parking will be valet parking

The presence of industrial uses and uses which use, store or produce toxic or hazardous materials in quantities in excess of those specified by the EPA listing of toxic and hazardous materials within five hundred feet (500) of the facility

There are no known facilities which produce toxic or hazardous materials within (500) of the proposed building

Accommodations Overlay Zone

January 16, 2004

Revised February 13, 2004

Page 4 of 6

10 The commitment to environmental sustainability and recycling

The design will incorporate environmental sustainable principal where practical including types of materials used, building orientation, sun shading devices and others as may be appropriate as the building is being designed. Recycling of paper, plastics, metals, etc. will be incorporated in the practices of operating the building when it is completed.

11 The distance of the facility from major tourist attractions

This proposed hotel is within walking distance to such attractions as,

- | | |
|------------------------------|------------------|
| a. The Visitors Center | one block |
| b. The Charleston Museum | one block |
| c. King Street Shopping area | either direction |
| d. The Aquarium | five blocks |
| e. College of Charleston | two blocks |
| f. The Market | six blocks |

12 The distance of the facility from existing or planned transit facilities

The site is located on King Street, which is a major transit street with a variety of stops nearby. Likewise, Meeting Street is within one block and easy access to transit stops north of Calhoun Street. Current buses include the downtown area shuttle and countywide buses. The Visitors Center one block away is a major hub for DASH and other buses. There are also two existing parking garages nearby on King Street and between Hutson and John Streets, which add to the available on-street parking available to visitors of the hotel.

13 The long term provision of on-site or off-site parking for employees who drive vehicles to work

Though we obviously do not have staff for this hotel currently we anticipate many of the housekeeping and maintenance staff will use public transportation via taxi or bus. We anticipate

Accommodations Overlay Zone

January 16 2004

Revised February 13, 2004

Page 5 of 6

hotel management and some other staff will park in our garage (9 spaces dedicated for staff) and use nearby garages (There are over 1300 spaces in nearby garages)

The staff on the largest shift based upon comparables such as the Embassy Suite Hotel is anticipated to be approximately 40. The number of staff who may drive is 18. The additional spaces for staff parking over those spaces provided on our site will be accommodated in the nearby parking garages. The Camden Exchange garage and the Visitors Center garage have monthly lease spaces available totaling over 130-140 spaces. The Marion Square garage has some daily spaces available. We anticipate we need 9 off-site spaces. Republic Parking, the operator for garages has indicated they can accommodate our needs.

- 14 The location of the proposed facility will contribute to the creation of a diverse mixed-use community

This proposed hotel with a variety of uses planned within will reinforce the already existing commercial and entertainment area developing in the vicinity of Marion Square. It will provide an opportunity for a food service/restaurant use adjacent to Marion Square, which will enliven the square throughout the day an evening. It is one of the last sites on Marion Square to provide a vibrant use appropriate to the heart of Charleston a place where both residents and guest can enjoy the hotel and related uses.

- 15 The number of rooms in the facility based upon A-1, A-2, or A-3 designations on the zoning map

Our site is not within the A-1, A-2 or A-3 designated districts, which limits the number of hotel rooms. Therefore our site has no limitations of rooms based upon the areas limitations stated above. Our planned number of rooms and/or suites is 185. The underlying restraint will be the size of the site zoning height envelop restrictions and/or any applicable or approved variances. The concept plan submitted would require height variances to accommodate the uses proposed based upon part of

Accommodations Overlay Zone

January 16 2004

Revised February 13, 2004

Page 6 of 6

the site zoned for a 3X height and part in the 50/25 height district. The variance would relate to proposed roof top functions, parapets and mechanical equipment systems. These issues would be resolved at future BAR and BZA hearings. This site is recognized by the owner and the City in general as an appropriate site for a hotel. The current zoning is General Business with an Accommodation Overlay. No rezoning of the site is being requested or necessary. This request is for the approval of the Special Exception for an Accommodation Overlay.

- 16 The provision of shuttle bus service for hotels with 150 rooms or more located beyond the Peninsula area that are not served by DASH.

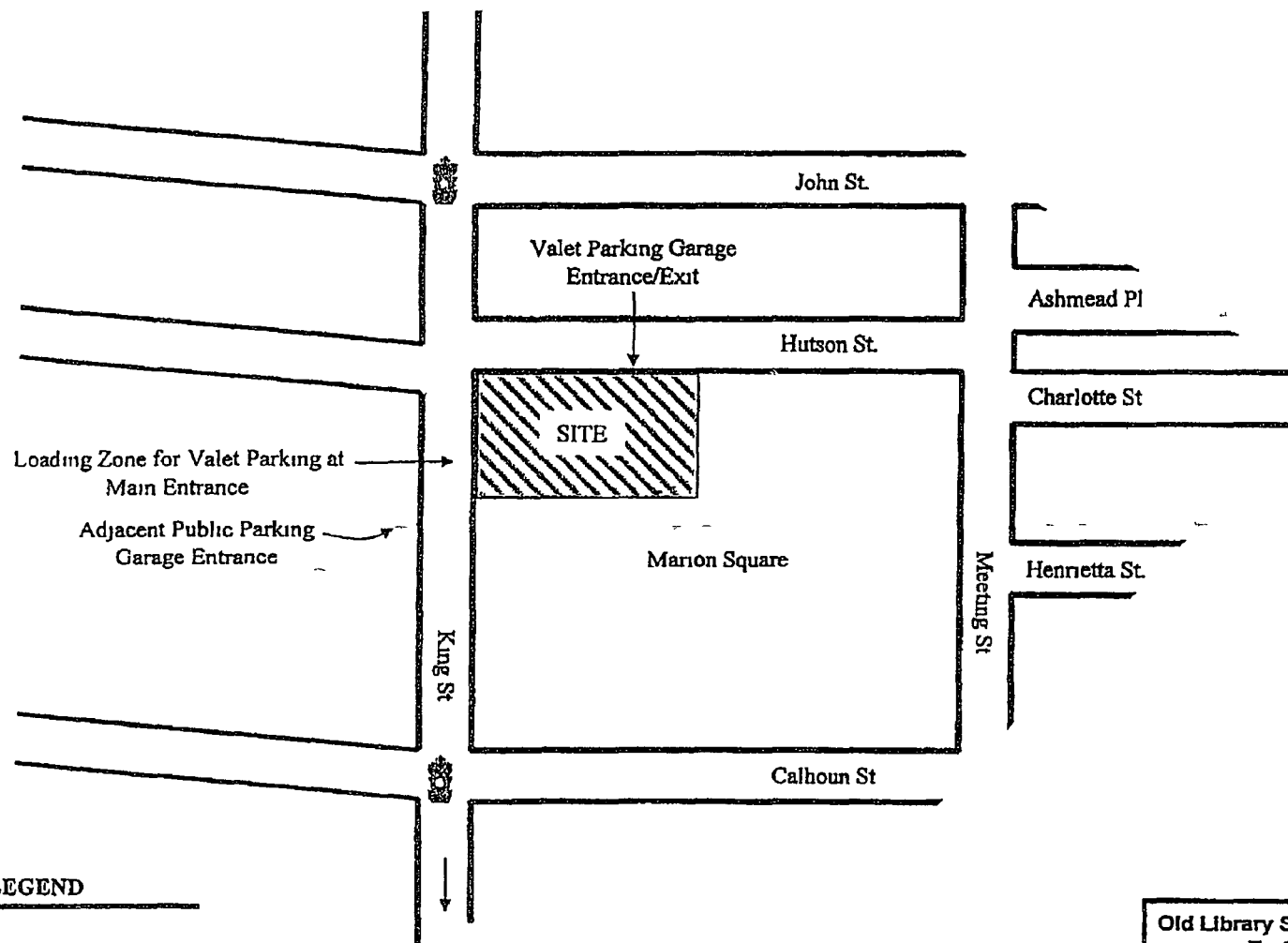
The question/issue is not applicable

- 17 The commitment to make affirmative, good faith efforts to see that construction and procurement opportunities are available to DBE's (Disadvantaged Business Enterprise) and WBE's (Women Business Enterprise) as outlined in Section 2-267 (D) (1), (2) and (3) of the Code of the City of Charleston.

Efforts will be made by the contractor to solicit bids from DBE and WBE companies where possible and available to attempt to meet this provision where applicable

- 18 The commitment to make affirmative, good faith efforts to hire personnel representative of the population of the Charleston Community at all employment levels

The owner will make this effort through the relationship with the proposed hotel operator



LEGEND

 Traffic Signal



N
NTS

Old Library Site / Marion Square Hotel
Traffic Impact Study

FIG
1

Study Area

January 2004



Old Library Site / Marion Square Hotel Traffic Impact Study

2 Existing Traffic Conditions

The existing roadway conditions and volumes were considered in order to determine the existing traffic operations within the study area. These traffic operations will be used to compare with future traffic operations in order to determine the expected impacts of the proposed development.

Transportation System

Primarily, this traffic impact study focuses on the roadway system, which includes several collectors and local access roadways. Additionally, several CARTA bus routes currently have nearby bus stops and several DASH shuttle routes also serve the study area. Pedestrian traffic within the study area is also a significant percentage of the travel mode split.

Roadway Conditions

King Street extends past I-26 to the north and ends at Murray Boulevard to the south. For the purposes of this report, King Street is referred to as having a north / south alignment at its intersections with John Street, Hutson Street and Calhoun Street. South of its intersection with Calhoun Street, King Street becomes one-way southbound. North of Calhoun Street and through the study area, King Street has one travel lane in each direction with on-street parking available. According to daily traffic counts taken near the proposed development, the average daily traffic (ADT) volume for King Street on Thursday, December 11, 2003 was 12,346 vehicles per day (vpd). This two-way daily volume included 2,907 northbound vehicles and 9,439 southbound vehicles. This southbound traffic flow orientation reflects the fact that King Street is one-way southbound south of Calhoun Street. The intersections of King Street with Calhoun Street and John Street / Warren Street are signalized. The intersection of King Street at Hutson Street / Vanderhorst Street has side-street stop control.

Meeting Street extends between Morrison Drive to the north and South Battery Street to the south. In the vicinity of the study area, Meeting Street is a four-lane two-way roadway, and its intersection with Hutson Street has side-street stop control.

The existing lane configurations for these intersections can be seen in Figure 2.

Old Library Site / Marion Square Hotel Traffic Impact Study

Existing Conditions Traffic Volumes

Peak hour turning movement counts were recently performed on Thursday, December 11, 2003, at the following locations

- King Street at Calhoun Street (signalized)
- King Street at Hutson Street / Vanderhorst Street (unsignalized)
- King Street at John Street / Warren Street (signalized)
- Meeting Street at Hutson Street (unsignalized)

All turning movement counts were recorded during the weekday morning and evening peak times, from 7 00-9 00 AM and 4 00-6 00 PM, respectively. The four consecutive 15-minute interval volumes, summed to produce the highest volume at each intersection, were then determined. These volumes make up the peak hour traffic volumes for the intersections counted. Using these peak hour volumes, existing traffic conditions were examined in the study area during the weekday AM and PM peak hours to determine intersection level of service (LOS) and current operations. Existing traffic volumes are shown in Figure 3.

Traffic Control

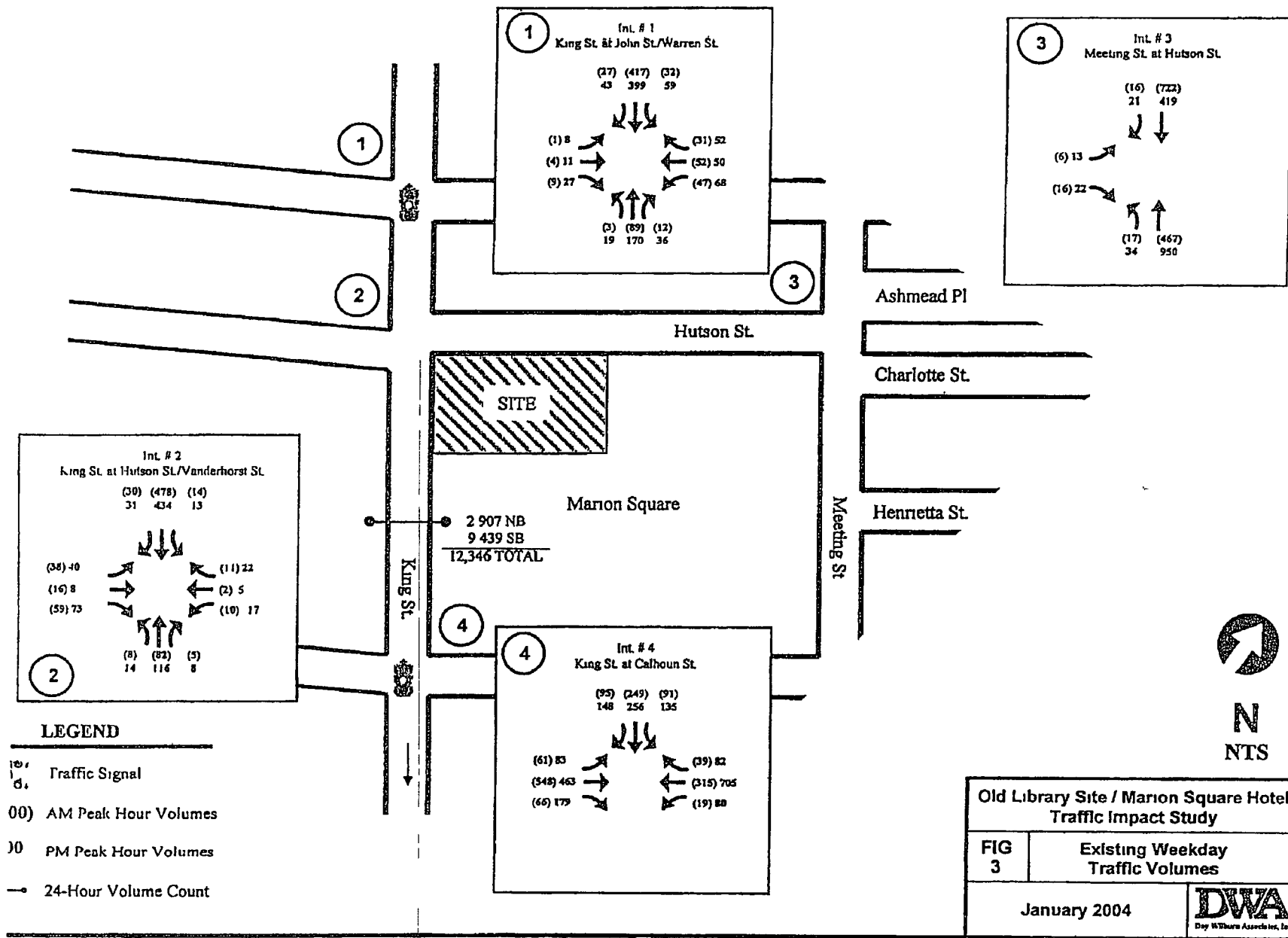
The intersection of King Street at Calhoun Street is controlled by a pre-timed traffic signal. The intersection of King Street at John Street / Warren Street is controlled by a semi-actuated traffic signal. The remaining intersections operate under side-street stop control.

Existing Intersection Level of Service

An analysis of existing peak hour traffic conditions was performed to determine the LOS at the study intersections. LOS for an intersection is based on the vehicular delay at the intersection and is a typical measure of effectiveness used to evaluate intersection operations. The Highway Capacity Manual provides ranges of delay for each LOS definition, spanning from very minimal delays (LOS A) to high delays (LOS F). An LOS F is considered unacceptable for most drivers.

For the signalized intersections, Synchro software was used to determine the LOS based on the following input data:

- Intersection geometry
- Lane configuration
- Turning movement volumes
- Existing signal phasing
- Existing signal timing



Old Library Site / Marion Square Hotel Traffic Impact Study

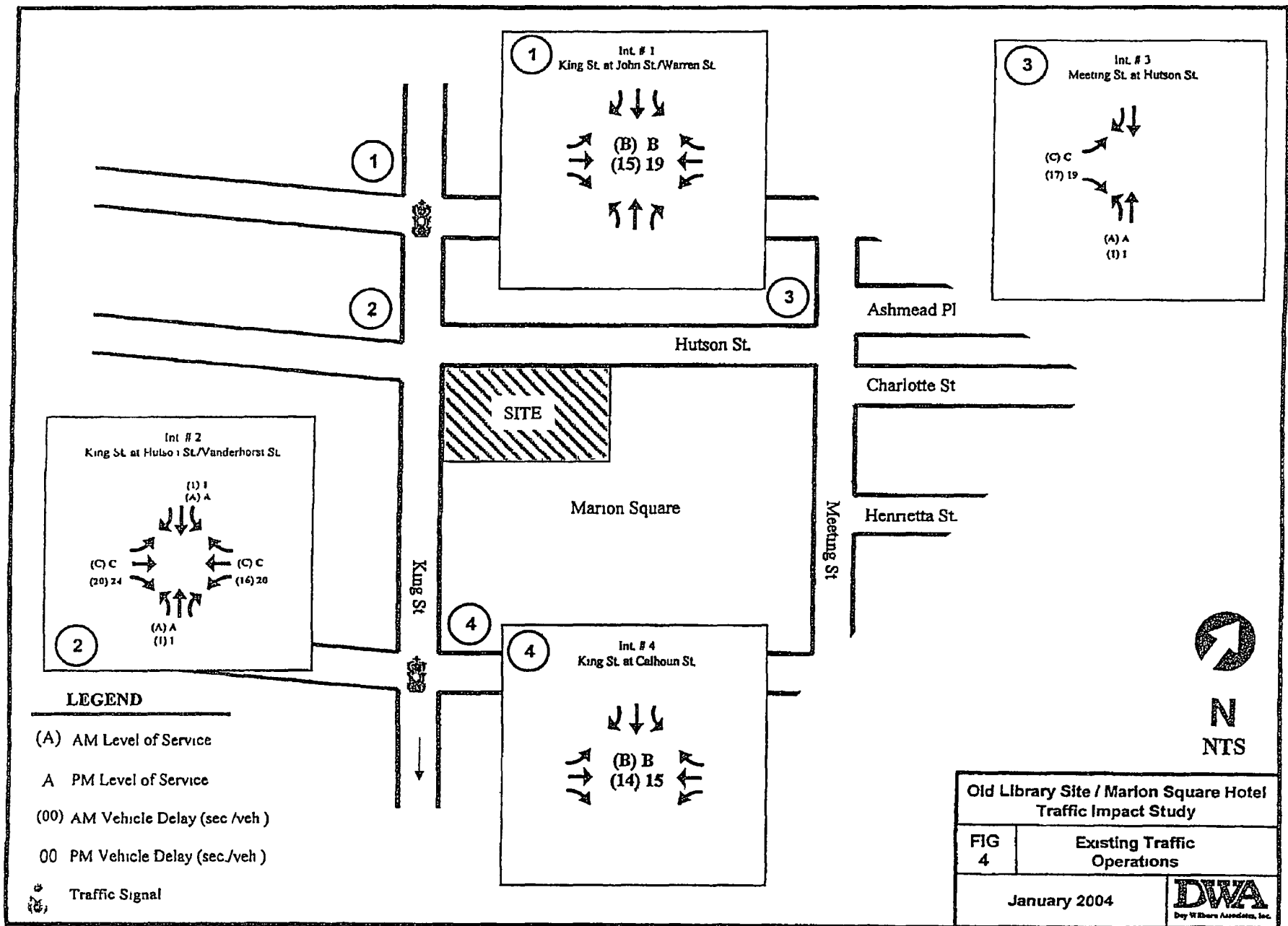
For unsignalized intersections where side streets or minor streets are controlled by a stop sign, the criterion for evaluating traffic operations is the LOS for the controlled turning movements at the intersection. Synchro was used to apply the methodology from the Highway Capacity Manual to determine the delay and LOS for these turning movements.

Synchro was used to both estimate LOS under existing and future conditions. The results for existing conditions traffic operations can be seen in Table 1.

Table 1 Existing Intersection Operations				
Intersection	AM Peak Hour		PM Peak Hour	
	LOS	Delay (sec)	LOS	Delay (sec)
King Street at John Street / Warren Street (s)	B	14.6	B	18.5
King Street at Calhoun Street (s)	B	13.5	B	15.2
King Street at Hutson Street / Vanderhorst Street (u)				
Northbound Left Turn	A	0.8	A	1.0
Southbound Left Turn	A	0.3	A	0.3
Eastbound Approach	C	19.6	C	23.7
Westbound Approach	C	16.2	C	20.1
Meeting Street at Hutson Street (u)				
Northbound Left Turn	A	0.4	A	0.4
Eastbound Approach	C	16.7	C	18.5

(s) = signalized, (u) = unsignalized

The traffic operation results are also shown in Figure 4. As shown in the table and figure, the study intersections operate acceptably during the weekday peak periods.



Old Library Site / Marion Square Hotel Traffic Impact Study

3 Proposed Development

The proposed development consists of 185 hotel rooms, 5,150 s f of retail and one 5,200 s f restaurant and is located in the southeast corner of the intersection of King Street at Hutson Street. The hotel also includes conference and meeting rooms that are included in the general hotel facilities. The main entrance for the development is located on King Street at the valet loading zone. The valet parking garage has a full-movement driveway on Hutson Street.

Trip Generation

Trip generation for the project was also based on the Institute of Transportation Engineers (ITE) Trip Generation report. The trip generation for the proposed development was based on *ITE Land Use 310 – Hotel*, *ITE Land Use 814 – Specialty Retail Center*, and *ITE Land Use 931 – Quality Restaurant*. Because the expected clientele for the restaurant and retail portions of the development are expected to draw significantly from hotel users and pedestrian traffic, some reductions were made in the trip generation to account for the interaction between the urban mix of land uses. Based on general knowledge of hotel operations, the following mixed-use reduction percentages were applied:

- Restaurant 50%
- Retail 30%

The trip generation for the proposed development is shown in Table 2.

Table 2 Trip Generation								
Land Use	Size	AM Peak Hour			PM Peak Hour			Daily
		Enter	Exit	Total	Enter	Exit	Total	2 Way
Hotel	185 rooms	53	35	88	58	51	109	1,283
Specialty Retail	5,150 s f	0	0	0	6	8	14	288
-reduction	30%	<u>0</u>	<u>0</u>	<u>0</u>	<u>-2</u>	<u>-2</u>	<u>-4</u>	<u>-68</u>
Retail Total		0	0	0	4	6	10	160
Quality Restaurant	5,200 s f	2	2	4	26	13	39	468
-reduction	50%	<u>-1</u>	<u>1</u>	<u>2</u>	<u>-13</u>	<u>-6</u>	<u>-19</u>	<u>-234</u>
Restaurant Total		1	1	2	13	7	20	234
Total New Trips		54	36	90	75	64	139	1,677

The trips from Table 2 were distributed to the roadway network to obtain the future traffic volumes.

Old Library Site / Marion Square Hotel Traffic Impact Study**Trip Distribution and Assignment**

The trip distribution is the percentage of site traffic that travels on each of the various roadways to and from the site. The trip distribution and assignment percentages for the site-generated traffic volumes were based on the existing peak hour movement counts and the bi-directional ADT count on King Street.

Hotel Traffic

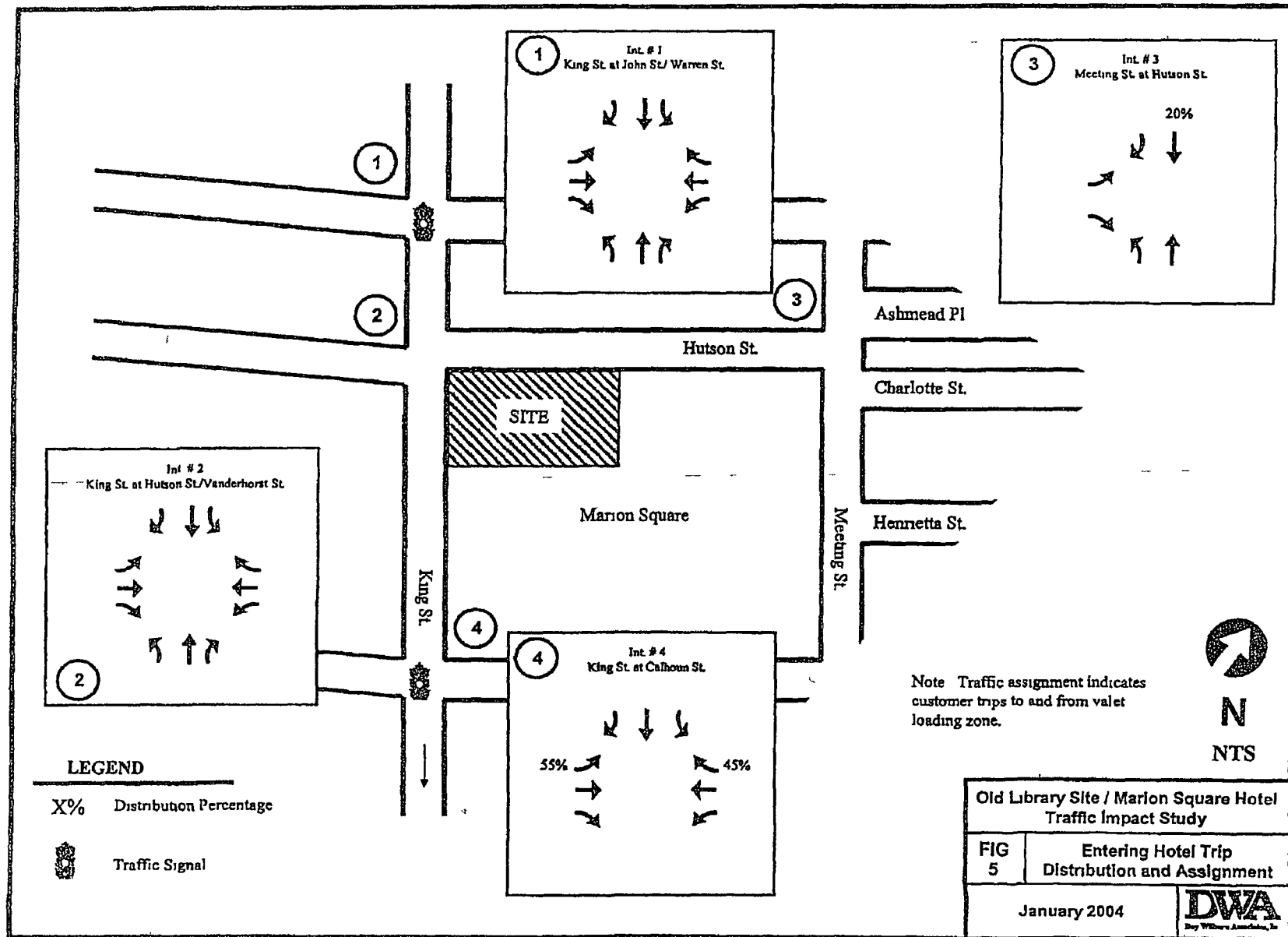
The hotel parking will be handled in a valet area along the east curb lane on King Street, just south of Hutson Street. Because of the valet parking for the hotel, as well as the one-way nature of King Street south of Calhoun Street, the entering and exiting percentage for the hotel traffic are listed separately. Entering traffic must travel northbound on King Street to the valet area and exiting traffic must leave the valet area on northbound King Street. Therefore, all entering traffic will approach the hotel from the King Street at Calhoun Street intersection and all exiting traffic will impact the King Street at Hutson Street intersection. These entering and exiting percentages can be seen in Figure 5 and Figure 6, respectively.

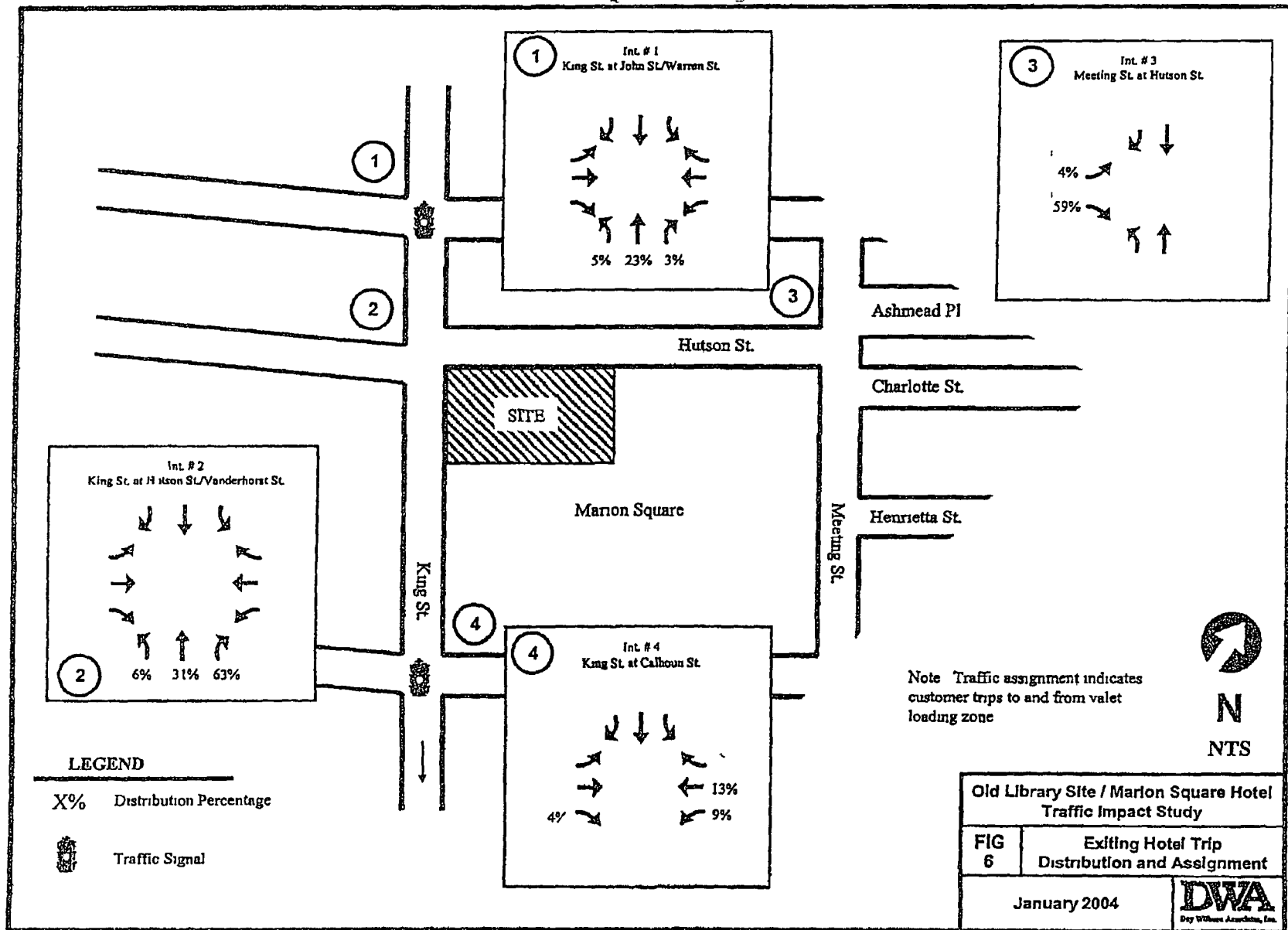
After the vehicle has entered the valet-loading zone, the valet will then drive the vehicle to the King Street at Hutson Street intersection and take a right onto Hutson Street in order to enter the garage. When returning the vehicle, the valet will circle the block, turning right from the garage to Hutson Street, then right from Hutson Street to Meeting Street, then right from Meeting Street to Calhoun Street, then right from Calhoun Street to King Street and returning to the valet area. These additional vehicle movements are also assigned to the roadway network to determine the total impact of the development.

Also as part of the trip assignment, the valet-loading zone was considered. Because of the proximity of the loading zone to the King Street at Hutson Street intersection, it is considered likely that the hotel loading zone will extend to the intersection. Thus, traffic turning right at the King Street at Hutson Street intersection will continue through the loading zone to the intersection and turn right onto Hutson Street without returning to the King Street through lane.

Restaurant and Retail Traffic

The retail areas will have their frontage along King Street and the restaurant main entrance will be off the hotel main entrance, also on King Street. The restaurant fronts on Marion Square, which does not usually have vehicular access. Non hotel users of the restaurant and retail facilities are therefore primarily expected to park along King Street or in the garage facility on King Street across from the proposed development. Based on knowledge of available parking on King Street, it is assumed that 25% of the trips will park in on-street parking and 75% of the trips will park in the adjacent King Street garage. Because King Street is one-way south of Calhoun Street, different entering and exiting percentages were used for these land uses. These entering and exiting percentages can be seen in Figure 7 and Figure 8 respectively. The resulting site generated traffic volumes are shown in Figure 9.





Old Library Site / Marion Square Hotel Traffic Impact Study

4 Future Traffic Conditions

The increases in traffic volumes due to background traffic growth, as well as the traffic volumes generated by the proposed development, were added to the existing volumes in order to determine the future conditions traffic volumes. The existing roadway conditions and future traffic volumes were considered in order to determine the future traffic operations within the study area. These traffic conditions are then compared with the existing traffic operations in order to determine the expected impacts of the proposed development.

Historical Traffic Counts

To estimate future traffic volumes, the existing traffic volumes will be increased to account for background traffic growth not related directly to the proposed development. In order to determine this average annual growth factor, data from several South Carolina Department of Transportation (SCDOT) count stations were analyzed. These historical traffic volumes are shown in Table 3.

Table 3 Historical Traffic Information								
TC Station	Street	1997	1998	1999	2000	2001	2002	Average Annual Growth
415	Calhoun Street between Pitt Street and Smith Street	20,500	21,300	21,900	20,500	21,600	19,600	0.9%
437	King Street between Reid Street and Mary Street	10,600	11,200	10,700	10,000	10,200	10,800	0.4%
439	Meeting Street between Ann Street and John Street	19,600	19,800	19,600	19,100	19,700	19,000	0.6%
Average								-0.4%

Low traffic growth is consistent with a built-out urban environment, as being considered for this study. DWA plans to assume a 1% annual growth rate to apply to the study roadways, to account for minimal traffic growth. The proposed development is expected to be operating by mid-2006, so this growth rate will be applied over 2.5 years.

Future Traffic Volumes

The traffic volumes that will be generated from the proposed development were then added to the increased existing traffic volumes in order to determine the impact of the proposed project after full development. These future traffic volumes are shown in Figure 10.

Old Library Site / Marion Square Hotel Traffic Impact Study

Future Intersection Levels of Service

Each of the intersections included in this study were re-evaluated for the future conditions. The future operations are compared with the existing traffic operations in Table 4. These future peak period results are also shown in Figure 11.

Table 4 Existing and Future Intersection Operations								
Intersection	Existing Traffic Operations				Future Traffic Operations			
	AM Peak		PM Peak		AM Peak		PM Peak	
	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)
King Street at John Street / Warren Street (s)	B	14.6	B	18.5	B	14.5	B	18.9
King Street at Calhoun Street (s)	B	13.5	B	15.2	B	14.1	B	18.1
King Street at Hutson Street / Vanderhorst Street (u)								
Northbound Left Turn	A	0.8	A	1.0	A	0.9	A	1.2
Southbound Left Turn	A	0.3	A	0.3	A	0.3	A	0.3
Eastbound Approach	C	19.6	C	23.7	C	21.0	D	28.8
Westbound Approach	C	16.2	C	20.1	C	17.1	C	23.5
Meeting Street at Hutson Street (u)								
Northbound Left Turn	A	0.4	A	0.4	A	1.2	A	0.5
Eastbound Approach	C	16.7	C	18.5	C	16.6	C	17.2

(s) = signalized, (u) = unsignalized

The future conditions analysis shows some increase in delays from the existing conditions. However, the side-street operations of the unsignalized intersections are not expected to operate at lower than LOS D during the weekday peak periods, which is generally considered acceptable within an urban environment.

The side-street approach delay for Meeting Street at Hutson Street decreases slightly in the future condition. This result is caused by the increased percentage of right turn turning movements, which typically experience lower delays than left-turn turning movements.

Recommendations

It is recommended that the valet loading zone be continued to the intersection of King Street at Hutson Street, as previously discussed in this report, in order to allow smoother right-turn flow from the valet loading zone to Hutson Street.

Old Library Site / Marion Square Hotel Traffic Impact Study

5 Summary of Results

The following results were concluded from this traffic evaluation

- The intersections are expected to have acceptable operations after the completion of the proposed development.
- The valet loading zone extension to the intersection of King Street at Hutson Street is recommended

,

PLAINTIFFS' EXHIBIT 33

ASSESSMENT

SEE EXHIBIT A TO COMPLAINT

RECORD ON APPEAL, VOLUME I, PAGES

44 through 68

STATE OF SOUTH CAROLINA	)	COURT OF COMMON PLEAS
	)	NINTH JUDICIAL CIRCUIT
COUNTY OF CHARLESTON	)	CASE NO 2007-CP- <u>10-451</u>
	)	
HISTORIC CHARLESTON FOUNDATION	)	
and PRESERVATION SOCIETY OF	)	COMPLAINT, PETITION, and NOTICE
CHARLESTON	)	OF INTENT TO APPEAL
	)	(Appeal from a Decision of the City of
Appellants	)	Charleston Board of Zoning Appeals
	)	Pursuant to S C Code Ann. § 6-29-820
	)	and Section 54-930 of the Zoning
THE CITY OF CHARLESTON THE CITY	)	Ordinance of the City of Charleston
OF CHARLESTON BOARD OF ZONING	)	(Non-Jury)
APPEALS ZONING and LIBRARY	)	
ASSOCIATES, LLC	)	
	)	
Respondents	)	

FILED
 2008 FEB -1 PM 3 29
 CLERK OF COURT

Appellants Historic Charleston Foundation (hereinafter referred to as HCF) and Preservation Society of Charleston (hereinafter referred to the Preservation Society) appealing from the final decision of Respondents City of Charleston (hereinafter referred to as the City), and City of Charleston Board of Zoning Appeals – Zoning (hereinafter referred to as the BZA) in favor of Respondent, Library Associates LLC (hereinafter referred to as the Applicant) rendered on January 2 2007 would respectfully show unto the Court

BACKGROUND

1 That HCF is and at all times relative hereto was an eleemosynary corporation organized and existing pursuant to the laws of the State of South Carolina and that it has its principal place of business in Charleston County South Carolina and that it is a qualified tax exempt entity pursuant to IRC § 501(c)(3)

2 That the Preservation Society is and at all times relative hereto was an eleemosynary corporation organized and existing pursuant to the laws of the State of South

Carolina and that it has its principal place of business in Charleston County South Carolina and that it is a qualified tax exempt entity pursuant to IRC § 501(c)(3)

3 That the City is a municipality as defined in Section 5-1-20(l) Code of Laws of South Carolina 1976 and is a political subdivision of the State of South Carolina

4 That the BZA is a Board of Zoning Appeals created by Section 54-920(a) and (b) ZONING ORDINANCE OF THE CITY OF CHARLESTON (2005) pursuant to Section 6-29-780 Code of Laws of South Carolina 1976 as amended

5 That on information and belief Applicant is a limited liability company existing pursuant to the law of the State of South Carolina and has its principal place of business in Charleston County South Carolina

6 That HCF and the Preservation Society are for purposes of this appeal person[s] who may have a substantial interest in the decision of the BZA which is the subject of this appeal

7 That HCF was founded in 1947 as a self-perpetuating trustee-governed organization that it has approximately thirty-five (35) Trustees on its Board of Trustees who are made up of members of the Charleston South Carolina community all of which have a strong interest in or specialized interest in historic preservation and that the mission and purpose of HCF as set forth in its charter and by laws is to preserve and protect the buildings landscapes cultural resources and the historical architectural and cultural character of the Charleston South Carolina area and its environs

8 That since its earliest days HCF has been a national pacesetter in its efforts to preserve the historic buildings neighborhoods and landmarks that make Charleston a unique American city

9 That since its founding HCF has been an active voice at the City's Council meetings at Charleston County Council meetings at the City's Board of Architectural Review and at the BZA helping to preserve historic structures and plan wisely for Charleston's future

10 That HCF has acquired and protected through restrictive covenants scores of structures in the Charleston South Carolina area and its environs has protected scores of buildings through its historic preservation easement program, and has a distinguished history of protecting buildings of national importance including without limitation Drayton Hall McCloud Plantation the William Gibbes House Mulberry Plantation Frank Lloyd Wright's Auldbruff Plantation as well its two house museums the Nathaniel Russell House and Aiken-Rhett House

11 That HCF continues to play a major role in the shaping of public policies relating to the protection of buildings landscapes cultural resources and the historical architectural and cultural character of Charleston South Carolina and the Charleston South Carolina area and its environs including without limitation participation in the drafting and enactment of many of the City's ordinances such as the 1973 City Preservation Plan the 1975 Architectural Inventory the 1978 Urban Height Ordinance the 2004 Height Ordinance Revision the expansion of the old and historic district from one hundred forty-four (144) acres to more than one thousand (1 000) acres and the addition of the Cooper River Historic District on the National Register of Historic Places

12 That the Preservation Society was founded in 1920 as a membership organization of more than two thousand (2000) members from South Carolina and thirty-five (35) other states who are concerned about the future of Charleston's historic district governed by a seventeen (17) member Board six of which comprise the Executive Committee and that the mission and purpose of the Preservation Society as set forth in its charter and by laws is to

preserve and protect the historical architectural and cultural character of the Charleston South Carolina area and its environs cultivate and encourage interest in the preservation of buildings sites and structures of historical or aesthetic significance and to take whatever steps may be necessary and feasible to prevent the destruction or defacement of any such building site or structure

13 That the Preservation Society was founded by Miss Susan Pringle Frost and a small group of individuals who were concerned about the future of the circa-1802 Joseph Manigault House which was eventually restored

14 That in 1931 the Preservation Society was instrumental in persuading the City to pass the first zoning ordinance enacted to protect historic resources which ordinance established the first Board of Architectural Review (BAR) and designated a one hundred thirty-eight (138) old and historic district which district has since been expanded to include over four thousand eight hundred (4 800) historic structures

15 That the Preservation Society has sought to fulfill its mission through among other ways programs that focus on preservation education advocacy and planning

16 That the Preservation Society has also sought to fulfill its missions through its Carolopolis Awards Program and its award-winning quarterly newsletter *Preservation Progress* established in 1956

17 That in the 1970s the Preservation Society was one of the first organizations in South Carolina to accept exterior and interior preservation easements

18 That in recognition of the Preservation Society's efforts the American Institute of Architects presented the Preservation Society with its 1996 Institute Honor Award recognizing the Preservation Society for "being as much a part of Charleston South Carolina history as

protector of it this Society has wrought a standard of commitment to communities befitting the beauty and rich legacy of the city it has served for over seventy five years '

19 That on information and belief Applicant is the owner of that certain piece, parcel or lot of land currently known and designated in the City's current numbering system as 404 King Street Charleston South Carolina 29403 and assigned Parcel Identification Number 460-16-04-009 by the Charleston County Auditor's office (hereinafter referred to as the Property)

20 That the Preservation Society holds a conservation façade easement on the historically significant building at 409 King Street across King Street from the Property The Preservation Society's conservation and façade easement on this and other buildings in the immediate vicinity will be negatively affected by the project proposed for the Property and variance sought by the Applicant

21 That the Property is subject to certain height restrictions pursuant to the City's zoning ordinances The Property is split-zoned with part of the Property subject to a 3X height district and part of the Property subject to a 55/30 height district

22 That at the time the Applicant acquired the Property it was split-zoned in this manner and Applicant had actual or constructive knowledge of this zoning and these restrictions

23 Prior to Applicant's acquisition of the Property it was the site of the main branch of the Charleston County Library a two story structure

24 Although Applicant sought and obtained a special exception for hotel use on the Property (the extension(s) of which is under appeal by the Appellants) the applicable zoning allows an extensive array of viable office retail and other commercial uses

25 That on December 4 2006 Applicant by and through its legal representatives made an application with the BZA seeking a variance of the 55/30 height restriction applicable to the Property of copy of which application is attached hereto as 'Exhibit A' and incorporated herein by reference (hereinafter referred to as the "Application")

26 That pursuant to the laws of South Carolina and Section 54-924 of the zoning ordinances of the Defendant City a variance may be granted in an individual case of unnecessary hardship if the Board makes and explains in writing the following findings (a) there are extraordinary and exceptional conditions pertaining to the particular piece of property (b) these conditions do not generally apply to other property in the vicinity (c) because of these conditions the application of the ordinance to the particular piece of property would effectively prohibit or unreasonably restrict the utilization of the property and (4) the authorization of a variance will not be of substantial detriment to adjacent property or to the public good and the character of the district will not be harmed by the granting of the variance '

27 That at its January 2 2007 meeting the BZA conducted a hearing and granted Applicant a variance to the applicable height restrictions under Section 54-924 of the City's ordinances (hereinafter referred to as the Variance Decision) A copy of the Variance Decision of the BZA is attached as Exhibit "B"

28 That on January 9 2007 Appellant HCF filed a motion to reconsider with the BZA asking it to reconsider the Variance Decision a copy of which motion is attached hereto as Exhibit C and incorporated herein by reference

29 That as of the date of the filing of this Complaint/Petition/Notice of Intent to Appeal the BZA has not acted upon the request for reconsideration

30 That on information and belief any motion to the BZA reconsider is futile

(c) That the unsupported and unexplained conclusory finding of the BZA that because of these conditions the application of the ordinance to the particular piece of property would effectively prohibit or unreasonably restrict the utilization of the property is erroneous and not based on evidence as there are innumerable other feasible uses of the Property that would not require a height variance. The determination of an unreasonable restriction of the utilization of property must be based on an evaluation of all permissible reasonable feasible uses of the property and not confined to one single use the owner would like. Moreover, even if the determination of whether the Property could be utilized without a variance was to be determined by its use as a hotel, there was no evidence that there could not be a hotel use on the Property without a variance. Additionally, the conditions that supposedly unreasonably restrict the Property must relate to the physical characteristics of the Property and zoning does not constitute as a matter of law these condition for purposes of a variance.

(d) That the unsupported and unexplained conclusory finding of the BZA that authorization of a variance will not be of substantial detriment to adjacent property or to the public good and the character of the district will not be harmed by the granting of a variance is erroneous and not based on evidence. The proposed eight story mega-hotel with rooftop bar on the Property in the historic district will substantially harm the character of the district and be of detriment to adjacent properties including the building(s) on which the HCF and Preservation Society hold conservation façade easements by minimizing and diminishing other lower scale buildings of historic significance in the immediate vicinity.

(e) That the BZA erroneously premised its Variance Decision on aesthetics and financial costs of the Applicant rather than the criteria set forth in Section 54-924 of the City's ordinances and the applicable law.

31 That the Variance for the subject Property will result in an individualized injury to HCF and its trustees and to the Preservation Society and its members

32 That the interests at stake are germane to both organizations respective missions and purposes

33 That in addition the construction of a high-rise hotel on the Property will have a significant adverse effect on the Preservation Society's conservation façade easement on 409 King Street

34 That the Variance Decision was contrary to the requirements of state law and Section 54-924 unsupported by the record before the BZA arbitrary and capricious based on the record before the BZA and legally erroneous, for the following reasons

(a) That the unsupported and unexplained conclusory finding of the BZA that there are extraordinary and exceptional conditions pertaining to the Property herein is erroneous and not based on evidence as there are other properties that have split-lot zoning Additionally the extraordinary and exceptional condition must relate to the physical characteristics of the Property and zoning does not constitute as a matter of law an extraordinary and exceptional condition' of the Property for purposes of a variance

(b) That the unsupported and unexplained conclusory finding of the BZA that conditions do not generally apply to other property in the vicinity is erroneous and not based on evidence as there are other properties in the area that are subject to these zoning height categories In fact much of King Street in the vicinity of the Property used to be zoned 3X as to height Additionally the conditions [that] do not generally apply to other property in the vicinity' must relate to the physical characteristics of the Property and zoning does not constitute as a matter of law conditions [that] do not generally apply to other property in the vicinity for purposes of a variance

35 That the Variance Decision is further legally erroneous arbitrary and capricious and contrary to the governing statutes and ordinances on the separate and additional ground that the BZA did not set forth its written findings that purportedly supported its Variance Decision

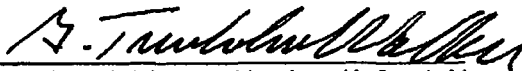
36 That the Variance Decision should be further set aside and vacated on the separate and additional ground that the Applicant misrepresented facts to the BZA and the BZA based its Variance Decision on these misrepresentations by the Applicant In its application and at the BZA hearing the Applicant referred to plans for the proposed hotel that had previously received conceptual approval by the City's Board of Architectural Review (BAR) However the renditions of the proposed hotel that the Applicant presented to the BZA were **not** the renditions of the proposed hotel which received conceptual approval from the BAR but were in fact substantially different from them This misrepresentation also leaves the Variance Decision without factual support renders it arbitrary and capricious and makes it legally erroneous

37 That the Applicant had knowledge of the split-zoning and the corresponding separate zoning height restrictions applicable to the Property at the time of Applicant's purchase of the Property As a matter of law Applicant is therefore precluded from contending that said restrictions constitute a hardship that would justify a variance

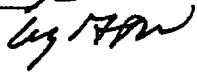
WHEREFORE, Appellants, Historic Charleston Foundation and Preservation Society of Charleston pray that this Court enter an order vacating the Variance Decision granted to the subject Property herein and for the costs and attorneys fees incurred in bringing this action and for such other and further relief as this Court deems just and proper

Respectfully submitted

PRATT-THOMAS EPTING & WALKER P A
Post Office Drawer 22247
Charleston SC 29413-2247
Phone (843) 272 2208 Fax (843) 727-2231

By 
G Trenholm Walker and Lindsay K Smith-Yancey
Attorneys for Appellants Preservation Society of
Charleston

Pritchard & Elliott
Attorneys and Counselors at Law L L C
8 Cumberland Street Suite 200
Charleston, South Carolina 29401

By 
Edward K Pritchard III
Attorney for Appellant Historic Charleston
Foundation 

February 1 2007

Charleston South Carolina

STATE OF SOUTH CAROLINA) COURT OF COMMON PLEAS
COUNTY OF CHARLESTON) NINTH JUDICIAL CIRCUIT
CASE NO 2007-CP- 451

HISTORIC CHARLESTON)
FOUNDATION and PRESERVATION)
SOCIETY OF CHARLESTON)

Appellants)

EXHIBITS TO COMPLAINT

THE CITY OF CHARLESTON THE)
CITY OF CHARLESTON BOARD OF)
ZONING APPEALS-ZONING and)
LIBRARY ASSOCIATES LLC,)

Respondents)

Exhibit A Application to BZA
Exhibit B Variance Decision of the BZA
Exhibit C Motion to Reconsider

FILED
2007 FEB -2 PM 3 36
JULIE J ARMS FRONG
CLERK OF COURT
BY _____



Application for Variance Special Exception or Reconsideration
to the Board of Zoning Appeals – Zoning (Form 1)

Page 1 of 2

City of Charleston

Instructions – Applicants must complete and submit this form along with the required information and fee to the Zoning Division office at 75 Calhoun Street. Applications are due by 3 00 P M on the deadline date. A sign will be posted on the property and a public hearing will be conducted by the Board of Zoning Appeals – Zoning before the Board makes its decision. Each scheduled meeting of the Board is limited to 25 new applications. Additional applications even if submitted prior to the deadline will be placed on the agenda of the next scheduled meeting. There is a five (5) business day appeal period following the date of Board action. No permits may be issued until this appeal period has expired. An appeal to the Board stays all further action on the application.

THE APPLICANT HEREBY APPEALS

- ☒ For a Variance and/or Special Exception as indicated on page 2 of this application
☐ For reconsideration of a decision of the Board or action of a zoning official as stated on attached Form 2

MEETING DATE REQUESTED January 2, 2007

Property Address 404 King Street TMS # 460-16-04-009

Property Owner Library Associates, LLC Daytime Phone 722-8169

Applicant Regan and Cantwell, LLC Daytime Phone 762-8282

Applicant's Mailing Address 105 Wappoo Creek Drive, Suite 1-A
Charleston, SC 29412

Relationship of applicant to owner (same representative prospective buyer other) Attorney

Zoning of property GB-A

Information required with application (check information submitted)

- ☒ Scaled plans or plats including elevations if applicable showing the variance(s) being requested (3 copies)
☐ For density variances scaled floor plans with rooms labeled and the total floor area of each dwelling unit noted (3 copies)
☐ Check or cash (make checks payable to the City of Charleston)

Optional information which will be helpful to the Board

- ☒ Photographs
☐ Letters or petitions from neighbors or organizations directly affected by your request

I certify that the information on this application and any attachments is correct, that the proposed improvement(s) comply with private neighborhood covenants if there are any and that I am the owner of the subject property or the authorized representative of the owner. I authorize the subject property to be posted with a notice of the hearing before the Board and inspected.

Applicant Regan & Cantwell Date 12/4/06

For office use only		
Date application received <u>12/4/06</u>	Fee \$ <u>400.00</u>	Time application received <u>1:10</u>
Staffperson <u>[Signature]</u>		Receipt # _____

Dept. of Design Development and Preservation 75 Calhoun Street, Third Floor Charleston South Carolina 29401
(843) 724-3781 FAX (843) 724-3772 www.ci.charleston.sc.us

APPLICANTS FOR VARIANCES MUST COMPLETE THE FOLLOWING

Applicant hereby appeals to the Board for a variance from the strict application of the Zoning Ordinance to the property described on this application so that a zoning permit may be issued to allow use of the property in a manner shown on the attached site plan and described as follows

A height variance is requested for a 185-room, full service hotel with retail along King Street and Hutson Street, a restaurant overlooking Marion Square, 5,500 sq ft conference space and a roof terrace

Applicant must explain how strict application of the ordinance will result in an unnecessary hardship and how the standards for a variance set by the Zoning Ordinance are met by answering the following questions

- a What are the extraordinary and exceptional conditions pertaining to the particular piece of property See attached
- b Explain why these conditions do not generally apply to other property in the vicinity
See attached
- c Explain how because of these conditions the application of the ordinance to the particular piece of property would effectively prohibit or unreasonably restrict the utilization of the property
See attached
- d Explain why authorization of the variance will not be of substantial detriment to the adjacent property or to the public good and the character of the district will not be harmed by the granting of the variance See attached.

Signature of applicant

Francis J Cantwell

Date

12/4/06**APPLICANTS FOR SPECIAL EXCEPTIONS MUST COMPLETE THE FOLLOWING**

- 1 Applicant hereby appeals to the Board for a special exception to use the property identified on this application as follows _____
- 2 Applicant will meet the special exception requirements listed in Section 54-_____ of the Zoning Ordinance in the following manner

- 3 The following documents are submitted in support of this application

Signature of applicant

Date

Dept. of Design Development and Preservation 75 Calhoun Street, Third Floor Charleston South Carolina 29401
(843) 724-3781 FAX (843) 724-3772 www.ci.charleston.sc.us

The Proposal The subject property is the site of the old Charleston County Library, at the southeast corner of King and Hutson Streets, facing Marion Square. The Applicant intends to construct a 185 room full service hotel, with retail space along King and Hutson Streets. There are two height districts applicable to the subject property: Height District 3X and Height District 55/30. A variance is being requested to allow a portion of the height otherwise allowed in the 3X district portion of the site to be shifted back from King Street and into the portion of the site subject to the 55/30 height district. The requested variance will not result in a larger building being constructed. In fact, the building contemplated under the variance will be smaller in volume than is allowed under the combined height districts. The height, scale, and mass of the proposed building have received conceptual approval from the Board Architectural Review, which includes shifting the height as contemplated by this variance request.

Applicant must explain how strict application of the ordinance will result in unnecessary hardship, and how the standards for a variance set by the Zoning Ordinance are met by answering the following questions:

- a. **What are the extraordinary and exceptional conditions pertaining to the particularly piece of property?**

The subject property is exceptional and unique by virtue of its location. It has prominence on both King Street and Marion Square and is bordered on three sides by historically or architecturally important spaces or structures. To the west are the Aymar Building and St. Matthews German Lutheran Church, to the south is Marion Square, and to the east is the old Citadel Building. Whatever is

constructed on the subject property will require a scale that respects each of these buildings and spaces. And, as every elevation of the building constructed on the subject property will be visible, the shape of the building is of more paramount concern than would be on other properties where typically only one or two elevations are visible to the public.

The subject property is subject to two height districts, Height District 3X and Height District 55/30. The 3X district encompasses the King Street elevation. A strict application of these height districts to the subject property results in a building having a peculiar L-shaped envelope with substantial massing on King Street.

b Explain why these conditions do not generally apply to other property in the vicinity

There is no other vacant property in the vicinity which, when improved, will result in a building with four visible elevations. There is no other property in the vicinity split by height districts where the application of those districts results in a top heavy building with massing concentrated on the street. Other properties with two height districts typically accommodate massing to the interior of the site which allows for a building to be designed with height stepped back from the street, reducing the visual scale. This result is not possible with the strict application of the height districts to the subject property.

c Explain how, because of these conditions, the application of the ordinance to the particular piece of property would effectively prohibit or unreasonably restrict the utilization of the property

The applicant has been granted a special exception to construct a 185 room, full service hotel on the subject property Being located in the Old and Historic District, construction on the site must satisfy ~~design criteria specified by the Board of Architectural~~ Review The Board of Architectural Review has given conceptual approval to the height, scale and mass of the project, which approval contemplates shifting some height from the 3X District into a portion of the 55/30 District Absent a variance the use of the subject property in accordance with these granted approvals will be unreasonably restricted in that the scale of the project resulting from a strict application of the height districts will not meet the design criteria expected by the Board of Architectural Review, thus compromising the ability of the applicant to effectively utilize its property to construct its project, as approved

d. Explain why authorization of the variance will not be of substantial detriment to the adjacent property or the public good, and the character of the district will not be harmed by the granting of the variance

The variance will not be of substantial detriment to adjacent property The design of the project conceptually approved by the Board of Architectural Review contemplates the height of the building being stepped back from all sides This concept avoids substantial massing along King Street, in the face of the Aamar Building and St Matthews Church, and results in a building height more typical of the scale of the buildings fronting on King Street At the same time, the stepped design is similarly respectful to its neighbor to the east the old

Citadel Building The variance allows for the construction of a building that is deferential to all it neighbors

The variance will not be of substantial detriment to the public good The subject property, as currently zoned, could accommodate a structure larger than that being proposed Thus the variance will not affect the overall size of the building The addition of a publicly accessible hotel, with amenities, at this location will enhance the ability of the public to more fully enjoy Marion Square by providing grade level dining opportunities and access to a rooftop pavilion affording panoramic views of the Square and the peninsula The addition of retail space along King and Hutson Streets furthers the public good by bringing life to the streetscape and improving security on the block, thus contributing to the revitalization of King Street, north of Calhoun

The character of the district will not be harmed by the granting of the variance The subject property is one of the most important locations on the peninsula. It demands a significant, signature structure The variance will accommodate a superior massing for the site that is sensitive to its environs by moving the taller massing to the interior of the site/building, consistent with the overall character and scale of the district

Law Offices
Regan and Cantwell LLC
William B Regan
Frances I Cantwell

December 4, 2006

105 wappoo creek drive

suite 1-a

charleston sc

29412

tel 843-762-8282

fax: 843 762-8284

Via Hand Delivery

City of Charleston
Division of Design, Development and Preservation
75 Calhoun Street, 3rd Fl
Charleston, South Carolina 29401

Re 404 King Street

Dear Sir

In regard to the above, enclosed please find an application for a height variance to allow for the construction of a 185-room full service hotel with retail space along King and Hutson Streets. Also enclosed is the filing fee.

I am requesting that this matter be placed on the agenda for the Board of Zoning Appeals – Zoning agenda of January 2, 2007.

Please advise if any further information is needed.

With kind regards, I am,

Yours truly,



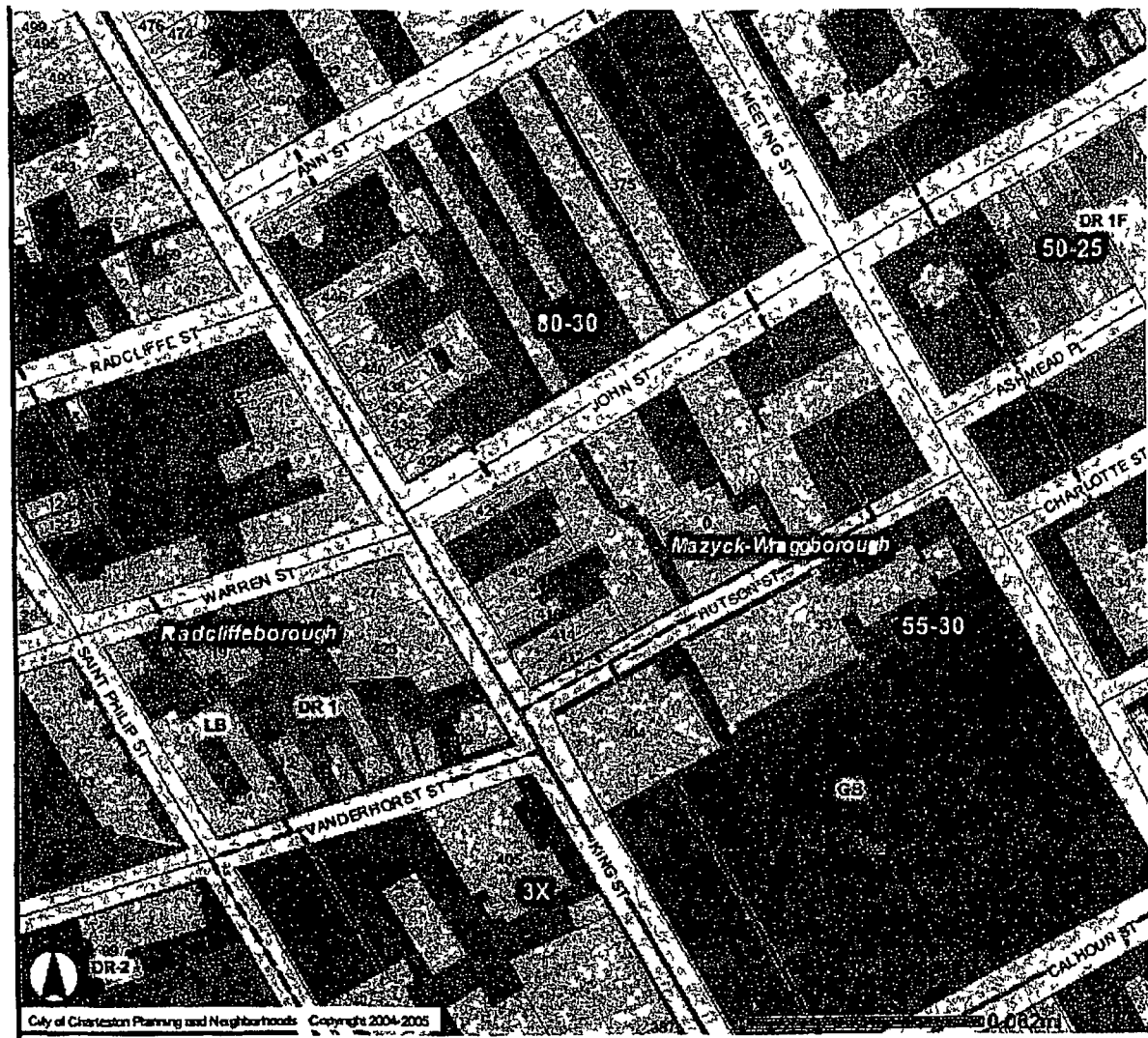
Frances I Cantwell

FIC/trm

Enclosures

cc Library Associates, LLC
W Foster Gaillard, Esq
Golf-D'Antonio Associates

e-mail billregan@bellsouth.net
fcantwell@bellsouth.net
trmonteiro@bellsouth.net



62

B



Board of Zoning Appeals – Zoning
Results
City of Charleston

Page 1 of 1

PROPERTY LOCATION, TMS NUMBER(S) AND DESCRIPTION OF REQUEST(S)

404 KING STREET (RADCLIFFEBOROUGH/GARDEN DISTRICT) (TMS# 460 16-04-009)
Request variance from Section 54-306 to allow construction of a hotel with a maximum building height
of 105-feet in the 55/30 height district.
Zoned GB A. Height District: 3X 55/30

Order on Special Exception Request

The Board of Zoning Appeals-Zoning held a public hearing to consider the above appeal for a special exception which may be permitted by the Board pursuant to the Zoning Ordinance for the property described above. After consideration of the evidence and arguments presented, the Board makes the following findings of fact and conclusions:

☐ DENIED The Board concludes that the standards in the Section(s) of the Zoning Ordinance listed above, which are applicable to the requested special exception(s) have not been met and therefore orders that the special exception(s) be denied.

☐ APPROVED The Board concludes that the standards in the Section(s) of the Zoning Ordinance listed above, which are applicable to the requested special exception(s) have been met and therefore orders that the special exception(s) be granted, subject to the following conditions, if any:

Date Issued: _____ Chairman: _____

Order on Variance Request

The Board of Zoning Appeals-Zoning held a public hearing to consider an appeal for a variance from the strict application of the Zoning Ordinance for the property described above. After consideration of the evidence and arguments presented, the Board makes the following findings of facts and conclusions:

☐ DENIED The Board concludes that the requirements for granting a variance have not been met and, therefore orders that the variance be denied.

☒ APPROVED The Board concludes that:

25. There are extraordinary and exceptional conditions pertaining to the particular piece of property.
26. These conditions do not generally apply to other property in the vicinity.
27. Because of these conditions, the application of the ordinance to the particular piece of property would effectively prohibit or unreasonably restrict the utilization of the property and
28. Authorization of the variance will not be of substantial detriment to adjacent property or to the public good, and the character of the district will not be harmed by the granting of the variance.

THE BOARD THEREFORE, finds that the applicant has an unnecessary hardship and orders that the variance be granted, subject to the following conditions, if any:

Date Issued: 1/2/07 Chairman: [Signature]

Approvals of the Board shall remain valid for two (2) years from the approval date, unless extended in accordance with the provisions of Section 54-962. Applicants may not apply for the same request that has been denied by the Board until a period of six (6) months has lapsed.
8/06



Application for Variance Special Exception or Reconsideration
to the Board of Zoning Appeals - Zoning (Form 1)

Page 1 of 2

City of Charleston

Instructions - Applicants must complete and submit this form along with the required information and fee to the Zoning Division office at 75 Calhoun Street. Applications are due by 12 Noon on the deadline date. A sign will be posted on the property and a public hearing will be conducted by the Board of Zoning Appeals - Zoning before the Board makes its decision. Each scheduled meeting of the Board is limited to 25 new applications. Additional applications even if submitted prior to the deadline will be placed on the agenda of the next scheduled meeting. There is a five (5) business day appeal period following the date of Board action. No permits may be issued until this appeal period has expired. An appeal to the Board stays all further action on the application.

THE APPLICANT HEREBY APPEALS

- ☒ For a Variance and/or Special Exception as indicated on page 2 of this application.
☒ For reconsideration of a decision of the Board or action of a zoning official as stated on attached Form 2.

MEETING DATE REQUESTED 2-20-07
 Property Address 404 King St TMS # 460 16 04 009
 Property Owner Library Associates, LLC Daytime Phone 722-8167
 Applicant Historic Charleston Foundation Daytime Phone 720 1186
 Applicant's Mailing Address P.O. Box 1120
Char, SC 29402 E-mail Address info@historiccharleston.org
 Relationship of applicant to owner (same representative, prospective buyer other) other
 Zoning of property GB-A

Information required with application (check information submitted)

- ☐ Scaled plans or plats including elevations if applicable, showing the variance(s) being requested (3 sets)
☐ For density variances scaled floor plans with rooms labeled and the total floor area of each dwelling unit noted (3 sets)
☐ Check or cash (make checks payable to the City of Charleston)

Optional information which will be helpful to the Board:

- ☐ Photographs
☐ Letters or petitions from neighbors or organizations directly affected by your request

I certify that the information on this application and any attachments is correct, that the proposed improvement(s) comply with private neighborhood covenants, if there are any and that I am the owner of the subject property or the authorized representative of the owner. I authorize the subject property to be posted with a notice of the hearing before the Board, and inspected.

Applicant [Signature] Date 1-9-07

For office use only		
Date application received	<u>1/9/07</u>	Time application received <u>5:00</u>
Staffperson <u>[Signature]</u>	Fee \$ <u>150.00</u>	Receipt # <u>6728</u>

Department of Planning Preservation & Economic Innovation 75 Calhoun Street, Third Floor Charleston, South Carolina 29401
 (843) 724-3781 FAX (843) 724-3772 www.charlestoncity.org

Board of Zoning Appeals - Zoning
(Form 2)

Page 1 of 2

City of Charleston

Applicants appealing for reconsideration of a Board decision or decision of the zoning administrator must submit the following information with Form 1.

In the case of an appeal for reconsideration of a Board decision applicant shall state below the grounds upon which it is considered that the Board misapprehended or misconceived the question or questions involved or the ground or grounds upon which it is considered that the Board has erred in its finding or disposition of the appeal application or matter:

see attachment.

In the case of an appeal for reconsideration of a decision of the zoning administrator applicant shall state below the interpretation(s) of the Zoning Ordinance being appealed how the applicant is aggrieved by the interpretation(s) and what the applicant contends is the correct interpretation of the Zoning Ordinance:

Applicants Signature [Signature] Date 1/9/07

For office use only

Date application received 1/9/07 Time application received 5:00 Staffperson PA

Department of Planning, Preservation & Economic Innovation 75 Calhoun Street Third Floor Charleston, South Carolina 29401
(843) 724-3761 FAX (843) 724-3772 www.charlestoncityinfo.com

STATE OF SOUTH CAROLINA

COUNTY OF CHARLESTON

HISTORIC CHARLESTON FOUNDATION
and PRESERVATION SOCIETY OF
CHARLESTON,

Appellants,

vs

THE CITY OF CHARLESTON THE CITY
OF CHARLESTON BOARD OF ZONING
APPEALS ZONING and LIBRARY
ASSOCIATES LLC

Respondents

COURT OF COMMON PLEAS
NINTH JUDICIAL CIRCUIT
CASE NO 2007-CP 10-451

ORDER
AFFIRMING VARIANCE

FILED
2010 JUN 29 PM 4 11
JULIE J ARMSTRONG
CLERK OF COURT

This case is an appeal from the determination of the City of Charleston Board of Zoning Appeals – Zoning (herein Board) to award a height variance to enable the construction of a 185 room hotel on property located at 404 King Street, the site of the old County Library A hearing was held on March 10, 2009

On June 9, 2009 I issued an Order remanding the matter back to the Board for rehearing as I determined the Form Order and transcript did not clearly articulate the Board's reasoning On September 23, 2009 I issued a subsequent Order to clarify that my intent in the Order remanding the matter to the Board was to secure a written order with findings of fact and conclusions of law, leaving to the Board s discretion whether it deemed a de novo hearing necessary or whether it wanted to issue its order based on the prior submission and transcript The Board met and has now issued a written order

After having reviewed the Board's Order and Record and considered the argument of counsel, I find the decision of the Board should be affirmed and this appeal dismissed



In its Order the Board made a number of findings. Among them were that all four sides of any structure built at 404 King Street would be visible to the public, 404 King is adjacent to Marion Square, a high frequency public use space, and is bordered on three sides by historic structures and spaces. Any construction on the site had to address effects to nearby properties to include St. Matthews Lutheran Church, the Aymar Building and the Old Citadel, the 55/30 height district that divided the site resulted in greater massing along King Street and resulted in an L shaped building when viewed from Marion Square, and no other site in the vicinity having these characteristics was identified. (Order on Remand, Findings 3, 4, 13, 21 and 22, Conclusions, pp 8-10) The Record supports these findings.

The Record reveals

Library Associates, LLC is the owner of a parcel of property located at 404 King Street in downtown Charleston at the southeast corner of King and Hutson Streets. It purchased the property in the mid 1990s and in 2004, it was granted a special exception from the Board to construct a 185 room full service hotel at the site. In December 2005, the City's Board of Architectural Review gave conceptual approval to the mass, scale and height of the proposed hotel. (BZA Record, Transcript p. 32, lines 3-5, p. 33, lines 1-10, p. 34, line 21 p. 35, line 2 BAR renderings BZA renderings)

At times pertinent to this case, 404 King Street was subject to two (2) height districts.¹ Approximately sixty (60%) percent of the site was in the 3X height district, with the remainder being in the 55/30 district. The 3X district as applied to 404 King allows a height up to 105'. The 55/30 district sets a height ceiling of 55' and a floor of 30'. At 404 King Street, the

¹ In August 2007, the City Council of Charleston amended the height restrictions applicable to 404 King Street applying the 3X district to the entire site. Appellants have contested the amendment in a separate proceeding bearing Case No. 2007 CP 10-4692.

application of the two districts resulted in an L shaped building envelope, with the 105 height amassed along the King Street frontage and part of the Hutson Street frontage (BZA Record, Height District Map, Tr p 29, lines 4 – 13, p 30, lines 1 7)

The Record reveals that a property having two separate height districts is not all that unusual The Record substantiates that, in such instances, the greater height is stepped back from the street The height districts at 404 King Street differed in this respect There, the generous height was along the street with the lower elevation applied to the interior of the site (BZA Record, Height District Map)

The Record reveals that 404 King Street is totally surrounded by the public realm King Street to the west, Hutson Street to the north, the Old Citadel to the east and Marion Square to the south Any building constructed at 404 King will have visibility on all sides This is an unusual circumstance, as most buildings in the vicinity have visibility on but two sides

After study a building was designed that shifted the massing and height allowed by the 3X height district along King Street to the interior of the site The resulting building is no larger in volume than that allowed by the two height districts but distributes the volume across the site as opposed to having it concentrated along the King Street frontage (BZA Record Tr p 28 lines 2 14, p 29, lines 9 13, BZA Record hotel drawings/renderings) In December 2005, the BAR conceptually approved the design of a hotel that contemplated shifting some portion of the height allowed by the 3X height regulation back from King Street into the portion of the site zoned 55/30 (BZA Record Tr p 34, line 8- p 35 line 2)

In December 2006, Library Associates applied for a height variance At its meeting held on January 3, 2007, the Board approved the variance



STANDARD OF REVIEW

In reviewing an order of a board of appeals I must treat the Board's factual findings in the same manner as findings of fact by a jury. Additional evidence is not admissible. In determining the question presented, I am constrained to review only if the decision of the board is correct as a matter of law. S.C. Code Ann. § 6-29-840 Austin v. Board of Zoning Appeals, 362 S.C. 29, 606 S.E.2d 209 (Ct. App. 2004).

Precedent is clear that I cannot substitute my judgment for that of the Board, even if I disagree with the decision of the Board. Talbot v. Myrtle Beach Board of Adjustment, 222 S.C. 165, 72 S.E.2d 66 (1952); Peterson Outdoor Advertising v. City of Myrtle Beach, 327 S.C. 230, 489 S.E.2d 630 (1997), rehearing denied; Austin v. Board of Zoning Appeals *supra*. Moreover, I cannot reverse the ruling of the Board because my view of the facts is different. A zoning board should not be reversed except in a case where it has abused its discretion. Hartman v. City of Columbia, 268 S.C. 44, 232 S.E.2d 15 (1977).

The decision of the Board must be upheld if there is any evidence to support it. Burton v. County of Abbeville, 312 S.C. 359, 440 S.E.2d 396 (Ct. App. 1994), rehearing denied.

CONCLUSIONS

Appellants contend that the variance application failed to meet the criteria of the variance test set forth in S.C. Code Ann. § 6-29-800 (2004) that the Board gave inappropriate consideration to aesthetics and finances, that the Order of the Board fails to comply with the requirements of S.C. Code Ann. § 6-29-800(E) (2004), that the version of the hotel presented to the Board was not that which had been conceptually approved by the BAR and that, as a matter

of law Library Associates is not entitled to a variance because the height restrictions were in place when it purchased the property. I will address each contention separately.

Appellants contend the Board erred in granting Library Associates a height variance because there are no exceptional or extraordinary circumstances applicable to 404 King Street that do not otherwise apply to properties in the vicinity. They further contend there was no evidence that the application of the separate height districts unreasonably restricted the use of the site and that the award of the variance would be of detriment to adjoining properties and the character of the district. The Record contains evidence to support the Board's findings to the contrary and as required by requirements of S.C. Code Ann. § 6-29-800 (2004).

1 The Board found and the Record reveals that, as compared to other properties in its vicinity, 404 King Street is exceptional by virtue of its unique location. It fronts on King Street, Marion Square and Hutson Street, and adjoins the Old Citadel. All four facades of a building constructed there will be visible. As found by the Board, the zoning administrator made note that the site "has no backside" (Order on Remand Finding 21 Tr. p. 28, lines 2-20). This circumstance does not apply to any other property in the vicinity. And as noted by Chairman Krawcheck:

So what we're here to do is apply the zoning variance test. The issue is whether there's a hardship. The zoning variance test, the hardship test is where extraordinary and exceptional conditions pertaining to this particular piece of property. I do not believe that the fact that the height ordinance divides this property is of its - in and of itself an extraordinary exceptional condition, but I do think that this property suffers from a hardship in that it's next to the old Citadel, it's surrounded on two sides by King Street and Hudson and it's on Marion Square, and I don't think there's another piece of property that I can think of that fits this situation.

(BZA Tr. p. 74, lines 6-15)

The Board's finding and conclusion that the location of the site on Marion Square and its being flanked on all sides by the public realm makes 404 King the exception, and not the rule, is supported by evidence in the record

2 The Board found and the Record reveals that the two height districts affect 404 King Street in a manner different from other properties with two height districts. On virtually all other properties where two height classifications apply, the greater height is stepped back from the street, distributed to the interior of the site. At 404 King, the greater height is amassed along the King Street frontage, the lower height being to the interior of the site. Applying the height districts to the site in this manner results in an awkward, L shaped building envelope that all parties conceded would never pass design muster. The application of the height districts in this manner produces an anomaly: the zoning acknowledges the appropriateness of 3X height yet renders it unattainable because of how the zoning distributes the height. That this circumstance constitutes an unreasonable restriction on the use of the property is unassailable.

Moreover, the height variance does not authorize a building taller than that already permitted in the 3X district. As explained by the zoning administrator:

And the request that s before you tonight seems pretty simple, but this simple explanation that is on your agenda, which really addresses the variance being requested doesn't really accurately describe the true nature of what s being requested because we have a site that is located within two different height districts and the proposed building on this site will not exceed the maximum allowed height in the height district along King Street and that's important to understand I think because we're really not talking about a variance to allow a building taller than what is already allowed on this site

(BZA Tr p 28 line 21- p 29 line 3)

3 Evidence demonstrated that an exceptional condition applied to 404 King Street because of its unique location on Marion Square, where a building will have visibility from all

sides. Evidence demonstrated that a strict application of the height districts resulted in an impossible building envelope regardless of use. While the Board evaluated the variance in terms of the contemplated hotel, its reasoning would apply to any proposal.

Appellants contend there is no entitlement to "max out" under a given building standard. Such may be true, but that does not render it unreasonable for a property owner to seek to avail himself of at least some portion of the benefits of his zoning. The ordinance recognizes the appropriateness of the 3X height on the site, making it only reasonable that use of some portion of that height be attainable. Moreover, as found by the Board, the building envelope proposed did not incorporate all allowable volume and the overall mass was roughly equivalent to what would have been permitted under the split districts. (Order on Remand, Finding 16)

Appellants contend that a building could be constructed at 404 King that conformed to the 55/30 height district, and thus no hardship exists. The South Carolina Supreme Court has held that such a circumstance is not dispositive on the issue of hardship. In Restaurant Row Associates v. Horry County, 335 S.C. 209, 516 S.E.2d 442 (1999), the Court held that a variance applicant is not required to prove that without a variance there are no feasible conforming uses for the property in question in order to demonstrate hardship.

4 As for detriment to adjoining properties and the character of the district, the Record contains testimony in support of the variance from those living and working and owning property nearby. (BZA Record, Tr. p. 46, line 13 – p. 48, line 12; p. 49, line 10 – p. 50, line 4). As for detriment to the district, the Record contains testimony that the building is in keeping with the tradition of the district. (BZA Record, Tr., p. 42, line 22 – p. 43, line 17). The Board's findings and conclusion that the evidence supporting the variance will foster a project that will greatly benefit Upper King Street/Marion Square and the surrounding neighborhood, and that

shifting the mass of the structure to be built on the site away from King Street accommodates a building that better relates to the Old Citadel and St Matthews Church, all to the benefit of the district are amply supported by the Record

The Record and its Order reveals the Board gave careful consideration to each prong of the variance test, and the Record contains evidentiary support for each of the Board's findings with respect thereto

The Record does not support Appellants' assertion that the Board premised its decision on aesthetics or finances. Discussion of the Board was clear that the test before it was the variance test, independent of what the planning commission, the board of architectural review or city council deemed advisable. The discussion of the Board as reflected in the transcript is devoid of any mention of finances, a point specifically addressed on the motion to reconsider (R. BZA Tr pp. 70-76; R. BZA Tr Motion to Reconsider). And as noted by the Board, had finances been the driving force behind the variance request, logic would dictate that the applicant would have sought to utilize every inch of available volume, which it did not do.

Appellants' issue with the form of the Board's order is now moot. The Board's Order on Remand includes specific and articulate findings and its reasoning in making the conclusions it did. The Order on remand complies with S.C. Code Ann. § 6-29-800 (E).

The Record does not substantiate the contention there was a misrepresentation of fact to the Board. The BAR had conceptually approved the height, scale and mass of the hotel. That conceptual approval included a hotel of eight (8) stories with height distributed to the interior of the site. That was the exact concept presented to the Board. The drawings filed with the variance application dispel any contention to the contrary (BZA Record hotel drawings/renderings).



Appellants contention that as a matter law, Library Associates is precluded from receiving a height variance because the height regulations were in place when it purchased the property is misdirected

Cases cited by the Appellants on this issue generally include circumstances where property owners sought to establish a use not authorized by the zoning in place at the time of purchase See Rush v City of Greenville, 246 S C 268, 143 S E 2d 527 (1965) All such precedent predates the decision rendered in Heilker v Zoning Board of Appeals, 346 S C 401, 552 S E 2d 42 (Ct App 2000), where for the first time, the term “use” was defined in the context of zoning In Heilker the Court of Appeals held

A use in the zoning context is the “purpose or activity for which land or buildings are designed, arranged, or intended or for which land or buildings are occupied or maintained” 552 S E 2d at 48

Library Associates is not seeking to establish a ‘use’ that is prohibited by zoning 404 King is zoned for hotel uses, and Library Associates has gotten the required special exception to construct one The use” to which Library Associates seeks to put the site is a hotel Height is not a “use or an activity , or a ‘purpose” for which a building is occupied Height is but an aspect of development

The preexisting zoning or ‘prior knowledge rule” was adopted in response to those situations where a speculator paid a premium for land with the intention of getting a variance for an unauthorized use to justify his investment 3 Rathkopf’s The Law of Zoning and Planning, § 58 22 (4th ed) That is not the fact situation here

The application of the prior knowledge rule must be read in conjunction with Heilker The construction of the rule urged by Appellants is inconsistent with the definition of ‘use” as set forth in Heilker And, the application of the rule as urged by Appellants would render illegal

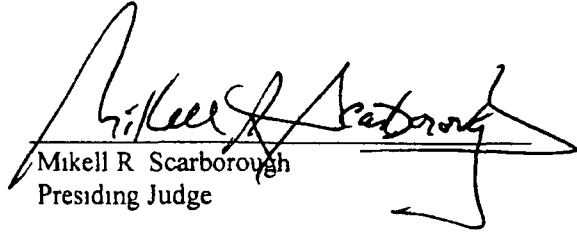
any dimensional or development standard variance from parking to setbacks to landscaping to lighting, even when such variances are necessitated by the application of state or federal laws or regulations. The prior knowledge rule governs variances for uses not authorized by zoning when the property was purchased, not variances from dimensional or site development standards applicable to an authorized use.

NOW, THEREFORE, in light of the foregoing, it is

ORDERED that the decision of the Board be, and hereby is, affirmed, and it is

ORDERED that this appeal be and hereby is, dismissed, and

IT IS SO ORDERED!


Mikell R. Scarborough
Presiding Judge

June 24, 2009
Charleston, South Carolina

IN THE STATE OF SOUTH CAROLINA
In The Court of Appeals

APPEAL FROM CHARLESTON COUNTY
Court of Common Pleas

Mikell R Scarborough, Master-in-Equity

Case No 2007-CP-10-0451

Historic Charleston Foundation and
Preservation Society of Charleston,

Appellants,

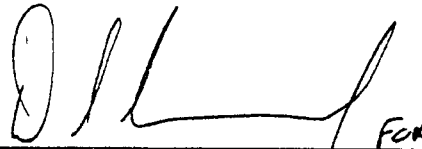
v

The City of Charleston, The City of
Charleston Board of Zoning Appeals Zoning,
and Library Associates, LLC,

Respondents

NOTICE OF APPEAL

Appellants Historic Charleston Foundation and Preservation Society of Charleston appeal the order of the Honorable Mikell R Scarborough filed June 29 2010 Appellants received written notice of entry of the order on July 12, 2010

A handwritten signature in black ink, appearing to read 'G Trenholm Walker', with a stylized flourish extending to the right that includes the letters 'Fok'.

G Trenholm Walker Esq
Lindsay K Smith-Yancey, Esq
Katie Fowler Monoc, Esq
Pratt Thomas Walker, P A
Post Office Drawer 22247
Charleston, SC 29413 2247
(843) 727-2200

Attorneys for Appellant Preservation Society of
Charleston



Edward K. Pritchard, III, Esq
Samia Hanafi Nettles, Esq
Pritchard & Elliott, LLC
129 Broad Street
Charleston SC 29401
(843) 722 3300
Attorneys for Appellant Historic Charleston
Foundation

August 11, 2010

Other Counsel of Record

Timothy A. Domin, Esq
Clawson & Staubes, LLC
126 Seven Farms Drive, Suite 200
Charleston, South Carolina 29492-8144
Attorneys for Respondents
The City of Charleston and
The City of Charleston Board of
Zoning Appeals – Zoning

Frances I. Cantwell, Esq
Regan and Cantwell, LLC
105 Wappoo Creek Drive, Suite I A
Charleston, South Carolina 29412
Attorney for Respondent
Library Associates LLC

CERTIFICATE OF COUNSEL

In accordance with Rule 210 (g), SCACR, I certify that this Record on Appeal contains all material proposed to be included by any of the parties and not any other material

Charleston, South Carolina

April 18, 2011

Frances I Cantwell

Frances I Cantwell, Esq
Regan and Cantwell, LLC
105 Wappoo Creek Drive, Suite 1-A
Charleston, South Carolina 29412
Tel 843-762-8282
Fax 843-762-8284

Attorney for Appellant Library Associates, LLC