

CITY OF CHARLESTON
CENTURY  CITY PLAN

Table of Contents

1. Introduction

- A. City Planning in Charleston
- B. Important Trends
- C. The Kind of Plan This Is
- D. Guiding Principles

2. The Region and City of Charleston

- A. Charleston, Berkeley, Dorchester Counties
- B. The City of Charleston

3. Key Issues, Goals and Recommendations

- A. Urban Growth
Surrounding the City with Green
- B. City Development
Investing in Existing Assets
 - 1. Neighborhoods
 - 2. Infill and Redevelopment Opportunities
 - 3. Gathering Places
- C. Mobility
Choices
- D. Workcenters
Expanding Our Productive Capacity
- E. Municipal Services
Quality Urban Services to City Residents

4. City Plan

5. Next Steps

- A. Community Partnership
- B. Public Policies and Initiatives
- C. Additional Plans
- D. Land Development Regulations

Exhibits

- A. Data – *Population and City Growth, Housing, Economic Health*
- B. Citizen Survey



Section 1

Introduction



1. Introduction

This document is published for the citizens of Charleston. It was prepared by the City of Charleston Department of Planning and Neighborhoods.

Charleston Century V is drafted as a working document for the citizens of the city. The plan presents a picture of the city today and recommends five matters of emphasis for the future. The Department of Planning and Urban Development will present a report and update of this document each January. Charleston Century V will become more comprehensive over time as the city studies specific issues in more detail. Future plans conducted by the City of Charleston will represent additions to the Century V Plan. We have chosen this approach because it is realistic; we cannot presume to know everything about the future today – and because we feel it will make city planning more accessible and easier to understand for most citizens.

The purpose of this plan is to:

- Help make the city more livable for every resident. Planning is local government's mechanism for helping citizens ensure Charleston is an even better place to live in the future than it is today.
- Provide guidance to citizens and local government. Charleston is a growing city; growth brings change because more people require additional urban services and varied housing among other demands. Change, whether associated with growth, stagnation, or contraction can be overwhelming if there is no context to evaluate its merits. Planning should help citizens and the government that serves them anticipate and plan for change.
- Define the city planning program. The city plan should make clear how the city planning department will help citizens and their local government achieve their goals for the city.

The document contains five sections: (1) an Introduction that will keep track of planning work already completed, identify important trends affecting Charleston, and describe the principles that guide our work, (2) an up-to-date description of The Region and City so that we can monitor how we are growing and our relationship with the region, (3) identification of Key Issues, Goals, and Recommendations for the plan (4) the City Plan, relating the Key Issues, Goals, and Recommendations to each other and Charleston, and (5) recommendations for Next Steps so that we can ensure on-going analysis and implementation of good ideas. The document also includes Exhibits with supporting information such as growth statistics and our citizen survey.

The Charleston Century V Plan uses 2015 as a future planning year primarily because this date is common to many projections used by various public and private organizations. However, the plan is not for a specific point in time. It is a record of our planning activities, not a description of what will happen in the next 15 years. Over the next year, important new statistics will be available from the Year 2000 census. These statistics will be an important addition to this plan.

A. City Planning in Charleston

The City of Charleston, South Carolina has conducted three citywide plans since 1900; the General Development Plan adopted in 1966, the Land Use and Housing Plan of 1978, and the Charleston 2000 Comprehensive Plan adopted in 1991. In addition to these citywide plans, various other plans have been adopted addressing in more detail specific issues or particular geographic areas of the city.

The City's most recent citywide plan, Charleston 2000, is a comprehensive public policy document. Its policies were drafted by diverse citizen steering committees. These committees drafted policies dealing with public services, traffic and transportation, housing and communities, urban design, and the environment. Charleston 2000 was intended to guide decisions about the physical, economic and social development of the city until the year 2000.

In 1994, the South Carolina General Assembly passed a new Comprehensive Planning Enabling Act. The 1994 Act required changes in the way local governments administer planning and zoning services. The City of Charleston made these administrative changes in May 1999. The Act also required that local planning authorities prepare and adopt comprehensive plans similar to Charleston 2000.

In 1998, the City of Charleston began the process of updating Charleston 2000. Community meetings were held throughout the city, a citizen survey was conducted, and six focus groups were established to review the policies of Charleston 2000 and suggest changes or additions. In addition, Mayor Joseph P. Riley Jr. and city planners went to city elementary schools and asked students what they loved about their city and what improvements can be made.

Previous Planning Efforts

- 1704 “Grand Modell” for layout of the City of Charleston
- 1931 City Zoning Ordinance adopted – creation of first Old and Historic District in the country, BAR established
- 1966 General Development Plan completed
- 1971 Historic Architecture Inventory completed
- 1974 Historic Preservation Plan adopted
- 1975 Department of Planning and Urban Development formed
- 1978 Tourism Impact and Management Study adopted
- 1978 Land Use and Housing Plan, Neighborhood Plans adopted
- 1978 Height Ordinance adopted

Charleston Century V City Plan

1. Introduction

- A. [City Planning in Charleston](#)
- B. [Important Trends](#)
- C. [The Kind of Plan This Is](#)
- D. [Guiding Principles](#)

1980	Cooper River Waterfront Park Master Plan completed
1981	Parks and Leisure Services Plan adopted
1982	Peninsula Traffic and Parking Study completed
1984	East Side Master Plan adopted
1986	61 Corridor Growth Management Plan adopted
1986	Architectural Survey, Calhoun to Crosstown completed
1987	Accommodations Zoning District Ordinance adopted
1988	James Island Land Use Policy adopted by City and County Councils
1988	Tree Preservation and Landscape Ordinance adopted
1989	Calhoun Street Corridor Study adopted
1989	Johns Island Plan adopted
1989	James and Johns Island Historic Survey completed
1991	Charleston 2000 adopted
1993	Daniel Island Master Plan adopted
1994	Tourism Management Plan adopted
1994	Market Area Study adopted
1995	Johns Island Plan – 1995 Land Use Update adopted
1996	Union Pier Terminal Concept Master Plan
1997	Ashley Bridge District Plan adopted
1998	Visitor Accommodations Study adopted
1998	Tourism Management Plan Update adopted
1998	Spring and Cannon Corridor Plan adopted
1999	Glenn McConnell Parkway Planning Workshop held
1999	Commercial Corridor Design Review Board established
1999	Landmark Overlay Zone adopted
1999	Downtown Plan adopted

Charleston Century V City Plan

1. Introduction

- A. **City Planning in Charleston**
- B. Important Trends
- C. The Kind of Plan This Is
- D. Guiding Principles

B. Important Trends

Century V Charleston comes during a remarkable period in the urban development history of the United States. All levels of government are questioning policies that have for decades encouraged flight from the city. Many businesses are promoting urban development and redevelopment as sound long-term investments. Environmentalists and urban advocates and developers have begun to forge a vision of urban life as a substantial part of the answer to many environmental challenges. From the 1998 President's Council on Sustainable Development to the Bank of America's 1994 report denouncing urban sprawl, public and private leaders have suggested we look to cities as the most livable human habitat.

At the same time, new suburban growth in metropolitan areas of the United States continues to far exceed growth in center cities and older urban and suburban areas. This trend continues in Charleston and affects how the city plans for growth and change.

Charleston is affected by global and national trends. For example, a technical revolution increasingly affects how citizens live and compete for resources. In addition, competition on every level (global, regional, state, and local) requires more than ever that government operate efficiently and effectively. These bigger trends cannot be ignored as we enter the next century and seek to keep Charleston a preferred place to live and do business.

Suburban Growth

Between 1990 and 1998, 75% of U.S. cities with at least 100,000 residents grew in population¹. During this period, population grew by at least 5% in 115 out of the 218 cities. The fastest growing cities are in the south and west. Half of the 73 cities that grew by at least 10% are in Texas or California and 80% are in western or southern states. However, a closer look at the numbers shows that many of the "cities" are suburban growth areas such as Naperville, Illinois in DuPage County outside Chicago, which experienced a 36% increase in population. In addition, many metro regions continue to grow while the center cities are relatively stagnant or even shrinking in population. For example, while the city of Philadelphia's population declined by 9.4% between 1990 and 1998, the Philadelphia region grew by over 80,000 residents between 1990 and 1996. The

Charleston Century V City Plan

1. Introduction

- A. City Planning in Charleston
- B. Important Trends**
- C. The Kind of Plan This Is
- D. Guiding Principles

City of Portland Oregon, a city with a 20-year history of efforts to control sprawl, grew by 3.7% between 1990 and 1998 while the overall region grew by 15.9% between 1990 and 1996. And rapid suburban growth is not restricted to the nation's largest cities. The chart below shows city and metropolitan growth in various small U.S. cities that are comparable to Charleston in size and geographic location:

City	City Pop. Growth 1990-98	Metro Growth 1990-96
Mobile, Alabama	1.1%	8.8%
Shreveport, Louisiana	-5.1%	0.9%
Savannah, Georgia	-4.5%	9.6%
Chattanooga, Tennessee	-3.0%	5.1%
Columbia, South Carolina	0.1%	7.6%
Greensboro, North Carolina	6.9%	8.7%

(Source: U.S. Census Bureau)

Only the City of Greensboro's growth is comparable to its overall metropolitan region. North Carolina cities can annex land that becomes urban, so their growth is assured through expansion. But North Carolina cities are actually growing much like Columbia or Savannah; that is to say, most of the new development is well outside the center city.

Demographic Change

The Year 2000 Census will give us an important update of demographic changes occurring in Charleston. Available data reveals that in Charleston, like other places in the United States, the age of the population has been increasing and the typical household size has been decreasing for decades.

Since World War II, Charleston's median age was lowest in 1970 when it was 23.5 years of age². The 1990 Census found that the median age of our population had increased to 30.5 (See Figure 1.1). Nationally, the median age in 1970 was 28.1 years and in 1990 it was 32.3 years of age. This trend is expected to continue because the largest segment of the national population is between 35 and 44 years of age.

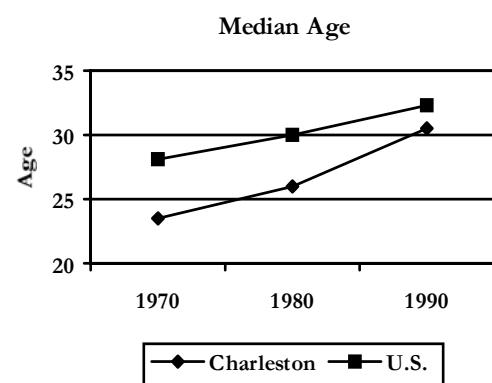
The national trend of shrinking household sizes is also taking place in South Carolina and Charleston. In 1990, about one-quarter of all households in the United States were made up of one person. This is a dramatic change from 1940, when only 8 percent of all households consisted of one person³. In South Carolina, the same change occurred. In 1940, 5.8% of S.C. households had just one person, while in 1990 the figure increased to 22.4%.

Charleston Century V City Plan

1. Introduction

- A. City Planning in Charleston
- B. Important Trends**
- C. The Kind of Plan This Is
- D. Guiding Principles

Figure 1.1



In addition, household crowding has sharply decreased since 1940. Average household size in Charleston has decreased from a high of 3.51 persons in 1960 to 2.0 persons in 1990 (See Figure 1.2). In 1940, about 20 percent of U.S. households were considered crowded; that is, they had more than one person per room. By 1990, only 4.9% of U.S. households were considered crowded. In South Carolina, the trend is even more dramatic. In 1940, almost 40% of S.C. households were considered crowded and by 1990 only 4.1% were considered so.

An aging population and shrinking household sizes will affect demand for different types of housing, alternative modes of transportation, and local government services. The Year 2000 Census will provide an invaluable update on these and other demographic changes occurring in Charleston.

Innovation

Technology is changing our lives in a variety of ways. Many people can now do much of their shopping from the home. Vast resources of information are now available at home and telecommuting is becoming a viable alternative for many workers. CyberDialogue, a New York City based e-commerce consultant, estimates that there were 15.7 million telecommuters in the United States in 1998, up from 11.3 million in 1997. Locally, major employers such as Cigna (formerly HealthSource) now have telecommuting programs. Home-based technology oriented businesses are an important element of commercial growth.

Innovation, however, has not made communities obsolete. In fact, this more detached world connected by microprocessors and fiber optics is putting a greater premium on the tangible community around us. Technology is rapidly presenting new opportunities for learning and communication, but it has not replaced the street, neighborhood or city as the preferred human habitat.

Global Capitalism

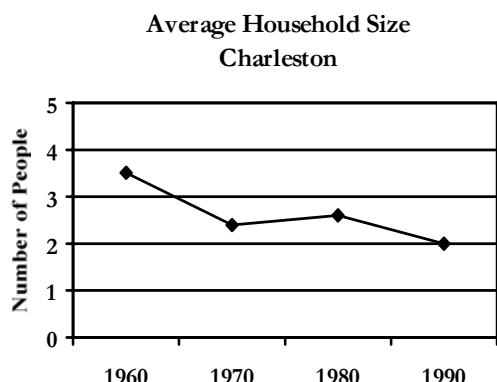
In order to support ourselves and each other, our economy must expand and diversify. Technological change is producing a global marketplace where capital has no boundaries. We are competing with cities across the world for innovation, jobs, and productive capacity. The global marketplace requires diverse, self supporting metropolitan economies as capital follows demand, interest rates, and incentives across the globe. In this country, metropolitan

Charleston Century V City Plan

1. Introduction

- A. City Planning in Charleston
- B. Important Trends**
- C. The Kind of Plan This Is
- D. Guiding Principles

Figure 1.2



areas continue to drive the national economy. A 1998 report by Standard and Poors indicates that in 1997, 83% of the U.S. gross domestic product came from the total value of goods and services produced in metro areas⁴. The Standard and Poors report highlights the important role of metropolitan areas in the national economy. The report praises the assets of metro areas like Charleston – “The concentration of business and people in metro areas creates unique economic conditions that generate new industries, speed the diffusion of knowledge, spur technological innovation, and increase productivity.”

1997

Gross Metropolitan Product – Selected U.S. Cities

Gross Domestic Product – Selected Countries

(Source: Standard and Poor's DRI)

	(Billions of Dollars)
New York, NY	\$6,731.33
Japan	4189.00
Atlanta, GA	121.54
Greece	116.80
Singapore	109.57
Israel	98.85
Charlotte, NC	46.17
Hungary	45.42
Greensboro, Winston-Salem, NC	37.87
Morocco	33.58
Greenville, Spartanburg, Anderson, SC	24.65
Cuba	22.94
Iraq	21.63
Columbia, SC	15.42
Mobile, AL	11.79
El Salvador	11.44
Charleston, N. Charleston, SC	11.05
Shreveport, Bossier City, LA	10.56
Paraguay	10.40
Corpus Cristi, TX	9.93
Kenya	9.82
Bulgaria	9.76
Daytona Beach, FL	8.44
Savannah, GA	8.11

Charleston Century V City Plan

1. Introduction

- A. City Planning in Charleston
- B. Important Trends**
- C. The Kind of Plan This Is
- D. Guiding Principles

Good Government

The role and operations of local government have been changing drastically. Charleston, like many other cities, has recognized citizens as customers. The City has devoted its attention to providing quality services at the lowest possible cost. It is essential that city services add value in the short and long run to the lives of every citizen. This strategic approach is generally more concerned with results than process.

City planning, like other public services, must find new ways to better serve citizens. Innovation and good government should apply to the city plan as it does to public safety, sanitation, public works and other municipal services.

References

1. [U.S. Census](#) - All population estimates are from the U.S. Census Bureau
2. [U.S. Census](#) – All figures on age of population are from the U.S. Census Bureau.
3. [U.S. Census](#) – All figures on household size are from the U.S. Census Bureau.
4. [Standard and Poor's DRI](#) – All estimates of Gross Domestic Product for the U.S. and other selected countries and of Gross Metropolitan Product for U.S. cities are from a report entitled *The Role of Metropolitan Areas in the National Economy* prepared by Standard and Poor's DRI and distributed on March 19, 1998.

Charleston Century V City Plan

1. Introduction

- A. City Planning in Charleston
- B. Important Trends**
- C. The Kind of Plan This Is
- D. Guiding Principles

C. The Kind of Plan This Is

In both the public and private sectors, planning is generally agreed to be a good idea. It is often the case, however, that individuals have vastly different notions of what planning is. This should not come as a surprise since so many different techniques have been used and so many different titles have been given to this activity - comprehensive plans, strategic plans, master plans, vision plans, urban design plans, action plans, and so forth. Each plan has a genuinely unique intention, but often there is enough cross-pollination to leave many confused.

Cities are complex. Many factors ultimately affect each resident's quality of life; jobs, education, housing, nature, public safety, transportation, architecture, communication, engineering, and parks to name a few. But these factors are not independent. They all relate to one another. The city plan can add value by cutting across individual issues and providing a guiding framework for managing growth and development. Ultimately, the city plan achieves this by relating these many issues to the particular place that is Charleston.

To plan the city without considering the physical place would be like practicing medicine without considering the human body. Analyzing Charleston's geography is particularly important given the city's rapid geographic growth beyond the Peninsula, the overall growth of the region, and new plans for Charleston and Berkeley Counties. We must understand the city's current physical form, how the city should grow physically in the future, and how this growth affects each resident's quality of life.

For example, many plans state the city should do what it can to help bring a variety of new jobs to the city. There are many initiatives underway which seek to do just this. The questions this plan must pose and answer are (1) where exactly will these jobs be located, (2) how can we make sure suitable land is available for a variety of small and large businesses, and (3) how can we make sure many residents can get to these places?

The city plan analyzes the community's growth in terms of the physical place that is Charleston. The plan then recommends steps to make the physical place better in the future and ensure that the quality of life in Charleston improves as the community grows and changes.

Charleston Century V City Plan

1. Introduction

- A. City Planning in Charleston
- B. Bigger Trends
- C. The Kind of Plan This Is**
- D. Guiding Principles

D. Guiding Principles

The term “quality of life” is used in a variety of contexts. It has become shorthand for many things. This plan, like many, concerns itself with improving quality of life.

This goal seems straightforward enough, but it can be the source of great frustration if the term is not clearly defined. Charleston 2000 included a mission statement to clarify the broadest intentions of the plan. The City Planning Commission updated the mission statement in 1998 to currently read:

To preserve and enhance the quality of life of the citizens of Charleston by:

- Fostering desirable economic conditions,
- Providing housing opportunities for all citizens,
- Delivering progressive, cost-effective services,
- Enhancing and maintaining an efficient transportation system,
- Encouraging appropriate development, and
- Protecting the environment and our unique cultural resources.

The 1999 Charleston Downtown Plan was drafted based upon the following nine principles:

- Nurture inclusive, vibrant neighborhoods,
- Respect the grain, scale and mix of the peninsula’s urban fabric,
- Ensure architectural integrity,
- Foster sustainability,
- Maintain downtown as the regional center of culture and commerce,
- Pursue economic diversity,
- Encourage a balanced network for movement,
- Use growth strategically,

To guide this plan, the city also held a number of community meetings, conducted a citizen survey (Exhibit B) and organized six citizen focus groups. The mission statement and principles outlined above, as well the response we received from citizens, sent consistent messages about how the city should plan. In light of all the input we received, it is evident that the city plan must be drafted with the following in mind:

Charleston Century V City Plan

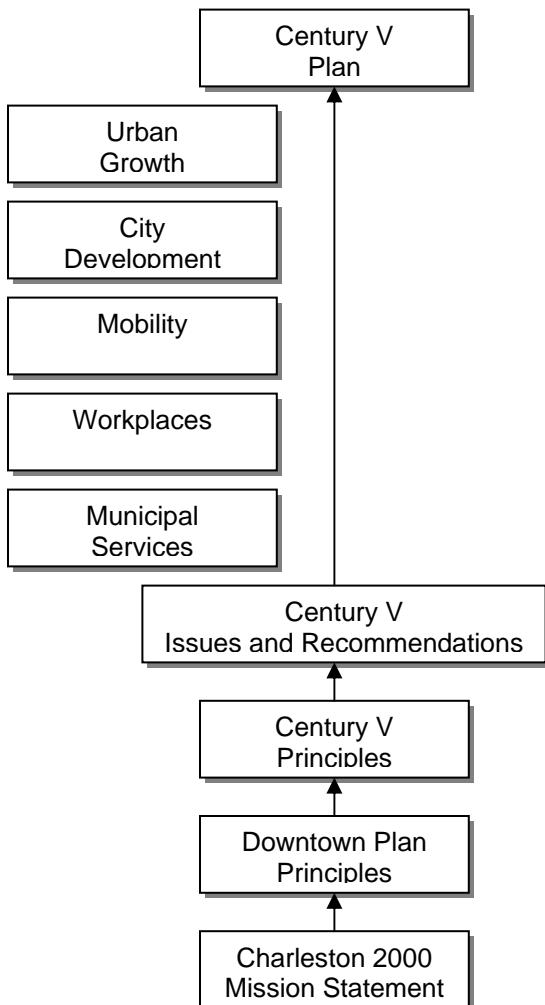
1. Introduction

- A. City Planning in Charleston
- B. Important Trends
- C. The Kind of Plan This Is
- D. **Guiding Principles**

- The city's growth and development must not jeopardize the health and beauty of our natural environment.
- City residents must receive the highest quality services.
- Urban and suburban areas of the city – our neighborhoods, streets, buildings, and so forth – must be safe, inviting, and beautiful.
- Our historic buildings, neighborhoods, and sites must be preserved.
- We must have housing for all types of people.
- All residents must have choices for how than can move about their neighborhood and the city.
- Growth and development should expand the capacity of city residents to lead productive lives.

The Anatomy of the City Plan

The Century V Plan builds upon the principles established in previous plans.



Charleston Century V City Plan

1. Introduction

- A. City Planning in Charleston
- B. Important Trends
- C. The Kind of Plan This Is
- D. **Guiding Principles**



Section 2

The Region and City of Charleston



2. The Region and City of Charleston

A. Charleston, Berkeley and Dorchester Counties

The population of the tri-county Charleston region grew by just over 50% between 1970 and 1990; from 336,700 residents in 1970 to 509,000 in 1990⁵. The region's population is expected to reach about 690,000 by the year 2020 (See Figure 2.1)⁶. While the region's population is growing steadily, the amount of land being urbanized to support this population is expanding at a much faster rate. Analysis by the Strom Thurmond Institute at Clemson University revealed that while the regions population grew by 41% between 1974 and 1993, the urbanized area of the region grew by 255%⁷.

Since 1990 new housing development within the region has been greatest in Mt. Pleasant and West Ashley. Between 1990 and 1998, 6,164 new dwelling units (both single family and multi-family) were built in Mt. Pleasant and 2,393 in West Ashley. Communities north of Charleston have seen significant growth in new single family home construction. Together, North Charleston, Summerville and Goose Creek permitted 4,599 new single family homes over the same period (See Figure 2.2). These figures include a total of 1,734 multi-family units, of which about 70% (1,193 units) were permitted in the City of Charleston.

Employment in the region is concentrated in several areas: Downtown Charleston, West Ashley, the Airport and the I-526 area in North Charleston, and the Dorchester and Rivers Avenue corridors in North Charleston. Emerging centers include Daniel Island and the Cainhoy Peninsula and sections of Mt. Pleasant, particularly the Long Point Road and Highway 17 interchanges with I-526 and Patriots Point. The "Neck" area of the peninsula is a former work center with great potential for Charleston and North Charleston.

The trade, services, and government sectors dominate the regional job market. These sectors include the tourist industry, health services, and all levels of government. The finance, insurance, and real estate sector (F.I.R.E.) which is a high growth area nationally, remains the smallest sector in the Charleston region (See Figure 2.3).

Figure 2.1

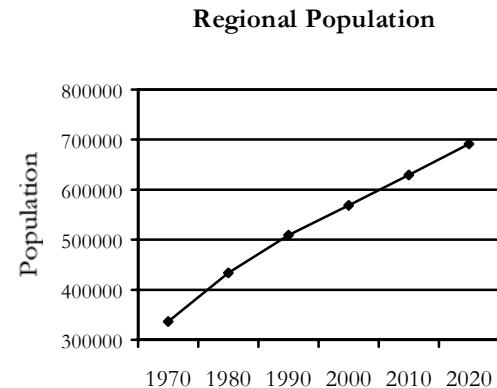


Figure 2.2

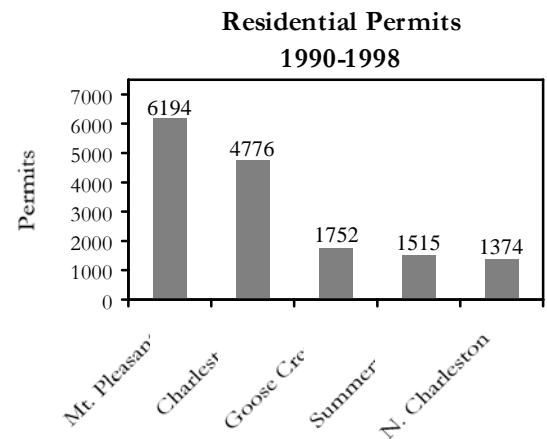
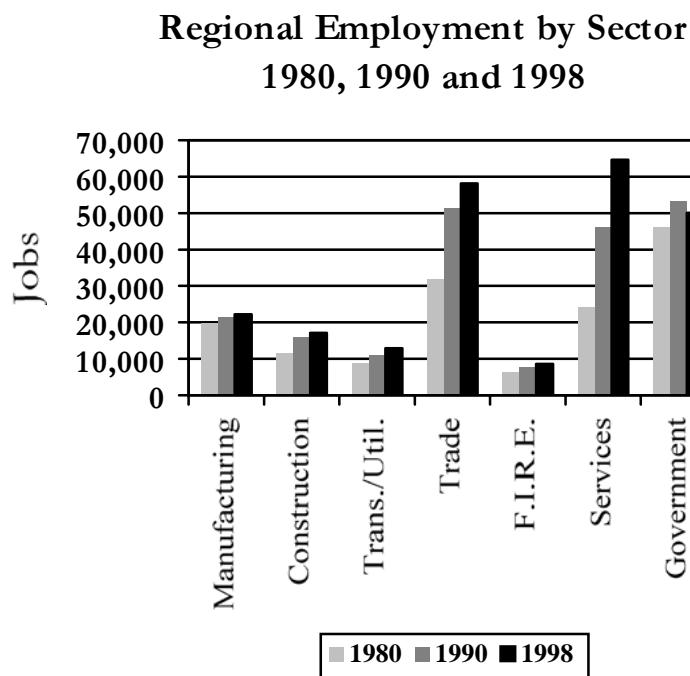


Figure 2.3



The urban center of the region is downtown Charleston. Small town main streets remain viable in North Charleston and Summerville. The region is dominated, however, by suburban corridors punctuated by intense development at key intersections: Highway 17 and Coleman Boulevard in Mt. Pleasant, I-26, Dorchester Road, Rivers Avenue, Montague Avenue, and Ashley Phosphate Road in North Charleston, Highway 17, Highway 61, and Sam Rittenberg Boulevard in West Ashley, Folly Road and Maybank Highway on James and Johns Island, and Clements Ferry Road on the Cainhoy Peninsula. I-526 is creating new opportunities for development of regional centers at its 12 interchanges with local roadways.

The most important centers of economic activity outside downtown Charleston are the Citadel Mall District of West Ashley, the I-526/Airport area of North Charleston, and the I-26/Ashley Phosphate Road/Northwoods Mall area of North Charleston. The Citadel Mall District is where Highways 17 and 7 meet I-526 and includes the largest concentration of employment in Charleston outside downtown. The I-526/Airport area of North Charleston includes the new coliseum and convention center and the research park on International Boulevard. In close proximity to the I-26 and Ashley Phosphate Road interchange are

Northwoods Mall and other regional retail centers, and other commercial and office developments.

In addition to these centers, the new Mount Pleasant Town Center at 17N and the Isle of Palms Connector is the retail center of East Cooper, attracting customers from all over the region. Great potential exists for reestablishing major urban centers at the former Navy base in North Charleston and the central portion of the peninsula.

References

5. [U.S. Census](#) – All local and regional population estimates up to 1990 are from the U.S. Census Bureau.
6. [U.S. Dept. of Commerce](#) – Metro projections are from the U.S. Dept. of Commerce, Regional Economic Information System, 1998.
7. [Strom Thurmond Institute at Clemson University](#) – for the Berkeley, Charleston, Dorchester Council of Governments and South Carolina Department of Natural Resources.

Charleston Century V City Plan

2. The Region and City

- A. [Charleston, Berkeley, Dorchester](#)
- B. [The City of Charleston](#)

B. The City of Charleston

The City of Charleston is the primary urban center of a fast growing metropolitan region. The City in 2000 consists of a variety of urban, suburban, and some rural settings - from the city's oldest neighborhoods Downtown, to suburban subdivisions in West Ashley and on James Island, to the pastoral landscapes of Johns Island and new neighborhoods on Daniel Island.

Each area has its own unique history, man-made and natural environments. But how each area is different is secondary in this plan to how each is united. The residents of each area and every neighborhood share "ownership" of the entire City. Each resident is invested in the City's future. The City Plan must help reveal the connections between the Peninsula, West Ashley, James Island, Johns Island, and Daniel Island as it reflects the uniqueness of each area.

Peninsular Charleston has been substantially developed for 50 years. Since the 1960's, much of West Ashley and James Island was converted from rural to suburban area. Only southwestern areas of James Island remain substantially undeveloped – west and south of Riverland Drive and west of Folly Road. In West Ashley (to Rantowles Creek) substantially undeveloped areas are west of Church and Long Branch Creek along the Glenn McConnell Parkway and Highway 17. Open space still dominates the landscape of Johns Island, Daniel Island and the Cainhoy Peninsula.

Population

The City's population has grown about 28% since 1990 (See Figure 2.4) and the municipal jurisdiction has more than doubled⁸. About half the City's population growth is the result of annexation. Currently, the most populated area of the City is West Ashley, where almost half of the City's residents live. The Peninsula is the second most populated land body in the City, but its growth is now the slowest. Daniel Island and the Cainhoy Peninsula are the most sparsely populated areas of the City, but new development could make them the fastest growing areas of the City in the near future.

The most significant population growth trend facing Charleston is the rapidly growing city population outside the Peninsula (See Figure 2.5). In 1940 the Charleston Peninsula

Charleston Century V City Plan

2. The Region and City

- A. Charleston, Berkely, Dorchester
- B. The City of Charleston**

Figure 2.4

**City Population Growth
1990-1999**

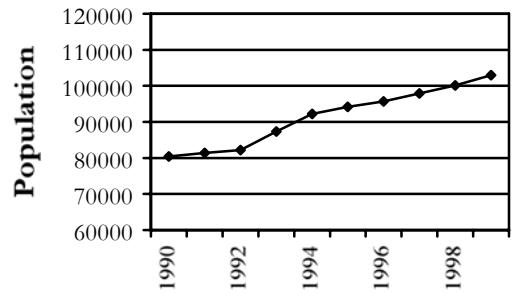
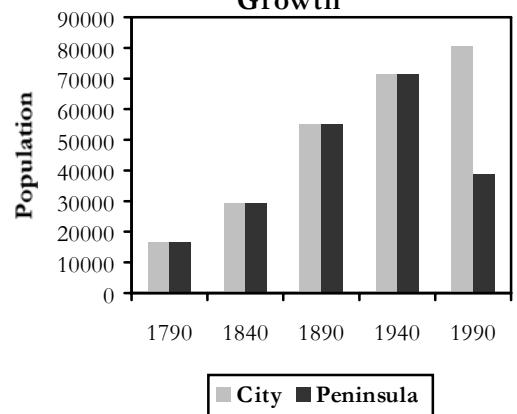


Figure 2.5

**Historic Population
Growth**



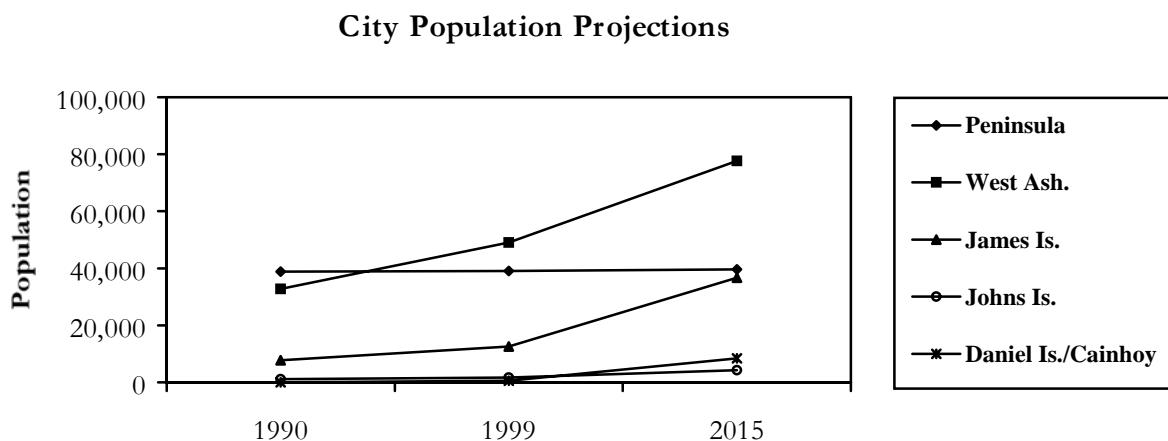
contained over 71,000 residents. This was 59% of the population in Charleston County and 100% of the population in the City of Charleston. By 1990, the Peninsula's population had declined by about 45% - to less than 39,000 residents. The population of the Peninsula has not been this low since before 1850. In 1990, the Peninsula accounted for 27% of the County's population and just 48% of the City's population. Since 1940, Charleston County's population grew by over 170,000 and the city's population by more than 9,000.

Charleston Century V City Plan

2. The Region and City

- A. Charleston, Berkeley, Dorchester
- B. **The City of Charleston**

Figure 2.6



This trend is expected to continue, and by 2015 the population of West Ashley will be nearly twice that of the Peninsula (See Figure 2.6). In 2015 James Island will have almost as many residents as downtown Charleston. In addition, while the population of Johns Island and the Cainhoy Peninsula will remain relatively small, City population in these areas could be one-third that of the Peninsula. The fact is - more and more city residents live in areas increasingly further from the center city.

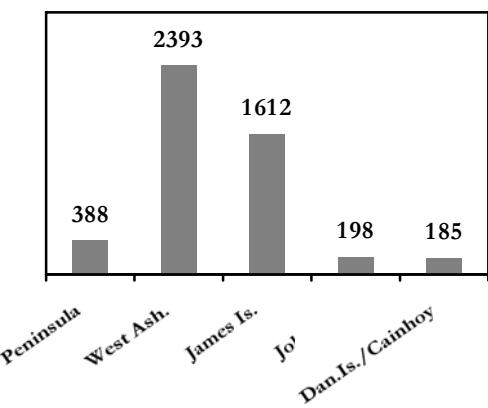
(For more figures on population and city growth see Exhibit A.)

Housing

A look at housing permits issued in the city during the 1990's reinforces this point (See Figure 2.7). Half of all permits for new homes (single and multi family) issued between 1990 and 1999 were in West Ashley and 84% were in either West Ashley or James Island. Over that period, there were more home permits issued on Johns Island and in the Daniel

Figure 2.7

**City Residential Permits
1990-1998**



Island/Cainhoy Peninsula than downtown. Higher density housing is not limited to downtown either. A total of 916 apartment units were permitted west of the Ashley compared to 247 units permitted downtown.

Housing prices have risen throughout the city in the 1990's. The most dramatic appreciation occurred on the Peninsula south of the Crosstown, where median homes sales values have increased about 67% between 1990 and 1998 and on James Island, where the values increased over 64% during this period⁹. Even in areas of the city where housing prices have risen more slowly, sales values are rising sharply in specific neighborhoods. North of the Crosstown on the Peninsula, for example, median sales values in Wagener Terrace jumped 44% between 1991 and 1999 compared to just over 26% for the whole area between 1990 and 1998. In Byrnes Down, sales values went up by 64% between 1991 and 1999 while all of West Ashley inside I-526 went up just under 33% between 1990 and 1998.

(For more figures on housing and home building see Exhibit A)

Economy

Median Household Income in the city of Charleston rose about 33% in the 1990's from \$32,500 in 1990 to \$43,200 in 1999 for a family of four (See Figure 2.8)¹⁰. In 1990, however, areas within the Enterprise Community [map of EC in Section 4, City Plan] had median incomes at one-third or less of the citywide figure. Citywide unemployment peaked at 6.9% in 1993 (See Figure 2.9). While the citywide unemployment rate is again extremely low - 3.1% in 1998 - specific sections of the city have much higher rates. For example, while the 1990 citywide unemployment rate was 3.0%, on the west side of the Peninsula north of Spring Street the rate was 15.9%. In other sections of the Enterprise Community, unemployment rates approached 30% in 1990.

There are currently two employment concentrations in the city; downtown and West Ashley. Downtown employment is greatest in the hospital district comprised of the Medical University of South Carolina, Roper Hospital, and the VA Hospital and in the lower King and Meeting Streets, Market Street area. In West Ashley, jobs are concentrated around Citadel Mall at the intersection of Sam Rittenberg Boulevard, Savannah Highway and I-526. The Clements Ferry Road corridor on the Cainhoy Peninsula is attracting light industrial development and Daniel Island includes new corporate office development. While these locations in Berkeley County are

Charleston Century V City Plan

2. The Region and City

- A. Charleston, Berkely, Dorchester
- B. **The City of Charleston**

Figure 2.8

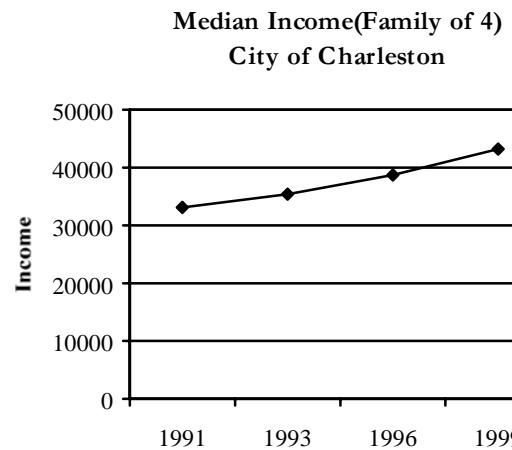
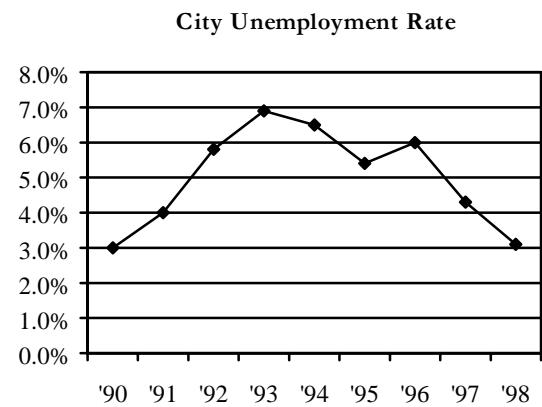


Figure 2.9



well suited for some employers, the actual number of jobs is small compared to downtown and the Citadel Mall District. The greatest potential for new employment is in the Brownfield target area of the upper Peninsula.

(For more figures on the city's economic health see Exhibit A)

Government/Public Services

The City of Charleston's municipal boundaries have grown from 44 square miles in 1990 to 89 square miles in 1999 (See Figure 2.10). Most of the City's jurisdictional growth has been in Berkeley County, where 35 square miles has been annexed since 1990. The City currently maintains 170 miles of street in Charleston County, which is about half the length of street within the City's jurisdiction (See Figure 2.11). While Charleston does not currently maintain any streets in Berkeley County, the City will in the near future as new neighborhoods are completed on Daniel Island.

The City has 13 fire department locations. The peninsula is served by companies at Wentworth and Meeting Streets, Cannon Street near King, Coming Street near Radcliffe Street, Huger Street between King Street and Rutledge Avenue, and Heriot and King Streets. West Ashley locations are on Savannah Highway in Byrnes Down, Savannah Highway near Markfield Road, Olde Town Road, and Ashley Hall Road. On James Island, fire department locations are on Ft. Johnson Road at Camp Road, and on Folly Road. Johns Island has a fire department on Bohicket Road near Maybank Road. On the Cainhoy Peninsula a fire department location has been established off Clements Ferry Road. The police department has 34 locations around the city including its headquarters on Lockwood Boulevard on the Peninsula.

Charleston currently has about 787 acres of usable parkland. Fifty-three percent of the acreage is in West Ashley, and 31% is on the Peninsula. Charleston County School Districts 3, 9, 10, and 20 serve city residents and have a 1999 enrollment of 18,102 students (See Figure 2.13). Students on Daniel Island are assigned to Hanahan Elementary School, Hanahan Middle School, and Hanahan High School. On the Cainhoy Peninsula, students attend Cainhoy Elementary and Cainhoy Middle School, and the high school district is split between Hanahan High School and Timberland High School.

Charleston Century V City Plan

2. The Region and City
 - A. Charleston, Berkeley, Dorchester
 - B. The City of Charleston**

Figure 2.10

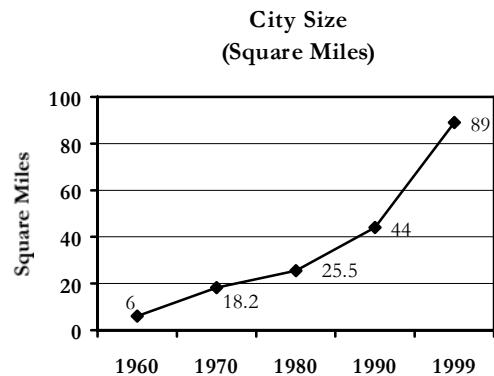


Figure 2.11

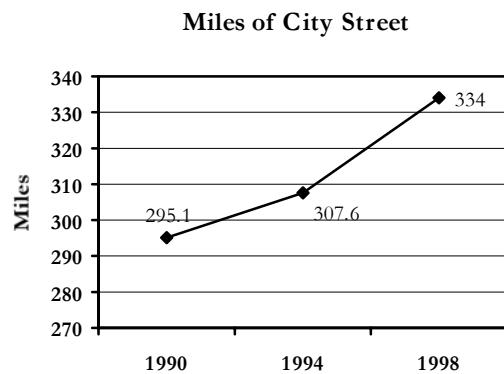
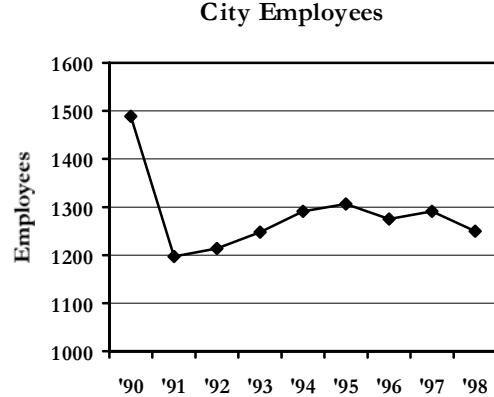


Figure 2.12



The Commissioners of Public Works (CPW) generally provides water service to the populated areas west of the Cooper River, including Charleston¹¹. CPW also provides water service to the St. Andrews and James Island Public Service Districts. The St. Johns Water Company currently supplies water to CPW's customers on Upper Johns Island within the City of Charleston. The current policy of CPW is to serve customers within its service areas without requiring annexation into the City of Charleston.

CPW's raw water supply (120 million gallons per day-mgd) comes from the Back River Reservoir via the McDowell tunnel to the Hanahan Treatment Plant. Water is also drawn from the Edisto River at the rate of 40 mgd, of which 35 mgd is sold to Westvaco for cooling and processing water and the remaining 5 mgd is discharged into Goose Creek Reservoir and stored as a back up water supply. CPW and the U.S. Geological Survey are also presently experimenting with design of an aquifer storage and recovery system that will provide a supplementary water source for fire fighting in the event of an emergency.

The Hanahan Water Treatment Facility is CPW's only water treatment facility. It has a total production capacity of 118 mgd. The current average daily demand is 46 mgd, with a peak of 70 mgd. CPW's transmission system is very strong. The lines generally have excess capacity and are interconnected, allowing for a great deal of flexibility in water delivery.

CPW provides wastewater collection and treatment to land within the corporate limits of the City of Charleston. Under special agreements, CPW also provides treatment for the James Island PSD and the St. Andrews PSD. CPW's current policy is that all new customers must be annexed into the City of Charleston in order to receive wastewater service.

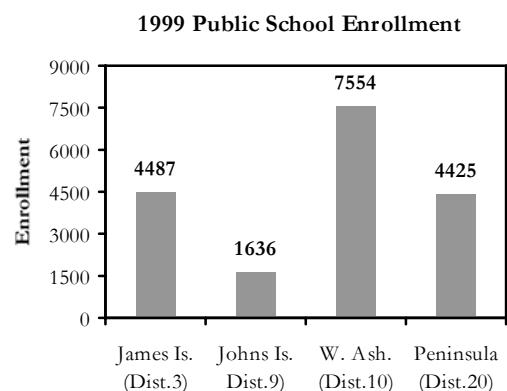
Wastewater treatment is provided at the Plum Island Facility, a modern treatment facility that discharges into Charleston Harbor. CPW currently operates two other small wastewater treatment facilities (Pierpont and Savage Road) that were acquired when CPW took over the collection and treatment facilities of the St. Andrews PSD. Under the terms of a DHEC Consent Order, both facilities will be taken off-line as soon as improvements are completed that will divert flows from the St. Andrews PSD to the Plum Island Facility.

Charleston Century V City Plan

2. The Region and City

- A. Charleston, Berkeley, Dorchester
- B. The City of Charleston**

Figure 2.13



The Plum Island Facility currently treats approximately 22 mgd, leaving an available capacity of 14 mgd. After diversion of flows from Pierpont and Savage Road, the available capacity of Plum Island will be 11 mgd. With possible expansions, the facility is capable of handling 56 mgd. Expansion to design capacity would require a new permit. Because the facility discharges into the Charleston Harbor, where mixing and flushing actions are favorable for assimilating waste loads, CPW is optimistic regarding the potential for receiving an upgraded NPDES when needed to treat additional wastewater volumes at the Plum Island Facility.

The City of Charleston provides residential and commercial waste collection. Charleston County provides curbside recycling for residents of the city. Solid waste generators in Charleston County utilize both in-county and out-of-county facilities to meet their solid waste disposal needs. Currently, there are three landfills operating in the County, including one public and two private sites. The public facility is a 312 acre site on Bees Ferry Road. One hundred and forty acres of this site is reserved for municipal solid waste. This landfill will continue to operate until January 1, 2006.

Cultural and Natural Resources

The City of Charleston has a strong reputation for its cultural resources. Downtown contains a 1,785 acre National Register Historic District which includes much of the peninsula south of the Septima Clark Expressway. The district is filled with 18th and 19th century houses, public buildings, and commercial structures. Also important in terms of historic resources are the National Register Sites, Districts, and other landmarks scattered throughout the City, such as historic plantations, a number of Civil War era (and pre-Civil War) forts and archaeological sites, and the numerous older neighborhoods throughout the City, many of which may now be eligible for National Register status.

The City also has many artistic resources, such as the Spoleto festival of the performing arts each spring, and other City sponsored festivals, such as the Moja Festival and smaller weekend length arts and music festivals. There are numerous performing arts companies in the City utilizing performance venues as diverse as the Dock Street Theater, Gaillard Auditorium, and facilities at the College of Charleston.

Charleston Century V City Plan

2. The Region and City
 - A. Charleston, Berkeley, Dorchester
 - B. The City of Charleston**

National Register Historic Districts

Old and Historic District
Old City District
Hampton Park Terrace Historic District
Secessionville Historic District
Cainhoy Historic District

City Landmark Sites

(All on the National Register of Historic Places)

Battery LeRoy
Battery No. 1
Battery No. 5
Farmfield Plantation House
Fenwick Hall
Florence Crittenton Home
Fort Pringle
Fort Trenholm
Lowndes Grove
Magnolia Cemetery
Elias Rivers House
Site of Old Charles Towne
Stiles-Hinson House
Unnamed Battery No. 1
William Enston Home
McLeod Plantation
St. Andrews Episcopal Church

The City is home to a number of significant museums as well, such as the nation's oldest museum, the Charleston Museum, the Gibbes Museum of Art, and the soon to open South Carolina Aquarium. In addition, many historic houses in the City serve as house museums, profiling significant architectural styles and historic events.

The City of Charleston is situated in what is known as "the Lowcountry" of South Carolina. This coastal plain is not far from sea level in elevation and is host to a myriad of islands, wetlands, creeks, rivers, and harbors which determine the shape and configuration of man-made development. Charleston Harbor and its associated tidal waters are rich estuarine environments which support many marine resources. Because of urbanization in the Charleston region, there is growing pressure on the estuarine system. Perhaps greatest at risk are the tidal creeks, which are among the most sensitive of marine waters, where new information gathered by the Charleston Harbor Project shows the sensitivity of these ecosystems to the direct and indirect impacts of urban development.

The temperate, nearly semi-tropical climate gives rise to a host of plant life, the most famous of which are the marsh grasses and live oaks that are included in nearly every image of "lowcountry" life. Air quality in the area is noted as being generally very good by most measuring sticks, although in recent years there have been increases in ground level ozone in the Charleston region.

Because of its low elevation and warm coastal location, Charleston is subject to the hazards of South Atlantic hurricanes and various flooding events throughout the year. These climatic events necessitate stringent building standards for elevation and wind resistance.

Charleston Century V City Plan

2. The Region and City
 - A. Charleston, Berkeley, Dorchester
 - B. The City of Charleston**

References

8. [City of Charleston](#) – All population estimates since 1990 are from the City of Charleston Department of Planning and Urban Development.
9. [Trident Board of Realtors](#) – All home sales value information is from the local Board of Realtors.
10. [U.S. Dept. of Housing and Urban Development](#) – Median income estimates are from HUD.
11. [Charleston County](#) – Utility service area information is from the Charleston County Comprehensive Plan.



Section 3

Key Issues, Goals, and Recommendations



3. Key Issues, Goals, and Recommendations

Various global, national, and regional trends are affecting the way Charlestonians live and how local government provides services. The region and city are expected to continue growing steadily between 2000 and 2015. The City of Charleston projects a 51% increase in city population over this period. The Century V City Plan is intended to respond to these circumstances by identifying key issues and recommending how they can be addressed to improve the quality of life for city residents.

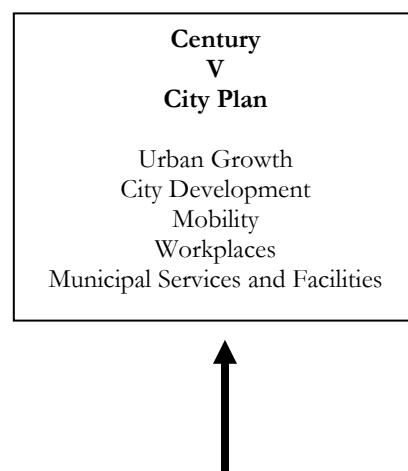
Charleston 2000, adopted in 1991, analyzed the following topics: economic development, housing and communities, public services, traffic and transportation, the environment, quality of life, urban design, and land use. This plan builds upon Charleston 2000 by relating these individual issues to each other and recommending a City Plan focused on the following key issues:

- Urban Growth – *Surrounding the City with Green*
- City Development – *Investing in Existing Assets*
- Mobility – *Choices*
- Workplaces – *Expanding Our Productive Capacity*
- Municipal Services and Facilities – *Quality Urban Services to City Residents*

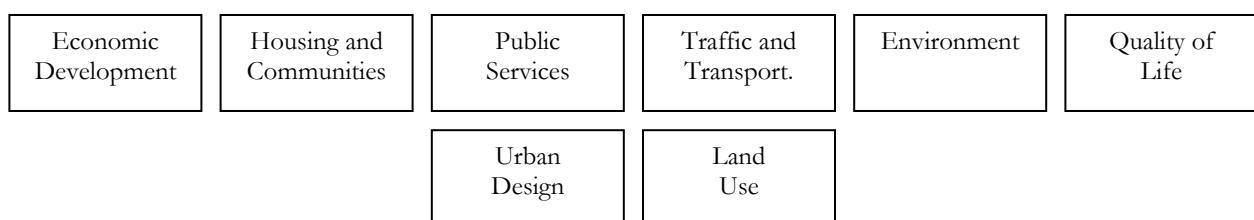
Charleston Century V City Plan

3. Key Issues

- A. Urban Growth
- B. City Development
- C. Mobility
- D. Workplaces
- E. Municipal Services



From Charleston 2000



A. Urban Growth

Surrounding the City with Green

Goal Preserve the physical qualities and way of life in rural areas of the city.

Goal Protect and improve our natural resources and maintain a lush, green environment in urban and suburban areas of the city.

The city's jurisdiction now includes the most urban settings in the region as well as quite rural areas. In order to protect the natural environment and preserve the unique quality of each area, urban growth should be managed. This means urban and suburban development should not spread throughout rural areas and nature should be protected in suburban and urban sections of the city.

Residents of the city consistently express opposition to continued urbanization of rural areas in the lowcountry. The desire to control urban growth is reflected in the new plan for Charleston County. In May, 1999 Charleston County adopted its first comprehensive plan. The plan recommends discouraging sprawl and encouraging growth within designated urban and suburban areas where homes and businesses can be efficiently provided with public facilities and services.

At the heart of the (Charleston County) Plan is the designation of areas within Charleston County where different patterns and intensities of growth and development will be encouraged, as well as areas where the rural character, including prime farmland areas, forestry resources, and sensitive natural resources, will be preserved and protected.

(from Charleston Co. Plan)

The Charleston County Plan designates areas of the county for urban, suburban and rural development patterns. These recommendations affect city growth in West Ashley, James Island, and Johns Island.

The new Berkeley County plan also emphasizes managed growth. The Berkeley County Plan says "if growth is not well managed and open space

Charleston Century V City Plan

3. Key Issues

- A. **Urban Growth**
- B. City Development
- C. Mobility
- D. Workplaces
- E. Municipal Services

preserved, the County loses both environmentally and economically.” The City of Charleston jurisdiction in Berkeley County consists of about 21 square miles. The city jurisdiction falls within the Wando district as defined by the Berkeley plan. Most of the land in the Wando district is within the Francis Marion National Forest or environmentally sensitive areas (marshes) along the Cooper and Wando Rivers. Development areas in the Wando district are restricted to industrial lands along the Copper River and residential growth areas on Daniel Island and the Cainhoy Peninsula

The Berkeley Plan calls for residential growth on the Cainhoy Peninsula as far north as the Francis Marion Forest and Cainhoy Road. The plan also recognizes a potential commercial center at Clements Ferry Road and I-526.

City residents support the policies articulated in the County plans. Ninety-two percent of respondents to the city’s citizen survey said they support or strongly support some development restrictions to protect forests, farmland, creeks, and rivers. (see Exhibit B, Question 25) Urban growth is particularly a concern on Johns Island and the upper Cainhoy Peninsula where farmland and open space continue to dominate the landscape. City and non-City residents of these areas are seeking ways to preserve their unique rural quality of life.

Conversion of land from open space or agricultural use to urban uses like subdivisions or shopping centers occurs primarily because there is a demand for housing, shopping and so forth. Population growth fuels this conversion, but so does consumer preference and broader demographic changes such as an older population or more families with small children. Population growth, changing consumer demand and demographic changes will continue to occur. As a result, it is important that the city have land available for development to serve these changes.

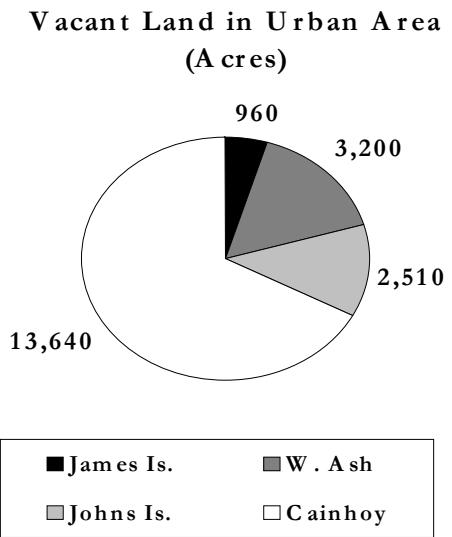
Within the urban and suburban areas of West Ashley, James Island, and Johns Island as defined by the County Comprehensive Plan there are currently about ten square miles of undeveloped land (See Figure 3.1). This is more land than the entire peninsula of the City. In addition, about twenty square miles of vacant

Charleston Century V City Plan

3. Key Issues

- A. **Urban Growth**
- B. City Development
- C. Mobility
- D. Workplaces
- E. Municipal Services

Figure 3.1



land is available in Berkeley County south of the Francis Marion Forest and Flag Creek. So within the proposed urban and suburban areas of the city there is sufficient land available for development to meet increased demand, consumer preferences and demographic changes that will occur well into the next century.

The City Plan recommends that not all this vacant land be converted to suburban and urban development. There are opportunities in suburban and urban areas to conserve open space. In 2000, Johns Island and much of the Cainhoy Peninsula maintain their rural heritage and open spaces still dominate the landscape. Urban growth should not consume these areas.

In addition to controlling the spread of urban growth, the City must manage it within already developed areas. The pattern and design of development within suburban and urban areas of the City affects our natural resources and quality of life. Urban growth in these areas must not come at the expense of clean air, water, and vegetation.

Urban Growth Recommendations:

1. Support Charleston County's Comprehensive Plan and its designation of rural areas surrounding the City of Charleston and other urban areas of the County.
2. Work with Charleston, Berkeley, and Dorchester County residents and their leaders to implement land conservation programs in rural areas.
3. Ensure City land development regulations encourage compact development patterns that minimize consumption of land.
4. Tailor ordinances to complement the way of life in rural areas of the City.
5. Protect farms from encroaching suburban development.
6. Ensure land development regulations adequately protect natural resources in urban and suburban areas of the City.
7. Draft a plan for management of growth and development on the Cainhoy Peninsula.

Charleston Century V City Plan

3. Key Issues

- A. Urban Growth**
- B. City Development
- C. Mobility
- D. Workplaces
- E. Municipal Services

B. City Development

Investing in Existing Assets

Goal Ensure a high quality of life throughout the City by maintaining existing and building new quality neighborhoods, encouraging infill and redevelopment and providing new gathering places throughout the City.

The pattern and quality of growth and development is essential to maintaining and improving quality of life in the City. Charleston contains a variety of quality urban, suburban, and rural environments. Future City development must complement and improve these places. This is especially important because the City Plan recommends that urban growth be managed so that it does not continue to spill into the countryside (see part A, Urban Growth).

City development involves a great variety of factors: land use, urban design, preservation, housing, and parks to name a few. The City has enacted many programs and regulations to address each issue. These issues are intricately related to one another so the City Plan recommends that City development be managed by focusing on the following essential elements:

1. Neighborhoods
2. Infill and Redevelopment Opportunities
3. Gathering Places

B-1. Neighborhoods

Quality neighborhoods are the backbone of the city. Neighborhoods are the City's setting for most housing, parks, civic and community spaces. Neighborhoods can also be a perfect location for some shopping and work places. City development must occur in a manner that enhances existing neighborhoods and creates opportunities for a variety of new neighborhoods.

Charleston Century V City Plan

3. Key Issues

- A. Urban Growth
- B. City Development**
 - 1. Neighborhoods
 - 2. Infill/Redevelopment
 - 3. Gathering Places
- C. Mobility
- D. Workplaces
- E. Municipal Services

The term neighborhood can invoke a wide variety of images because it has been used to define many things. Each resident is likely to describe their neighborhood, its size, and boundaries uniquely. City residents helped clarify the essential elements of a neighborhood by answering the following questions on the citizen survey:

About 70% of those surveyed agreed or strongly agreed that "A good neighborhood should include a mix of some of the following: housing types, retail, places of worship, civic institutions, work places, schools, and public gathering places, such as a local park or community center. (See Question 22(B) Exhibit B)

Over 80% of those surveyed agreed or strongly agreed that "A good neighborhood should have schools, parks, and recreation facilities within walking or bicycling distance of most residents."

(See Question 23, Exhibit B)

The particular size, arrangement, housing density, design of parks and open spaces, and availability of services will depend upon the setting of each neighborhood. While neighborhoods throughout the City share some of the elements revealed in the citizen survey, they are also unique to their setting. An urban neighborhood on the Peninsula is different from a suburban neighborhood in West Ashley or a rural neighborhood on Johns Island.

The Charleston area contains many neighborhoods that serve as fine models (See Figure 3.2). These places possess many of the qualities city residents are looking for in a neighborhood, but each is unique to its setting. City policies and regulations must foster unique neighborhoods offering a balanced mix of dwellings, parks and open spaces, civic buildings, shops, and workplaces.

Charleston Century V City Plan

3. Key Issues

- A. Urban Growth
- B. City Development
- 1. **Neighborhoods**
- 2. Infill/Redevelopment
- 3. Gathering Places
- C. Mobility
- D. Workplaces
- E. Municipal Services

A Good Neighborhood

From Citizens Survey

- Mix of housing types, retail, places of worship, civic institutions, work places, schools, and public gathering places.
- Schools, parks, and recreation facilities within walking or bicycling distance of most residents.

See Exhibit A
Questions 22 (B) and 23

The City Plan intends to accommodate much of the demand for housing, services, civic institutions, and workplaces in neighborhood settings. Neighborhood design, building design, and infill and redevelopment must, therefore, complement the neighborhood setting. Some uses are not appropriate in a neighborhood setting and their location should be limited accordingly.

Uses that are not appropriate in a neighborhood setting are ones that can be a threat to public health and safety, uses that require excessively large buildings and parking areas, and uses that generate heavy volumes of traffic from outside the neighborhood. City policies and regulations should reflect these basic conflicts.

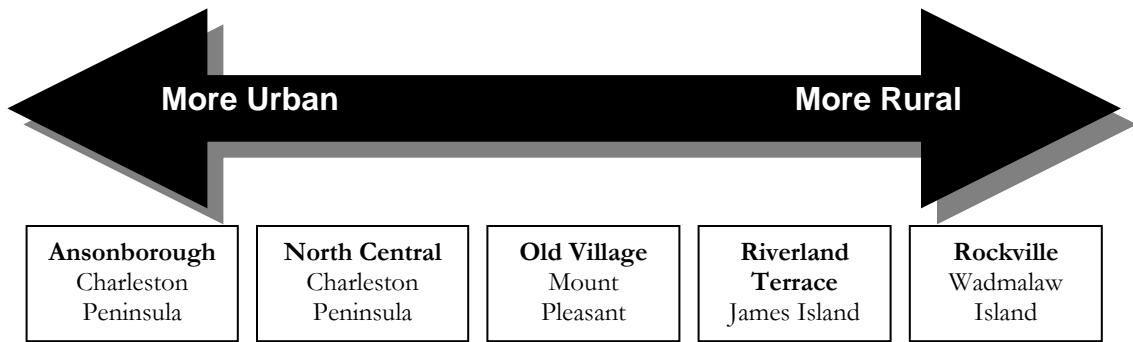
Charleston Century V City Plan

3. Key Issues

- A. Urban Growth
- B. City Development
- 1. **Neighborhoods**
- 2. Infill/Redevelopment
- 3. Gathering Places
- C. Mobility
- D. Workplaces
- E. Municipal Services

Figure 3.2

Unique Neighborhoods



Parks are an integral part of neighborhoods and the urban environment of Charleston. Parks in our city give citizens a place to relax, experience nature, and recreate. Parks are also an important part of Charleston's public space. City parks welcome all citizens. They are both a gathering place and a civic monument.

In the Charleston region, many citizens have access to nature and a variety of park settings. We are a short drive or bus ride to many coastal retreats: beaches, islands, and coastal parks. The Francis Marion Forest borders the city to the north. Within the city, we have a large state park

on Towne Creek called Charlestowne Landing. We also have a large county park on James Island that includes a campground and water park. These two large parks within the city are great assets.

City parks play a unique role in the life of city residents. They should be available as daily retreats for all citizens. They are places we walk the dog every morning or the children go to play after school. Parks are one of the benefits of living in the city. Charleston has a variety of fine examples. Sixty-seven acre Hampton Park serves the neighborhoods it borders as well as residents throughout the city. Mall Park, Hampstead and E. Hampstead Parks are around the corner or down the street from most homes in the Eastside neighborhood. Brittelbank Park gives all citizens a place to view the Ashley River. The West Ashley Greenway provides an off-street connection for pedestrians and bicyclists.

These are good examples of what the city continues to need as it grows; larger parks attached to several neighborhoods (Hampton Park – 67 Acres) that combine active recreation facilities like ball fields and quieter places like a nature trail; smaller neighborhood parks (Mall Park 8 Acres) scattered throughout neighborhoods and within a ten minute walk of every home; parks that serve a unique purpose, such as Brittlebank Park; and parks that connect neighborhoods, schools and other parks, such as the West Ashley Greenway.

Residents should be given access to waterfront areas throughout the city. The city's efforts on the Peninsula will ultimately provide public waterfront from Joseph P. Riley Baseball Park on the Ashley River to the new Aquarium on the Cooper River. Off the Peninsula, Plymouth Park on James Island provides convenient access to the Intercoastal Waterway for residents of Riverland Terrace. Also on James Island, city owned property on the Charleston Harbor will become Sunrise Park. In 1999 the city acquired land along the Ashley River in the Ashley Bridge District of West Ashley. Similar efforts should ensure all

Charleston Century V City Plan

3. Key Issues

- A. Urban Growth
- B. City Development
 - 1. **Neighborhoods**
 - 2. Infill/Redevelopment
 - 3. Gathering Places
- C. Mobility
- D. Workplaces
- E. Municipal Services

City Parks

- District Parks – 50+ Acres
 - Within safe bicycling distance of every resident
- Neighborhood Parks – 2-20 Acres
 - Within 10-minute walk of every resident
- Waterfront Parks
 - In every section of the city.
- Connectors
 - Off-street greenways and bikeways connecting parks, schools, etc.

residents access to waterfront areas near their homes.

Greenways and bikeways can provide safe and convenient routes for bicycles and pedestrians. The City currently intends to improve and extend the West Ashley Greenway so it connects all of West Ashley with the Peninsula. Improvements are also planned for the West Ashley Bikeway. Additional greenways and bikeway's can follow abandoned rail or utility corridors.

Parks serve as important civic spaces within neighborhoods. Community buildings, churches, and schools can play a similar role. City development efforts must include cooperation with other agencies and institutions to share facilities that can be used as important community centers.

Neighborhood Recommendations:

1. Engage existing neighborhoods in more detailed design studies to examine specifically how growth can improve quality of life.
2. Revise land development regulations to focus on compatible mixing of building types. Permit a variety of housing, services, workplaces, and civic institutions in neighborhood settings. Buildings must reflect rather than be foreign to the neighborhood scale.
3. Accommodate the full spectrum of housing for all incomes by permitting a range of building types compatible with the neighborhood setting.
4. Concentrate higher density housing within a five to ten minute walk of transit stops.
5. Concentrate large retail centers that attract customers from many parts of the city to locations in close proximity to interstate highways and transit corridors.
6. Accommodate the full range of work places from telecommuters and home based businesses, to small businesses, to large corporations in suitable settings.

Charleston Century V City Plan

3. Key Issues

- A. Urban Growth
- B. City Development
 - 1. **Neighborhoods**
 - 2. Infill/Redevelopment
 - 3. Gathering Places
- C. Mobility
- D. Workplaces
- E. Municipal Services

7. Provide a productive environment for review of new development projects that includes citizen involvement early in the process.
8. Provide larger district parks (50+ Acres) for active and passive use within safe biking distance of all residents of the city.
9. Provide neighborhood parks (2 – 20 Acres) within a ten minute walk of all homes. Work with neighborhood councils to find locations in existing neighborhoods and require new neighborhoods to be designed with usable parks.
10. Continue efforts to provide unique waterfront parks by targeting locations throughout the city
11. Expand park connectors like greenways and bikeways by seeking partnerships CPW, Bell South, and SCE&G for use of utility corridors and expanding use of unused rail corridors.
12. Utilize city parks, buildings, and other spaces as community centers within neighborhoods. Seek partnerships with other public and civic institutions for use of schools, churches, and other community spaces for community meetings and events.

B-2. Infill and Redevelopment Opportunities

Infill is a term used to describe development on unused parcels of land in already developed sections of a city. These sites present great opportunities that typically require minimal investment to provide services. Infill sites tend to be on existing streets with available utility service, garbage collection, police already patrolling the streets, and other municipal services. These underused or abandoned sites are Charleston's greatest physical assets because their development or redevelopment can help repair or complete existing neighborhoods.

Infill and redevelopment sites often also present the greatest development challenge. These sites are usually in close proximity of existing homes. Therefore, neighbors must be closely involved in the design of infill and redevelopment projects. These sites have existing buildings or parking lots to deal with or are have environmental issues that

Charleston Century V City Plan

3. Key Issues

- A. Urban Growth
- B. City Development
 - 1. Neighborhoods
 - 2. **Infill/Redevelopment**
 - 3. Gathering Places
- C. Mobility
- D. Workplaces
- E. Municipal Services

must be addressed. Government regulations may actually discourage reuse or development.

Market statistics for surrounding neighborhoods may not adequately reflect purchasing power so developers and lenders may look at them as poor investments. The types of problems to be addressed are quite different from those for a vacant piece of land in a suburban or rural setting.

Nevertheless, these are the city's greatest assets. The city must work with residents to fully identify these resources, determine how best that can be used, and make their development as easy as possible.

Infill/Redevelopment Recommendations:

1. Identify opportunities for infill development and redevelopment throughout the city.
2. Work with neighborhood councils and citizens to determine how infill and redevelopment sites can be utilized to benefit every section of the city.
3. Revise development regulations, approval processes, and capital planning priorities to make infill and redevelopment as easy as possible.

B-3. Gathering Places

As the city's population grows and our environment changes, it is important that new civic centers and gathering places be identified and created. Residents of all sections of the city will increasingly need convenient locations to gather, hold special events, and connect to public transportation. These locations may be important intersections, well-located infill or redevelopment sites, or part of new neighborhoods in more suburban locations. They will serve important community needs (such as locations for special events or a place to catch the bus) as well as defining a unique sense of place in various places around the city.

Charleston Century V City Plan

3. Key Issues

- A. Urban Growth
- B. City Development
 - 1. Neighborhoods
 - 2. Infill/Redevelopment
 - 3. **Gathering Places**
- C. Mobility
- D. Workplaces
- E. Municipal Services

In March 1999, a planning workshop for the Glenn McConnell Parkway area of the city identified the intersection of the Glenn McConnell Parkway and Bees Ferry as a key intersection that could be designed to provide an important gathering place. In addition, it was recognized that land between the Parkway and Highway 17 provides a unique opportunity for a series of new neighborhoods surrounding a park.

In preparation for this plan, the Planning and Urban Development department also started work on a case study of the intersection of Sam Rittenberg Boulevard and Ashley Hall Road in West Ashley. This is an important intersection with an underused shopping center in close proximity to several neighborhoods. The study begins to look at how reinvestment at this location could accommodate a mix of uses, create new street and park connections to adjacent neighborhood, and provide a gathering place for transit.

Gathering Place Recommendations:

1. Identify locations throughout the city for new civic centers and gathering places.
2. Target important intersections, well located infill or redevelopment sites, and new neighborhoods for potential locations.
3. Link new civic centers and gathering places to public transportation plans.

Charleston Century V City Plan

3. Key Issues

- A. Urban Growth
- B. City Development
 - 1. Neighborhoods
 - 2. Infill/Redevelopment
 - 3. **Gathering Places**
- C. Mobility
- D. Workplaces
- E. Municipal Services

C. Mobility

Choices

Goal Ensure all citizens of Charleston have a choice of transportation options for moving within neighborhoods, between neighborhoods and across the city and region.

Like all metropolitan areas in the United States, mobility within Charleston and the region greatly affects the livability of the city for most residents. In the City of Charleston, mobility is not just a matter of moving cars from here to there. Charleston's unique geography limits our ability to fully connect various points of the city and region by roadway. In addition, our urban setting naturally results in increased congestion that cannot be completely mitigated through road construction.

City residents recognize the need for alternatives and Charleston is well positioned to provide them. After all, public transportation, walking, and bicycling should be most viable in the city since housing, shopping, work, and parks are most concentrated here. In addition, there were just over 14,000 households in Charleston County in 1990 that did not have a vehicle available for transportation.

Our Geographic Position

Charleston's geography presents unique transportation challenges. Our web of waterways defines individual landbodies that can be connected at a limited number of locations. The result is a well-developed system of radial roadways emanating from downtown Charleston and a limited number of circumferential roadways connecting across landbodies. There are two roadway crossings of the Cooper River and they are about seven miles apart. From the Ashley River Bridges downtown it is over four miles to the next crossing of the Ashley River at Cosgrove Avenue. West Ashley's connections to James and Johns Island's are eight miles apart. The same reality exists on the Cainhoy Peninsula where the distance between I-526 and Highway 41 is about eight miles.

Charleston Century V City Plan

3. Key Issues

- A. Urban Growth
- B. City Development
- C. Mobility**
 - 1. Public Transit
 - 2. Streets
 - 3. Off-street Connectors
 - 4. Water Transportation
- D. Workplaces
- E. Municipal Services

14,000

Number of households in Charleston County that did not have a vehicle available for transportation in 1990.

Source: U.S. Census Bureau

In addition, the points of connection to the Peninsula itself are limited. These limited points, therefore, are subject to steady increases in vehicle volume. For example, between 1990 and 1998, the average daily vehicle trips on the Ashley River Bridges climbed over 10% from just over 103,000 trips per day to 114,000 trips per day¹².

Our unique geography places limits on our ability to fully develop a circumferential system of streets. We must focus on our radial corridors and on providing alternative ways of movement.

Traffic

The South Carolina Department of Transportation is projecting that yearly vehicle miles traveled in the Charleston area will rise by about 75% between 1990 and 2015. SCDOT projects interstate miles traveled will double (See Figure 3.3). This is an important measurement because it directly relates to congestion levels. The increases should not be surprising because they have a direct relationship to how we build our city and region. Currently, most development is designed to be entirely automobile dependent. Hence the increases in vehicle miles traveled. We must be realistic about how much vehicle traffic can be supported through increased roadway capacity and the affect on our quality of life, particularly in the City of Charleston.

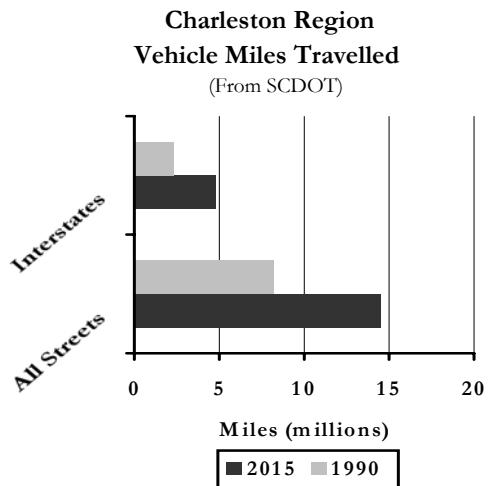
A survey of important city streets and their traffic volumes since 1990 leads to similar conclusions regarding traffic increases. Traffic on Folly Road between the connector and Camp Road increased 57% between 1990 and 1998. On St. Andrews Boulevard in Avondale the average number of vehicles per day increased 34% over this period and on Ashley River Road between Sam Rittenberg Boulevard and Raoul Wallenberg Boulevard daily trips rose by 40%. On Maybank Highway between Riverland Drive and the Stono River average daily vehicle trips increased by almost 20% between 1990 and 1998. If this trend continues Maybank Highway would carry 7000 more vehicles per day at this location by 2015.

Charleston Century V City Plan

3. Key Issues

- A. Urban Growth
- B. City Development
- C. Mobility**
 - 1. Public Transit
 - 2. Streets
 - 3. Off-street Connectors
 - 4. Water Transportation
- D. Workplaces
- E. Municipal Services

Figure 3.3



Often, the solution to such increases in traffic is the construction of a new road to divert traffic. We believe the accuracy of this assumption needs further study. For example, construction of the Mark Clark Expressway in Mt. Pleasant provided only a temporary reduction in vehicle traffic on Highway 17 between Charleston and I-526 (See Figure 3.4).

Traffic on this section of Highway 17 has been increasing about 3% per year since construction of the Mark Clark Expressway. The reasons are simple enough – more development, more vehicle trips from a variety of sources overwhelm our ability to provide adequate roadway capacity.

Citizens responding to our survey gave important messages regarding mobility. When asked how funds should be used to improve transportation more citizens said by making public transit more convenient (37.8%) than any other solution. (See Question 22A, Exhibit B) When asked what is most needed near your neighborhood, public transportation was second to open space and parks. The need was recognized most in West Ashley, James and Johns Islands. (See Question 11, Exhibit B) And citizens said the most important single issue for managing growth and development in the City was improving the quality and character of streets, sidewalks, street lighting, and street trees. (See Question 16, Exhibit B)

Choices

Charleston's unique geography and the reality of steadily increasing traffic congestion are challenges. The City can best address these challenges by focusing on a balanced strategy maximizing transportation choices.

Ultimately, how we move about the city and our neighborhoods is directly related to where and how we build everything – from buildings to streets to parks. On average, each single family home produces 9 to 10 car trips per day¹³. Single family homes represent almost 75% of the new homes built in Charleston between 1990 and 1998. Our focus needs to be on providing viable choices so trips can actually be spread among several transportation modes. In addition, new jobs or commercial services provided in areas far from the center city and our main radial

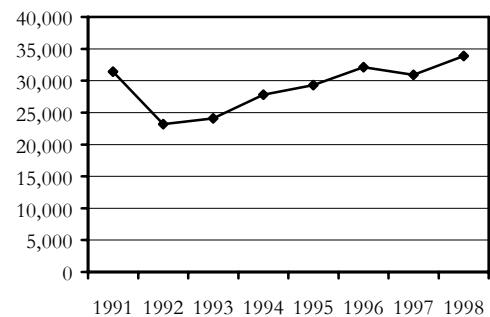
Charleston Century V City Plan

3. Key Issues

- A. Urban Growth
- B. City Development
- C. Mobility**
 - 1. Public Transit
 - 2. Streets
 - 3. Off-street Connectors
 - 4. Water Transportation
- D. Workplaces
- E. Municipal Services

Figure 3.4

Highway 17 Vehicle Trips
Mt. Pleasant
(Source: SCDOT)



corridors - by design - exclude city residents that have little or no access to vehicles for travel. In light of these circumstances, the City Plan recommends the following:

C-1. Public Transportation

The Charleston Area Rapid Transit Authority (CARTA) assumed responsibility for public transportation in Charleston in 1998. CARTA immediately started making improvements to its menu of services, including its region-wide bus system. Local planning agencies must, however, support CARTA's efforts in order to make public transportation a viable option for more and more citizens.

For public transportation to be successful and to give as many citizens as possible this choice for moving around, we must guide the demand for higher density housing toward locations near transit corridors and stops. The demand for higher density housing will continue, it is a matter of directing it to places where residents can walk to public transportation. Transit stops are opportunities. They should be an important part of every civic center, neighborhood center, or gathering place throughout the city.

Public transportation has traditionally been successfully used for the trip to and from work. The commute is the most important vehicle trip to capture with our public transportation system. Therefore, connecting homes and jobs by public transportation is critical. Jobs along our principal radial corridors on the Peninsula and west of the Ashley River should have good access to public transportation. Existing employment centers Downtown and in the vicinity of the Citadel Mall are well located for public transportation, as is the upper Peninsula. Building the employment base in these locations will give more citizens access to jobs by transit.

Charleston is a small city in a relatively small metropolitan area. The future potential for fixed-guideway transit service such as light-rail, diesel multiple units, busways, or mono-beam

Charleston Century V City Plan

3. Key Issues

- A. Urban Growth
- B. City Development
- C. Mobility
 - 1. **Public Transit**
 - 2. Streets
 - 3. Off-street Connectors
 - 4. Water Transportation
- D. Workplaces
- E. Municipal Services

transit is uncertain. We do know the potential exists for the following reasons:

Geography – We have already built all of our connections to the peninsula for vehicles. There is limited ability to expand roadway capacity.

A Strong Center – Downtown Charleston is a dense urban setting with almost 40,000 residents and 40,000 jobs.

Visitors – In addition to the commute trip, transit has also traditionally worked well for entertainment trips. The large number of visitors to Charleston presents a sizable customer base for transit.

Growth – Charleston is a growing city. If the city and region's growth is directed appropriately it can be transit supportive. If growth is not directed in this manner then our customer base will never justify the investment in fixed guideway transit.

Innovation – Like other technologies, fixed-guideway transit is innovating. Locally, the Futrex System 21 technology is perhaps the best example. Lower capital and operating costs, modular design, and high capacities. Innovation may make the cost bearable for smaller cities.

Public Transit Recommendations:

1. Work closely with CARTA to identify optimal transit routes and locations for current and future transit stops.
2. Promote walkable neighborhoods and access to public transportation through land planning activities and development regulations.
3. Protect the railroad right-of-way running the length of the peninsula and connecting downtown with North Charleston and Summerville for future use as a fixed-guideway transit corridor.

Charleston Century V City Plan

3. Key Issues

- A. Urban Growth
- B. City Development
- C. Mobility
 - 1. **Public Transit**
 - 2. Streets
 - 3. Off-street Connectors
 - 4. Water Transportation
- D. Workplaces
- E. Municipal Services

4. Design the new Cooper River Bridge to accommodate fixed-guideway transit.

C-2. Streets

Streets must be the best way to move about the city in a vehicle, by foot or on a bike. This requires a fully developed network of streets in each area of the city and attention to how new streets are designed and existing streets are improved.

Conflicts are always going to occur between vehicles and pedestrians. There will always be particular streets that have higher volumes of traffic and intersections that are particularly dangerous. Our challenge is to adapt as conditions change always keeping in mind the public street must accommodate a variety of users.

Citywide and Regional Travel

For vehicular travel across the city and region, the City should prioritize improvements to existing thoroughfares and bottlenecks at major intersections and bridge locations (See Figure 3.5). In the short and long run our existing main streets will carry increasing volumes of vehicle traffic. Existing roadway deficiencies are to be corrected prior to building new or extended thoroughfares.

Improvements to main roadway corridors must respect the unique environment of the area. For example, roadway improvements to Ashley River Road or Main Road must protect the tree canopy of these scenic routes. In addition, roadway improvements will accommodate bicyclists and pedestrians. Bikeways will be an integral element of roadway design.

Local Travel

Charleston has good examples of districts and neighborhoods with effective street networks. The Peninsula is a nationally recognized example of quality neighborhood design. Most streets on the peninsula were built first for walking. The main conflicts are where streets have been designed or re-designed to move cars more

Charleston Century V City Plan

3. Key Issues

- A. Urban Growth
- B. City Development
- C. Mobility
 - 1. Public Transit
 - 2. Streets**
 - 3. Off-street Connectors
 - 4. Water Transportation
- D. Workplaces
- E. Municipal Services

Figure 3.5

Street Improvements

For Citywide and Regional Travel

- Limehouse Bridge
- Stono Bridge
- Interchange of Glenn McConnell Parkway and I-526
- Intersection of Main Road and Highway 17.
- Intersection of Glenn McConnell Parkway and Bees Ferry Road.

quickly; for example, one way streets such as Market and Beaufain in Harleston Village or the Crosstown Expressway, a highway separating the Peninsula into two parts.

On James Island, the street network is fairly developed, but a hierarchy was never recognized and established so neighborhood streets serve as important transportation corridors. Fort Sumter Drive is the best example where this has occurred, but Harborview Road, Ft. Johnson Road, Camp Road, and Dills Bluff Road are designed as neighborhood streets rather than as main city streets. A new street will connect Folly Road and Riverland Drive through the Dill Tract as development occurs there. It is important that this street be designed to serve all users.

Also on James Island, Riverland Terrace provides an excellent example of neighborhood and street design in a more suburban setting. Riverland Terrace includes wide variety of connected streets, a neighborhood park on the Intercoastal Waterway, and commercial services within walking distance at Maybank Highway.

In West Ashley east of I-526 a developed network of streets exists but, like James Island, attention to hierarchy is important. For example, Playground and Magnolia Roads were built as neighborhood streets but serve as connectors across neighborhoods.

West of I-526 networks need to be established. An appropriate network of streets should connect Savannah Highway, the Glenn McConnell Parkway, and Ashley River Road. During the Glenn McConnell Parkway Planning Workshop a street network was proposed.

On Johns Island, a system of streets within the urban area needs to be designed so that a series of isolated neighborhoods does not develop. Bridge replacements are needed on Maybank Highway and Main Road over the Stono River and further study is needed to determine the potential impact of I-526 if it were extended to Johns Island.

Charleston Century V City Plan

3. Key Issues

- A. Urban Growth
- B. City Development
- C. Mobility
 - 1. Public Transit
 - 2. Streets**
 - 3. Off-street Connectors
 - 4. Water Transportation
- D. Workplaces
- E. Municipal Services

Figure 3.6

Transportation Studies Needed

- Mark Clark Expressway Study
- James Island
- Johns Island
- Clements Ferry Road – Cainhoy Peninsula

On the Cainhoy Peninsula there is only one main public street, Clements Ferry Road. As additional development occurs on the peninsula a new road will be needed west of Clements Ferry Road so that traffic can be dispersed and developments connected.

Street Design

New streets should be designed based upon an approved hierarchy accommodating pedestrians and vehicles. In addition, existing streets should be improved to provide convenient and safe sidewalk connections. Special emphasis should be placed on intersections to ensure safe crossing for pedestrians.

Street Recommendations:

1. Design new streets and improve existing streets to accommodate walking, bicycling, and vehicle travel.
2. Target transportation investments for travel across the city and region to existing corridors radiating from the center of the city; these include Highway 61 and 17 in West Ashley, Folly Road on James Island, Maybank Highway on James and Johns Islands, and the Meeting and King Street corridors on the Peninsula.
3. Prioritize improvements to existing thoroughfares and bottlenecks at major intersections and bridge locations.
4. Conduct a study to determine the overall costs and benefits of completing the final two sections of I-526.
5. Conduct a design study to determine how extension of the Glenn McConnell Parkway approximately two miles from Bees Ferry Road to the Village Green subdivision can be accomplished in a manner that will disperse traffic and provide a model for quality street design accommodating vehicles, pedestrians, and bicyclists.

C-3. Off-Street Connectors

Off street connectors should provide safe convenient corridors for bicyclists and

Charleston Century V City Plan

3. Key Issues

- A. Urban Growth
- B. City Development
- C. Mobility
 - 1. Public Transit
 - 2. Streets**
 - 3. Off-street Connectors
 - 4. Water Transportation
- D. Workplaces
- E. Municipal Services

pedestrians. Utility corridors and rail corridors should be targeted for new off-street connections. These facilities are particularly useful for connecting parks, schools, libraries and other places children are trying to get to and from safely.

Off-Street Connector Recommendations:

1. Prioritize improvements to the entire length of the West Ashley Bikeway and Greenway.
2. Establish an agreement with local utilities for use of utility corridors as walking and bicycling paths.

C-4. Water Transportation

Given the limited number of roadway connections to the peninsula, water taxi and ferry services should be supported through planning and land development efforts. Connections between the Peninsula and Daniel Island, Mt. Pleasant, and James Island are viable in the short and long term.

The City should focus on working with other municipalities and potential service providers to establish water transportation between the Peninsula and Mount Pleasant. Given the variety of potential users and the heavy volume of traffic on the Cooper River Bridges, particularly at peak times, this service is most likely in the short term. Such service could attract both commuters and visitor traffic.

Water Transportation Recommendations:

1. Form a partnership with other interested public and private organizations to establish water transportation between the Peninsula and Mount Pleasant.

Charleston Century V City Plan

3. Key Issues

- A. Urban Growth
- B. City Development
- C. Mobility
 - 1. Public Transit
 - 2. Streets
 - 3. Off-street Connectors
 - 4. Water Transportation**
- D. Workplaces
- E. Municipal Services

References

12. [South Carolina Dept. of Transportation](#) – All traffic counts are from SCDOT.
13. [Institute for Transportation Engineers](#) – Trip Generation (6th Edition.)

D. Workplaces

Expanding our Productive Capacity

Goal Continue building a community capable of sustaining itself economically by providing a suitable environment for a wide range of businesses and ensuring economic growth expands opportunities and resources for Charleston citizens.

The economic environment is changing rapidly and the City must ensure existing and new businesses are accommodated in appropriate settings. In addition, City policies and practices must encourage economic growth that has long-term benefits for citizens of the City.

Business innovation and local production and consumption of goods and services are key factors in the economic health of the community. We must provide an environment that sustains business growth and innovation in a more technologically based economy. Therefore, it is necessary to build an environment suitable for start-ups, expansions, and relocating businesses of varied sizes. The City of Charleston has assets which provide the foundation for a workplace-supportive environment:

- Port of Charleston. One of the busiest sea ports in the United States. The Port of Charleston is evaluating cargo terminal expansions on the Charleston Harbor.
- Railways. An extensive network of railway transportation served by Norfolk Southern, CSX, and SC Public Railways Commission. The railways are used in transporting of automobiles, grain, and other goods and materials.
- Highways and Interstates. Charleston has access to the state and federal highway systems. This includes three (3) major U.S. highways and seven (7) state highways. These highways and interstates are vital to the delivery and transporting of goods by motor freights.
- Motor Freight. There are approximately 120 motor carriers that serve the area providing

Charleston Century V City Plan

3. Key Issues

- A. Urban Growth
- B. City Development
- C. Mobility
- D. Workplaces**
- E. Municipal Services

extensive routes throughout the U.S. These carriers are responsible for bringing goods to the area for consumption, transporting goods to the Port for export, and delivering imported goods to markets throughout the state, region, and across the country.

- Air Traffic. The Charleston International Airport (CIA) can have an enormous effect on the growth of the City and region.

These assets help provide the foundation for a successful economy. Small and large businesses, start-ups, and business expansions need to be accommodated in appropriate settings throughout the city. The following hierarchy exists:

Workcenters – urban centers and industrial districts particularly well suited for the City's largest concentrations of employment.

Corridors – Major highways that provide important locations for small, local businesses and auto-oriented businesses.

Neighborhoods – Locations for small businesses near homes.

Home – Appropriate for some small businesses, start-ups, and telecommuters.

City policies and practices should support each of these potential business locations. Workcenters will require unique economic development strategies and careful planning to ensure the potential of each area is fully understood and realized. Workcenters are places in the City with existing or potential high concentrations of jobs. Some have an existing concentration of employment while others have a high concentration of underutilized buildings or undeveloped land within the City limits.

The Downtown Plan adopted by the City in 1999 includes an economic analysis of the downtown area. The City's Department of Housing and Community Development is currently conducting an economic development plan for the Enterprise Community (EC). The EC includes the Upper Peninsula

Charleston Century V City Plan

3. Key Issues

- A. Urban Growth
- B. City Development
- C. Mobility
- D. Workplaces**
- E. Municipal Services

Workcenters

Downtown – Concentrations of employment identified in the Downtown Plan.

Citadel Mall District – West Ashley in the vicinity of the Citadel Mall. The second largest concentration of jobs in the city.

Upper Peninsula – Abandoned and underused industrial sites suitable for redevelopment.

Daniel Island – Corporate office location at I-526 and the Daniel Island Town Center.

Clements Ferry Road – Location of light industrial manufacturing, warehousing and distribution.

workcenter identified in this plan. The results of Downtown Plan and EC study will be incorporated into the City Plan.

Workplaces Recommendations:

1. Tailor economic development strategies to reflect a full hierarchy of workplaces. This hierarchy includes small offices and home based businesses, internet-based business (e-commerce), telecommuters, neighborhood businesses, corridor-based businesses, and workcenter-based business.
2. Provide a suitable environment for a wide range of businesses.
3. Ensure economic growth provides new opportunities and resources for Charleston residents.

Charleston Century V City Plan

3. Key Issues

- A. Urban Growth
- B. City Development
- C. Mobility
- D. Workplaces**
- E. Municipal Services

E. Municipal Services and Facilities

Quality Urban Services to City Residents

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

Local government exists to provide services that cannot or should not be provided by private interests. For example, the City provides police protection because it is important that every city resident receive equally high quality public service and the City helps provide housing when the private market has no interest but the need is very real. In order to continue providing these and other municipal services at the highest level, the City must manage the extension of its service areas and ensure municipal services and facilities are adequate to accommodate growth.

There is now substantial evidence that extending city services further from the city center to peripheral low-density residential development is a burden on city taxpayers and a drain on scarce public resources. James Frank concludes in his book “The Costs of Alternative Development Patterns: A Review of the Literature” (1989), that the principal factors affecting the cost of providing infrastructure and services are density and lot size, municipal improvement standards, demographic characteristics of the population (number of school age children), contiguity of development, distance to central facilities, and the size of the urban area¹⁴. He found that the highest capital costs of services per unit are found in the lowest density areas, while the lowest costs are in the highest density areas.

James Duncan and Associates completed a large-scale study of the state of Florida on the public costs of providing services to different development patterns in “The Search for Efficient Growth Patterns” (1989). Duncan examined not only the actual capital costs, but also the costs of annual operation and maintenance and the total revenues generated. He found that the pattern of development had a

Charleston Century V City Plan

3. **Key Issues**
 - A. Urban Growth
 - B. City Development
 - C. Mobility
 - D. Workplaces
 - E. Municipal Services**

significant impact on public capital and operating costs, with the lowest costs being found in the *compact* and *contiguous* urban forms. The highest costs per residential unit were found in the *satellite*, *linear*, and *scattered* urban forms.

Duncan describes compact development as “a pattern of urban growth which is generally characterized by higher intensity development that occurs within an established urban area.” He also states that compact development is characterized by “redevelopment of underutilized parcels and under capacity public facilities.” Contiguous development is “a pattern of urban growth which is generally characterized by moderate density development and is located adjacent to or near established urban areas.” Duncan states that this development is characterized by “mixed land uses and proximity to residential support services.” Public services can most efficiently be provided to these types of areas.

Duncan warns against extending ourselves by servicing the areas of “low density development that has prematurely located (leapfrogged) past vacant land into relatively undeveloped areas”. These areas tend to be far from employment centers, central public facilities, and non-residential support services. Linear development extending along the main thoroughfares and out into the countryside can also be a costly form of growth to serve.

These academic descriptions of growth patterns are very applicable to Charleston. Relatively compact and contiguous neighborhoods on the Peninsula and in West Ashley stand in great contrast to rural areas of Johns Island or extending linear corridors like Savannah Highway. It is imperative that Charleston recognizes these differences and then plan for services accordingly. By continuing to consider further extension of municipal services away from the city center, we risk exceeding our capacity to provide the highest quality services to residents in both urban and suburban areas. The reality is that resources are scarce and must be focused.

Within urban and suburban areas of James Island, West Ashley, and Johns Island there are currently just over 30,000 residents that do not have the benefit of

Charleston Century V City Plan

3. Key Issues

- A. Urban Growth
- B. City Development
- C. Mobility
- D. Workplaces
- E. Municipal Services**

Public Policies

Needed to Manage Service Areas

- Provision of Municipal Services

Focus City annexation efforts on urban and suburban areas. Control the expansion of municipal services into rural areas.

- Provision of Sanitary Sewer and Clean Drinking Water to Rural Areas

While helping provide safe drinking water and sanitary sewer treatment, the Commission of Public Works must consider the full impact and options for providing these services in rural areas.

city services. These are customers that in many cases city employees drive past to serve neighboring residents. The City's focus needs to be on serving all of these residents well.

Serving city residents costs more and more each year. Existing neighborhoods and public infrastructure require more attention and investment. Focusing on urban and suburban (rather than rural) areas will ensure we do not overextend our ability to serve city residents well. Targeting investment in existing areas will benefit city residents and improve conditions in already developed areas as growth occurs.

Growth and development within the city and region requires more of local government every year. Municipal services and facilities must be able to keep pace with City growth. This is particularly important now given the City's jurisdictional growth since 1990. To ensure services and facilities continue to meet level of service expectations, the City can establish standards for adequate public facilities.

Capital Improvement Planning

The City Plan is an instrument for helping the City plan for capital improvements necessary to provide adequate services. This section of the plan is drafted to articulate policies and programs designed to assist in this process.

Capital improvement planning and project execution are led by the Parks Department with assistance from the Department of Budget, Finance, and Revenue Collections along with client city departments. The Parks Department leads the City's Capital Projects Review Committee which includes all City departments. The Committee manages capital projects and annually recommends capital projects to City Council for execution.

This section of the City Plan will be the City's vehicle for multi-year capital planning. Capital planning for all city services will be analyzed for inclusion in this section.

Charleston Century V City Plan

3. Key Issues

- A. Urban Growth
- B. City Development
- C. Mobility
- D. Workplaces
- E. Municipal Services

Land Use Assumptions and Growth and Demand Factors

Part 3 of this plan, Key Issues, Goals and Recommendations provides a framework for growth and development of Charleston. Land use and development assumptions used to develop capital planning priorities and the impact fee program are outlined in this part of the plan. The City Plan identifies a defined geographic boundary between suburban and rural areas (3 A. Urban Growth), a pattern of city development centered around neighborhoods and gathering places (3 B. City Development), and significant work centers as places of employment (3 D. Workplaces).

Capital investments should be directed to urban and suburban areas of the city. Infill development is encouraged in existing neighborhoods. It is anticipated that infill development will occur with land uses and densities comparable to that of the existing neighborhoods. New neighborhood development will occur at higher densities in areas already developing at suburban densities and in locations where urban services all already provided. The suburban pattern will be punctuated by higher density, mixed-use Gathering Places. This pattern is illustrated on the City Plan Map in Part 4 of this plan.

Existing zoning, land use patterns and approved development proposals were also analyzed to develop capital needs and the impact fee proposal. Development parameters are substantially outlined in Planned Unit Developments (PUD's) on Daniel Island, West Ashley, and James Island. Existing zoning and proposals for new Neighborhood and Gathering Place zoning were used for developed areas of the City and in suburban locations not subject to PUD zoning.

Figure 1 summarizes the growth and demand factors used to guide capital planning and the impact fee program. The City is using projections for housing units and non-residential development to derive impact fee schedules. To the extent that actual development is faster or slower than the projections, annual revenue from development impact fees and

Charleston Century V City Plan

3. Key Issues

- A. Urban Growth
- B. City Development
- C. Mobility
- D. Workplaces
- E. Municipal Services

the related costs will also increase or decrease to closely approximate the demand for public facilities.

The City of Charleston used Census 2000 (Tables DP-1 and DP-4) calculations for population, housing units, occupancy rate and households as indicated in Figure 1. City building permit data was used to update housing unit totals for 2003. It is expected that the City will issue an average of 1223 permits for housing each year through our planning year – 2015.

For certain city services household size may be the appropriate demand determinant. Therefore, Figure 1 includes calculations for people per household (PPH) as found in Census 2000. People per household is listed for two categories of residential units – single family detached house and multiple unit structures. The Census 2000 household size for a single family detached unit in Charleston is 2.54 people per household. The Census 2000 household size for all other categories is an average of 1.85 people per household.

Charleston Century V City Plan

3. Key Issues
 - A. Urban Growth
 - B. City Development
 - C. Mobility
 - D. Workplaces
 - E. Municipal Services

FIGURE 1

	Growth and Demand Factors/Residential			PPH
	2000	2003	2015	
Population	96,650	104,108	138,741	
Housing Units	44,143	47,811	63,710	
Occupancy Rate	91.5%	91.5%	91.5%	
Households	40,391	43,747	58,295	
SF Detached	22,791	25,272	33,766	2.54
Other	21,331	22,518	29,944	1.85

(Just under 1% of housing units are boats, RV's, vans, etc. not counted in these numbers)

	Growth and Demand Factors/Non-Residential		
	2000	2003	2015
Non-Residential (square footage)	51,813,547	56,014,645	74,219,403

Again, using Census 2000 and City building permit data it was determined that 53% of the dwelling units in the City of Charleston are single family detached homes and 47% are part of multi-unit buildings. A small percentage of units (less than 1%) were boats, RV, vans other transient vehicles and these are not included in our calculations.

Charleston County Tax Records were analyzed to determine the amount of non-residential development square footage within the corporate limits of Charleston. In addition, City of Charleston development approvals for 2000, 2001 and 2002 were compiled to establish an estimate of non-residential development square footage in 2000 and to estimate growth in this area. This data gives us an estimate of citywide increases in non-residential development. This information, however, is augmented by analysis of land use and zoning recommendations as it is recognized that non-residential development is sometimes concentrated in specific areas of the city.

E-1 Impact Fees

Background

Impact fees are one tool that cities are permitted to use for funding public facilities. Impact fees are a one-time assessment on new development. Funds collected from impact fees pay for the provision of capital improvements that are necessitated by and which benefit the new development.

Impact fees are not a new to the State of South Carolina. Goose Creek, Mt. Pleasant, York County, Myrtle Beach, Hilton Head and Beaufort County are among the jurisdictions that currently use impact fees to fund capital improvements. This section of the City Plan is drafted in accordance with the South Carolina Development Impact Fee Act signed into law on June 30, 1999.

According to state law, impact fees may be used to pay capital costs associated with public facilities – including the provision of water and wastewater services, sanitation and recycling, roads and bridges, storm water and flood control, public safety, street lighting, parks, libraries, open spaces and recreation

Charleston Century V City Plan

3. Key Issues

- A. Urban Growth
- B. City Development
- C. Mobility
- D. Workplaces
- E. Municipal Services

1. Impact Fees

areas. Impact fees may be used to finance the construction of facilities or purchase land or equipment that are needed to provide these services. Capital investments are eligible for funding provided that the individual unit cost is greater than \$100,000.

The eligible services for which the City of Charleston could consider enacting impact fees are: environmental services, roads and bridges, storm water and flood control, public safety, parks, open spaces and recreation areas. With appropriate information and planning each of these areas might warrant an impact fee program. Environmental and public safety services are the first for which Charleston will impose a citywide impact fee.

State law does provide for exceptions for affordable housing and economic development provided the jurisdiction proposes a process for considering and approving such exceptions.

Program Analysis

Environmental and public safety services are the first City services to be evaluated for funding of capital improvements through development impact fees. This is because these services are the most essential that the City provides. Also, the costs for extending these services are quantifiable and allow for a rational evaluation and a fair estimate of the cost for extending these services. The fees established, therefore, are proportionate and reasonably related to the capital facility demands of new development.

Developing a rational and fair estimate of the cost of these services first involved evaluating the current level of service for environmental services and public safety throughout the existing City. For both Environmental and Public Safety Services the existing level of service is found to be adequate. There are no existing service deficiencies so new facility requirements are the result of new growth.

Housing unit, household size, and non-residential development square footage projections can be used to arrive at potential development impact fees. The impact fee program for environmental services and public safety facilities will last until 2015. All monies

Charleston Century V City Plan

3. Key Issues

- A. Urban Growth
- B. City Development
- C. Mobility
- D. Workplaces
- E. Municipal Services

1. Impact Fees

collected from the imposition of these fees will be expended by December 31, 2015.

Credits from Public Safety Impact Fee

Where double payment for capital facilities would occur upon implementation of an impact fee, a fee credit should be applied. This would occur where previous capital investments are paid for with bonds and execution of the fee is proposed to a service area that is not citywide or specifically tied to individual unit impacts.

E-1 a) Environmental Services

Environmental Services uses a central garage and office on Milford Street for operations. Additional capital infrastructure includes vehicles needed for garbage and trash collection. The City currently provides once-a-week garbage collection service to its residential customers throughout the City. This is our existing level of service. These facilities are adequate to continue provision of this level of service to existing city residents.

Additional capital investment in garbage and trash collection apparatus will be necessitated by new development. New garbage trucks are the only capital investment currently planned in environmental services that meet the \$100,000 per unit cost threshold. This is the extent of the program proposed at this time for environmental services.

The average garbage truck route consists of 600 units. It is estimated that an additional 15,899 dwelling units will be constructed in the City by the close of 2015. This will result in the need for approximately 26 new garbage routes. With four days to collect garbage, the new routes will require seven additional trucks to be added to the City fleet. In 2003 the cost of each truck is \$185,400. The total capital investment in trucks (in 2003 dollars) to serve new development is \$1,297,800. This results in a potential development impact fee amount of \$82 per unit ($\$1,297,800/15,899=\82). This fee amount should be adjusted annually to account for inflation using the Consumer Price Index or some other appropriate instrument.

Charleston Century V City Plan

3. Key Issues
 - A. Urban Growth
 - B. City Development
 - C. Mobility
 - D. Workplaces
 - E. Municipal Services
 1. Impact Fees
 - a) **Environmental Services**

Investments in new trucks will be made as necessitated by new development. It is anticipated that new truck purchases will occur in 2004, 2005, 2006, 2008, 2010, 2012, and 2014.

The environmental services impact fee will apply to the entire city. This is reasonable because environmental services routes are organized citywide and are adjusted to account for the addition of new customers. A new customer of the service in a downtown location has roughly the same impact on the system as one in a suburban area. The fee will be assessed to all new residential dwelling units.

E-1 b) Public Safety

Map 1 illustrates existing fire station locations and proposed station locations where it is anticipated that new stations will be needed to serve new development. Map 2 illustrates Police team areas, team office locations and Police headquarters.

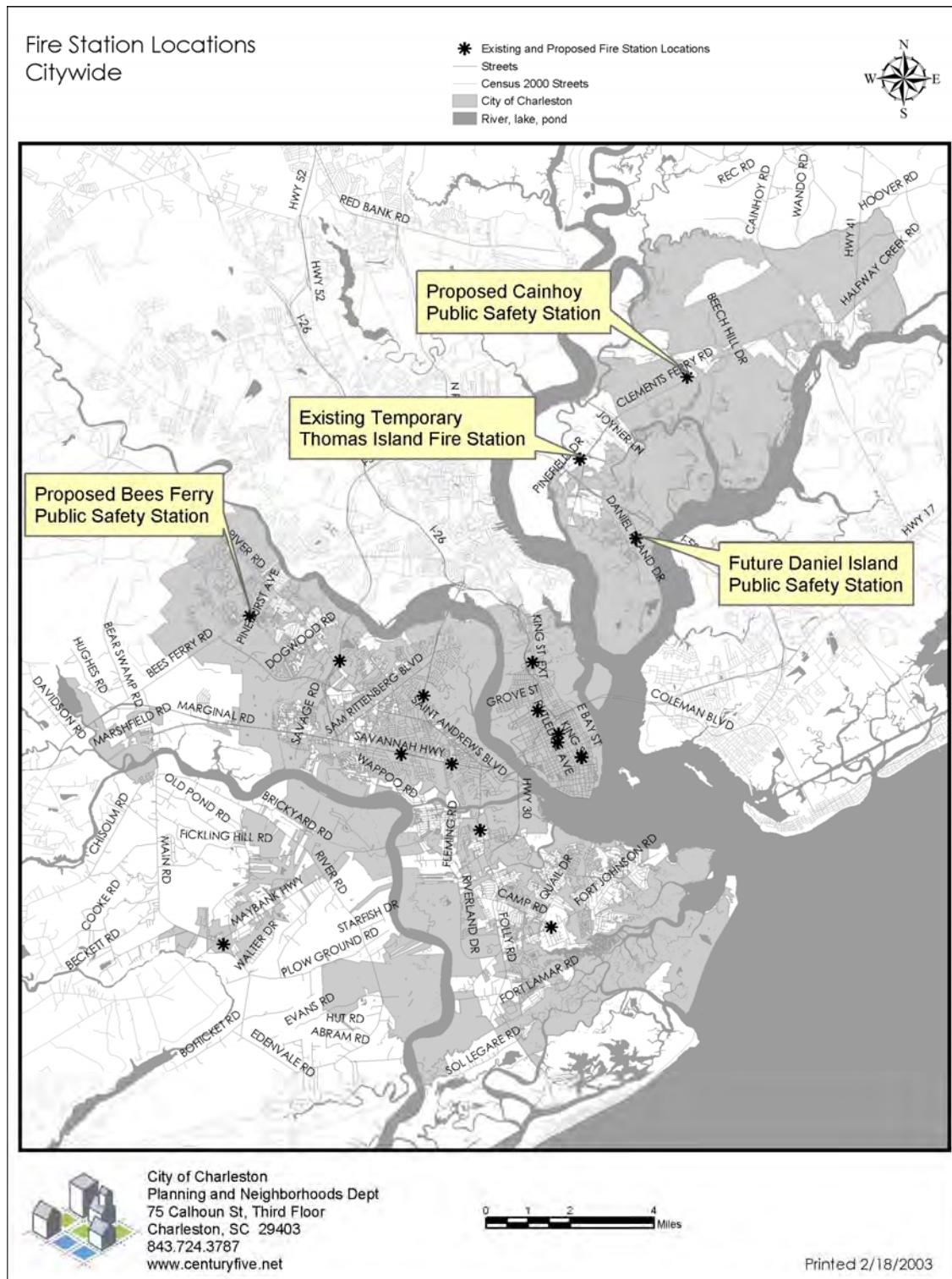
Public safety stations are primarily fire stations, but each provides some resources to police and other public safety agencies. The fire department maintains a station with five miles of every customer. Police team station standards are much more flexible given the role of the patrol car in service of the area. However, in the City of Charleston police team stations are generally sited for every fifteen to twenty thousand people, with limited exceptions. One such exception is for areas that are separated geographically from the city – such as the Cainhoy Peninsula and Daniel Island. Other factors affecting the location of new stations include the density of development and the number of people living and working in an area.

It is anticipated that existing stations will not require expansion or new equipment as the result of new development during the planning period. Growth projections identified three areas of the City that, because of new growth, will require additional fire and police facilities; those areas are Bees Ferry Road, Daniel Island, and Cainhoy. Figure 2 is a summary of costs for these facilities. Cost estimates are based

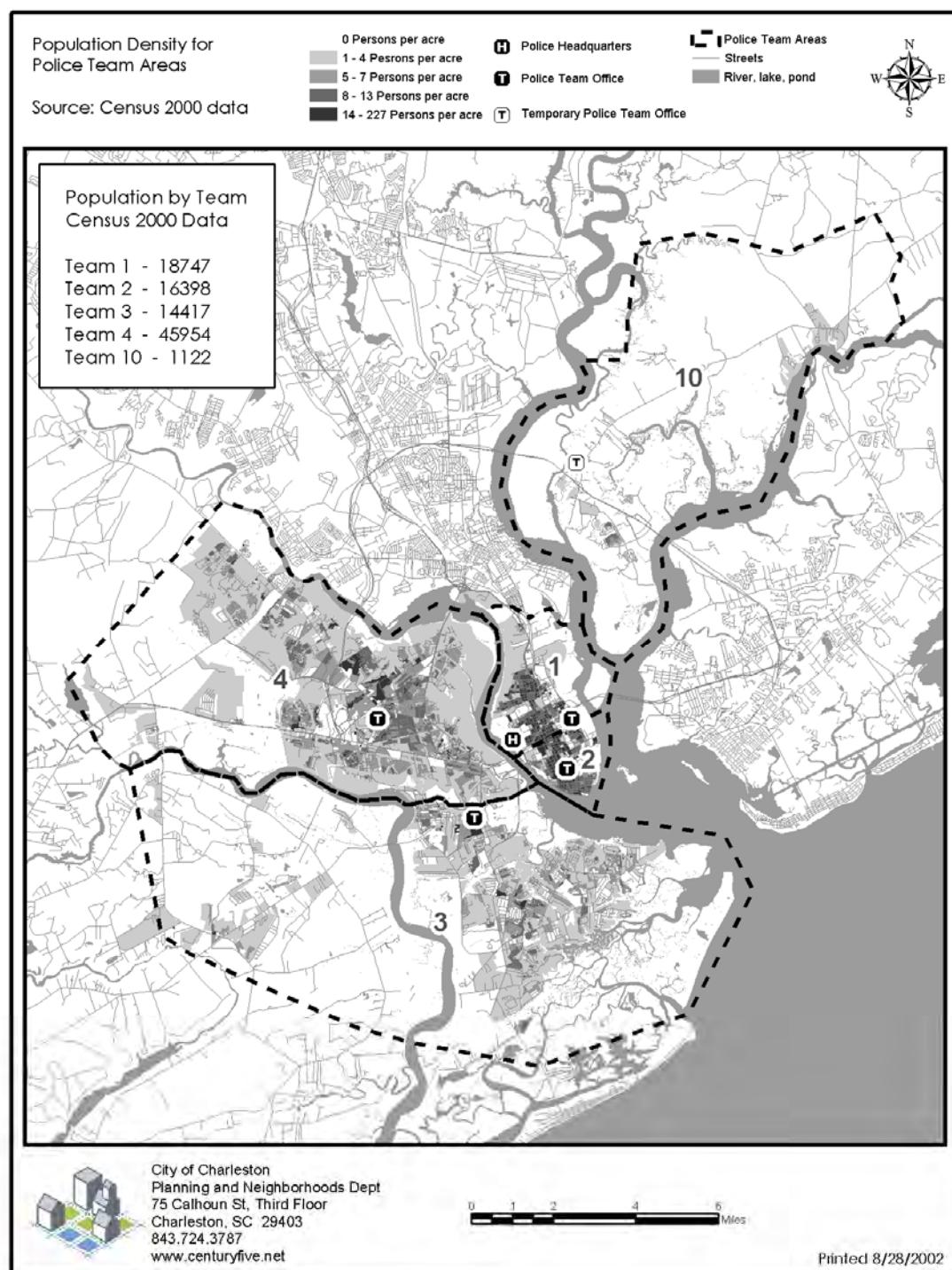
Charleston Century V City Plan

3. Key Issues
 - A. Urban Growth
 - B. City Development
 - C. Mobility
 - D. Workplaces
 - E. Municipal Services
 1. Impact Fees
 - a) Environmental Services
 - b) Public Safety

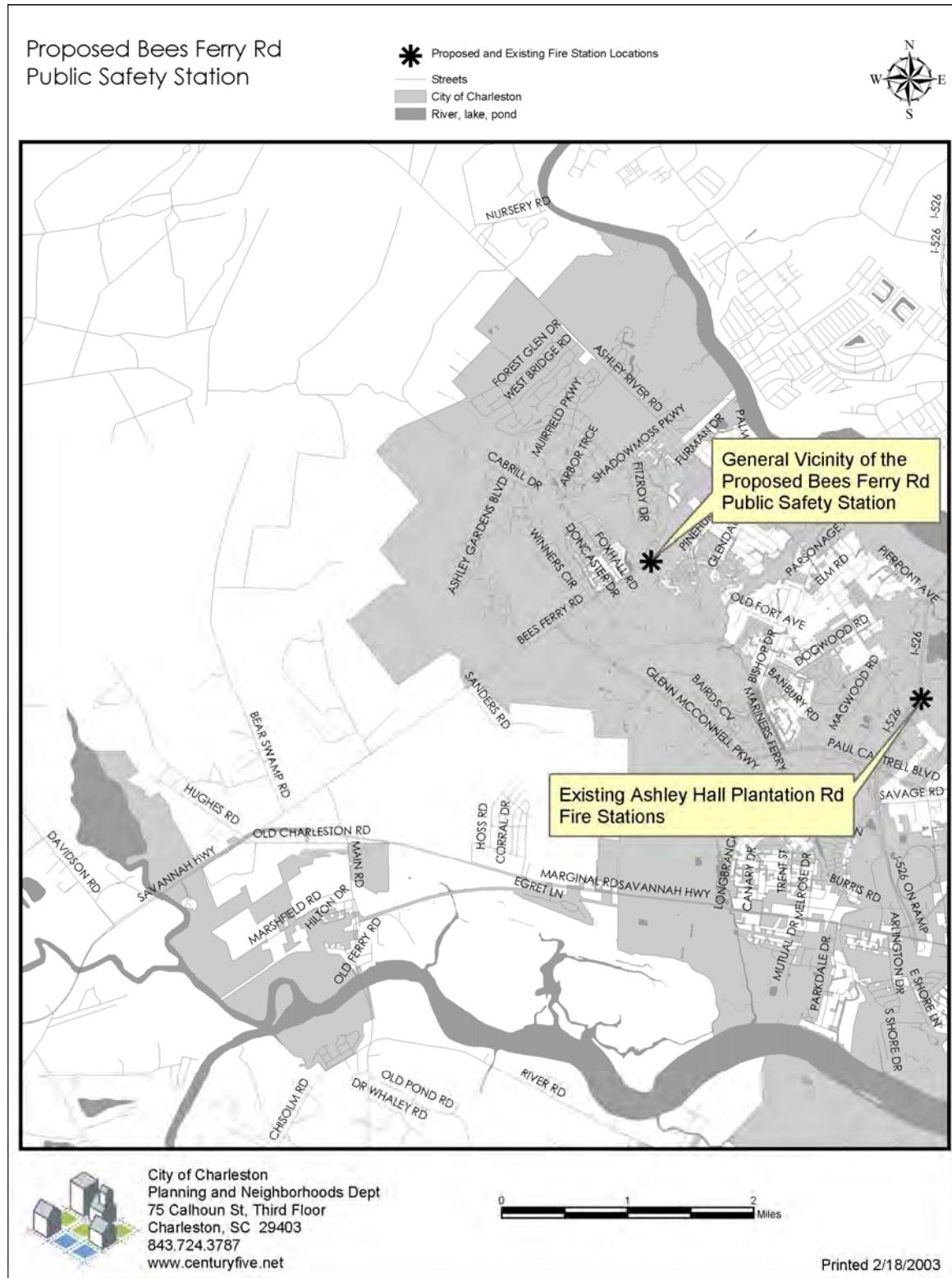
MAP 1



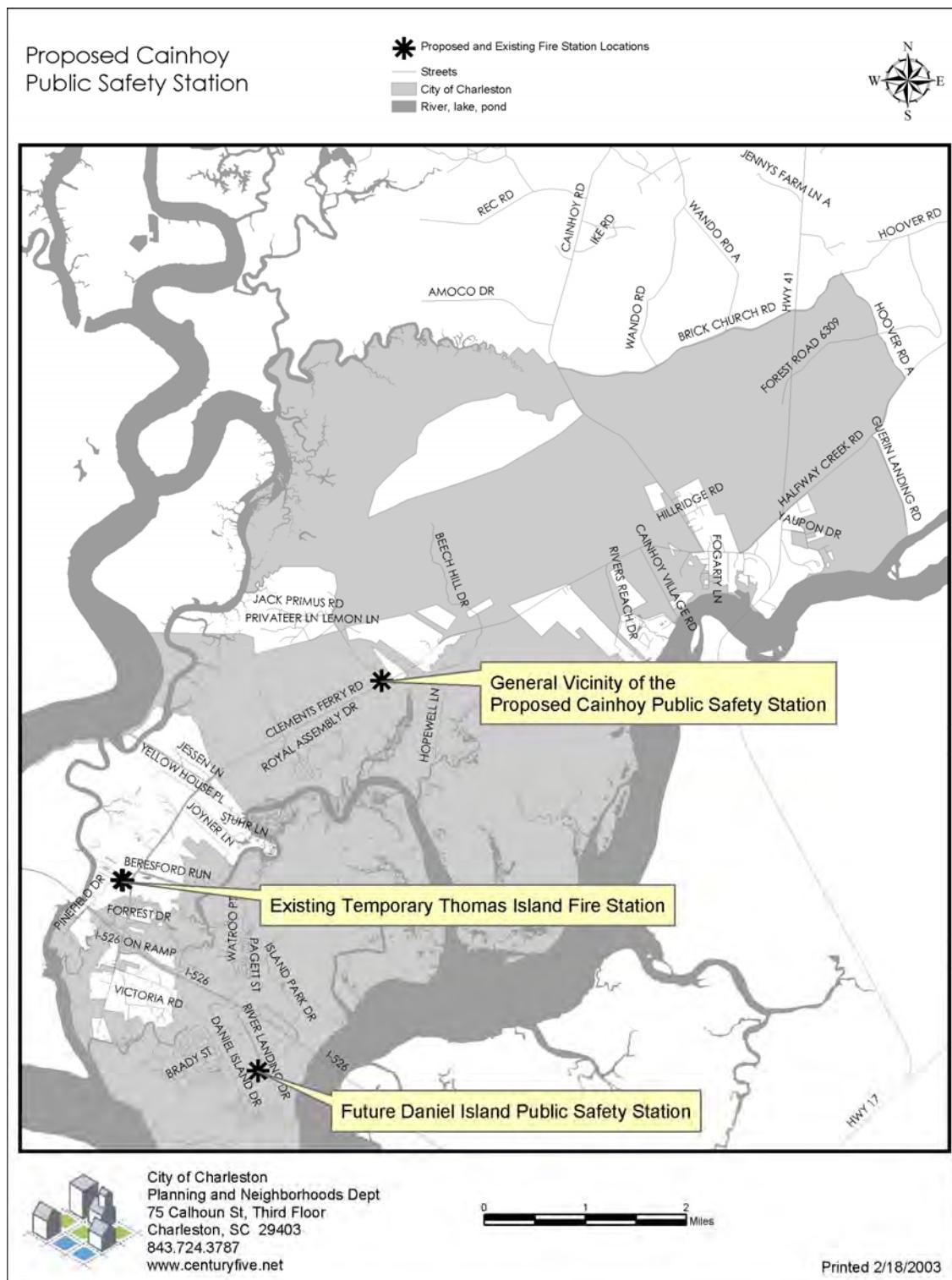
MAP 2



MAP 3



MAP 4



upon experience building similar stations in other parts of the City and purchases of other fire apparatus. These estimates were derived by the City Capital Projects Review Committee

The Bees Ferry Road area is shown on Map 3. City expenditures for this station will be for land, building construction, and apparatus. This station will require purchase of a single pumper and a single ladder truck. The Cainhoy area is shown on Map 4. City expenditures for this station will be for land, building construction, and apparatus. This station will require purchase of a single pumper truck. The Daniel Island area is shown on Map 5. City expenditures for this station will be for land, building construction, and apparatus. This station will require the purchase of a single ladder truck.

Charleston Century V City Plan

3. Key Issues

- A. Urban Growth
- B. City Development
- C. Mobility
- D. Workplaces
- E. Municipal Services
 - 1. Impact Fees
 - a) Environmental Services
 - b) Public Safety

FIGURE 2

Capital Cost for Fire Facilities Investments to Support New Development

Facility	Land	Building	Apparatus	Total
Bees Ferry	\$ 299,000	\$ 2,038,709	\$ 1,000,000	\$ 3,337,709
Daniel Is.	\$ 0	\$ 2,206,000	\$ 700,000	\$ 2,906,000
Cainhoy	\$ 184,500	\$ 1,398,630	\$ 300,000	\$ 1,883,530
Total	\$ 483,900	\$ 5,643,339	\$ 2,000,000	\$ 8,127,239

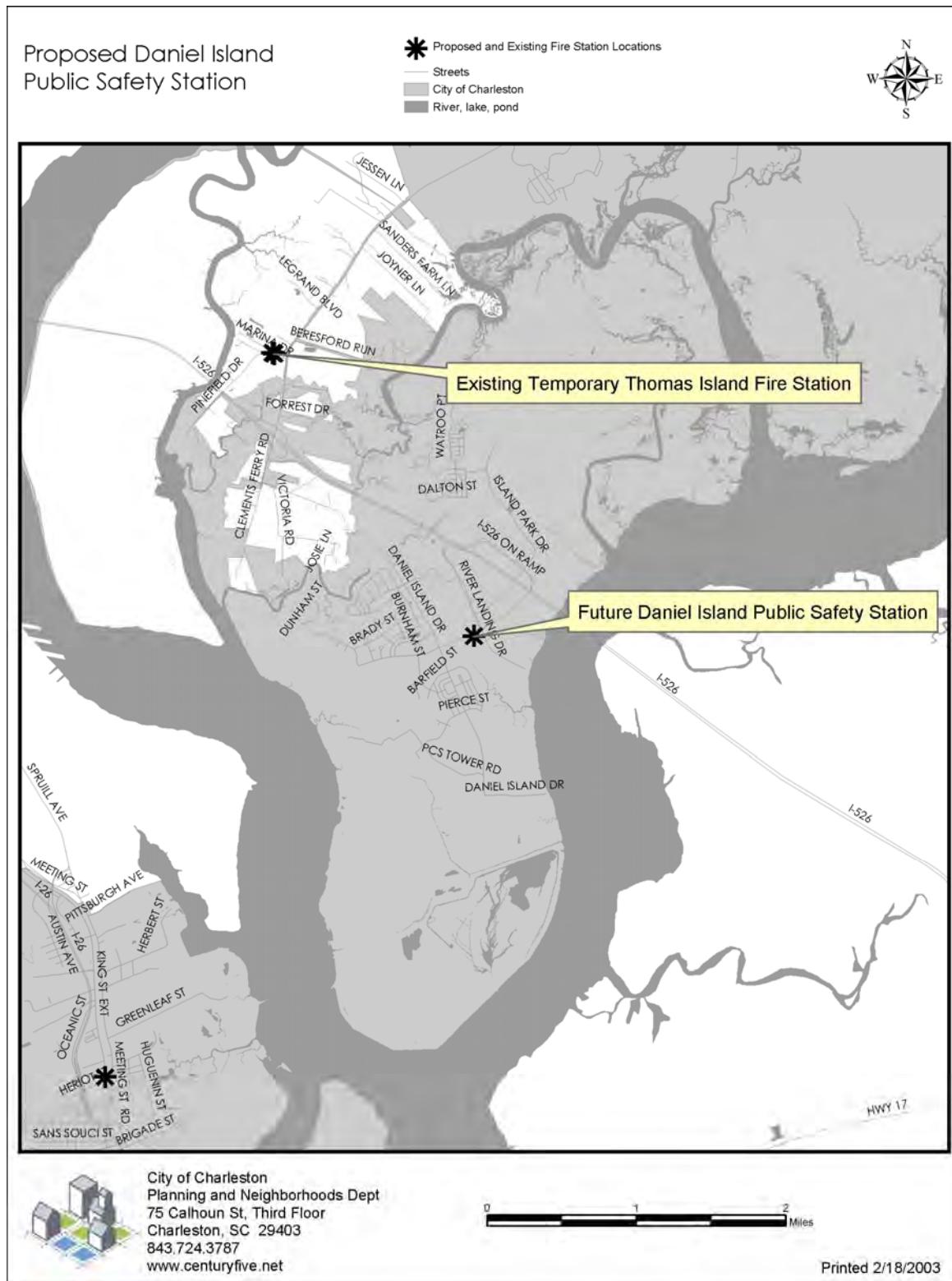
FIGURE 3

Fire Calls for Service by Land Use

Land Use	Calls	Percent
Residential	2023	62%
Non-Residential	1233	38%
Total	3256	100%
Residential and Non-Residential		

Based on calls from January 1, 2001 to
31-Dec-02

MAP 5



Public Safety Fee Calculation

To calculate the public safety development impact fee, calls for service by land use is used to determine the proportionate share factors for residential and non-residential land uses. In 2002 the Charleston Fire Department responded to 4,437 calls for service. 3256 of these calls can be assigned to either residential or non-residential land uses. Of this amount, 2023 or 62% of the calls were to residential uses and 1233 or 38% were to non-residential uses. Since calls for service are generated by the overall amount of development in the city we are using this ratio of residential and non-residential calls for service to proportion shares of the capital cost. Figure 3 shows the 2002 calls for service. Public safety investments contribute to a citywide system of emergency response. The resources at each station provide backup support for all other stations within the system. Analysis of calls for service reveals that station responsibilities overlap to ensure the highest level of public safety service and maintainence of Class 1 ISO Certification. The public safety development impact fee, therefore, is calculated and applied citywide.

Charleston Century V City Plan

3. Key Issues

- A. Urban Growth
- B. City Development
- C. Mobility
- D. Workplaces
- E. Municipal Services

- 1. Impact Fees
 - a) Environmental Services
 - b) Public Safety

FIGURE 4

Public Safety Facilities Development Impact Fee Schedule

Total Capital Cost for Public Safety	\$8,127,239
Residential Share (62%)	\$5,038,888
Total Dwelling Units 2015	63,710
Residential Fee (Per Unit)	\$79
Non-Residential Share (38%)	\$3,088,351
Total Non-Residential Sq. Ft. 2015	74,219,403
Non-Residential Fee (Per Sq.Ft.)	\$0.04

The total cost (in 2003 dollars) of capital improvements for public safety to service new development during the planning period is \$8,127,239. This amount is allocated 62% and 38% between residential and non-residential land uses. The total residential allocation is \$5,038,888 and the non-residential allocation is \$3,088,351. The total potential fee for residential, therefore, is \$79 per unit (\$5,038,888/63,710=\$79) and the total for non-residential is \$0.04 per square foot (\$3,088,351/79,219,403=\$0.04). This fee amount should be adjusted annually to account for inflation using the Consumer Price Index, an index like the one published by Engineering News Record (ENR) or some other appropriate instrument.

It is anticipated that improvements to the Daniel Island Station will be complete in 2004, the Bees Ferry Road Station in 2006 and the Cainhoy Station in 2007. The difference in the cost to construct and equip the facility and the amount of impact fees collected will be paid from other sources of revenue such as general fund revenues and general obligation bonds.

E-1 c) Exemptions

Affordable Housing

The South Carolina Development Impact Fee Act specifically identifies affordable housing as a cause for which impact fees may be waived. The enabling act defines *affordable housing* as any housing affordable to families whose incomes do not exceed 80% of the median income of the service area or areas. These affordable housing units are ones that utilize a variety of low interest loans and tax credits in order to make the housing more affordable for citizens. The act requires that a report be done regarding the effect that instituting impact fees will have on affordable housing. The act also requires that if impact fees are waived for affordable housing, than alternate sources for these funds must be identified.

Charleston Century V City Plan

3. Key Issues

- A. Urban Growth
- B. City Development
- C. Mobility
- D. Workplaces
- E. Municipal Services
 - 1. Impact Fees
 - a) Environmental Services
 - b) Public Safety
 - d) Exemptions**

To estimate the potential effect of impact fees on affordable housing in the area, it must first be determined what value of housing may qualify as affordable. In 2002 in Charleston County, 80% of the median income for a family of four is no more than \$39,360¹⁸. Therefore, the value of housing that such a family would qualify for is no more than \$110,000 assuming that:

- no more than 28% of their monthly income will go toward housing costs,
- a 7% interest rate,
- the family has no more than 10% debt and
- is able to afford 5% of the mortgage for a down payment and closing costs.

As proposed in E.1 of the Century V Plan, environmental and public safety service impact fees will be applied citywide. In 2001, there were approximately 176 new units produced citywide by either government or non-profit sectors that qualified as affordable. These units were either in the form of new construction or the rehabilitation of an existing building which had not recently been used for housing. Once the Inspections Division building permit data was reviewed, it was found that 216 units were built in 2001 whose value was less than \$110,000. However, of these units 170 were valued at \$0. This data includes the units built by both governmental and non-profit entities. This data suggests that there is not much if any housing that meets this criterion built by the private sector.

Impact fees for environmental and public safety services will increase the cost of each home by \$161. It is expected that 3900 units of affordable housing will be constructed in the city by 2015. This is an average of 300 units per year. This estimate is based upon experience from past trends and goals for new affordable housing in the city.

Given the amount that impact fees could add to the cost of affordable housing, it is recommended that the City waive these fees and establish a line item within the General Fund to account for the difference. The estimated cost for this waiver will be approximately \$48,300 for 2003. Updated estimates

Charleston Century V City Plan

3. Key Issues

- A. Urban Growth
- B. City Development
- C. Mobility
- D. Workplaces
- E. Municipal Services
 - 1. Impact Fees
 - a) Environmental Services
 - b) Public Safety
 - c) **Exemptions**

for funding the cost of this waiver will be developed on an annual basis.

Economic Development

The State Impact Fee Act also permits impact fee exemptions for economic development purposes. The City of Charleston has an aggressive economic development program. It is anticipated that impact fee exemptions may be appropriate and necessary to attract employers to the City of Charleston. The City of Charleston may agree to pay some or all of the impact fees imposed on economic development prospects. Any such decision to pay the impact fee on behalf of the Fee Payor shall be at the discretion of City Council and should be made pursuant to goals and objectives previously adopted by City Council to promote economic development.

E-1 d) Administration

The development impact fee will be charged when individual building permits are issued by the City of Charleston Department of Public Service.

The South Carolina Development Fee Act requires accounting procedures that ensure monies collected from the fees are used only to fund capital improvements as outlined in this plan. This requirement is found in Section 6-1-1010 of the Act and will be adhered to by the City of Charleston.

E-2 Recommendations

Municipal Services and Facilities

Recommendations:

1. Focus the City's annexation efforts on urban and suburban areas as identified in the Charleston County Plan and south of the Francis Marion Forest in Berkeley County.
2. Manage the provision of municipal services and facilities in rural areas.

Charleston Century V City Plan

3. Key Issues

- A. Urban Growth
- B. City Development
- C. Mobility
- D. Workplaces
- E. Municipal Services
 - 1. Impact Fees
 - a) Environmental Services
 - b) Public Safety
 - Bees Ferry
 - Cainhoy
 - Daniel Island
 - c) Exemptions
 - d) **Administration**

2. Recommendations

3. Establish adequate public facility standards consistent with level of service expectations throughout the City.

4. Implement impact fees for environmental services and public safety facilities that will ensure the provision of adequate levels of service for environmental services and public safety facilities to growing sections of the City
5. Identify sources of funds that can be used to offset the costs associated with waiving the impact fees for affordable housing.
6. Research other City services that might benefit from new development impact fees for the extension of such services.

References

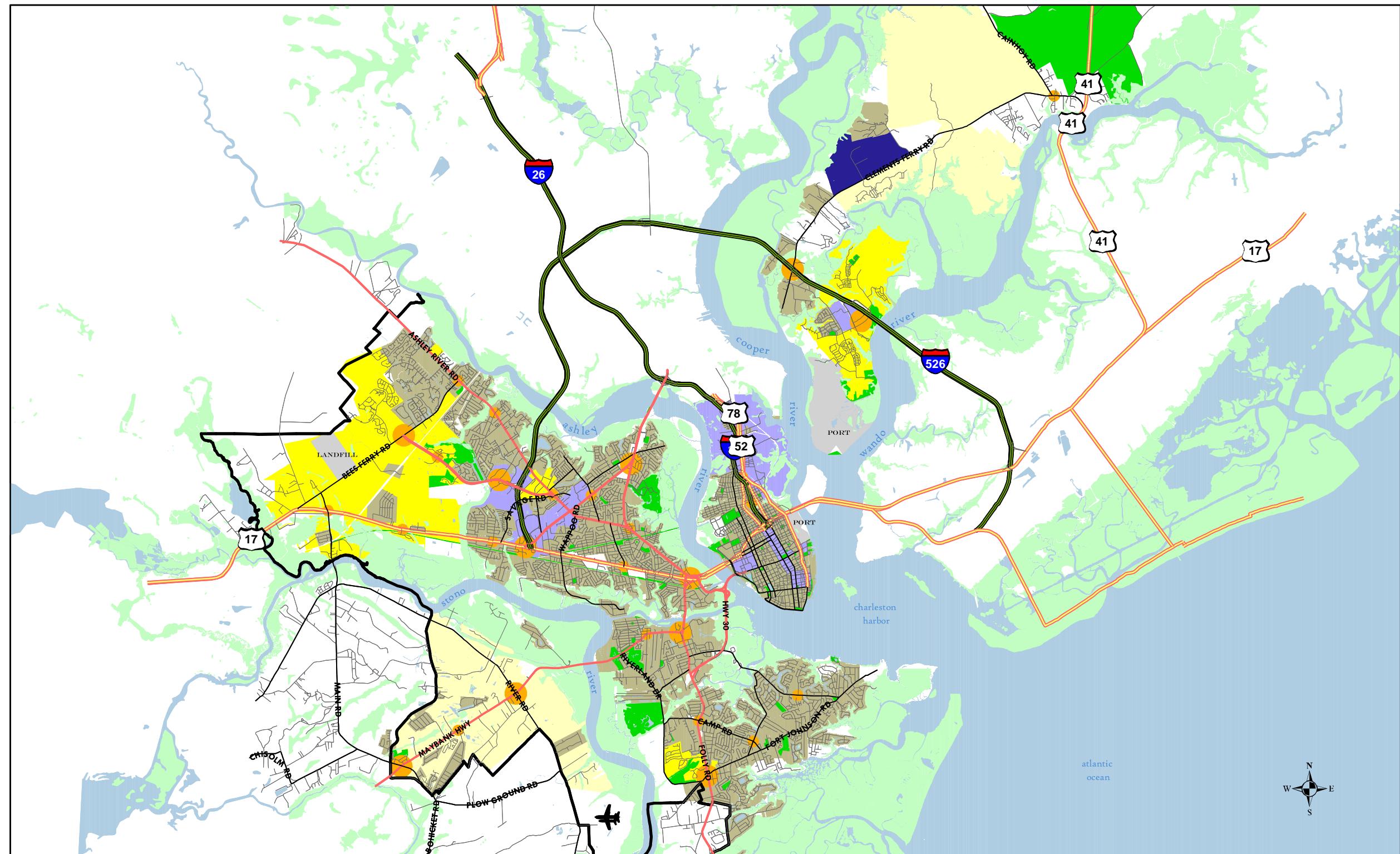
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15. Third Quarter 2001 ACCRA Cost of Living Index
16. Charleston Trident Multiple Listing Service
17. United States 2000 Census for Charleston County
18. United States Department of Housing and Urban Development for FY 2002



Section 4

City Plan





C E N T U R Y V P L A N

City of Charleston
Department of Planning and Neighborhoods
75 Calhoun Street
Charleston, South Carolina 29401



Section 5

Next Steps



5. Next Steps

The following work program is recommended for continued implementation of the City Plan.

Program Item	Issued Addressed
A. <u>Community Partnership</u>	
A.1 Communication and Education Program	All Issues
A.2 Planning and Development Review Process	All Issues
B. <u>Public Policies and Initiatives</u>	
B.1 Policy on Municipal Service Extensions in Rural Areas	Urban Growth Municipal Services
B.2 Land Conservation Initiative (Greenbelt Project)	Urban Growth
B.3 Infill/Redevelopment Opportunities Inventory	City Development Workplaces
C. <u>Additional Plans</u>	
C.1 Existing Neighborhoods ▪ Upper Peninsula – Cooper River Bridge Area	City Development
C.2 Potential Neighborhoods ▪ Cainhoy Peninsula ▪ West Ashley – Btw. G. McConnell Pkwy & US Hwy 17 ▪ Johns Island	City Development
C.3 Gathering Places ▪ Glenn McConnell Pkwy/Bees Ferry Rd ▪ North Bridge Area ▪ Johns Island ▪ Cainhoy Village	City Development
C.4 Citadel Mall District Plan	Workplaces
C.5 Citywide Traffic Planning Mark Clark Expressway James Island Johns Island Cainhoy Peninsula	Mobility
C.6 Off-street Connector Plan	Mobility
C.7 Adequate Public Facilities Plan	Municipal Services

D. Land Development Regulations

D.1	Immediate Amendments	City Development Urban Growth
	<ul style="list-style-type: none">▪ General Design Standards<ul style="list-style-type: none">-Street and Sidewalks-Parking Areas-Landscaping-Parks and Open Spaces-Signs▪ Buffers Along Critical Lines▪ Limit Regional Retail Locations▪ Container Storage on Industrial Zones	
D.2	New Land Development Code	All Issues



Exhibit A



POPULATION AND CITY GROWTH

Overall Population Growth in the City of Charleston

The City of Charleston has seen a rapid increase in both population and land area in the last nine years, fueled by annexations and development of new parts of the City. The City is on track to have a population of over 105,000 in the year 2000, which would give it a 32% increase from the 1990 census figure of 80,414 and more than double the growth rate the City experienced between 1980 and 1990. This growth is the strongest the City has experienced since its 1840s heyday when it grew 47% in a decade. If this current rate of growth continues, coupled with continued annexation along the line of that experienced over the past nine years, the City could have a population of over 160,000 by 2015.

Historic Population Figures

<u>Year</u>	<u>Population</u>
1790	16,359
1800	18,824
1810	24,711
1820	24,780
1830	30,289
1840	29,261
1850	42,985
1860	40,467
1870	48,956
1880	49,984
1890	54,955
1900	55,807
1910	58,833
1920	67,909
1930	62,265
1940	71,275

More Recent Population Figures

<u>Year</u>	<u>Population</u>	<u>Land Area</u>
1950	70,174	6 sq. miles
1960	65,925	6 sq. miles
1970	66,945	18.2 sq. miles
1980	69,855	25.5 sq. miles
1990	80,414	44 sq. miles
1991*	81,432	52.2 sq. miles
1992*	82,205	70.4 sq. miles
1993*	87,371	72.2 sq. miles
1994*	92,249	72.87 sq. miles
1995*	94,140	73.27 sq. miles
1996*	95,679	87.07 sq. miles
1997*	97,857	87.34 sq. miles
1998*	100,123	88.21 sq. miles
1999*	102,951	89 sq. miles
2000**	105,833	
2010**	139,491	
2015**	160,045	

* City of Charleston Department of Planning and Urban Development annual estimates

** City of Charleston Department of Planning and Urban Development's future estimate based on past nine years' growth rates, which include annexations (an average of 2.8% a year)

Source: US Census and "Short Story of Charleston, SC" by Fogarty, published by John J. Furlong & Son, Inc., 1928

Population Growth in the City of Charleston by Area, 1990 - 1999

It is interesting to note that the most dramatic growth in population in the last nine years in the City, percentage wise, has been on James Island. While West Ashley has seen dramatic increases in numbers, the annexations of portions of James Island, and steady construction activity in annexed areas, have dramatically increased the portion of that area's population in the City of Charleston.

<u>Area</u>	<u>1990</u>	<u>1999</u>	<u>Population</u>	
			<u>Growth 90 - 99</u>	<u>% Change</u>
Peninsula	38,789	39,081	292	.8%
West Ashley	32,750	49,021	16,271	49.7%
James Island	7,744	12,565	4,821	62.3%
Johns Island	1,131	1,731	600	53.1%
Daniel. Is./Cainhoy	0	553	553	N/A

Source: City of Charleston Department of Planning and Urban Development estimates

Population Growth in the Charleston Metropolitan Region

The Berkeley/Charleston/Dorchester Council of Governments (BCD COG) projects the area within and around the City of Charleston to grow from 142,356 in 1990 to 194,496 by 2015, an increase of 36.6% (as shown on the chart below). If the City of Charleston had a proportionate share of that growth the City would reach a population of 109,846 by 2015. Of course, these projections do not take into account municipal boundaries and annexations, which in the past nine years have made the City's share of this growth much greater. Thus the reason for the disparity in the BCD COG's projections and the City's.

Recent changes in the area that may negate the accuracy of the BCD COG's projections (which were completed in 1995) include:

- the recently adopted Charleston County Comprehensive plan, which may have the effect of lowering the amount of growth projected for Johns Island
- the County's plan, coupled with the probable delay of the Mark Clark Expressway reaching Johns Island mean the Island will probably not grow the projected 45% in 25 years
- the West Ashley area will probably experience slightly more growth than was projected, as evidenced by recent growth rates experienced there and building permits issued (both for single and multi-family) for that area in the City of Charleston
- the City's new draft plan for Downtown, which emphasizes housing growth, and the continued revitalization of the peninsula, which mean that residential growth there could start to speed up

BCD COG Planning Area	1990 Planning Area Population	25 Year Growth Projection	25 Year Growth Percentage	BCD COG 2015 Projection
Peninsula	38,982	+1,710	4.4%	40,692
West Ashley area	59,239	+18,420	31.1%	77,659
James Island	29,969	+13,630	45.5%	43,599
Johns/Wadmalaw. Islands	12,976	+10,550	81.3%	23,526
<u>Daniel Island/Wando</u>	<u>1,190</u>	<u>+7,830</u>	<u>658.0%</u>	<u>9,020</u>
TOTALS	142,356	+52,140	36.6%	194,496

The chart below shows another hypothetical population projection for the City of Charleston, based on the growth rates of the past nine years of the various areas of the City, coupled with projections for the same areas by the BCD COG as shown above. While higher and probably less realistic than the above estimates in the first section of this report, nevertheless, they show the City's increases of the past nine years and continued health set the stage for more dynamic growth in the next 16 years.

City of Charleston Planning Areas	1990 City Population	1999 City Projection*	Growth	
			1990 - 99*	2015 Projection
Peninsula	38,789	39,081	.75%	39,601
West Ashley	32,750	49,021	49.68%	77,659**
James Island	7,744	12,565	62.25%	36,652
Johns Island	1,131	1,731	53.05%	4,319
<u>Daniel Island/Cainhoy</u>	<u>N/A</u>	<u>553</u>	<u>N/A</u>	<u>8,383***</u>
TOTALS	80,414	102,951	28%	166,614

* Growth projections and percentages take into account population growth and annexations in the years 1990 - 1999.

** Growth estimate that assumes all of West Ashley planning area will be annexed into the City of Charleston by 2015. Growth rate for this projection is not as great as what occurred 90-99.

*** Growth estimates based on projection that all new construction in this area is occurring in the City of Charleston, the bulk in the Daniel Island development.

Annexation in the City of Charleston

The City's Annexation Program has had much success in the 1990s, most dramatically with the annexations of Daniel Island and other portions of the Cainhoy peninsula in Berkeley County, and infill of areas in West Ashley, James Island, and Johns Island.

Year	Persons Annexed	Land Area Annexed
1990	124	8.2 sq. miles
1991	31	18.2 sq. miles
1992	4,463	1.8 sq. miles
1993	4,011	.67 sq. miles
1994	1,069	.4 sq. miles
1995	682	13.8 sq. miles
1996	576	.27 sq. miles
1997	674	.87 sq. miles
1998	144	.66 sq. miles
1999		
2000	420	
TOTAL	11,774	44.87 sq. miles

Source: Department of Industrial Development and Annexation

Population Change in Selected Southeastern Cities, 1950 - 1996

As compared with other southern cities, Charleston's growth rate since 1950 seems above average, clearly not as dramatic as Charlotte's, but not experiencing the declines of central city Richmond either. A key factor in these figures are the various states annexation laws. North Carolina's, which are very liberal, allow cities to annex when population density has reached a certain density in areas surrounding a city. In Virginia, for a city to annex territory, it must de-annex it from the existing county, a very difficult process and the main reason why the population of the City of Richmond has not grown.

	Charleston	Columbia	Savannah	Richmond	Charlotte	Atlanta
1950	70,174	86,914	119,638	230,310	134,042	331,314
1970	66,945	113,542	118,349	249,332	241,420	495,039
1980	69,855	101,208	141,654	219,214	315,474	425,022
1990	80,414	98,052	137,812	202,798	419,539	393,929
1996	95,679	112,773	143,104	198,267	441,297	401,907
% Change						
1950-96	+36.3%	+29.8%	+19.6%	-13.9%	+229%	+21%

Source: Census and City Government estimates

HOUSING AND HOME BUILDING

Residential Building Permit Activity In the City of Charleston

Construction of new single family dwellings in the City has been dramatic during the 1990s, particularly in West Ashley and James Island. On James Island, these new single family units represent 38% of the total number of all residential units found in the 1989 land use survey. The number constructed in West Ashley is 18% of the 1989 figure.

Single Family Permits Issued by Year and Area

YEAR	Peninsula	West Ashley	James Island	Johns Island	Daniel Is./Cainhoy	TOTAL
1990	24	243	56	24	0	347
1991	9	206	56	20	0	291
1992	3	207	60	10	0	280
1993	5	211	116	18	0	350
1994	5	159	144	11	0	319
1995	22	148	159	12	0	341
1996	22	238	123	19	41	446
1997	32	339	173	32	60	636
1998	19	220	205	48	81	573
1999	34	236	248	62	109	689
2000	43	336	142	35	148	704
TOTAL	218	2,543	1,482	291	439	4,973

Multi-family construction has been sporadic, with the greatest increases coming in the last year (with major new complexes underway or opening in West Ashley and James Island. Other jurisdictions in the Charleston metro area are seeing large numbers of multi-family units under construction in the past year as well.

Multi-Family Permits Issued By Year and Area

YEAR	Peninsula	West Ashley	James Island	Johns Island	Daniel Is./Cainhoy	TOTAL
1990	24	20	5	0	0	49
1991	22	0	0	0	0	22
1992	7	0	2	0	0	9
1993	20	0	0	0	0	20
1994	26	6	0	4	0	36
1995	22	0	0	0	0	22
1996	110	0	168	0	0	278
1997	13	0	39	0	0	52
1998	3	396	306	0	0	705
1999	37	0	518	0	295	850
2000	65	94	410	38	0	607
TOTAL	349	516	1,448	42	295	2,650

Source: City of Charleston Building Permit Records

Single Family Permits Issued by Municipality in the Charleston Region

The number of single family permits issued in the City of Charleston between 1990 and 2000 compares favorably to other towns and cities in the Charleston metropolitan region. The Town of Mount Pleasant leads the way with almost 7,900 permits issued, almost tripling its annual permit number between 1990 and 2000. The City of North Charleston has held steady, with an average of 159 permits a year, the majority coming in the fast growing Dorchester County portion of the City.

<u>Pop est.*</u>	Charleston	N. Charleston	Mt. Pleasant	Goose Creek	Summerville
		80,067	48,895	28,818	25,000
1990	347	197	386	244	262
1991	291	119	480	225	252
1992	280	117	519	296	223
1993	350	95	597	142	133
1994	319	171	696	120	93
1995	341	146	625	99	115
1996	446	160	713	174	118
1997	636	170	829	217	101
1998	573	157	850	235	218
1999	689	206	1031	299	186
<u>2000</u>	<u>704</u>	<u>217</u>	<u>1104</u>	<u>218</u>	<u>175</u>
TOTAL	4,976	1,755	7,830	2,269	1,876

* Population figures in the above chart are the most current estimate of each jurisdiction.

Multi-Family Permits Issued by Municipality in the Charleston Region

The City of Charleston has seen a dramatic increase in the number of multi-family housing units permitted in the last year, as has the Town of Mount Pleasant. Further development is on the way with two new complexes underway in the City in 1999, several underway in Mount Pleasant, and one planned in Goose Creek. These numbers point to a growing awareness among developers of the currently low vacancy rates in Charleston area apartments. The multi-family boom in the West Ashley/James Island areas and Mount Pleasant could begin to erode some of the Downtown rental market, which has been extremely strong, especially in the 1990s.

	<u>Charleston</u>	<u>N. Charleston</u>	<u>Mt. Pleasant</u>	<u>Goose Creek</u>	<u>Summerville</u>
1990	49	0	22	0	0
1991	22	16	0	0	0
1992	9	6	2	0	0
1993	20	0	0	0	0
1994	36	2	0	0	0
1995	22	6	0	0	0
1996	278	2	7	0	0
1997	52	0	0	0	0
1998	705	10	468	0	0
1999	850		700	0	154
<u>2000</u>	<u>607</u>		<u>336</u>	<u>256</u>	<u>230</u>
TOTAL	2,650	42	1,535	256	384

Source: BCD-COG Regional Indicators 1996 - 1997, City of Charleston, the City of North Charleston, the Town of Mount Pleasant, the City of Goose Creek, and the Town of Summerville

Homeownership Rate in the City of Charleston

The last official figure for the rate of homeownership in the City of Charleston was 48% from the 1990 census.

Affordable Housing

Great strides have been made in creating affordable housing units in the City of Charleston in the past decade. Since 1990, approximately 1,112 housing units have received renovation assistance through City affiliated programs. Together with these renovations, many units have been constructed by non-profit entities and home ownership has been made more affordable by City and non-profit sponsored programs.

Between traditional government owned housing complexes, government owned scattered site units, non-profit efforts, homeownership programs, and other federal Department of Housing and Urban development programs, the City now has over 5,500 affordable units. According to the City of Charleston Housing Authority, there are approximately 1,100 Section 8 housing vouchers utilized throughout the City, up from 978 in 1991. All these efforts and programs mean that at least 7,780 households in the City can be living in housing that is more affordable.

As the chart below illustrates, the bulk of the units created for those of low and moderate incomes have been in the Peninsula, although West Ashley has substantial numbers of units, particularly created through non-profit entities and HUD programs that help finance apartment complexes in exchange for providing units for those of low and moderate incomes. The Daniel Island development will incorporate up to 375 units of affordable housing in a manner that is currently under discussion.

**Public Housing/Affordable/Homeownership Housing Units By Area
(Built or under imminent development)**

	Traditional Complexes	Scattered Site Units	Public Non-Profit Units*	Home- ownership Units*	Other HUD Programs' Assistance**	TOTAL
Peninsula	1,341	141	601	287	300	2,670
West Ashley	100	44	516	130	1,444	2,234
James Island	0	40	99	7	372	518
Johns Island	0	32	88	26	0	146
TOTAL	1,441	257	1,304	450	2,116	5,568

* A substantial number of the units/complexes accounted for in the "Non-Profit" and "Homeownership" categories received assistance through the City of Charleston's Department of Housing and Community Development.

** A composite of units created through HUD Section 236, 221 (d)(3)(4), and 223 (f) programs. A number of the units in the "Other" category may actually be available purely at market rate. A breakdown of units specifically for those of moderate income was not available.

Source: City of Charleston Department of Housing and Community Development, US Department of Housing and Urban Development (Multi-family and Asset Management Divisions in Columbia, SC office), City of Charleston Housing Authority, Charleston County Housing Authority, and non-profit housing agencies

Waiting List for Public Housing During 1990s

According to the City of Charleston Housing Authority, there are approximately 400 families at any given time on their waiting list for public housing.

Home Sales

The data on the following chart reflect the continuing strength of the City's housing market, particularly on the Peninsula below the Crosstown. Johns and James Islands have also seen very strong growth in housing values.

Median Homes Sales Values by Area

Peninsula Below X-Town	Peninsula Above X-Town	W. Ashle Inside 526	W. Ashley Outside 526	James Island	Johns Island	Dan. Is./ Cainhoy
1990	\$175,000	\$68,875	\$77,500	\$88,500	\$73,000	\$63,750
1991	\$205,000	\$74,500	\$82,000	\$76,500	\$79,071	\$77,950
1992	\$175,000	\$69,900	\$84,000	\$90,000	\$81,200	\$69,900
1993	\$185,000	\$68,000	\$86,000	\$91,500	\$82,222	\$104,500
1994	\$200,000	\$80,000	\$85,000	\$94,619	\$87,500	\$75,000
1995	\$210,000	\$80,000	\$87,500	\$95,000	\$93,000	\$89,000
1996	\$280,000	\$74,000	\$89,500	\$94,800	\$99,700	\$77,000
1997	\$240,000	\$76,900	\$95,500	\$104,000	\$110,000	\$97,000
1998	\$292,000	\$87,000	\$103,000	\$122,500	\$120,000	\$119,000
% Increase						
90 - 98	66.9%	26.3%	32.9%	38.4%	64.4%	86.7%
						17.7%

Number of Home Sales by Area

The data on the following chart point to the influence of the new home construction market on the West Ashley and James Island.

Year	Peninsula Below Crosstown	Peninsula Above Crosstown	W. Ashley Inside I-526	W. Ashley Outside I-526	James Island	Johns Island	Daniel Island/ Cainhoy	TOTAL HOMES SOLD
1990	149	36	500	293	369	34	NA	1,381
1991	124	32	297	303	304	28	NA	1,088
1992	177	29	321	364	422	39	NA	1,352
1993	194	39	324	358	383	33	NA	1,331
1994	200	42	361	393	470	53	NA	1,519
1995	197	49	386	367	450	54	NA	1,503
1996	250	48	386	412	475	53	19	1,643
1997	283	61	386	464	463	73	41	1,771
1998	304	73	403	541	508	73	76	1,978
1999								
<u>2000</u>								
TOTAL	1,878	409	3,364	3,495	3,844	440	136	13,566

Source: Charleston Trident Board of Realtors

College Enrollments and Housing

Area colleges and schools have seen enrollment increases in the past decade, which, coupled with a low percentage of on-campus or school provided housing, has led to large numbers of students living in apartments and houses in the area, particularly on the Peninsula. From the chart below, it is clear to see that nearly 15,000 higher education students are either living at home or on their own in the City of Charleston immediate area. Included in these figures are part-time students, who may be holding down jobs, as well as attending classes.

<u>College</u>	<u>Enrollment</u>	<u>Housing provided</u>
Citadel	3,872	1,813
College of Charleston		
Johnson and Wales	1,350	430*
Medical University of S.C.	2,333	none
Trident Tech - Palmer Campus		none
TOTAL		

Enrollments shown reflect all students, full and part-time.

* 130 units in Village Square Apartments in West Ashley

Source: Various schools administrative departments

Nursing Homes and Assisted Living Facilities

As would be expected with the aging of the population nationally, the Charleston area is experiencing an increase in the number of nursing home and assisted living facility beds. Charleston, as a major medical center and a sunbelt city with a high quality of life would seem to be ripe for such operations, and might even see the growth of retirement villages as well.

Licensed nursing home beds in the City of Charleston: 399

Licensed community residential care facilities (assisted living) in the City of Charleston: 1,054
Under construction - 84 units at Edencare in West Ashley.

Major complex developed by National Healthcare soon to be developed on Maybank Highway on James Island

Source: S.C. Department of Health and Environmental Control - Health Licensing Division and City of Charleston Department of Planning and Urban Development

ECONOMIC HEALTH

Employment by Sector in the Charleston Metropolitan Statistical Area

The chart below shows the changes over the last nine years in the number of employees in the various segments of the economy in the three county region. The categories of note are Trade with a 12.8% increase, Finance, Insurance, and Real Estate with a 10.3% increase, and Services with a substantial 40% increase, likely due to the increase in tourism in the region. Also of note is the decline of the Government sector, which registered a 5.8% drop, likely due to the closure of the naval base (see Government Employees chart). Unfortunately, this information is not available at the city level.

	Const. &		Trans. &				TOTAL	
	<u>Mfg.</u>	Mining	Pub. Util.	Trade	F.I.R.E.	Services	Govt.	
1990	21,500	16,000	11,100	51,500	7,800	46,100	53,200	207,100
1991	20,900	13,800	10,900	49,900	7,900	47,500	54,700	205,600
1992	20,600	12,100	10,600	49,800	7,900	48,700	55,000	204,700
1993	20,700	11,900	10,600	50,600	8,100	50,100	54,800	206,800
1994	20,000	11,900	10,900	51,400	8,300	52,300	52,200	206,800
1995	20,300	12,800	11,000	53,200	8,200	53,900	49,800	209,000
1996	20,600	14,000	11,100	54,000	8,500	55,400	48,500	212,100
1997	21,500	15,900	12,300	55,100	8,400	59,800	48,900	221,800
1998	22,200	17,100	12,900	58,100	8,600	64,600	50,100	233,600
1999	22,500	19,100	13,500	62,200		72,600	50,100	
2000	22,500	19,700	13,900	64,400		77,900	52,400	

Source: SC Employment Security Commission

The charts below reflect the impact of the Naval base closure on the City and region, and also reflect how well the area has recovered. On the left, unemployment rates were highest in 1993 and 1994, when jobs were beginning to decrease. Yet by last year, they were as low as found in 1990, when the Naval base was in full operation. Part of the reason for recovery from base closure has been the shift in the number of government jobs from the federal side to the state and local side, as shown by the chart on the right. While federal jobs have dropped by 50%, state employment has grown by 23% and local government employment is up by 24% since 1990.

Labor Force in the City of Charleston			Government Employees in MSA		
<u>Year</u>	<u>Total</u>	<u>Unemployment Rate</u>	<u>Federal</u>	<u>State</u>	<u>Local</u>
1990	39,540	3.0%	19,543	14,668	17,139
1991	40,720	4.4%	18,284	15,739	18,267
1992	41,170	5.8%	16,310	17,196	19,130
1993	40,580	6.9%	15,044	18,250	19,733
1994	39,250	6.5%	13,320	17,200	20,275
1995	39,890	5.4%	10,761	17,539	20,333
1996	39,240	6.0%	8,722	17,597	20,953
1997	41,140	4.3%	9,288	18,102	21,261
1998	42,790	3.1%	NA	NA	NA
1999			8,900	19,600	21,600
2000			9,400	21,200	21,800

Source: SC Employment Security Commission

Median Household Income

The figures below show steady, healthy gains for median household income (based on a family of four) in the City of Charleston, with dramatic jumps between 94 - 95 (8.7%) and 98 - 99 (7.5%), for an overall increase through the past nine years of 32.9%.

1990	\$32,500
1991	\$33,100
1992	\$33,900
1993	\$35,400
1994	\$35,600
1995	\$38,700
1996	\$38,700
1997	\$39,500
1998	\$40,200
1999	\$43,200
2000	\$44,600

Source: City of Charleston Department of Housing and Community Development, US Department of Housing and Urban Development

Top Employers in City of Charleston

As the chart below shows, MUSC is clearly the dominant large employer in the City. The next highest employer in the City, the County school district probably has less employees actually in the City than the 6,000 cited, since many schools are outside the City limits (the Chamber's data only locates employees to their headquarters location, which in the case of the school district would be 75 Calhoun Street). Regardless, it still would probably be the #2 employer.

It is interesting to note that despite the perception that the Charleston economy is heavily based on tourism, the largest tourist based employer is Charleston Place Hotel, at #11. This points to the potentially favorable scenario that most tourism based businesses are smaller, and thereby probably more likely to be locally owned.

	<u>Firm</u>	<u># of employees</u>	<u>Location</u>
1.	MUSC	8,000	Downtown
2.	Chas Co. Schools	6,000	Throughout county
3.	Care Alliance Health Serv.	4,500	Throughout City
4.	Charleston County Gov.	2,243	Throughout county
5.	City of Charleston	1,600	Throughout City
6.	VA Medical Center	1,100	Downtown
7.	SCE&G	1,000	Throughout area
8.	College of Charleston	990	Downtown
9.	The Post & Courier	744	Downtown
10.	Blackbaud	708	Daniel Island
11.	Charleston Place Hotel	630	Downtown
12.	US Coast Guard/Base Chas.	600	Downtown
13.	The Citadel	600	Downtown

Source: Charleston Metro Chamber of Commerce

Capital Investment and Job Growth in Charleston and Berkeley Counties

The figures below show the tremendous increase in investment and job growth the region has been experiencing since 1990 (which was the height of job reductions at the navy base).

Year	CHARLESTON CO.		BERKELEY CO.	
	Investment	New Jobs	Investment	New Jobs
1990	\$64,670,000	150	\$165,415,000	179
1991	\$75,225,000	518	\$275,100,000	455
1992	\$77,178,000	463	\$167,165,000	378
1993	\$127,664,000	478	\$41,865,000	90
1994	\$39,757,000	244	\$20,430,000	114
1995	\$137,976,015	1,189	\$1,027,086,000	1,453
1996	\$365,268,352	2,480	\$318,135,000	1,671
1997	\$75,014,396	829	\$707,089,000	2,239
1998	\$229,986,601	1,367	\$152,602,143	1,127
1999	\$389,358,580		\$179,730,120	
2000				
TOTAL:	\$1,192,739,364	7,718	\$2,874,887,143	7,706

Source for previous chart: SC Department of Commerce, Office of Information Management, listing of announced new and existing firm capital investment and job creation

Annual Retail Sales Figures for the City of Charleston

The figures below show a turn-around in retail sales in the City, from steady declines in 1991 - 94 to 1997's sales, which were over 20% above 1990s. That this increase occurred, despite the fact that many of the region's primary retail sales generators are located in North Charleston, is a tribute to tourism's effect on the City's economy and the City's revitalization efforts.

1990	\$1,835,767,736
1991	\$1,850,882,628
1992	\$1,846,347,488
1993	\$1,826,290,471
1994	\$1,817,815,726
1995	\$1,952,266,240
1996	\$2,018,998,543
1997	\$2,212,191,709
1998	
1999	

Source: SC Department of Revenue

Annual Tourism Revenues in City of Charleston (State Accommodations Tax Revenues)

The figures below show the steady growth the tourism industry experienced in the City through the 1990s, despite the fact that other segments of the City's economy did not do as well, especially prior to 1990. These State accommodations tax revenues (which are based on 2% of net hotel sales) reflect a 105% increase in accommodations revenues in nine years.

(Fiscal year)	
89-90	\$1,021,039
90-91	\$1,060,672
91-92	\$1,067,217
92-93	\$1,090,446
93-94	\$1,296,205
94-95	\$1,428,806
95-96	\$1,642,601
96-97	\$1,826,325
97-98	\$2,095,448
98-99	

Source: SC Department of Revenue

Lodging Revenue in the City of Charleston

The information below is based on the total revenue reported to the City of Charleston's Revenue Collections Division by hotels and bed and breakfasts in the City of Charleston. Alan Horres, Director of that division anticipates revenues in the \$115 million range for 1998. If this holds true, it would indicate a remarkable increase of 53.6% in revenues generated by the City's hotels and motels in just five year's time.

1994	\$74,857,097
1995	\$84,022,849
1996	\$95,504,489
1997	\$103,660,663
1998	\$119,907,040
1999	\$138,383,068

Port of Charleston

The Port of Charleston is the largest container port along the southeast and gulf coasts. On the entire east coast, only Port of New York and New Jersey handle more containers than Charleston. Charleston ranks 8th in dollar value of shipments. (TEUs are Twenty-foot Equivalent Units)

Port of Charleston			National Container Port Rankings	
Year	TEUs (CY)	Tonnage (CY)	Port	Loaded International TEUs (2000)
1990	801,106	7,067,709	1. Long Beach	2,703,520
1991	817,388	6,938,073	2. Los Angeles	2,693,627
1992	805,152	7,091,118	3. New York	1,830,555
1993	802,821	7,044,211	4. Charleston	1,042,276
1994	897,480	7,968,860	5. Seattle	799,259
1995	1,023,903	8,832,931		
1996	1,078,590	9,430,482		
1997	1,217,544	10,634,899		
1998	1,277,514	10,671,347		
1999	1,347,618	N/A		
2000	1,567,586	N/A		

45% of SPA tonnage is related to South Carolina firms. More than 140 countries are served from SPA docks.

Top export markets: Germany, U.K., Netherlands Belgium, Japan - 60% of cargo tonnage
was exports

Top exports: Paper and paperboard, incl. waste; woodpulp; poultry; benzenoid chemicals

Top import sources: Germany, Venezuela, U.K., Spain, France

Top imports: Paper and paperboard, incl. waste; fabrics, incl. raw cotton; rubber, natural;

furniture; automobiles

SPA employs 490 directly. In 1998, 8,610 jobs in the tri-county area, such as truckers, warehouse workers, etc. were directly dependent on the Port. Over 400 businesses in the tri-county area directly depend on the Port as well.

Port activities account for 15,587 indirect jobs in the tri-county area including portions of industrial employment related to trade, and spin-off jobs from port-related workers

Source: SC State Ports Authority

National Rankings for Gross Metropolitan Product in 1997

(In Billions of Dollars)

	GMP	1997 Metro Pop. in Thousands
(9) Atlanta, GA	\$121.54	3,647.30 (9)
(40) Charlotte-Gastonia-Rock Hill, NC-SC	\$46.17	1,358.05 (42)
(51) Richmond-Petersburg, VA	\$35.93	944.17 (63)
(70) Greenville-Spartanburg-Anderson, SC	\$24.65	906.12 (65)
(90) Columbia, SC	\$15.42	492.49 (100)
(104) Chattanooga, TN-GA	\$13.62	450.29 (109)
(117) Augusta-Aiken, GA-SC	\$11.73	461.52 (106)
(123) CHARLESTON-NORTH CHARLESTON	\$11.05	497.37 (99)
(158) Savannah, GA	\$8.11	287.00 (160)

Source: "The Role of Metropolitan Areas in the National Economy," prepared for The Joint Center for Sustainable Communities of the United States Conference of Mayors and the National Association of Counties, prepared by Standard & Poor's DRI, March 1998.



Exhibit B



Citizens' Survey Results Summary

BACKGROUND

In July of 1998, the Department of Planning and Urban Development undertook a "Citizens' Survey" of the City's residents to increase public participation in the comprehensive planning process and gain insight into the public's opinion on a range of planning-related issues. A survey form was distributed in Charleston Commissioners of Public Works water bills and distributed to apartment complexes and public housing complexes (where residents do not receive water bills). Respondents could return the surveys by mail, or at collection boxes at area libraries and fire stations.

A rough total of 38,000 surveys were distributed, of which just over 3,500 surveys were returned. Of the returned surveys, a total of 3,278 were able to be analyzed. The remainder, due to errors in filling out the survey or large numbers of blank responses, were not analyzed. The rate of usable surveys is an acceptable level for a survey of this type to such a large population.

GENERAL SURVEY DATA

The first question "Please circle your home zip code" produced 3,185 responses, of which:

19.2% were from zip code 29401 - (south of Calhoun)
11.1% were from zip code 29403 - (north of Calhoun and south of Mt Pleasant Street)
30.3% TOTAL from Peninsular Charleston

34.5% were from zip code 29407 - West Ashley (between the Ashley River and I-526)
17.5% were from zip code 29414 - West Ashley (beyond I-526)
52.0% TOTAL from West Ashley

15.3% were from zip code 29412 - James Island
1.3% were from zip code 29455 - Johns Island
0.6% were from zip code 29492 - Daniel Island/Cainhoy

The second question "What is the name of your neighborhood" was less well responded to. The range of answers to this question (responses such as "Church Street," "Historic District," along with traditional, accepted neighborhood names "Charlestown") made this question difficult to analyze. Of the 3,278 surveys analyzed, 1,910 had identifiable neighborhood names on them and 1,367 did not. Of the 1,910 surveys, 552 (28.9 percent) were from neighborhoods in the City's defined Downtown planning area (south of Fishburne Street and the Crosstown) and are referred to in this summary as "Downtown residents."

Outside of Downtown, 127 responses (6.6 percent) were from neighborhoods on the remainder of the peninsula, the "Upper Peninsula" (the peninsula north of Fishburne Street and the Crosstown). "West Ashley" (both West Ashley areas combined) had 1,018 responses (53.3

percent). “James and Johns Islands” had 213 responses (11.2 percent). When the term “Non-Downtown residents” is used in this summary, these 1,358 responses are being referred to.

Question number 3, “How long have you lived in the City of Charleston,” found the following results:

	Downtown	City-wide
Less than 1 year	4.5%	4.5%
1 to 3 years	16.9%	13.2%
3 to 7 years	13.1%	13.8%
7 to 15 years	15.2%	18.8%
15+ years	50.3%	49.7%

Question number 4, “Do you live in Charleston full-time or part-time,” had the following results:

	Downtown	City-wide
Full-time	97.6%	96.8%
Part-time	2.4%	3.2%

Question number 5, “How old are you,” found the same age groups evenly responding to this survey throughout the City. The most common responding age group City-wide was 35 - 54 years with 39.4 percent responding, followed by 65 or more years with 26.7 percent responding. The least common responding age group was 0 - 17 years with only 0.3 percent.

Question number 6, “What is your background (ethnicity),” also found similar spreads throughout the City:

	White	Non-white
Downtown	90.7%	9.3%
City-wide	86.2%	13.7%

Question number 7, “How many people are in your household,” had the following responses:

# of Persons in Household	Downtown	City-wide
1	25.0%	19.3%
2	45.7%	50.4%
3	13.0%	13.7%
4	10.6%	12.5%
5	4.4%	2.3%
6	1.2%	1.7%

Question number 8, “Do you own or rent your home,” found the following:

	Own home	Rent home
Downtown	84.1%	15.9%
City-wide	85.1%	14.9%

Question number 9, “If you work, where is your place of work located,” found the following:

	Downtown	Non-Downtown	City-wide
Peninsula (Below Crosstown)	69.9%	28.4%	37.7%
North Charleston	9.7%	19.6%	17.2%
West Ashley	4.7%	22.3%	16.5%
Peninsula (Above Crosstown)	4.2%	10.7%	9.4%
James Island	2.4%	6.3%	6.9%
Surrounding Counties	2.6%	4.3%	4.4%
Mount Pleasant	4.5%	3.4%	3.6%
Other parts of Chas. Co.	1.0%	2.6%	1.9%
Johns Island	0.8%	1.5%	1.6%
Daniel Island/Cainhoy	0.3%	0.9%	0.9%

For the survey as a whole, 65.6 percent named a workplace, which leads to the assumption that 34.4 percent of the responding population either are retired, going to school, or unemployed.

Question 10 asked “Can you walk from your home to work, the grocery store, school, or recreation.” The responses follow:

	Downtown	Non-Downtown	City-wide
To work	55.9%	15.3%	29.7%
To grocery	62.5%	56.6%	59.6%
To school	26.5%	28.5%	28.5%
To recreation	67.7%	46.1%	51.9%

Question 11 asked “Which of the following is most needed near your neighborhood,” followed by a list of items. The responses follow:

	Downtown	Upper Peninsula	West Ashley	James/Johns	City-wide
Grocery and drug stores	19.1%	35.8%	13.3%	9.0%	14.0%
Schools	7.9%	3.9%	7.9%	8.2%	8.5%
Open space and parks	50.8%	15.8%	39.8%	29.9%	39.1%
Recreational facilities	5.9%	10.5%	15.0%	8.2%	13.3%
General retail	6.5%	27.5%	4.9%	15.7%	8.2%
Public transportation	9.8%	6.6%	19.1%	29.1%	16.9%

Question 12 asked “Aside from schools and neighborhood safety, which of the following is most important to you when looking for a house or apartment,” followed by a list of items. The responses follow:

	Downtown	City-wide
Nearness to parks, walking trails, and natural areas	10.7%	13.9%
Appearance and safety of the street	64.5%	62.9%
Neighborhood stores within walking distance	5.1%	4.0%
Access to public transit	0.4%	1.7%
Nearness to community facilities	7.1%	6.1%
None of the above	11.6%	11.6%

Question 13 asked “Should a combination of sidewalks and trails be constructed to interconnect neighborhoods, commercial areas, and open space or parks?” The responses follow:

	Yes	No	No Opinion
Downtown	54.0%	21.2%	24.8%
Upper Peninsula	56.7%	16.7%	26.7%
West Ashley	57.9%	25.2%	16.9%
James/Johns	56.6%	25.5%	17.9%
City-wide	56.9%	22.7%	20.4%

Question 14 asked “Which of the following should receive the highest priority of protection” followed by a list. City-wide, the results were overwhelmingly for “all of the above” with 61.8 percent, then “rivers and streams” with 14.1 percent, “wetlands” with 10.4 percent, “forests and wooded areas” 6.5 percent, “none of the above” with 4 percent, and “farmland” with 3.2 percent.

Question 15, “**Excluding downtown**, how would you rate the impact of new development on the overall character of Charleston over the past ten years,” found the following responses:

	Improved	Stayed the same	Worsened
Downtown residents	46.5%	7.9%	45.6%
Upper Peninsula	64.6%	12.4%	23.0%
West Ashley	52.6%	16.4%	31.0%
James/Johns Islands	58.3%	14.1%	29.6%
City-wide	53.3%	14.3%	32.3%

Question 16 asked, “Which of the following is most important for managing growth and development” followed by a list of items. The responses follow:

	Downtown Residents	Non-Downtown Residents	Citywide
Improve the quality and character of commercial, retail, office, and industrial areas	10.8%	13.0%	12.7%
Control the character of single family residential development	8.2%	9.5%	9.4%
Develop higher quality standards for multi-family and mixed use projects	5.3%	6.5%	6.5%
Improve the quality and character of streets, sidewalks, street lighting, and street trees	17.0%	16.3%	16.9%
Allow only limited growth in rural areas	10.6%	8.9%	9.8%
All of the above	47.6%	44.4%	43.2%
No controls, allow people to do what they want	0.4%	1.5%	1.4%

Question 17, “How often do you go downtown (non-work) for shopping, dining, visiting parks, museums, Farmers Market, etc.” was analyzed on a City-wide basis. “2 to 5 times a month” received the highest percentage with 29.5 percent, followed by “10 or more times a month” with 27.4 percent, “once a month” with 21.2 percent, “6 - 10 times a month” with 14.7 percent, and “never” with 7.2 percent.

Question 18, "How would you rate the impact of **new development in downtown** over the past ten years," found the following responses:

	Improved	Stayed the same	Worsened
Downtown residents	61.0%	5.2%	33.8%
Non-Downtown residents	68.6%	8.8%	22.6%
City-wide	66.9%	9.3%	23.8%

Question 19, "Which of the following is most needed downtown" found the following responses:

	Parking	Op. space	Housing	Cul. fac.	Offices	Entertain.	Retail
Downtown residents	40.1%	37.0%	8.7%	8.1%	2.6%	2.0%	1.5%
Non-Downtown res.	53.8%	23.1%	3.0%	5.1%	7.4%	4.7%	2.9%
City-wide	50.0%	25.1%	5.0%	6.5%	6.4%	3.9%	3.0%

Question 20, "If new, high quality affordable housing was available in the downtown, would you consider now, or in the future, living in the downtown area," had response rates very different between Downtown and non-Downtown residents. The responses follow:

	Yes	No	Don't know
Downtown residents	69.7%	18.7%	11.6%
Non-Downtown residents	28.4%	48.4%	23.1%
City-wide	37.6%	40.3%	22.1%

Question 21 asked, "Would you use public transportation more if it were more convenient." Downtown and upper Peninsular residents appear to be the most likely to want more convenient public transportation of all neighborhood "groups." The responses follow:

	Yes	No
Downtown	52.4%	47.6%
Upper Peninsula	67.5%	32.5%
West Ashley	44.1%	55.9%
James/Johns Islands	49.4%	50.6%
City-wide	50.4%	49.6%

Question 22(A) asked, "With the exception of the Cooper River Bridge replacement, which one item should receive the highest priority for how money should be used to make transportation work more efficiently" and found the following responses (through a sampling method):

	Make transit more conven.	Sidewalks on every st.	Bike paths on street	Continue to widen streets
Downtown residents	45.7%	15.1%	24.1%	15.1%
Non-Downtown residents	29.6%	13.9%	17.6%	38.9%
City-wide	37.8%	13.8%	22.9%	25.5%

Questions 22(B) through 29 measured residents' attitudes with five response options of: strongly agree (SA); agree (A); neutral (N); disagree (D); and strongly disagree (SD). The responses follow.

Question 22(B), "A good neighborhood should include a mix of some of the following: housing types, retail, places of worship, civic institutions, work places, schools, and public gathering places, such as a local park or community center,"

	SA	A	N	DSD	
Downtown	50.6%	29.9%	9.4%	5.7%	4.3%
Upper Peninsula	43.0%	41.3%	5.0%	9.1%	1.7%
West Ashley	30.1%	36.3%	14.1%	14.8%	4.7%
James/Johns Islands	26.8%	38.0%	8.2%	24.5%	2.7%
City-wide	35.3%	35.4%	11.6%	13.1%	4.5%

Question 23 "A good neighborhood should have schools, parks, and recreation facilities within walking or bicycling distance of most residents,"

	SA	A	N	DSD	
Downtown residents	54.1%	33.1%	7.7%	3.9%	1.1%
Upper Peninsula	46.7%	44.3%	7.4%	0.8%	0.8%
West Ashley	36.8%	44.0%	10.1%	7.3%	1.7%
James/Johns Islands	35.7%	41.1%	8.1%	13.5%	1.6%
City-wide	41.4%	40.7%	8.9%	7.1%	1.9%

Question 24, "It is important that people be able to walk on pleasant and safe sidewalks along streets," was agreed with overwhelmingly across all areas of the City, with 92.3 percent of respondents marking strongly agree or agree.

Question 25, "I would support some development restrictions to protect our forests, farmland, creeks, and rivers,"

	SA	A	N	DSD	
Downtown residents	71.8%	22.7%	4.2%	0.5%	0.7%
Non-Downtown res.	60.8%	31.7%	4.2%	2.1%	1.2%
City-wide	63.0%	29.2%	5.1%	1.6%	1.1%

Question 26, "I would be willing to purchase a home on a smaller lot if there was plenty of public open space (parks, trails, natural areas) within the neighborhood,"

	SA	A	N	DSD	
Downtown residents	39.8%	26.2%	22.3%	9.3%	2.3%
Non-Downtown res.	22.6%	27.5%	25.6%	16.3%	8.1%
City-wide	27.9%	27.8%	22.9%	14.7%	6.8%

Question 27, "It is important to have standards for the design and location of commercial projects in suburban areas,"

	SA	A	N	DSD
Downtown residents	80.6%	15.6%	2.8%	1.1% 0.0%
Non-Downtown res.	66.5%	26.2%	4.4%	1.7% 1.3%
City-wide	67.9%	25.0%	4.8%	1.4% 0.9%

Question 28, "The health of the City of Charleston depends on a strong, vibrant, and healthy downtown core,"

	SA	A	N	DSD
Downtown residents	72.2%	21.1%	4.8%	1.5% 0.5%
Non-Downtown res.	42.9%	35.8%	11.7%	7.2% 2.4%
City-wide	48.4%	33.7%	9.8%	5.8% 2.3%

Question 29, "There is a need for more moderate priced housing in the City of Charleston,"

	SA	A	N	DSD
Downtown	35.5%	30.6%	21.2%	8.3% 4.5%
Upper Peninsula	49.2%	27.0%	9.8%	9.8% 4.1%
West Ashley	24.4%	35.9%	27.8%	7.4% 4.5%
James/Johns Islands	24.6%	37.9%	28.1%	5.4% 3.9%
City-wide	30.1%	34.9%	23.7%	7.2% 4.2%

DEMOGRAPHIC OBSERVATIONS

The following information was obtained by looking at the relationship between certain demographic characteristics and the way those filling out the surveys responded. Among the significant findings of this analysis:

- the older the respondent, the less likely they were to go downtown
- the older the respondent, the less likely they were to agree with the statement "a good neighborhood should include a mix of...housing, retail, places or worship, etc."
- older respondents were statistically less likely than younger ones to approve of development restrictions and less likely to be willing to purchase a home on a smaller lot
- older respondents were more likely to agree than younger respondents that the health of Charleston depended on a strong, vibrant, and healthy core
- the longer one had lived in Charleston, the more likely one was to respond that new development had made the City worse, and much more likely to be negative on the impact of development Downtown
- the larger a respondent's household, the more likely they were to rate the impact of new development on the City at large as favorable
- the larger the household size, the less likely the household would be inclined to visit Downtown
- the longer one had lived in Charleston, the more likely one was to respond that new development had not improved the City, especially Downtown

SUBJECTIVE SURVEY COMMENTS

The survey also allowed for respondents to make written comments at the end of the form. As would be expected, the comments were mostly complaint-oriented in nature. The most frequently mentioned topic observed was criticism of the City's traffic situation. This included comments from the physical condition of City streets to replacement of the Cooper River Bridge. Respondents in this category seemed to believe that the traffic situation in town was becoming increasingly more unmanageable and called upon the City to find a way of relieving congestion. Parking was also a common concern.

Another frequently mentioned topic was tourism. There was a strong sense conveyed, particularly from questionnaires coming from Downtown and peninsular residents, that development policies directed at the City's tourism industry were too rapid, too inconsiderate of resident demands, or both. Of particular interest is the repetitive frequency of horse and carriage and tour bus complaints.