



JAMES ISLAND PLANNING COMMISSION
Town Hall
1122 Dills Bluff Road, James Island, SC 29412

MEETING AGENDA
June 11, 2020
6:35 PM

NOTICE OF THIS MEETING WAS POSTED IN ACCORDANCE WITH THE FREEDOM OF INFORMATION ACT

- I. CALL TO ORDER
- II. PRAYER AND PLEDGE
- III. COMPLIANCE WITH THE FREEDOM OF INFORMATION ACT
- IV. INTRODUCTIONS
- V. APPROVAL OF MARCH 12, 2020 MINUTES
- VI. PUBLIC COMMENTS
- VII. STAFF COMMENTS
- VIII. COMPREHENSIVE PLAN 5-YEAR REVIEW WORKSHOP
Planning Commission will discuss any edits, additions, and updates to the Town of James Island's Comprehensive Plan in a workshop-type setting
- IX. CHAIR'S COMMENTS
- X. COMMISSIONERS COMMENTS
- XI. NEXT MEETING DATE: JULY 9, 2020
- XII. ADJOURN

The Planning Commission met in Council Chambers of the Town of James Island, 1122 Dills Bluff Road, James Island, SC on Thursday, March 12, 2020 at 6:00 p.m. Commissioners present: Vice Chair Lyndy Palmer, Bill Lyon, Ed Steers, Zennie Quinn and Chairman David Bevon, who presided. Also, Kristen Crane, Planning Director, Cynthia Mignano, Town Councilwoman/Liaison, Garrett Milliken, Town Councilman and Flannery Wood, Planner I, standing in for Frances Simmons, Town Clerk and Secretary to the Planning Commission.

Call to Order: Chairman Bevon called the meeting to order at 6:02 p.m. A quorum was present to conduct business.

Prayer and Pledge: Chairman Bevon led the Planning Commission in prayer and followed with the Pledge of Allegiance.

Compliance with the Freedom of Information Act. Chairman Bevon announced that this meeting was noticed in compliance with the South Carolina Freedom of Information Act.

Approval of June 14, 2018 Minutes: Chairman Bevon moved for approval of the December 12, 2019 meeting minutes, Vice Chair Palmer seconded, and the motion passed unanimously.

Public Comments:

Franny Henty, 615 Flint Street: Mrs. Henty thanked the board for their service. She explained that she was here tonight because of the high bacterial levels in James Island and Ellis Creeks. She stated that there have been public meetings about this including both the City, County and the Town and citizens have met with Joe Cunningham's office to get help with this sewage situation. There are over 800 Septic systems and they have identified some that are leaking. There have been crews from the PSD and County public works who are so convoluted they can't tell where it is coming from and the creek is unsafe to swim and fish. She stated that studies need to be done on the area. It could take up to 5 years to rectify the problem of the infected creek. She stated that it is not the time or place to add a hotel where the Wag Factory was, and the traffic is at critical mass, so we need more walkability. She acknowledged that they are working on Rethink Folly Road and things like that, but walkability needs to be addressed before more stormwater, toilets and cars are allowed in this location. Mrs. Henty also said that she supported the time change request for the Planning Commission.

David Bessinger, 719 Folly Road: Mr. Bessinger stated that he and his dad and Mom have owned their property for 23 years. They were locals here on James Island for 48 years. He stated that his mother is 88 and they feel like it is a good time to sell the property and they would like to develop it as a hotel. He stated that it is a beautiful piece of property where you can see Ellis Creek in both directions. He stated that there are no residential neighbors, with a club meeting on one side of the property he thinks it would be ideal place for a hotel. He stated that tax revenues will increase, and the Town would be able to have increased property taxes and collect accommodations tax. Mr. Bessinger explained that the buyer was a well-known local hotel developer who owned several hotels and restaurants and is a quality developer and operator. He respectively requested that the family be able to develop the property as a hotel.

Brook Lyon, 669 Port Circle: Mrs. Lyon explained that while she does support property rights, she was just sick of development and traffic on the island. She would hope the owners could find an even better buyer and asked the Planning Commission to support no hotels on James Island or Folly Road.

Joe Walters, 792 Folly Road: Mr. Walters explained that he opposed the proposed amendment. He requested the following- grandfathering in current commercial core property owners under existing zoning or grandfathering current commercial core property owners until an acceptable transfer of interest occurs.

Mr. Walters stated that he thought these were reasonable considerations. They consider the concerns about development but also those owners who have owned property for decades. Mr. Walters stated that he spoke for several other property owners in the area including Carol Linville and the Gobel Family and many other property owners who he had spoken to in the last week.

Chairman Bevon made a motion to switch the agenda items, item 8 Comprehensive Plan 5 Year Review Overview and move up and consider item 9 on the agenda first Proposed Amendments to the Town of James Island Zoning and Land Development Regulations Ordinance. Vice Chair Palmer seconded, and the motion passed unanimously.

Staff Comments:

Chairman Bevon explained that at the February 2020 Town Council meeting, Council voted in favor of an amendment to section 153.093 Folly Road Corridor Overlay District to add Hotels/Motels as a prohibited use in all areas of the overlay and Planning Commission would be voting on a recommendation of this amendment.

Mrs. Crane explained that Council amended what Planning Commission voted last on at their last meeting, prohibiting vehicle sales in the overlay to include prohibiting hotels. She stated that the amendment passed 4-1 to prohibit Hotels/motels. The amendment was included in prohibited uses in the Commercial Core, South Village, and Neighborhood Preservation, and Conservation areas. Staff's recommendation would be to accept those amendments, but in the Commercial Core add a special exception use for hotels/motels. She described other special exception requests including consumer vehicle repair, gas stations, fast food and vehicle service. Mrs. Crane explained that the thought behind this would be just like for fast food, gas stations, and everything else that could go there, each specific application would have to go before the Board of Zoning Appeals for the specific site. The Board would have to see if the application meets the specific criteria in place for a Special Exception. Legally the Board can only allow a special exception if it meets all the criteria. Mrs. Crane noted that Staff notifies people within 300' of the property, has a public hearing, posts an advertisement in the newspaper and can put site specific conditions on the property. She expressed concern that prohibition of hotels should be researched further, like what was done with bike parking. Mrs. Crane suggested that the Rethink Folly Road Committee could look at banning hotels and make recommendations. She reminded the Commission that all other jurisdictions had not banned hotels on Folly Road. She asked the Planning Commission to keep in mind that there are other requirements for development in the Commercial Core including requiring a multi-use path, buffering, etc. Right now, in the Commercial Core the Town allows gas stations by special exception, so if it is not a hotel then it could be something else. Mrs. Crane again stated that the Rethink Folly Road Committee would be a good place to bring this for suggestions. She highlighted possible positives of having a hotel with a community space. She reminded those present that the Town doesn't have restaurants with a back room, and our restaurants have a high turnover rate. She addressed concerns about walkability and explained that there will be an 8' sidewalk running from Ellis Creek down to the Walmart. She said this would provide walkability so people can get to local restaurants. Mrs. Crane urged the Planning Commission to have an open mind. She stated that the BZA has criteria in place that would have to be met to approve a hotel/motel and that they were a quasi-judicial body. Anything passed would legally have to meet the required criteria.

Vice Chair Palmer asked if plans had been submitted. Mrs. Crane told her no. Chairman Bevon reminded the commission that a BZA Special Exception or prohibition would be for every parcel. He clarified with Mrs. Crane that the Planning Commission was voting on hotels and motels in the Commercial Core as either a special exception or the prohibition that Town Council voted on. Mrs. Crane responded yes, or the Planning Commission could make their own recommendation entirely. Commissioner Quinn clarified with Mrs. Crane that the bottom line for a special exception was that criteria must be met, and that there would be a public process for any application to go through. Mrs. Crane confirmed this and added that as it stands

now, hotels/motels are allowed in the Commercial Core and there are no special processes to go through. She said a special exception is an extra layer of public involvement. Commissioner Quinn asked if there was a good side or bad side to a special. Mrs. Crane responded that a special exception could put conditions and restrictions on certain sites because there are certain sites that a hotel or motel wouldn't work or be appropriate on.

Chairman Bevon moved for discussion and vote on the proposed amendment to ZLDR section 153.093 regarding hotels and motels.

Chairman Bevon explained that he attended the last Town Council meeting and it was a bit of a backwards process. Normally Planning Commission makes a recommendation about a site like what was done for prohibiting vehicle sales. That recommendation goes to Town Council and they vote on it. There was an amendment during prohibiting auto sales to also prohibit hotels and motels in the Folly Road Corridor Overlay district. Chairman Bevon explained that amendment passed but hadn't been before the Planning Commission yet. When Town Council voted on the amendment, it became part of the Planning Commission agenda. He stated that this is not typically the way it happens, normally when Planning Commission makes a recommendation there hasn't been a Town Council vote. Town Council voted to prohibit hotels and motels in the overlay. Staff recommended that they only be allowed as a Special Exception in the Commercial Core. He stated that an application would have to go before BZA and meet certain criteria. The BZA can reject or accept with conditions. Chairman Bevon then asked if there were any questions.

Commissioner Quinn asked if Town Council has already voted and if they had second thoughts. Chairman Bevon responded that it was part of an amendment and that he didn't think that there was a lot of discussion. Vice Chair Palmer asked if the recommendation would go before Council again. Chairman Bevon explained that the amendment came back to Planning Commission for a recommendation. This recommendation would go back before Council and have a public hearing at the April 16th meeting. Commissioner Lyon stated that he saw both sides. People have owned property for extended periods, and it seems unfair to change rules at the last minute. But the other side is like when they tried to put a car wash in down the road. The BZA voted that down and for good reason. There would have a lot more traffic in that area. Commissioner Lyon stated that there is a tremendous amount of traffic already and that he didn't know if was appropriate to add more. David Bevon reminded the commissioners that this is for the whole corridor. He explained that while the Planning Commission has gotten a lot of feedback for a specific location with proximity to a creek, this would affect the whole corridor.

Vice Chair Palmer explained that she was against hotels and motel. She said that her reasoning was not only because of traffic, because that is a tremendously important issue. She expressed concern that if we add hotels and motels, we would be adding pollution to the creek. Environmentally we have enough problems with drainage now when it rains and with hotels and motels the space that that takes up and the land that it takes would possibly even make it worse when it rains, with nowhere for the overflow to go. Vice Chair Palmer said that while she understands landowner's decision, she felt bad that the island had gotten so overcrowded. Commissioner Steers explained that he researched the topic and talked to a knowledgeable commercial realtor who builds hotels all over the city and the world. His immediate response was the "t" word, or traffic as a concern with hotels. Commissioner Steers said that he also asked citizens and the "t" word came up again. He stated that if you live on James Island you are going to have traffic and you should have started earlier. The same thing with speedbumps, if you don't want to slow down for a speed bump then you need to start earlier. Mr. Steers reminded the Planning Commission that the traffic issue is not going to be fixed, but he doesn't know if adding to it is a good idea. He stated that he would like to research it more, but it seems like the landowners have a buyer and looking at it more would inconvenience them. He expressed concern about making a hard and fast decision before knowing more about it.

Commissioner Lyon suggested tabling the topic. Chairman Bevon stated that he thought Town Council was looking for the Planning Commission recommendation so they could have their public hearing. Vice Chair Palmer said that she was concerned that the Town has lost all its activities for the younger generation. She stated that the roller rink, the movies, have all closed and there is nothing that kids or adults can do anymore. She thought it was a very sad thing that all the entertainment is closed. Vice Chair Palmer expressed that she would recommend something like that for the property owners as opposed to a hotel or motel where the traffic wouldn't be so bad, and the building wouldn't be 6 or 5 stories high.

Commissioner Steers said that traffic was on everyone's mind at a planning event earlier in the week. People were upset about possibly having to press a button and stop traffic so a pedestrian could cross Folly Road and it would slow them down. Traffic is a problem and he wasn't sure if we needed to exacerbate it. Vice Chair Palmer stated that it is hard to judge how early to leave. Commissioner Lyon asked if Planning Commission was either approving or disapproving hotel or motels as the special exception or prohibiting it outright. Chairman Bevon said yes, that Planning Commission was could approve or recommend what Town Council has voted it to be a prohibited use in the overlay or vote to allow hotels and motels a special exception in the Commercial Core of the overlay.

Commissioner Quinn stated that he thought that a special exception was an opportunity to let the Planning Department look at an application and see if it was going to fit. He reminded the Planning Commission that even with recreation there, there would be traffic and just about anything you put there would cause traffic. He stated that he thought a hotel would be lower traffic than some other things because there were only so many rooms and therefore only so much traffic.

Chairman Bevon stated that Planning Commission could vote on how to recommend on what Town Council Voted on. If Planning Commission voted against that then they could vote to allow the use with a special exception. Commissioner Quinn asked if they had to do that or could they just make their own recommendation?

Chairman Bevon moved to vote on staff's recommendation to allow hotels and motels in Folly Road Overlay only as a special exception. Seconded by Commissioner Quinn.

Chairman Bevon clarified that his motion was to vote on staff's recommendation to allow hotels/ motels in the Commercial Corridor. Seconded by Commissioner Steers. Commissioners Steers, Lyon, Quinn and Bevon voted yay. Vice Chair Palmer voted nay. The motion passed.

Comprehensive Plan 5-year Review Overview

Chairman Bevon announced that the Planning Commission will review the comprehensive plan, go over the contents of the plan, suggest any content to add and see a potential timeline for approval and adoption.

Mrs. Crane explained the timeline to review the Comprehensive Plan to the Planning Commission. She stated that this month they would just look at the overview and see if commission members had any suggestions of what they would like staff to work on. Mrs. Crane explained that the current comprehensive plan was adopted in 2015 so by state law the Town is required to do their 5 year review this year. She reminded Planning Commission that this would not be a complete re-write like we will be required to do in 2025. There are nine elements required by state law required. She told the Planning Commission that they could add elements if wanted. For example, Charleston County added a sustainability element that the Town could adopt if they wanted. Staff has been working to update outdated information including sidewalks, parks, maps, bus stops and shelters, the new library, etc. Staff would also work to update any goals that have been met like building a new Town Hall. Mrs. Crane presented a proposed timeline to commission

members. She said that information pertaining to census data would be updated in 2025, as the last census was in 2010.

Commissioner Quinn said that it was a very good plan but expressed concern with some population elements and outdated census data. Mrs. Crane reassured him that this data was indeed outdated but would be corrected when we have new census data. He also said that he thought the traffic counts had changed, and the busiest intersection may have changed. Commissioner Steers expressed appreciation for the individuals who has put so much work into the plan in 2015 and stated that it had been very well done. He also asked if the workshop would be a closed meeting. Mrs. Crane responded that unless there were things on the agenda the workshop would probably be a closed meeting. Commissioner Lyon asked if traffic counts had been updated at all. Mrs. Crane said they most likely had and that that information could be requested from the SCDOT and the Town of James Island Public Works who has a traffic counter. Vice-Chair Palmer asked if we would be reviewing the whole thing or smaller sections. Mrs. Crane responded that we would review the whole thing, but that the re-write in 2025 would take place in smaller sections.

Proposed Planning Commission Time Change:

Chairman Bevon announced a request by Councilwoman Mignano to move the recurring Planning Commission meeting time from 6:00 to 6:35 and invited the Councilwoman to speak on the matter.

Councilwoman Mignano explained that she sees patients until 6:30 on Tuesdays and Thursdays and can see 8 to 10 patients that cannot get there any earlier. She stated that 6:30 or 6:35 would work and that she wants to be involved but she is not able to get to the Planning Commission meetings at 6:00.

Mrs. Crane explained to the Planning Commission that Monday nights were available if they wanted to switch days of the week for meetings and keep the same start time. Councilwoman Mignano said that she was able to get there Mondays at 6 pm and would be happy to do whatever works. She said that she would like to be there and be present and the meetings tend to go fast. She would be here for 4 years and would like to attend the meetings. Chairman Bevon moved for discussion and a vote on the proposed time change. Vice Chair Palmer seconded.

Chairman Bevon stated that he could do either. He stated that it would be difficult to change the day of the week since the meetings had been held on Thursday for so long. Commissioner Steers said that he could do either the time change or day change as well. Commissioners Lyon and Palmer stated that either change would work for them. Commissioner Quinn stated that he would prefer to keep the time the same, but also agreed with Chairman Bevon that changing the day of the week would be difficult.

Chairman Bevon moved to vote to move the meeting time to 6:35 pm on Thursdays. Vice Chair Palmer seconded. Commissioners Lyon, Palmer, Bevon and Steers voted yes. Commissioner Quinn voted no. The motion passed.

Next Meeting Date: The next meeting of the Planning Commission will be held on Thursday, April 9, 2020 at 6:35 PM.

Adjourn: There being no further business to come before the body, the meeting adjourned at 6:56 p.m.

Chairman Bevon re-started the meeting at 6:55 to elect a chair and vice chair. Commissioner Steers nominated David Bevon as Chair. He then made a motion to elect David Bevon as chair. Commissioner Lyon seconded. The motion passed unanimously.

Chairman Bevon nominated Lyndy Palmer as Vice-Chair. He then made a motion to elect Lyndy Palmer Vice-Chair. Commissioner Steers seconded. The motion passed unanimously.

Adjourn: There being no further business to come before the body, the meeting adjourned at 7:00 p.m.

Respectfully submitted:

Flannery Wood
Planner I

DRAFT

Town of James Island Comprehensive Plan



Bill Woolsey
Mayor

Town Council Members

Leonard Blank, Mayor Pro Tem
Darren Troy Mullinax
Garrett Milliken
Joshua Stokes

Town Planning Commission Members

David Bevon, Chairman
Lyndy Palmer, Vice Chair
Bill Lyon
Ed Steers
Warren Sloane

Ashley Kellahan, Town Administrator
Frances Simmons, Town Clerk
Kristen Crane, Planning Director

Adopted July 9, 2015

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Thanks are given to James Hackett and former commissioners Garrett Milliken, Marguerite Neal and Robin Hardin for their efforts in the development of this Comprehensive Plan, with special thanks to Ed Lohr for his invaluable time and input.

Chapter 1: Introduction and Background

1.1: Introduction

The Town of James Island Comprehensive Plan Update is the future vision for preservation and development in the Town of James Island (the Town) for the next 10 years. In February of 2014, the Town of James Island planning committee began the comprehensive planning process with a discussion of the requirements of the state Planning Enabling Act of 1994. Previously in 2012, the Land Use and Community Facilities elements were completed as part of the process to establish the Towns Zoning and Land Development Regulations Ordinance. These elements have been updated as part of the process to complete the Town's Comprehensive Plan by completing all required elements.

South Carolina State Law (§6-29-510) requires that comprehensive plans be reviewed at least once every 5 years and updated at least once every 10 years. In 2007, the South Carolina Priority Investment Act (The Act) was passed by The General Assembly to address affordable housing and transportation issues and to create a formal process for inter-jurisdictional coordination. The Act requires that two new elements be included in the Comprehensive Plan, the Transportation Element and the Priority Investment Element. It also expands the Housing Element to require an analysis of local regulatory barriers to the provision of affordable housing and to utilize incentives to encourage development of affordable housing. The primary goal of The Act is to better coordinate the funding of necessary public facilities with available resources and adjacent jurisdictions through implementation strategies.

This Comprehensive Plan represents the original Plan to be reviewed in 5 years and updated in 10 years. The Town's Planning Commission held several workshops to review and refine the elements, goals and strategies for the Comprehensive Plan as part of the monthly meeting process. Each meeting was open to the public. The Town Council held a public hearing prior to adopting this Plan.

1.2: Purpose and Intent

The Town of James Island Comprehensive Plan Update will guide public decision-making affecting the quality of life in the Town through the year 2025. The elements of the Plan articulate goals for the future regarding the location, quality and intensity of land uses, the preservation of natural and cultural resources, economic development, housing availability, and the provision of public facilities. The Plan also establishes strategies or actions to implement the Town's goals.

1.3: Plan Organization

This Plan is organized based on the requirements of the South Carolina Local Government Comprehensive Planning Enabling Act of 1994 (the Act), as amended, and contains the nine required Comprehensive Plan elements. Each element includes a purpose and intent statement, an inventory of existing conditions, a statement of needs and goals, and implementation strategies with time frames.

A goal is a statement of a desired end-state or target and sets the tone for the individual strategies for each element. A strategy is a focused, achievable action the Town or its designated agency could undertake in pursuit of a goal statement.

The nine Comprehensive Plan elements, along with a brief description, are listed below:

1. Land Use Element: Includes an overview of the existing land use and strategies to shape the future of the Town's landscape regarding location, quality, and quantity of land uses.
2. Economic Development Element: Includes a description of the Town's economic environment and strategies for future employment/business development in the Town to support the population.
3. Natural Resources Element: Recognizes the diverse natural features in the Town and includes strategies to preserve and protect them.
4. Cultural Resources Element: Recognizes the rich history and culture of the Town and includes strategies to preserve and protect the Town's historical and cultural assets.
5. Population Element: Includes an inventory of population and demographic data to establish existing conditions and strategies to monitor the needs of future populations.
6. Housing Element: Includes an assessment of the housing conditions and needs in the Town and strategies to ensure adequate and affordable housing availability.
7. Transportation Element: Describes the existing transportation system in the Town and includes strategies to coordinate with area transportation agencies.
8. Community Facilities Element: Inventories existing facilities serving the Town's population and includes strategies to coordinate with service providers to ensure continued quality service provision in the future.
9. Priority Investment Element: Prioritizes the investment of Town resources into the various strategies of the Plan and includes strategies to continue coordination with adjacent jurisdictions and service providers.

Chapter 2: Goals

2.1: Goal Statements

The following statements have been carefully crafted to establish specific goals for the various elements of the Plan. These goals are reiterated later in the Plan as part of the policies and capstones for each element.

1. Land Use Element Goal
The Town of James Island will encourage the orderly and environmentally sound development of the land with special consideration to maintaining the suburban character of the area.
2. Economic Development Element Goal
Improve the suburban character of the area by limiting commercial activities to designated areas and improving the Site Plan Review process.
3. Natural Resources Element Goal
Protect, preserve and enhance the natural environment.
4. Cultural Resources Element Goal
Promote the awareness and management of the island's historic resources and cultural heritage.
5. Population Element Goal
Continue population growth through annexation to fill in the pockets of land that have not been annexed. This will allow the Town of James Island to have a better defined service area and more of a sense of community.
6. Housing Element Goal
Encourage high quality, affordable housing for people of all ages, incomes, and physical abilities.
7. Transportation Element Goal
A transportation system that respects the suburban character of the Town and its natural and cultural resources and that is coordinated with land use patterns.
8. Community Facilities Element Goal
Community facilities and services will be provided in a fiscally responsible manner with adequate levels of service and will be coordinated with surrounding jurisdictions and linked to land use planning and development decisions.

9. Priority Investment Element Goal

Adequate public facilities and services will be prioritized through coordination with adjacent and relevant jurisdictions and agencies and will not have a negative impact on the Town's suburban character or its natural, cultural, and historic resources.

Chapter 3: Comprehensive Plan Elements

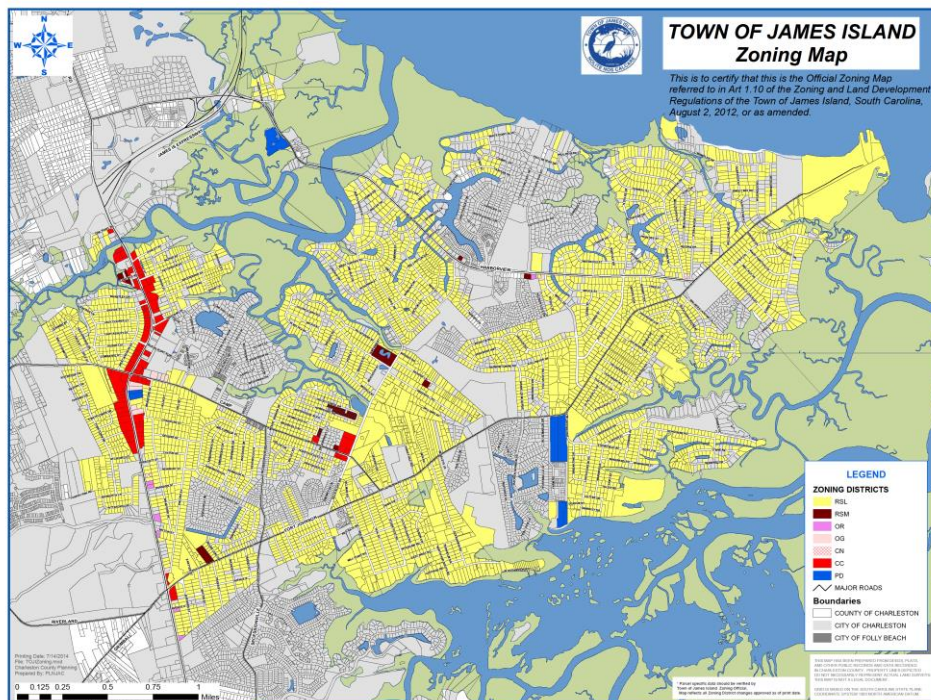
Chapter 3.1: Land Use Element

3.1.1: Overview and Purpose and Intent

The Land Use Element of the Plan deals with the development characteristics of the land. It considers existing and future land use by categories including residential, commercial, industrial, institutional (schools, churches, government facilities, etc.), open space, and undeveloped land. All previously detailed elements influence the land use element. The findings, projections, and conclusions from each of the other Comprehensive Plan elements will influence the amount of land needed for various uses.

The natural environment in which the Town is situated is an important asset which makes James Island a pleasing place in which to live, while at the same time making it attractive for future development. The economic and aesthetic well-being of the entire community is largely dependent upon the maintenance of its suburban setting. This Comprehensive Plan includes strategies to preserve the many desirable characteristics of the Town, while allowing for positive growth patterns.

The purpose of the following land use information, goal, and strategies is to encourage sustainable development¹ practices to allow for growth while preserving the environmental, cultural, historic and aesthetic integrity of the Town.



(Figure 3.1.1 Town of James Island Zoning Map)

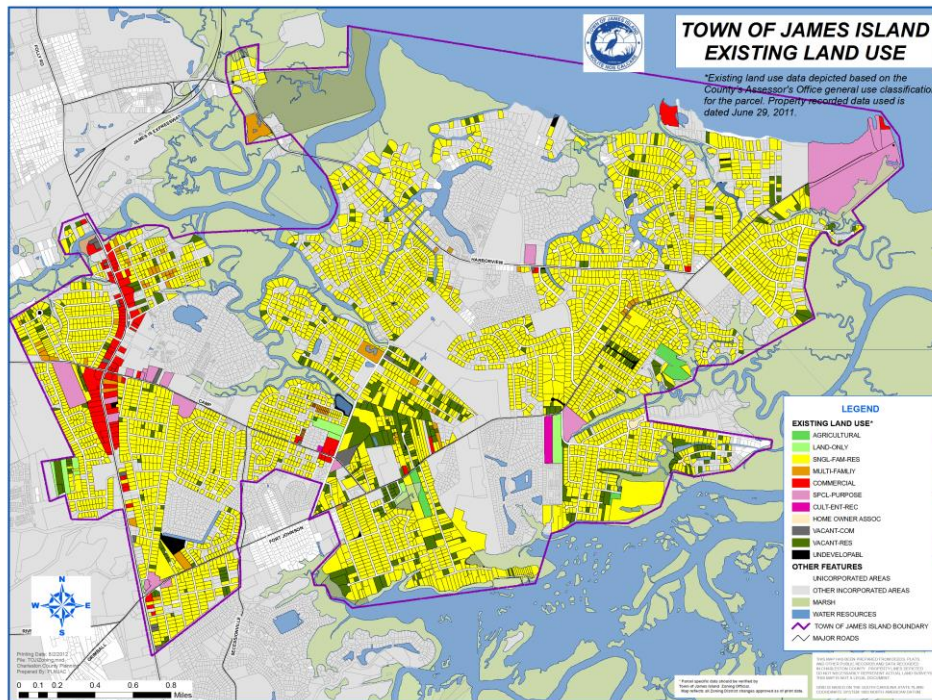
¹ Please see *sustainable development* definition on page (Resources and References).

3.1.2: Background and Inventory of Existing Conditions

The majority of the land within the corporate limits of the Town of James Island is currently in residential or commercial uses. The Town has retained its desired suburban residential character through policies encouraging residential and small commercial development. Commercial development across all of James Island serves the needs of the Town's population. Additionally, many of the residents do not work in Town; rather, they commute to the employment centers of Charleston and North Charleston.

As a result, the Town has a suburban character and many scenic views across marshland and tidal creeks. James Island is surrounded by expanses of wetlands and open waters which add to the beauty of the area. Cultural and historical resources are also abundant in the Town. Protection of these resources is very important to the Town as evidenced by the efforts of James Island residents to preserve and commemorate many locations and actions that have occurred on the island through the years.

The Town of James Island is bounded by unincorporated Charleston County, the City of Folly Beach, and the City of Charleston. The land uses in these jurisdictions are similar to those in the Town with the majority of land being used for single family residences and commercial activities. Single family residential and supporting commercial uses along Folly Road, Harbor View Road and the Camp Road/Dills Bluff Road intersection are cornerstones of the plan for the Town. One issue that should be addressed is the number of parcels currently in a state of legal nonconforming status that should be rezoned or have a new zoning classification created for the use of those parcels.



(Figure 3.1.2 Town of James Island Existing Land Use Map)

3.1.3: Future Land Use Categories

The following are the future land use categories in the Town of James Island.

Residential

The Residential Future Land Use Category is intended to maintain the Town's low density single family residential character. This area should generally be developed with low residential densities. Incentives to retain the suburban character of the area such as flexible site planning guidelines and conservation design should be provided in the zoning ordinance to preserve open space and protect natural and historic features.

Community Commercial

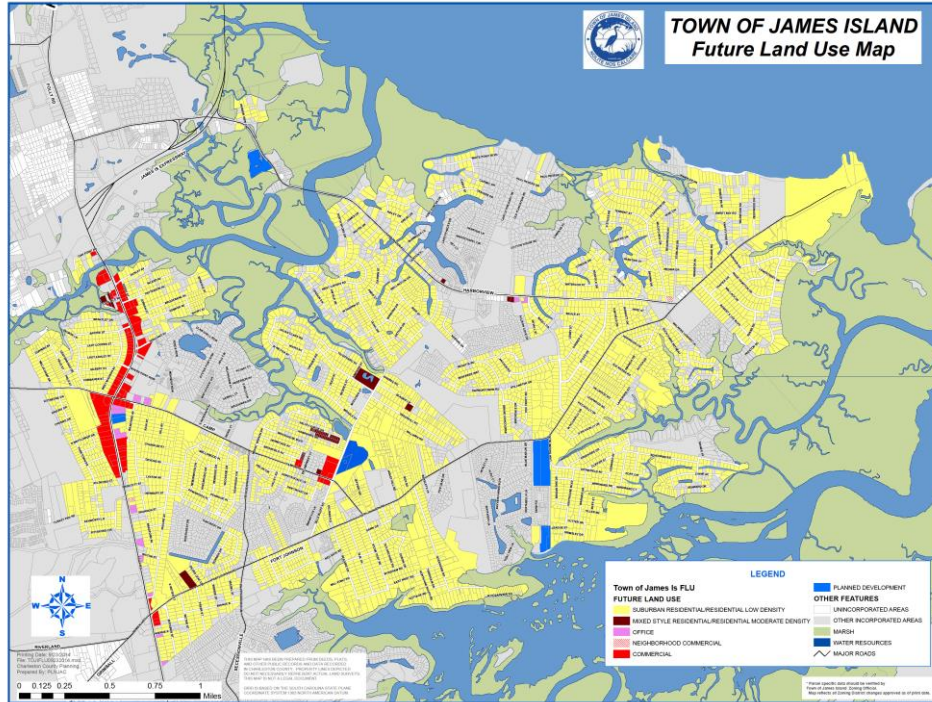
The Community Commercial Future Land Use Category is intended to allow retail and service uses that serve the residential population of the Island, and that do not negatively impact the surrounding community.

Neighborhood Commercial

The Neighborhood Commercial Future Land Use Category is intended to allow office uses and neighborhood oriented commercial uses that serve the residential population of the Town and that do not negatively impact the surrounding community.

Institutional/Special Purpose

The Institutional Future Land Use Category is intended to allow churches, schools, community and governmental centers, recreation, and other uses that comprise the Town's sense of community.



(Figure 3.1.3 Town of James Island Future Land Use Map)

3.1.4: Land Use Element Needs

Land Use element needs include, but are not limited to the following:

- Preserving the suburban character of the area;
- Preserving the natural, cultural, historic and aesthetic integrity of the Town; and
- Encouraging sensitive and sustainable development practices.

3.1.5: Land Use Element Goal

The Town of James Island will encourage the orderly and environmentally sound development of the land with special consideration to maintaining the suburban character of the area.

3.1.6: Land Use Element Strategies and Time Frames

The following strategic actions should be undertaken by the Town in support of the purpose and intent of the Land Use Element of the Comprehensive Plan. These implementation strategies will be reviewed a minimum of every five years and updated every ten years from the date of adoption of this Plan.

- LU 1. Protect and enhance the environmental quality of the Town's natural features.
- LU 2. Preserve and enhance the cultural, historic and archaeological assets of the Town.
- LU 3. Maintain the low density, single family residential character of the Town.
- LU 4. Implement sustainable and flexible development guidelines to maintain the suburban character of the Town.

- LU 5. Encourage commercial structures that are in character with the suburban nature of the area.

- LU 6. Identify parcels currently in use as a different type than the current zoning district allows (existing nonconforming) and examine rezoning or developing a new district to allow the existing use.

Chapter 3.2: Economic Development Element

3.2.1: Overview and Purpose and Intent

The Economic Development Element of the Comprehensive Plan contains information on the number and characteristics of the labor force, where people who live in the community work and available employment characteristics and trends. The purpose and intent of this element is to provide strategies to balance economic development with the suburban residential character of the Town.

3.2.2: Background and Inventory of Existing Conditions

Historically, James Island was inhabited by Native American wandering tribes who made their living by hunting. James Town was designated a “colony” of 12,000 acres in the late 17th century and settlers were granted half-acre lots in the town with ten-acre “planting lots” which were located adjacent to the town as well as several larger plantation tracts laid out for various settlers of the area. By this time, settlements were occurring primarily along navigable waterways. However, the size of the island garnered use for roadways with “the King’s Highway” (Riverland Drive) and “Drake’s Highway” (section of Secessionville Rd from Camp Rd to Ft. Johnson Rd) as the earliest known travel ways.

An important economic activity during the early colonial period included the raising of livestock for beef and pork which was salted and shipped to the West Indies. During colonial times, growing indigo was fairly common and rice was speculated to be grown on the island as well. It is believed that during the colonial period, the majority of the population on James Island was black, with the black settlers bringing their economic skills of cattle management, rice cultivation techniques, boating, fishing, hunting, leatherworking, pottery-making, basketry, woodworking, metal-working, weaving and herbal medicine to the islands. The plantation economy was based on Slave labor, brought from Africa for their agricultural expertise.

A shipyard operating from c.1742 to c.1772 was an industrial economic contributor to the Island with the largest vessel of record built being the Charming Nancy, which was 130 tons and built in 1752. Because boats were the principal means of transportation, facilitating boat traffic between Charles Town and the islands was a necessity and the opening of the Wappoo Cut during the colonial period gave the Island’s economy a boost. The economy at this time was largely water-based, due to the dependency on waterways for travel, trade and food.

After the economic depression of the Revolution had passed, cotton became the major cash crop of the Sea Islands due to the fact that “Sea Island Cotton” had a longer fiber and was more profitable than its inland counterpart. The emancipation of slaves had effects on labor and economy, resulting in the formation of the James Island Agricultural Society in 1872 to coordinate labor management policies. Due to insect and diseases, mainly the boll weevil, cotton ceased to be the cash crop that it was by the 20th century. During this time, the growing of vegetables for market (truck farming), dairy farms, raising beef cattle and orange orchards were also economic contributors to James Island.

Transportation improvements in the early to middle 1900's included the opening of the John F. Limehouse Memorial Bridge, the Wappoo Bridge and the Stono River Bridge, as well as the creation of a bus line. These improvements helped foster the rise of suburbanization. The eventual decline of farming and dairy operations on the island increased the pace of development.

Many landowners, who had been growing tomatoes as part of their farms, turned more toward real estate development in the 1950s, 60, and 70's. By the 1980's James Island was a well formed suburban community. The economic hub was, and continues to be, the Folly Road Corridor. Folly Road serves as the main access route through the island and leads to Folly Beach along the Atlantic Ocean, which is a popular destination.

Many of the businesses along Folly Road cater to the needs of tourists traveling to the beach as well as the suburban community on the island. Most of these businesses are service oriented, including grocery stores, fast food restaurants, convenience stores, and neighborhood service activities. The same holds true for other business areas on the island such as Maybank Highway, Harborview Road, and the Camp Road and Dills Bluff Road intersection.

Current Business Environment

There are a high number of businesses along Folly Road to employ residents, but most businesses have less than 50 employees. The Town has approximately 750 Business Licenses registered for Fiscal Year 2014. About 200 of these licenses are for "brick and mortar" businesses. 454 licenses are for contractors, some of which operate as home occupations. Small business entrepreneurship is a major factor in the Town's economic cycle.

The Town is projecting close to \$200,000 for fiscal year 2013-14 business license fees. Fiscal Year 2014 saw \$210,000 in revenues, some of which likely will be accrued back to the previous year. \$190,000 is projected for fiscal year 2015. Overall business license revenues have been growing slowly region wide since 2011, following the housing market crash of 2008, but have not yet approached 2008 levels.

Conclusions

James Island has existed as a suburban, primarily residential, community for the past 50 years. Economic activities on the island reflect this setting. The land use pattern on the island has largely been determined as there is not much undeveloped land in the area, and what is undeveloped is largely expected to be residential in nature. The future of economic development in the Town must take this setting into account.

3.2.3: Economic Development Element Needs

Economic Development needs include, but are not limited to the following:

- Identify economic indicators along with census information to better understand the variables affecting economic development in the Town; and

- Identify existing commercial corridors and investigate developing planning techniques to assist redevelopment efforts to improve Town aesthetics; and
- Identify appropriate future commercial areas and/or uses that could contribute to the local economy and serve the residents of the Town.

3.2.4: Economic Development Element Goal

Improve the suburban character of the area by limiting commercial activities to designated areas and improving the Site Plan Review process.

3.2.5: Economic Development Element Strategies and Time Frames

The Town should undertake the following strategic actions in support of the Goal of this Plan. These implementation strategies will be reviewed a minimum of every five years and updated every ten years from the date of adoption of this Plan.

- ED 1. Develop a list of employment codes suitable for attracting opportunities to the Town in anticipation of redevelopment opportunities in a suburban setting.
- ED 2. Ensure all new commercial development is of a style and character similar to the desired pattern of buildings and structures in the Town of James Island.

Chapter 3.3: Natural Resources Element

3.3.1: Overview and Purpose and Intent

The Town's natural environment is an important asset which makes James Island an aesthetically pleasing place in which to live, work and play. The natural setting plays an important role in the way of life for many residents who enjoy fishing, boating and the many scenic vistas throughout the island.

The purpose and intent of the Natural Resources Element is to promote protection of the Town's natural resources, to sustain natural environments, habitats, and wildlife, to ensure that development does not have a negative impact on the environment, and to promote sustainable development² practices.

3.3.2: Background and Inventory of Existing Conditions

Climate

One of the best natural features of the James Island area is the climate. Winters are generally mild. Spring, summer, and fall are all usually well suited to outdoor activities and outdoor plant growth. The average annual temperature is 65 degrees Fahrenheit. The average temperature during January is 50 degrees Fahrenheit, while the average temperature in July is 80 degrees Fahrenheit. Precipitation averages approximately 48 inches per year. There are approximately 101 clear days, 151 cloudy days, and 113 partly cloudy days. The average date for the first frost is December 10, with the average date for the last frost being February 19.

There is a peak of rainfall in the summer months with the occurrence of afternoon thunderstorms. The greatest amount of rainfall usually occurs in July with an average of 7.7 inches for that month. Rainfall is usually at its minimum in November with an average of 2.1 inches for that month.

One of the most serious weather concerns to James Island is the occurrence of tropical storms and hurricanes. The height of hurricane season lasts from late summer to early fall. Hurricanes bring threats of high winds, flooding, and strong wave action. The last major hurricane to affect Charleston County was Hugo, which made landfall in September 1989. Building codes and ordinances to improve building quality help reduce storm damage from hurricanes and tropical storms.

Seismic Activity

One unusual feature of Charleston County's geology is its high level of seismic activity. The National Building Code has designated Charleston County as a zone of high susceptibility to earthquakes. The earthquake centered at Middleton Place on August 31, 1886 is estimated to have been a higher intensity than any other recorded quake east of the Mississippi River. Limited seismic activity centered in the North Charleston/ Summerville area continues to this day. Unlike those in other areas, the Charleston earthquakes are not associated with

² Please see *sustainable development* definition on page (Resources and References).

well-defined fault lines that can be mapped. The causes of the Charleston earthquakes are unknown. Because of the potential for these types of activities, it is important that building codes are used to reduce loss of life and structural damage as much as possible.

Soils, Geology, Ground Water and Drainage

The soils and geology of James Island are consistent with those typically found in the Atlantic Coastal Plain. The County is mostly level but in places is slightly undulating. Elevations range from sea level to 70 feet. Most of the area within the town limits of James Island is close to sea level. The region is indented by tidal streams that provide natural outlets for drainage. Unconsolidated, water-layered deposits of sands and clays, 6 to 20 feet in thickness, are underlain by thick beds of soft marl. Fine-textured sediments in the tidal marshes are of recent origin. New deposits are being aided by the action of tidal waters. James Island is classified as part of the Tidewater Area of Coastal South Carolina (SCDNR, 1997) with soils associated with the Bohicket – Capers and Kiawah – Foxworth – Yonges associations of soil types. These soils have the characteristics of loamy topsoil layers rich in organic matter with lower layers or highland layers of a mix of sand and clay. These soils are typical of those that experience flooding and sedimentary deposits on a regular basis making them good locations for agriculture uses (National Oceanographic and Atmospheric Administration, 2011).

James Island has a Floridian aquifer type at the layer under the surficial aquifer, which is the water table aquifer which is sandy and less than 40 feet thick. In Charleston County the depth to the ground water table is often very shallow (32.9% of the land area in Charleston County has a ground water table elevation of between 0 and 15” below grade, and an additional 22.3% of the land has a ground water table elevation of 0” below grade). Ground water is generally close to the surface on James Island, especially close to the wetlands, salt marsh areas and rivers. Monitoring wells are generally shallow as well, staying above whatever limestone layers are encountered (Waters, 2003).

James Island is located in the Charleston Harbor/Stono River Watershed Basin and consists primarily of the Charleston Harbor and its tributaries, and the Stono River with its tributaries from Wappoo Creek to the Atlantic Ocean. This segment of the Stono River, classified SFH (Shell Fish Harvesting), accepts drainage from James Island Creek or Ellis Creek (Simpson Creek, Wolfpit Run), Holland Island Creek, and Green Creek. The Folly River (Folly Creek, Oak Island Creek, Robbins Creek, King Flats Creek, Cutoff Reach, Cole Creek), classified SFH, drains into the mouth of the Stono River. Robbins Creek and King Flats Creek are also connected to the Stono River through Green Creek. Lighthouse Creek (Block Island Creek, Rat Island Creek, Ft. Johnson Creek, First Sister Creek, Second Sister Creek) flows between Folly Island and Morris Island and through Lighthouse Inlet to the Atlantic Ocean. Ft. Johnson Creek connects the Lighthouse Creek drainage to Clark Sound (Seaside Creek, Secessionville Creek). The sound drains into Charleston Harbor through Schooner Creek near Fort Sumter.

The Hydrography is that of a coastal interior island with salt marsh, tidal creeks, brackish rivers and estuaries and freshwater wetlands in the interior. Protected by the barrier

islands of Morris Island and Folly Beach from the Atlantic Ocean, James Island does not experience ocean wave action erosion.

Vegetation

The tidal waterways near James Island have a great deal of influence on regional vegetation. Most of the salt water tolerant vegetation is found in tidal marshes, which comprise about 20% of Charleston County. Common types of marsh grasses are spartina and smooth cordgrass. The region also contains extensive freshwater swamp areas. Deep water swamps support bald cypress - tupelo forest types while the shallow swamps support willow, hackberry-elm-ash, maple-redgum-oak, and alder-birch forests.

Drier areas support primarily loblolly pine forests, though longleaf and other pine varieties are common. Numerous varieties of oak trees, hickory trees, and other hardwood trees are also indigenous. The state tree, the cabbage palmetto, occurs naturally along the coast and has been introduced extensively throughout the area. In areas where forest management is not practiced, understory vegetation is very dense and consists of many varieties of shrubs and ferns.

Wetlands

Because of the tremendous ecological benefit of wetlands, extreme care must be taken to insure their continued existence. Wetlands hold water, purify water, create habitat for many types of animals and insects, and act as flood buffers from surrounding properties. Property located along rivers and streams is most likely to be classified as wetland. If there is any indication that a property is a wetland, all activity should stop until an official determination can be made by a qualified person or agency. The US Army Corps of Engineers provides wetlands determinations for South Carolina.

Flood Plains

As with wetlands, flood plain determination should be made prior to any construction activity. The US Army Corps of Engineers provides maps to use as guides for the location of flood plains. As a result of the Town's low elevation and close proximity to the Atlantic Ocean, approximately one-half of the Town lies within the 100-year flood plain - meaning that those areas will be subjected to flooding on the average of once every hundred years.

Endangered Species

The only federally endangered species (listed as endangered under the Endangered Species Act or ESA) that is tightly associated with James Island is the Wood Stork. A small colony of Wood Storks nest (the past few years in spring) at the Dill Sanctuary near Stono River. Wood Storks are also fairly common, particularly in summer and early fall, in and near marshes, tidal creeks and ponds on/within and adjacent to James Island. Wood Storks often roost in trees near tidal marsh and tidal waterways.

Within Charleston Harbor, and particularly in large tidal waterways within and adjacent to James Island, there is a possibility for at least the occasional occurrence of four species listed under the ESA. Florida Manatee (both federally and state of SC endangered) is seen

in such areas, mostly in summer. Also, Loggerhead Sea Turtle (both federally and state of SC endangered) occasionally enters Charleston Harbor and even Stono River. Both Shortnose Sturgeon and Atlantic Sturgeon (both listed as endangered under the ESA) occur in Charleston Harbor, and both (particularly Atlantic Sturgeon) could occasionally use Stono River and larger creeks and waterways within or adjacent to James Island.

Bald Eagle, though no longer listed under the ESA, is federally protected under the Bald and Golden Eagle Protection Act. Bald Eagle is also listed as threatened by the state of SC. There is a Bald Eagle nest on James Island near the soccer fields south and east of James Island Charter High School.

Several species that at least pass over (through) James Island while foraging or migrating are listed as either endangered or threatened by the state of SC. Least Tern (state of SC threatened) does not nest on James Island, but it commonly forages for small fish in waters (mostly estuaries) within or adjacent to James Island. American Swallow-tailed Kite (state of SC endangered) also does not nest on James Island, but it likely passes through during migration.

Species that are listed as threatened or endangered by the state of SC are protected from any type of harassment, particularly activities that may disturb nesting or breeding. Such species are also obviously protected from any activity that may kill or injure these species. Protected species require a permit from the state of SC for any type of research that might include handling or disturbing the animals.

Billy McCord (Department of Natural Resources, 10/28/2014)

3.3.3: Natural Resources Element Needs

Natural Resources Element needs include, but are not limited to the following:

- Ensuring that development does not have a negative impact on the environment; and
- Promoting sustainable development practices as defined by the World Commission on Environment and Development.

3.3.4: Natural Resources Element Goal

Protect, preserve and enhance the natural environment.

3.3.5: Natural Resources Element Strategies and Time Frames

The Town should undertake the following strategic actions in support of the Goals of this Plan. These implementation strategies will be reviewed a minimum of every five years and updated every ten years from the date of adoption of this Plan.

- NR 1. Continue to encourage sustainable development practices to protect the environment from negative impacts of development.
- NR 2. Continue to work to improve the quality of James Island waterways.
- NR 3. Continue to work to reduce the amount of litter in Town limits.

- NR 4. Continue to work with the appropriate agencies to increase safety on the Intracoastal Waterway and other rivers and creeks.
- NR 5. Continue to manage defined trees through the tree preservation ordinance.
- NR 6. Continue to encourage retention of native vegetation in new developments to reduce the amount of polluted run-off, reduce the need for water, and maintain the suburban character of the Town.
- NR 7. Continue to monitor development in flood plains and adjacent to wetland areas to lessen the potential damage to property and the natural system that could result from natural disasters. Ensure that development activities on properties containing wetlands are developed according to regulations.

Chapter 3.4: Cultural Resources Element

3.4.1: Overview and Purpose and Intent

The Town of James Island is rich in both history and cultural resources and, therefore, recognizes the importance of history and natural beauty to the quality of life in the Town. The purpose and intent of the Cultural Resources Element is to ensure the proper management of the Town's significant historic resources and cultural heritage.

3.4.2: Background and Inventory of Existing Conditions

Area History

In the prehistoric era, James Island was inhabited by wandering tribes of Native Americans who made their living by hunting. Their homes probably were temporary, crude shelters of animal hides or makeshift lean-tos. When the game in any area was depleted, they moved on to new hunting grounds. By the time the Native American inhabitants of James Island came into contact with Europeans in the first part of the seventeenth century they were settled agrarian tribes.

The Stono Indians and the European settlers appear to have had a brief period of good relations. But trouble arose because the Stono, apparently not understanding the concept of domesticated animals, treated the settlers' hogs, turkeys, and geese as fair game, and the settlers retaliated by killing some of the Indians. This led to a rebellion in 1674 which was subsequently put down within the next decade and the Stono were weakened as a result. The 1707 Act for Regulating the Indian Trade contains the last documented reference to the Stono tribe.

Charles Towne was the first permanent European settlement in South Carolina, founded in 1670. In December 1671 the Council of the Province ordered a town to be established on James Island. The town was named for James, the Duke of York, brother and heir of Charles II. The town survived for a short time, last showing up in contemporaneous records in 1686. By this time James Island had scattered settlements located primarily along navigable waterways. The name "James Island" was being used in public documents.

In the early 1700s more activity came to James Island. A legislative act creating highways led to the establishment of the "King's Highway" along part of present day Riverland Drive, and "Drake's Highway" along present day Secessionville Road from Camp Road to Fort Johnson Road. As a result of an invasion that took place during the War of the Spanish Succession, in which a French squadron loaded with Spaniards and Indians attacked James Island, a fort was constructed in 1709 at Windmill Point to guard the entrance to Charles Towne harbor. It was named Fort Johnson after Sir Nathaniel Johnson, the Governor of the Province from 1703 to 1709.

The raising of livestock was important to the colonial economy before the development of successful cash crops. The major cash crop for planters on James Island was indigo, which was used to produce a beautiful blue dye used by England's developing textile industry. There was also a shipyard operating on James Island during the 1700s. It was during this

time that Proprietary rule was brought to an end and South Carolina became a royal colony. The Province was divided into parishes and James Island became a part of Saint Andrew's Parish.

Following an economic downturn coinciding with the Revolutionary War years, prosperity returned to James Island in the 1790's due to the development of Sea Island cotton. Also, Belle-Vue, an establishment containing a rice mill, sawmill, and cotton gin, was in operation from 1821 until the Civil War. Several summer villages also appeared as planters sought a respite from malaria and yellow fever.

In the 1820's tensions began to rise between the North and South over tariffs, slavery, and states' rights. By 1860 South Carolina had seceded from the Union. Fort Johnson was held by rebel forces while Federal forces still occupied Fort Sumter in Charleston Harbor. On April 12, 1861 shells were fired upon Fort Sumter, signifying the start of the Civil War. Federal forces quickly gained control of Port Royal, Beaufort, and Folly Island. In order to protect the approaches to Charleston, Confederate forces constructed defensive fortifications throughout James Island. Engagements took place on James Island, particularly along the Stono River and in the Secessionville area.

Emancipation occurred following the end of the Civil War which brought a change to the labor system on James Island. The Freedman's Bureau worked to negotiate contracts between the planters and groups of wage-earning workers. By 1870 the tenant farm system was in place. Landless black farmers preferred tenancy because it enabled them to be free from direct white supervision, and gave them the hope of accumulating capital with which to buy their own land. This system resulted in the division of great plantations into small farms. Sea Island cotton continued to be of great importance and was improved upon with the development of "Rivers Cotton" or "Centerville Cotton" which was resistant to wilt diseases. In 1917 the boll weevil was observed on the Sea Islands and within a few years Sea Island cotton had vanished.

Truck farming (the growing of vegetables for market) became an important aspect in the island way of life. This began to decline in the 1920's when changing demographics lead to a labor shortage. Also, Lawton Plantation had become the largest dairy in the Charleston area. Beef cattle were also raised on the island. Eventually a move toward suburbanization began. Wappoo Hall and Riverland Terrace were first laid out in the 1920s.

World War II brought an expansion of suburbanization as the region began a buildup in support of the war effort. Bridges were in place that connected James Island to Folly Island and the mainland in West Ashley. More land was converted to residential use and major roads were paved. The influx of more residents and development has continued to the turn of the century, converting James Island from a rural agrarian focused area to a largely suburbanized region.

One community that has persevered through all the changes that have occurred on James Island is the Gullah-Geechee way of life that has abided with the descendants of former slaves throughout the coastline of South Carolina, Georgia and northern Florida. While

suburbanization has had an impact on the fabric of this culture, there has been a revived appreciation of the customs and language among the younger generation of island inhabitants.

Source: James Island and Johns Island Historical Survey. Preservation Consultants, 1989

Historic Sites

Because of the area's long history, James Island contains a number of sites of historic interest. The sites below were identified in the James Island and Johns Island Historical Survey (1989).

Individual National Register Listings on James Island:

- Fort Pemberton
- Fort Johnson Powder Magazine
- Unnamed Beach Battery at Fort Johnson
- Marshlands Plantation House
- Stiles Point Plantation
- McLeod Plantation

Secessionville National Register Historic District:

- Fort Lamar and Union Soldiers Grave Site
- Seabrook-Freer House
- William B. Seabrook House
- Elias Rivers House

Civil War Defenses of Charleston National Register Thematic Resources Listing:

- Fort Pemberton
- Unnamed Beach Battery at Fort Johnson
- Fort Lamar
- Battery #1, James Island Siege Line
- Unnamed Battery #1
- Unnamed Battery #2
- Historic Battery #5
- Fort Pringle
- Battery Leroy
- Battery Tynes
- Battery Cheves

3.4.3: Cultural Resources Element Needs

Cultural Resources Element needs include, but are not limited to the following:

- Preserving the Town's significant historic resources and cultural heritage; and
- Documenting more of the Island's history and historic resources.

3.4.4: Cultural Resources Element Goal

Promote the awareness and management of the island's historic resources and cultural heritage.

3.4.5: Cultural Resources Element Strategies and Time Frames

The Town should undertake the following strategic actions in support of the Goals of this Plan. These implementation strategies will be reviewed a minimum of every five years and updated every ten years from the date of adoption of this Plan.

- CR 1. Support efforts to identify and document the Island's cultural resources and history.
- CR 2. Monitor inventories and studies conducted by other agencies to identify new or recently discovered historic or cultural resources.
- CR 3. Support efforts to preserve and restore important community buildings, sites, districts and landscapes.
- CR 4. Encourage and support the efforts of nonprofit groups to promote the Island's history and culture.

Chapter 3.5: Population Element

3.5.1: Overview and Purpose and Intent

The Population Element of the Comprehensive Plan identifies the demographics of the current and future population of the Town. This element typically includes past demographic trends, existing conditions, and future projections regarding the number, size, and characteristics of households; educational levels and trends; income characteristics and trends; race; sex; age and other demographic information.

The purpose and intent of the population data contained in this element is to identify future service and land use needs of the population which can be addressed through this Comprehensive Plan update and to help guide policy decisions.

3.5.2: Background and Inventory of Existing Conditions

The population data contained in this element is derived from the 2000 and 2010 Census, the most recent Census data available at the time of this update. One problem due to the timing of the Town's incorporation is that Census information was not collected at the level of the Town's jurisdictional boundary. Census Tracts that included any of the Town's parcels were identified and the population is included. Information from the 2010 Census was able to be determined at the Census Block level, which more closely aligns with the Town's jurisdictional boundary. The same level of information was not available from the 2000 Census. Complete population and demographic information will not be available until the 2020 Census is complete. That information will be available to be included in the next Comprehensive Plan ten year update.

Population

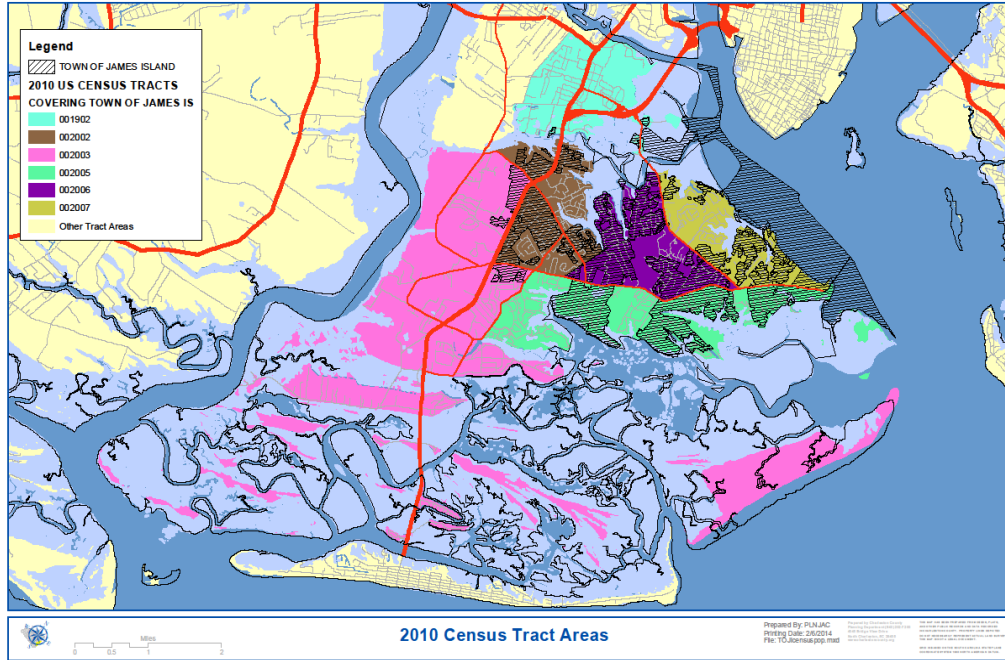
Population growth in Census Tracts that contain Town parcels increased significantly between 2000 and 2010 when the population grew by approximately 35 percent. Figure 3.5.1 shows the population change in Census Tracts that include Town parcels between 2000 and 2010.

Figure 3.5.1: Town of James Island Census Tract Population Growth, 2000-2010*

Census	Population	Change	Percentage
2000	24,005	0	0
2010	32,417	8,412	35

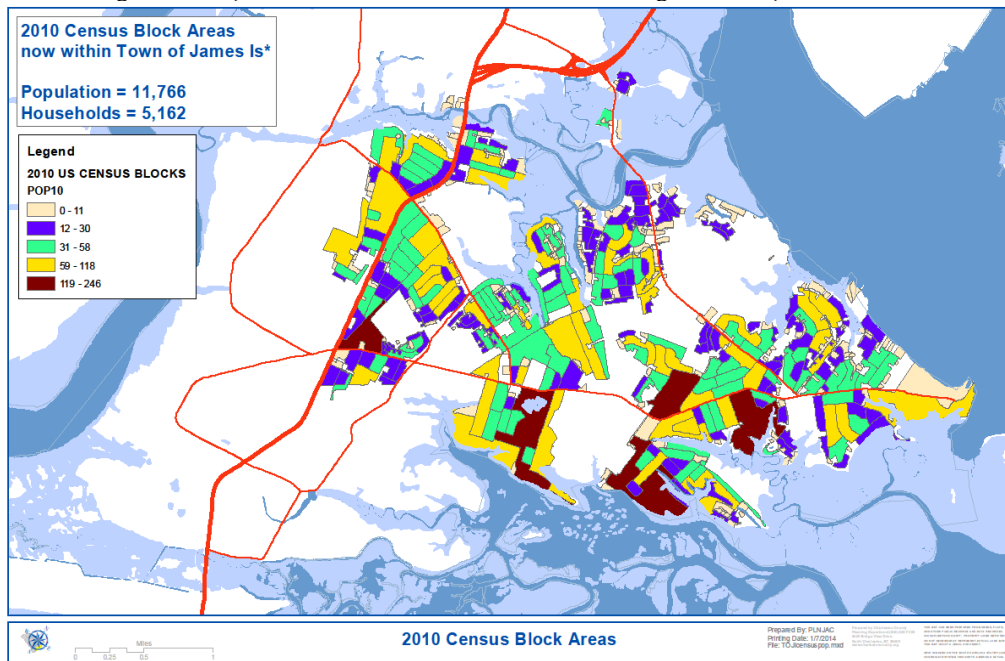
**Source: All data was derived from the U.S. Census Bureau and includes only Census Tracts that contain parcels located in the Town of James Island.*

Figure 3.5.2 James Island Census Tracts containing Town of James Island Parcels



An analysis of Census Block data, which is smaller than a Census Tract, and is the measurable data unit that most closely matches the Town’s jurisdictional boundary, indicates that the 2010 population of the Town is 11,766. The data also indicates there are 5,162 households in the Town.

Figure 3.5.3 James Island Census Tracts containing Town of James Island Parcels



Due to the constraints of available Census information the closest reliable data for demographics is based on the 29412 Zip Code, which includes all of James Island. The 2020 Census will contain demographic information at the Town of James Island scale.

Age and Gender Distribution

Age/Gender/Race information was available from both the 2000 and 2010 Census at the Zip Code level. This includes parcels within the Town of James Island, City of Charleston, and unincorporated James Island. While the figures do not exactly match the Town’s boundary, some general trends and issues may be identified to help direct the Town’s future until more precise data is acquired in the 2020 Census.

The island, as a whole, increased in population by more than twelve percent. This increase is evenly distributed between males and females. Children aged five and younger increased by over eleven percent while all other minor aged groups declined, particularly the ten to fourteen year old age group which dropped by more than twenty-five percent.

The number of young adults (age 20-34 years) increased significantly while the 35-44 year age group was the only adult age group to see a decline. The older adult age groups experienced large increases, particularly the 85+ age group, which increased by almost sixty percent.

The percentage of adults living on James Island increased during the 2000-2010 period by almost eighteen percent, with the percentage of males slightly leading the percentage of females. This pattern holds for the other adult categories as well, with all groups increasing between ten and twenty percent.

Figure 3.5.2: Age/Gender Breakdown, 2000-2010

	2000	2010	Percent Change (2000-2010)
Total Population	31,923	35,850	12.30%
Male	15,311	17,217	12.45%
Female	16,612	18,633	12.14%
Age			
Under 5 Years	1,721	1,912	11.10%
5-9 Years	1,809	1,729	-4.42%
10-14 Years	2,140	1,601	-25.19%
15-19 Years	1,814	1,703	-6.12%
20-24 Years	2,058	2,852	38.58%
25-34 Years	4,669	6,865	47.03%
35-44 Years	5,197	4,475	-13.89%
45-54 Years	4,628	4,959	7.15%
55-59 Years	1,723	2,304	33.72%
60-64 Years	1,456	2,068	42.03%
65-74 Years	2,493	2,860	14.72%
75-84 Years	1,744	1,771	1.55%
85+ Years	471	751	59.45%
18+ Years	25,079	29,570	17.91%
Male	11,788	14,095	19.57%
Female	13,291	15,475	16.43%
21+ Years	24,079	28,459	18.19%
62+ Years	5,574	6,575	17.96%
65+ Years	4,708	5,382	14.32%
Male	1,909	2,258	18.28%
Female	2,799	3,124	11.61%

Source: U.S. Bureau of the Census for zip code 29412, which includes all of James Island including the Town, City of Charleston and unincorporated James Island.

Race

Between 2000 and 2010, the African American population decreased just over eleven percent while the White population increased just more than seven percent. The Hispanic population had the largest percentage increase while the Other Race category had the largest decrease at more than sixty-eight percent.

Figure 3.53: Population by Race, 2000-2010

	2000	2010	Percent Change (2000-2010)
White	24,898	29,183	17.21%
African American	6,364	5,650	-11.22%
Hispanic (of any race)	383	704	83.81%
Other Race	992	313	-68.45%

Source: U.S. Bureau of the Census

3.5.3: Population Element Needs

Population Element Needs include, but are not limited to the following:

- Monitoring local and national demographic trends and shifts; and
- Developing policies to meet the needs of the Town’s population.

3.5.4: Population Element Goal

Continue population growth through annexation to fill in the pockets of land that have not been annexed. This will allow the Town of James Island to have a better defined service area and more of a sense of community.

3.5.5: Population Element Strategies and Time Frames

The Town should undertake the following strategic actions in support of the Goals of this Plan. These implementation strategies will be reviewed a minimum of every five years and updated every ten years from the date of adoption of this Plan.

- P 1. Identify and propose annexation of the pockets of land surrounded by the Town limits.
- P 2. Monitor population growth trends and demographic shifts as indicators of population change and use this information in future updates to the Comprehensive Plan.
- P 3. Continue to monitor and evaluate local and national demographic trends for their potential impacts on land use and development patterns.

Chapter 3.6: Housing Element

3.6.1: Overview and Purpose and Intent

The Housing Element of the Comprehensive Plan helps to tell the story of where the community has been and how it will progress in the future. As the Town of James Island continues to expand its boundaries, the need for a variety of housing options could be one of the greater challenges of the future. Each dwelling brings with it a set of issues that will be addressed by Town government at one time or another including how utilities will be extended to new development and how safe access will be provided.

The purpose and intent of the Housing Element is to help answer these and other questions by ensuring policies are in place to promote a supply of safe and structurally sound homes and the preservation of the existing housing stock.

3.6.2: Background and Inventory of Existing Conditions

The following data is provided to illustrate the inventory of housing on the whole of James Island (zip code 29412). The housing data contained in this element is derived from the 2000 and 2010 Census, the most recent Census data available at the time of this update. One problem due to the timing of the Town’s incorporation is that Census information was not collected at the level of the Town’s jurisdictional boundary, leaving the zip code area as the closest boundary with information that can be compared. This document presents the Town’s view of how housing issues should be addressed within the Town’s jurisdictional boundary, and should contribute, along with the Charleston County Comprehensive Plan and the City of Charleston’s Comprehensive Plan, to the overall issue of housing on the Island.

Total Housing Units

Between 2000 and 2010, James Island had a 24% increase in the number of housing units. This increase in housing units grew faster than the rate for Charleston County.

Figure 3.6.1 shows the total number of housing units on James Island, which increased by 24 percent, rising from 13,948 units in 2000 to 17,302 units in 2010.

Figure 3.6.1: Total Housing Units, 2000-2010

	2000	2010	% Change
James Island 29412	13,948	17,302	+24
Charleston County	141,031	169,984	+20

Source: U.S. Bureau of the Census

Households

The trend of decreasing household size has been seen around the nation. As couples elect to have fewer children or no children at all, as the numbers of single parents and adults living alone increase, etc. household size decreases. This trend is slightly different for James Island. While there has been a decrease in household size for owner occupied units, there

Figure 3.6.2: Average Household Size, 2000-2010

	2000	2010
Owner occupied	2.48	2.34
Renter occupied	2.1	2.12

Source: U.S. Bureau of the Census

has been a slight increase in the size for renter occupied units. It is important to note that the number of households and the population both increased.

Occupancy

Figure 3.6.4 illustrates the change in owner versus renter occupied housing units. The majority of the housing in James Island is owner occupied. Rental property is only a minor facet of the housing market here. Rental

units can be a lower cost alternative to purchasing a home. They can also serve to provide decent housing until a down payment for a home can be made. Decent and affordable rental units can be a bonus to a local economy by keeping people within an area until a permanent housing alternative can be found.

However, it should also be noted that those who are renting are often spending a higher percentage of their total income on rent alone, as opposed to homeowners. This fact can be caused by high rents combined with lower incomes.

Figure 3.6.3: Occupancy, 2000-2010

Owner Occupied Housing Units

	2000	2010	% Change
James Island 29412	9,676	10,650	+10%
Charleston County	75,267	87,068	+16%

Renter Occupied Housing Units

	2000	2010	% Change
James Island 29412	3,662	5,071	+38%
Charleston County	48,059	57,241	+19%

Source: U.S. Bureau of the Census

As shown in Figure 3.6.3, owner occupied units increased in both James Island and Charleston County over the past decade, although the percent increase in James Island was lower than that of the County. Meanwhile the percentage of renter occupied units increased at a much higher rate on James Island than in the County as a whole.

In 2000 The homeowner occupied units vacancy rate was .8% and the renter occupied vacancy rate was 5%. In 2010 the homeowner occupied vacancy rate rose to 2.3% while the rental vacancy rate climbed to 10.8%. A community’s vacancy rate is an indication of the health of the housing market. On average, a municipality wants to have some vacant, quality housing to encourage new people to buy a home and move to the area. On the other hand, too much vacant housing can indicate a flooded housing market with depressed prices or a substandard quality of available housing.

Homes for Seasonal Use

Housing units for seasonal or recreational use can be a significant factor in housing issues for an area like James Island, which is close to Folly Beach and the Downtown Charleston peninsula. In 2000 112 (.8%) units were listed as being seasonal/recreational housing units. This figure increased to 308 (1.8%) in 2010.

Conclusions

James Island has seen some changes in the real estate market since 2000. While every community experiences fluctuations in housing for a variety of reasons it may be likely that many of the changes James Island is experiencing are related to the economic downturn that

began in 2008. A bubble in the overall housing market played a key role in that downturn and communities across the nation were affected. James Island's proximity to both Folly Beach and the Downtown Charleston peninsula may have also played a role. While it may be more desirable to live near the beach and peninsula, affordable homes for the middle class are usually found farther from those areas, making rentals a more viable option for the short term as job security concerns may prevent some residents from entering into long term mortgages. The conversion of single family homes into duplexes is another issue that faces James Island. In some cases this process is not handled properly and can add to overcrowding issues.

3.6.3: Housing Element Needs

Housing Element needs include, but are not limited to the following:

- Promoting opportunities to ensure long term housing market stability;
- Promoting a diverse housing stock with access to facilities and services; and
- Ensuring a sufficient supply of safe and structurally sound homes.
- Encouraging the provision of high quality, affordable homes in keeping with the single-family residential character of the Town.

3.6.4: Housing Element Goal

Encourage high quality, affordable housing for people of all ages, incomes, and physical abilities.

3.6.5: Housing Element Strategies and Time Frames

The Town should undertake the following strategic actions in support of the Goals of this Plan. These implementation strategies will be reviewed a minimum of every five years and updated every ten years from the date of adoption of this Plan.

- H 1. Continue to enforce the Building Code to protect the general health, safety and welfare of the population.
- H 2. Remaining undeveloped residential property should be developed in a manner consistent with the Town's Single Family Residential pattern.
- H 3. The Harbor View Corridor should be evaluated for anticipated impacts of road widening on residential properties.

Chapter 3.7: Transportation Element

3.7.1: Overview and Purpose and Intent

In 2007, South Carolina State Law was amended to require that transportation be a stand-alone element in the Comprehensive Plan, separate from the Community Facilities Element, where it was previously located. Transportation is an important element because it provides strategies tying the movement of people and goods with economic development, land use, and community facilities.

The purpose and intent of the Transportation Element is to present information and strategies that respect the Town's suburban character and natural and cultural resources in the provision and use of any transportation system, consider the impacts of development on the transportation system, encourage the provision of safe, convenient, pedestrian and bicycle systems in appropriate areas, and support emergency evacuation and transportation planning policies.

3.7.2: Background and Inventory of Existing Conditions

Roads

The 120 roads owned by the Town of James Island are neighborhood streets. Other roads in the Town are owned either by Charleston County or the South Carolina Department of Transportation. Maintenance of Town roads is managed through an intergovernmental agreement with the Charleston County Public Works Department. Ben, Jeffrey and Lemontree Roads have been paved as of the summer of 2015, with Rembert Road scheduled to be paved in 2016. The Town will continue to advocate for the paving of roads within its corporate limits based on resident requests or government agency requests.

In 2006, Charleston County completed a Comprehensive Transportation Plan as part of the Charleston County Half Cent Transportation Sales Tax Program. The Transportation Plan includes a forecast of Charleston County road projects over the next twenty-five years, a review of funding sources and leverage options and a review of the County's mass transit system. Other funding mechanisms for Charleston County roads include: The Charleston County Transportation Committee (CTC), a group of professionals appointed by the Legislative Delegation from all legislative bodies within the County whose purpose is to distribute gas tax funding for small construction and resurfacing projects; and SC Department of Transportation, whose Commission determines the funding priorities for the federal aid program following each new federal highway bill and annual appropriations act. This includes the funding level allocated to the BCD Council of Governments through the Charleston Area Transportation Study (CHATS).

Figure 3.7.1 shows the traffic counts at traffic count stations in the James Island area in 2003 and 2013. Maybank Highway at the Stono Bridge saw the greatest traffic increase over the period, rising from 19,700 vehicles per day to 23,300 vehicles per day. The James Island Connector at Harbor View Road saw the greatest traffic decrease, dropping from 30,900 vehicles per day to 22,400 vehicles per day. Overall the largest increases in traffic

on James Island occurred on the western edge heading toward Johns Island at Riverland Drive and Central Park (7,200 to 10,400) and Maybank Highway at the Stono Bridge (19,700 to 23,200). This information is collected by the Berkeley-Charleston-Dorchester Council of Governments which keeps traffic count data for all three counties.

Figure 3.7.1, James Island Area Traffic Counts, 2003-2013

Station	General Location	2003	2013	Change 2003-2013
233	Folly Road and Oak Island Road	13,100	10,700	-2,400
237	Folly Road and Grimball Road	14,300	14,200	-100
241	Folly Road and Fort Johnson Road	28,200	24,800	-3,400
245	Folly Road and Harbor View Road	33,600	30,700	-2,900
269	Maybank Highway at Stono Bridge	19,700	23,200	3,500
369	Riverland Drive and Central Park Road	7,200	10,400	3,200
372	Camp Road and Dills Bluff Road	5,400	4,800	-600
376	Riverland Drive and Camp Road	4,400	5,300	900
377	Dills Bluff Road and James Drive	2,700	3,100	400
384	Harbor View Road and Harborview Lane	23,800	22,400	-1,400
387	Fort Johnson Road and Grand Concourse	7,300	7,400	100
410	James Island Connector at Harbor View Road	30,900	26,500	-4,400
607	Maybank Highway and Fleming Road	2,500	2,700	200

Source: BCD Council of Governments, 2003 SC DOT, 2014.

Folly Road Improvements

Folly Road is a key five lane wide artery, connecting James Island with the West Ashley areas of Charleston to the north and to the town of Folly Beach to the south. The 7.87 mile segment of Folly Road between Center Street on Folly Beach and the Wappoo Cut Bridge truly is James Island’s Main Street. However, Folly Road is facing multiple issues including inefficient traffic operations, inadequate sidewalks, limited bike lanes, and little infrastructure to support CARTA’s bus system. At times of heavy rain, many storm drains prove inadequate for the storm water generated in the area. On weekends in the spring and summer beach season, daytime traffic is impacted by residents and tourists making their way to and from Folly Beach.

In addition to area comprehensive plans, local governments on James Island came together to recently create The Folly Road Corridor Overlay Zoning District (FRC-O). This Overlay fronts on the east and west sides of Folly Road from its intersection with Tatum Road south to Folly River. The FRC-O district was adopted to implement traffic safety measures, to improve the visual character of the corridor, and to create consistency between the Town of James Island, the City of Folly Beach, the City of Charleston, and unincorporated

Charleston County concerning land use and design standards. While the City of Charleston did not adopt the Overlay, the other jurisdictions along the roadway have done so, and it is the intent of all jurisdictions to work cooperatively together of Folly Road related issues.

Currently an effort is underway to perform a Complete Streets Corridor Study and Engineering Report for Folly Road; the project is called Rethink Folly. Participants in this effort include the Berkeley/Charleston/Dorchester Council of Governments (BCD-COG), the South Carolina Department of Transportation (SCDOT), the Charleston Area Regional Transit Authority (CARTA), the Town of James Island, the City of Charleston, the City of Folly Beach, Charleston County, and key advocacy organizations such as Charleston Moves, the Coastal Conservation League and the Palmetto Cycling Coalition. The vision included in the Rethink Folly Plan includes greater vehicular capacity, friendly spaces and environments for walking and bicycling, innovative storm water management techniques, and convenient and efficient mass transit options. The plan also addresses land use and devises a landscape and urban design concept for the roadway that encourages pedestrian activity and presents a pleasing face for James Island's Main Street.

Another project that is occurring along Folly Road is the Charleston County ½ Cent Sales Tax improvements to the intersection of Folly Road and Camp Road. This project involves improvements to Folly Road from approximately 1,000 feet south of Camp Road to the intersection with Eugene Gibbs Street and Rivers Point Row and improvements to Camp Road from West Madison Avenue to Oyster Point Row. Major components of the project include: widening Folly Road and Camp Road to provide additional turn lanes, realigning Eugene Gibbs Street and Rivers Point Row to include turn lanes, adding bicycle lanes and sidewalks within the project area, upgrading stoplights to include pedestrian hand/man signals for crosswalks, and improving drainage and water quality measures. Numerous grand live oak trees that line Camp Road will be protected during construction. Currently SCE&G utility pole relocations are underway, and road and drainage construction is expected to start in 2015 or 2016.

The BCD-COG is working on a study of the Riverland Drive Scenic Byway. Riverland Drive was designated as a scenic byway in the South Carolina Scenic Highways Committee in 1988. A Corridor Management Plan should be completed in 2014. The Plan will address issues related to the byway such as historic and cultural preservation, roadway safety, and economic development. It will specifically outline how to preserve, protect, and enhance the byway's character and assets that define the corridor. The CMP plan will also define how the corridor should look like in 10-15 years with the goals and implementation strategies on how to get there.

Harbor View Road Improvements

Harbor View Road is an Urban Minor Arterial (serves moderate-length trips at a lower level than a primary road and provides intracommunity connectivity) on James Island that connects Folly Road with Fort Johnson Road, a distance of approximately 3.7 miles. The project proposes to improve Harbor View Road between North Shore Drive and Fort Johnson Road (2.1 miles) by providing a center two-way left-turn lane between North

Shore Drive and Affirmation Boulevard, adding right turn lanes at major intersections, traffic signals at Fort Sumter Drive and Mikell Drive, a roundabout at the intersection with Fort Johnson Road, and adding pedestrian and bicycle facilities for the length of the project. The purpose of the project is to improve traffic flow and safety on Harbor View Road and to provide adequate bicycle and pedestrian facilities. Construction is scheduled to begin in the fall of 2014.

Bicycle Lanes and Sidewalks

Bicycle lanes and sidewalks are spread intermittently throughout the island. Recently the Town has undertaken an effort to connect and extend these alternative methods of transportation. Within the past five years sidewalks have been extended along Fort Johnson Road and Honeyhill Road. A sidewalk has been recently constructed on Foxcroft Road to connect Godber Street to Stillwater Drive.

Sidewalk projects scheduled for the near term include: Fort Johnson Road Phases 3 and 4 (filling gaps from Near Harborview Road to Camp Road), the Jerdone/Stiles sidewalk (connecting Fort Johnson Road sidewalk to Mikell Drive sidewalk) permitting for Camp Road (Fort Johnson Road to Dills Bluff Road), and Dills Bluff Road (Camp Road to Fort Johnson Road). Engineering work is being conducted for a sidewalk extension on Camp Road from Dills Bluff Road to Secessionville. Additionally, sidewalk projects are in the conceptual phase for Quail Drive and Lighthouse Road, as well as for Camp Road from Folly Road to James Island County Park and on Dills Bluff Road from Camp Road to Winborn Drive.

Public Transportation

The Charleston Area Regional Transportation Authority (CARTA) was formed in 1997 and is responsible for public transportation in the Greater Charleston area, providing transit services to 206,745 residents in the urban areas of Berkeley, Charleston and Dorchester Counties. Between 2009 and 2013, ridership on CARTA's fixed route and demand response service increased 20% from nearly 4.1 million riders in 2009 to 4.9 million riders in 2013. Route 31 covers James Island and connects the island to South Windermere in West Ashley and Downtown Charleston through the use of six stops. CARTA has received requests for additional transit service on James Island, more frequency during the peak commute hours.

	CARTA Express Service 1 Riders	CARTA James Island Route 31
2011	249,555	87,280
2012	231,998	95,061
2013	213,466	80,801

31 Folly Road **SOUTHBOUND** con rumbo al sur



WEEKDAYS día laborable

	1	2	3	4	5	6
	Mary St./Meeting St.	Spring St./President St.	Folly Rd. @ S. Windermere	Wappoo Dr./Riverland Dr.	Folly Rd./Central Park Rd.	Battery Island Rd./Folly Rd.
a.m.	6:15	6:23	6:28	6:39	6:49	7:01
	8:00	8:08	8:13	8:24	8:34	8:46
	9:30	9:38	9:43	9:54	10:04	10:16
	11:00	11:08	11:13	11:24	11:34	11:46
p.m.	12:30	12:38	12:43	12:54	1:04	1:16
	2:15	2:23	2:28	2:39	2:49	3:01
	3:45	3:53	3:58	4:09	4:19	4:31
	5:15	5:23	5:28	5:39	5:49	6:01
	6:45	6:53	6:58	7:09	7:19	7:31

SATURDAY sábado

	1	2	3	4	5	6
	Mary St./Meeting St.	Spring St./President St.	Folly Rd. @ S. Windermere	Wappoo Dr./Riverland Dr.	Folly Rd./Central Park Rd.	Battery Island Rd./Folly Rd.
a.m.	8:00	8:08	8:13	8:24	8:34	8:46
	9:30	9:38	9:43	9:54	10:04	10:16
	11:00	11:08	11:13	11:24	11:34	11:46
p.m.	12:30	12:38	12:43	12:54	1:04	1:16
	2:00	2:08	2:13	2:24	2:34	2:46
	3:30	3:38	3:43	3:54	4:04	4:16
	5:00	5:08	5:13	5:24	5:34	5:46
	6:30	6:38	6:43	6:54	7:04	7:16

SUNDAY domingo

	1	2	3	4	5	6
	Mary St./Meeting St.	Spring St./President St.	Folly Rd. @ S. Windermere	Wappoo Dr./Riverland Dr.	Folly Rd./Central Park Rd.	Battery Island Rd./Folly Rd.
a.m.	8:00	8:08	8:13	8:24	8:34	8:46
	9:30	9:38	9:43	9:54	10:04	10:16
	11:00	11:08	11:13	11:24	11:34	11:46
p.m.	12:30	12:38	12:43	12:54	1:04	1:16
	2:00	2:08	2:13	2:24	2:34	2:46
	3:30	3:38	3:43	3:54	4:04	4:16
	5:00	5:08	5:13	5:24	5:34	5:46

All general information about how to ride CARTA is available in the overall CARTA system map.

CARTA 843.724.7420
Connect Us All

SOUTHBOUND con rumbo al sur

ROUTE 31
Folly Road

Effective October 17th, 2010

- Meeting St. and Mary St./Visitors Center
- Senior Citizens Center
- Folly Rd. and Battery Island Dr.

CARTA 843.724.7420
ridecarta.com

CARTA Express Route 1 runs during the morning and afternoon peak periods. The Express Route station is located at the James Island Walmart and delivers passengers back and forth to Downtown Charleston. Express Routes are free for College of Charleston and MUSC students and faculty. Marketing and awareness of these services could increase usage, mitigating traffic on James Island. Sidewalks are an essential building block for good transit service. All CARTA buses are equipped with bicycle racks and are equipped for riders with disabilities. Additionally, Tel-A-Ride is a specialized curb-to-curb transportation service that is available to persons with disabilities who are unable to use the local public bus service.

Town of James Island Comprehensive Plan

3 Dorchester Rd./ Summerville EXPRESS



WEEKDAYS *de los laborables*

Stop	1	2	3	4	5	6	7
Dorchester Village Shopping Center	5:15	5:31	5:39	5:47	6:05	6:10	6:15
Beach Ctrp.	5:45	6:01	6:09	6:17	6:35	6:40	6:45
Johns Isl. Shopping Center	6:15	6:31	6:39	6:47	7:05	7:10	7:15
Beating	7:02	7:18	7:26	7:34	7:52	7:57	8:02
Visitor Center	7:32	7:48	7:56	8:04	8:22	8:27	8:32
Colman St./ Ashley St.	8:02	8:18	8:26	8:34	8:52	8:57	9:02
Summerville Town St.	—	—	—	—	3:06	3:11	3:15
—	2:55	3:06	3:11	3:19	3:37	3:42	3:46
—	—	—	—	—	4:15	4:20	4:24
—	4:19	4:30	4:35	4:43	5:03	5:08	5:13
—	4:50	5:01	5:06	5:14	5:34	5:39	5:43
—	5:28	5:39	5:44	5:52	6:09	6:14	6:18
—	6:17	6:28	6:33	6:41	6:56	7:01	7:05
—	6:47	6:57	7:01	—	—	—	—
—	7:19	7:29	7:33	—	—	—	—

SOUTHBOUND *con rumbo al sur*

3 Dorchester Rd./ Summerville EXPRESS



WEEKDAYS *de los laborables*

Stop	1	2	3	4	5	6	7
Colman St./ Ashley St.	6:16	6:20	6:35	6:41	6:46	6:57	—
Summerville Town St.	6:46	6:50	7:05	7:11	7:16	7:27	—
Beating	7:16	7:20	7:35	7:41	7:46	7:57	—
Johns Isl. Shopping Center	8:03	8:07	8:22	8:28	8:33	8:43	—
Beach Ctrp.	8:33	8:37	8:52	8:58	9:03	—	—
Dorchester Village Shopping Center	9:03	9:07	—	—	—	—	—
—	—	—	2:20	2:30	2:38	2:53	—
—	3:17	3:21	3:41	3:51	3:59	4:14	—
—	3:48	3:52	4:12	4:22	4:30	4:45	—
—	4:26	4:30	4:50	5:00	5:08	5:23	—
—	5:15	5:19	5:39	5:49	5:57	6:12	—
—	5:45	5:49	6:09	6:19	6:27	6:42	—
—	6:20	6:24	6:44	6:54	7:02	7:17	—
—	7:07	7:11	7:31	7:41	7:49	8:04	—

NORTHBOUND *en dirección norte*

- HOW TO RIDE EXPRESS**
Riding Express is easy! Just follow these steps:
1. To learn about the Express routes, call our information line at 724-7420, or visit our website at www.ridecarta.com.
 2. Look for the signs indicating Express parking areas.
 3. Please try to arrive at the bus stop at least 5 minutes before scheduled pick-up times.
 4. Please be prepared to board CARTA Express quickly and find your seat.
 5. Cost to ride is only \$2.00 per ride. Please have exact change, bus drivers are unable to make change.
 6. Each Express route features just a handful of convenient route stops—please be prepared to exit of convenient route stops—please be prepared to wait for the bus as your stop approaches, stay seated until the bus comes to a stop.

PARKING FOR CARTA EXPRESS
For commuters who would prefer to use CARTA to get to work, but don't want to walk to the bus stop, parking lots adjacent to the Express stops provide an essential service - a place to leave the car.

All parking lot locations are served by CARTA Express routes with service every half hour in the morning and afternoon peak periods.

- K-Mart parking lot on Rivers Avenue in North Charleston
- Citadel Mall parking lot near Orleans Road at the CARTA Bus Shelter
- Wando Crossing Wal-Mart parking lot in Mt. Pleasant
- Wal Mart on Folly Road
- Visitor Center Parking Garage at Mary Street in Downtown Charleston (Paid Parking)
- Dorchester Village Shopping Center at the corner of Dorchester Rd. and Trolley Rd.

CARTA assumes no liability for vehicles left at these locations. Parking is at your own risk.

All Express buses are also equipped with bike racks, should you wish to take your bike with you. Please know that a maximum of two bikes can fit onto the front of a CARTA bus at any time.

FARE INFORMATION
Exact change only, please. Drivers cannot make change.
REGULAR FIXED ROUTE FARE - \$1.75
EXPRESS FARE - \$3.00
TRANSFER - \$3.00 Available only on original boarding. Transfers accepted for one direction travel at points where routes intersect.
OPERATING HOURS: Monday 9 a.m. - 3:30 p.m. and after 4:00 p.m. Monday through Friday and all day Weekends and Holidays. You must show a valid ID for the following: 1 - a Medicaid card or ID card with a photo of birth - 5:00
CHILDREN Age six and under ride free provided they are accompanied by a paying customer.

DISABLED FARE: \$2.00 all day, every day with CARTA issued ID.
BUS PASS INFORMATION
All pass good on fixed routes.
All day pass (available on all CARTA vehicles) - \$4.00
3 day pass - \$12.00
10 trip pass - \$20.00
10 trip - \$14.00
Transit Monthly Pass - \$88.00 (also good on all fixed route)
Student Pass per semester - \$75.00

GENERAL INFORMATION
Arrive at your stop at least five minutes before the bus is scheduled. Make sure you have the correct fare or schedule ready to show the driver before you board. When you see your bus, signal the driver to stop for you. Check the destination sign before you board.

- BUS SAFETY**
It is our desire to furnish you with a safe ride and a dependable schedule. You may help us accomplish this by:
- Please take your seat as soon as possible. Do not change seats unless absolutely necessary. Allow senior citizens and people with disabilities to use the seats designated as "Priority Seating."
 - Use your transfer when you board your CARTA Bus unless the driver specifies otherwise. It is the driver's responsibility to assist you in boarding the bus.
 - Please do not carry open cans or bottles on CARTA Vehicles.
 - Playing musical radios on CARTA Vehicles distracts the driver and other passengers. For this reason we ask you to please turn off your radio when you are on the bus or trolley.
 - CARTA Buses, Silver Trolleys, and The A-Bus Vehicles are non-smoking areas.
 - Alcoholic beverages are not allowed on CARTA Vehicles.
 - Please do not use profanity on CARTA Vehicles.

Whichever Accessibility and CARTA Buses: All of CARTA's vehicles are wheelchair accessible. CARTA is a member of the Access Charterist Program.

Remember: Please allow senior citizens and people with disabilities to use the seats designated as "Priority Seating" signs are posted above these seats. The driver may direct non-disabled riders to move in order to allow senior/disabled riders the use of the designated seats and/or wheelchair accommodation devices.

HOLIDAY SCHEDULES
CARTA is operated 365 days a year. SASH shuttles do not operate, and all other routes follow a Sunday schedule on the following days: New Year's Day, Fourth of July, Labor Day, Thanksgiving Day, and Christmas Day.
Send Comments and Complaints to CARTA:
34 John St., Charleston, SC 29403 (843) 724-7420
For Scheduling Information call (843) 747-0922
For Lost and Found call (843) 747-0922
ridecarta.com

EXPRESS
Rt. 1 James Island - North Charleston
Rt. 2 Mt. Pleasant - West Ashley
Rt. 3 Dorchester Rd. - Summerville

Park & Ride at:

- K-Mart - Rivers Avenue
- Citadel Mall - West Ashley
- Wal Mart - Oakland Plantation
- Wando Crossing Wal-Mart - Mt. Pleasant
- Wal Mart - James Island
- Dorchester Village Shopping Center - Dorchester/Trolley Summerville

Effective June 2nd, 2014

CARTA Express
843.724.7420
ridecarta.com

Airports

There are no airports in the Town of James Island. The closest full-service airport is the Charleston International Airport, located in North Charleston. The other closest airport is the Charleston Executive Airport, a local general aviation airport located on the eastern edge of Johns Island next to the Stono River.

3.7.3: Transportation Element Needs

Transportation Element needs include, but are not limited to the following:

- Ensuring that the provision and use of any transportation system respects the Town's suburban character and natural and cultural resources;
- Mitigating the impacts of a changing population on the existing transportation system;
- Providing safe, convenient, pedestrian and bicycle systems in appropriate locations; and
- Supporting emergency evacuation and transportation planning policies.

3.7.4: Transportation Element Goal

A transportation system that respects the suburban character of the Town and its natural and cultural resources and that is coordinated with land use patterns.

3.7.5: Transportation Element Strategies and Time Frames

The Town should undertake the following strategic actions in support of the Goals of this Plan. These implementation strategies will be reviewed a minimum of every five years and updated every ten years from the date of adoption of this Plan.

- T 1. Work with appropriate agencies to investigate how to improve roads within the Town.
- T 2. Consider the impacts of a changing population on the transportation system, including impacts on and from surrounding jurisdictions.
- T 3. Ensure that the provision and use of any transportation system respects the Town's suburban character and natural and cultural resources.
- T 4. Ensure that roads are constructed in a way that promotes safe vehicle passage and pedestrian use and provides sufficient drainage.
- T 6. Require traffic impact studies consistent with the Zoning and Land Development Regulations Ordinance.
- T 7. Require that adequate transportation infrastructure be in place prior to, or concurrent with, additional development.
- T 8. Coordinate transportation strategies with growth management and land use strategies.
- T 9. Monitor the status of population evacuation for emergency preparedness for natural or manmade disasters.
- T 10. Support the services provided by CARTA.
- T 11. Transit shelters should be considered depending on the size of new development as determined by the Town and in consultation with public sector transportation agencies.

Chapter 3.8: Community Facilities Element

3.8.1: Overview and Purpose and Intent

The South Carolina Local Government Comprehensive Planning Enabling Act of 1994 requires a Community Facilities Element which considers water supply, treatment, and distribution; sewage system and wastewater treatment; solid waste collection and disposal, fire protection, emergency medical services, and general government facilities; education facilities; and libraries and other cultural facilities. This element should contain a detailed documentation of the available resources and goals for future development of utilities, transportation, governmental, and educational facilities. Given this background of knowledge, the Town can properly direct growth in areas that can accommodate it and discourage growth where the infrastructure is not adequate. South Carolina State Law regarding comprehensive plans was amended in 2007 to require that transportation be a stand-alone element in the Comprehensive Plan; therefore, transportation information, needs, goals and strategies are contained in the Transportation Element. The community facilities element must be updated every five years to ensure that the Town has current information.

3.8.2: Background and Inventory of Existing Conditions

Many agencies are involved in the provision of public facilities and services. Some of these agencies are outside of the purview of the Town of James Island. While this Plan can establish general strategies for the Town to follow, the actual provision of most services and facilities is managed by outside agencies.

1. Water Supply and Wastewater

Nearly all Town residents have water service from the Charleston Water System and waste water and sanitary service from the James Island Public Service District. The District Office is located on Signal Point Road.

2. Solid Waste Management and Recycling

The James Island Public Service District provides residential collection services including twice a week curbside collection of containerized refuse and once a week pickup of yard debris, manmade and metal materials. All refuse and materials picked up are packed into packer trucks or transfer trailers for transport to the Charleston County Bees Ferry Landfill facility. The Charleston County Environmental Management Department provides biweekly curbside pickup. Additionally, there are two recycling convenience centers and drop site locations located on James Island.

Currently, the Solid Waste Department serves over 9,000 homes and businesses on James Island. The Solid Waste Department runs an operation with a fleet of 21 vehicles, which includes 6 packer trucks, 2 Knucklebooms (crane-type vehicles), 4 transfer trucks with 6 trailers, 3 front end loaders, 1 dump truck and 3 pick-up trucks. This department employs 31 employees.

3. Fire Protection

Fire Protection is provided by the James Island Public Service District. Presently the District has 57 employees in the Fire Department. Their facilities within the Town are located at 1622 Camp Road, which serves as the main station, and 853 Harbor View Road. There are two more District fire stations at 78 Plymouth Avenue and 1833 Folly Road. These stations house four engine companies and one ladder truck plus additional reserve and support vehicles. Other specialized capabilities of the department include hazardous materials, confined space entry, trench rescue, auto extrication and high level response. Currently the Fire Department ISO rating is 3. The James Island Public Service District works with the City of Charleston Fire Department, which has a fire station at Fort Johnson Road. This is within the boundary of the Town, but on property annexed to the City of Charleston.

4. Emergency Medical Services

Emergency Medical Services are provided to the citizens of the Town by Charleston County. The station is located outside of the boundaries of the Town, on Folly Road and Signal Point Road. James Island also has a Charleston County EMS response unit (Medic #4) located on Plymouth Road. The James Island Public Service District provides EMS services to augment the County EMS system and to provide more timely response to medical emergencies. First responder calls are answered from County-wide Consolidated Dispatch Center.

5. Law Enforcement

Law Enforcement is provided by the Charleston County Sheriff's Office. The Sheriff's Office maintains a station outside of the boundaries of the Town on Riverland Drive. The Town of James Island has an Intergovernmental Agreement with the Sheriff's Office to contract for additional deputies dedicated to policing the Town. This program is known as the Island Sheriff's Patrol. Residents also utilize the magistrate's services located in the Riverland Drive complex. An emergency 9-1-1 system is in place countywide to provide dispatch for police, fire, and Emergency Medical Services. For non-emergencies residents may call (843) 743-7200.

6. Medical Care

Charleston County has some of the best medical facilities in the Southeast, including the Medical University of South Carolina and Roper St. Francis Healthcare. Their proximity to the Town, particularly in downtown Charleston, and the recent establishment of Nason Medical Center and Roper St. Francis facilities near the Folly Road and Maybank Highway intersection, makes any additional hospitals in the Town unnecessary.

7. Town Government Facilities

Town Hall is located at 1238-B Camp Rd. It is a rented facility in a shopping complex. The Town Hall currently has four enclosed offices and nine cubicles. It has a large meeting room that seats approximately 100. It is anticipated that the Town will eventually purchase an existing facility or build a Town Hall as the Town grows and

revenues make this economically feasible. The Intergovernmental Agreement for Public Services for the Town of James Island is an agreement between the Town of James Island and Charleston County that the County will provide the following public services: Building Inspections Services, Revenue Collection, Zoning and Planning and Stormwater Management. The Town is in the process of taking on more of these services as the Town grows and becomes more established.

8. Emergency Preparedness

Emergency Preparedness is a coordinated effort between State, County and the local jurisdictions. The James Island Public Service District provides emergency and natural disaster response to the citizens of James Island, and the James Island Public Service District Fire Chief is designated as the Emergency Management Designee. During an emergency, the Mayor will participate as a member of the Emergency Council at the new Charleston County Emergency Operations Center (EOC), located on the Palmetto Commerce Parkway. While Charleston County Emergency Management coordinates the efforts of all local jurisdictions, and the Town is responsible for mitigating damage following a natural disaster, the Town has its own Emergency Preparedness Plan which is currently being updated, and budgets funds for disaster relief.

9. Public Libraries

The James Island branch of the Charleston County Library is located at 1248 Camp Road. It is open Monday through Saturday. The branch circulated more than 277,000 items in 2010. It has internet access and Wi-Fi capability.

10. Parks and Recreation Services

Recreational facilities are an asset to any residential community. Public spaces such as parks, playgrounds or other community areas are important to the health of a community. It is important to acquire land for these sites before the area is completely developed. Parks available for residents of the Town are: James Island County Park, the Dock Street Park, Sunrise Park, Stephen Washington Park, and the Ft. Johnson Park. Many of these parks are located in the corporate limits of the City of Charleston on James Island. Dock Street Park is owned and maintained by the Town of James Island. The James Island Recreation Complex includes a pool, gymnasium and ball fields located on James Island within the corporate boundaries of the City of Charleston. The complex is owned and operated by the City of Charleston, however Town residents may participate. The Town has adopted a James Island Youth Sports Program which is an intergovernmental agreement with the City of Charleston which allows Town residents to participate at the reduced City rate and the Town reimburses the City for this expense. Other public recreational facilities on James Island include the Maybank Tennis Center on Houghton Drive, Plymouth Park on Plymouth Avenue (includes public boat ramp), and the Charleston Municipal Golf Course on Maybank Highway. Furthermore, in late summer 2015, the Town purchased approximately 7 acres of land at 461 Fort Johnson Road with Charleston County Greenbelt Funds designated to the Town of James Island and will soon be making plans for a new Town Park (Pinckney Park) at this location.

11. Educational Facilities

The Town of James Island is in District 3 of the Charleston County School District. The public schools within the boundaries of the Town are: Stiles Point Elementary, Fort Johnson Middle, James Island Middle, and James Island Charter High School. The area presently has two private schools, James Island Christian School, and the Nativity School.

12. Roads, Sidewalks and Drainage

Roads are named and addressed through coordination with the U.S. Postal Service, the Charleston County Zoning and Planning Department, and Charleston County 911.

The Town has an Intergovernmental Agreement with Charleston County to provide routine maintenance services up to a certain amount designated each budget year, as well as provide stormwater utility services. The primary and secondary roads in the Town are under SCDOT jurisdiction, which repairs and maintains them. Many neighborhood streets are also under SCDOT jurisdiction, however many are under the jurisdiction of the Town. Town roads are maintained by Charleston County or are private roads. Current levels of congestion suggest that improvements on many primary and secondary roads are desirable. Currently, improvements are being undertaken for Harbor View Road, for the corner of Folly Road and Camp Road, and a traffic signal has been installed at the intersection of Camp Road and Dills Bluff Road. The Town is working towards paving dirt roads that still exist in the Town at the request of the residents. Ben Road, Jeffrey Road and Lemontree Road has been paved in 2015. The sidewalk network includes partial sidewalks on Camp Road and Fort Johnson Road. The Town is working towards completing sidewalk connectivity along the island, and is currently working towards completing sidewalks along Camp Road, Fort Johnson Road, Dills Bluff Road, Quail Drive, Lighthouse Boulevard, Jerdone Street, Stiles Drive and Seaside Lane. Sidewalks will soon be constructed on Harborview Road. Most neighborhoods do not have sidewalks.

Community Facilities Element Needs

Community Facilities Element needs include, but are not limited to, the following:

- Continuing to evaluate and plan for community facilities and service; and
- Coordinating with the various service providers in the Town.
- Continue quarterly stakeholder meetings to address island Stormwater drainage issues.

Community Facilities Element Goal

Community facilities and services will be provided in a fiscally responsible manner with adequate levels of service and will be coordinated with surrounding jurisdictions and linked to land use planning and development decisions.

Community Facilities Element Strategies and Time Frames:

The Town should undertake the following action strategies to support the Community Facilities Goal. These implementation strategies will be reviewed a minimum of every five years and updated every ten years from the date of adoption of this Plan.

- **Bicycle, Walking & Jogging Paths:**
 - Explore improving the walkability of Folly Road between Ellis Creek and the Town limits south of Camp Road.
 - Explore the potential to extend bicycle lanes as part of the Battery to the Beach initiative.

- **Parks and Recreation Services:**
 - Continue to take advantage of Charleston County Greenbelt Funds designated to the Town of James Island and purchase property(s) for a Town park(s).
 - Coordinate any additional parks and recreation programs with the City of Charleston.
 - Continue to explore additional cost-sharing services with the City of Charleston.

- **Roads and Drainage:**
 - The remaining dirt roads are very expensive to maintain. Continue paving roads with the agreement of residents.

- **Town Government Facilities:**
 - Establish a Town Hall of sufficient size to accommodate Town needs and allow for future growth.
 - Explore development of a joint facility to be shared with the James Island Public Service District and possibly the Charleston County Sheriff's Office.

Chapter 3.9: Priority Investment Element

3.9.1: Overview and Purpose and Intent

In 2007, the South Carolina Priority Investment Act (The Act) was passed by The General Assembly to address affordable housing and transportation issues and to create a formal process for inter-jurisdictional coordination. The Act requires that two new elements be included in the Comprehensive Plan, the Transportation Element and the Priority Investment Element. The primary goal of The Act is to better coordinate the funding of necessary public facilities with available resources and adjacent jurisdictions through implementation strategies.

As discussed throughout this Plan, the Town of James Island is a suburban residential community with a commensurate level of public services. The Town itself does not provide all of the public facilities and services offered; instead, the majority of these services are provided by outside agencies. However, the Town has a long history of coordinating with adjacent jurisdictions and agencies concerning land use issues and provision of the public services available to balance adequate public facilities/services and protection of the Town's suburban residential character.

The purpose and intent of the Priority Investment Element is to prioritize the implementation actions for the Town over the next ten years through goals and strategies. The main focus of the Town's investment over the next ten years is to continue to coordinate with adjacent jurisdictions and agencies to balance adequate public facilities/services and protection of the Town's suburban residential character.

3.9.2: Background and Inventory of Existing Conditions

The elements of this Comprehensive Plan identify where and how growth in the Town of James Island should occur over the next ten years. The strategies contained in those elements are carried forward through the Priority Investment Element. The other Plan elements focus on retaining the Town's suburban residential character and protecting its natural and cultural/historic resources while providing Town residents with employment opportunities, safe, affordable housing, and adequate public facilities and services.

The Town intends to continue to maintain the public facilities and services that are in place today. Likely federal, state, and local funds available for public infrastructure and facilities during the next ten years include, but are not limited to:

- The Town's General Fund;
- The South Carolina Parks and Recreation Development Fund
- Other grant/funding programs for which the Town is eligible.

3.9.3: Priority Investment Element Needs

Priority Investment Element needs include, but are not limited to the following:

- Coordination with adjacent jurisdictions and agencies;
- Maintaining the Town's suburban residential character; and
- Providing adequate public facilities and services.

3.9.4: Priority Investment Element Goal

Adequate public facilities and services will be prioritized through coordination with adjacent and relevant jurisdictions and agencies and will not have a negative impact on the Town's suburban residential character or its natural, cultural, and historic resources.

3.9.5: Priority Investment Element Strategies and Time Frames

The following strategic actions should be undertaken by the Town in support of the purpose and intent of the Priority Investment Element of the Comprehensive Plan. These implementation strategies will be reviewed a minimum of every five years and updated every ten years from the date of adoption of this Plan.

- PI 1. Continue to coordinate with adjacent jurisdictions and agencies to balance adequate public facilities/services and protection of the Town's suburban residential character as well as its natural, cultural, and historic resources.
- PI 2. Review and update the Zoning and Land Development Regulations Ordinance to ensure these standards reflect the recommendations of the Comprehensive Plan Elements including, but not limited to suburban preservation, development quality, and resource protection.
- PI 3. Improve mobility and quality of life by constructing sidewalks and paving roads when requested by Town residents.
- PI 4. Continue initiating funding program for the construction of a new Town Hall.
- PI 5. Develop and implement site plan and improvements for Town parks.
- PI 6. Improve participation in the public transportation process through seeking representation on CARTA and dedicating funds for improved benches or shelters.

Resources and References

1. BCD Council of Governments, 2009
2. Historical and Architectural Survey Charleston County, South Carolina. Preservation Consultants, 1992
3. U.S. Bureau of the Census: derived from the U.S. Census Bureau; 2000 and 2010 numbers are from the respective Censuses.
4. Geo community. (1990-1995). *James Island Hydrography*. USGS.
5. National Oceanographic and Atmospheric Administration (2011?). *Characterization of the ACE Basin, South Carolina*. NOAA.
6. SCDNR. (1997). *General Soil Map of South Carolina*. Clemson, South Carolina: Clemson University.
7. Waters, K.E. (2003). *Ground-Water Levels in South Carolina*. SCDNR.
8. *Sustainable development definition requested by Ed Lohr for discussion at 2/12/15 meeting:*

More than one hundred definitions of sustainable development exist, but the most widely used one is from the World Commission on Environment and Development, presented in 1987. It states that sustainable development is “Development that meets the needs of the present without compromising the ability of future generations to meet their own needs.” Sustainable development promotes the idea that social, environmental, and economic progress are all attainable within the limits of our earth’s natural resources. Sustainable development approaches everything in the world as being connected through space, time and quality of life.

Town of James Island Comprehensive Plan



Bill Woolsey
Mayor

Town Council Members

~~Leonard Blank~~ ~~Garrett Milliken~~, Mayor Pro Tem
Daniel Boles
Cynthia Mignano
Darren Troy Mullinax
Garrett Milliken
Joshua Stokes

Town Planning Commission Members

David Bevon, Chairman
Lyndy Palmer, Vice Chair
Bill Lyon
Ed Steers
Warren Sloane
Zennie Quinn

Ashley Kellahan, Town Administrator
Frances Simmons, Town Clerk
Kristen Crane, Planning Director
Flannery Wood, Planner I

Adopted July 9, 2015 (5-Year Review:
TBD)

Commented [KC1]:

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Thanks are given to James Hackett and former commissioners Garrett Milliken, Marguerite Neal and Robin Hardin for their efforts in the development of this Comprehensive Plan, with special thanks to Ed Lohr for his invaluable time and input.

Chapter 1: Introduction and Background

1.1: Introduction

The Town of James Island Comprehensive Plan Update is the future vision for preservation and development in the Town of James Island (the Town) for the next 10 years. In February of 2014, the Town of James Island planning committee began the comprehensive planning process with a discussion of the requirements of the state Planning Enabling Act of 1994. Previously in 2012, the Land Use and Community Facilities elements were completed as part of the process to establish the Towns Zoning and Land Development Regulations Ordinance. These elements have been updated as part of the process to complete the Town's Comprehensive Plan by completing all required elements.

South Carolina State Law (§6-29-510) requires that comprehensive plans be reviewed at least once every 5 years and updated at least once every 10 years. In 2007, the South Carolina Priority Investment Act (The Act) was passed by The General Assembly to address affordable housing and transportation issues and to create a formal process for inter-jurisdictional coordination. The Act requires that two new elements be included in the Comprehensive Plan, the Transportation Element and the Priority Investment Element. It also expands the Housing Element to require an analysis of local regulatory barriers to the provision of affordable housing and to utilize incentives to encourage development of affordable housing. The primary goal of The Act is to better coordinate the funding of necessary public facilities with available resources and adjacent jurisdictions through implementation strategies.

This Comprehensive Plan represents the original Plan to be reviewed in 5 years and updated in 10 years. The Town's Planning Commission held several workshops to review and refine the elements, goals and strategies for the Comprehensive Plan as part of the monthly meeting process. Each meeting was open to the public. The Town Council held a public hearing prior to adopting this Plan. (*Add updated review dates and meeting here*)

1.2: Purpose and Intent

The Town of James Island Comprehensive Plan Update will guide public decision-making affecting the quality of life in the Town through the year 2025. The elements of the Plan articulate goals for the future regarding the location, quality and intensity of land uses, the preservation of natural and cultural resources, economic development, housing availability, and the provision of public facilities. The Plan also establishes strategies or actions to implement the Town's goals.

1.3: Plan Organization

This Plan is organized based on the requirements of the South Carolina Local Government Comprehensive Planning Enabling Act of 1994 (the Act), as amended, and contains the nine required Comprehensive Plan elements. Each element includes a purpose and intent

statement, an inventory of existing conditions, a statement of needs and goals, and implementation strategies with time frames.

A goal is a statement of a desired end-state or target and sets the tone for the individual strategies for each element. A strategy is a focused, achievable action the Town or its designated agency could undertake in pursuit of a goal statement.

The nine Comprehensive Plan elements, along with a brief description, are listed below:

1. Land Use Element: Includes an overview of the existing land use and strategies to shape the future of the Town's landscape regarding location, quality, and quantity of land uses.
2. Economic Development Element: Includes a description of the Town's economic environment and strategies for future employment/business development in the Town to support the population.
3. Natural Resources Element: Recognizes the diverse natural features in the Town and includes strategies to preserve and protect them.
4. Cultural Resources Element: Recognizes the rich history and culture of the Town and includes strategies to preserve and protect the Town's historical and cultural assets.
5. Population Element: Includes an inventory of population and demographic data to establish existing conditions and strategies to monitor the needs of future populations.
6. Housing Element: Includes an assessment of the housing conditions and needs in the Town and strategies to ensure adequate and affordable housing availability.
7. Transportation Element: Describes the existing transportation system in the Town and includes strategies to coordinate with area transportation agencies.
8. Community Facilities Element: Inventories existing facilities serving the Town's population and includes strategies to coordinate with service providers to ensure continued quality service provision in the future.
9. Priority Investment Element: Prioritizes the investment of Town resources into the various strategies of the Plan and includes strategies to continue coordination with adjacent jurisdictions and service providers.

Chapter 2: Goals

2.1: Goal Statements

The following statements have been carefully crafted to establish specific goals for the various elements of the Plan. These goals are reiterated later in the Plan as part of the policies and capstones for each element.

1. Land Use Element Goal
The Town of James Island will encourage the orderly and environmentally sound development of the land with special consideration to maintaining the suburban character of the area.
2. Economic Development Element Goal
Improve the suburban character of the area by limiting commercial activities to designated areas and improving the Site Plan Review process.
3. Natural Resources Element Goal
Protect, preserve and enhance the natural environment.
4. Cultural Resources Element Goal
Promote the awareness and management of the island's historic resources and cultural heritage.
5. Population Element Goal
Continue population growth through annexation to fill in the pockets of land that have not been annexed. This will allow the Town of James Island to have a better defined service area and more of a sense of community.
6. Housing Element Goal
Encourage high quality, affordable housing for people of all ages, incomes, and physical abilities.
7. Transportation Element Goal
A transportation system that respects the suburban character of the Town and its natural and cultural resources and that is coordinated with land use patterns.
8. Community Facilities Element Goal
Community facilities and services will be provided in a fiscally responsible manner with adequate levels of service and will be coordinated with surrounding jurisdictions and linked to land use planning and development decisions.

9. Priority Investment Element Goal

Adequate public facilities and services will be prioritized through coordination with adjacent and relevant jurisdictions and agencies and will not have a negative impact on the Town's suburban character or its natural, cultural, and historic resources.

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Chapter 3: Comprehensive Plan Elements

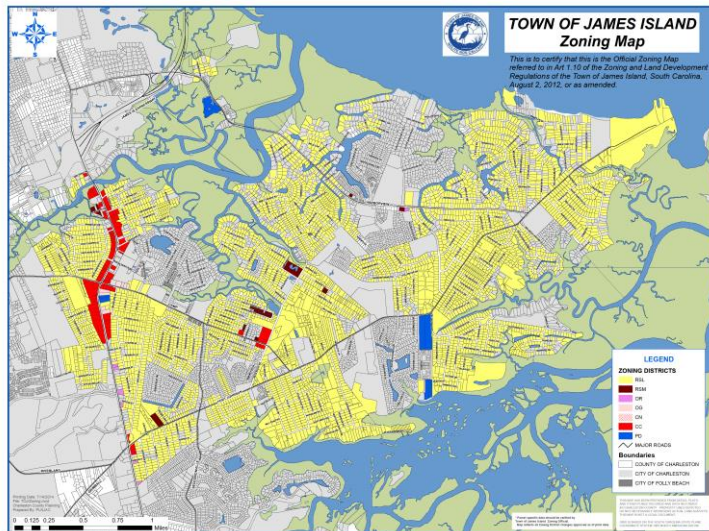
Chapter 3.1: Land Use Element

3.1.1: Overview and Purpose and Intent

The Land Use Element of the Plan deals with the development characteristics of the land. It considers existing and future land use by categories including residential, commercial, industrial, institutional (schools, churches, government facilities, etc.), open space, and undeveloped land. All previously detailed elements influence the land use element. The findings, projections, and conclusions from each of the other Comprehensive Plan elements will influence the amount of land needed for various uses.

The natural environment in which the Town is situated is an important asset which makes James Island a pleasing place in which to live, while at the same time making it attractive for future development. The economic and aesthetic well-being of the entire community is largely dependent upon the maintenance of its suburban setting. This Comprehensive Plan includes strategies to preserve the many desirable characteristics of the Town, while allowing for positive growth patterns.

The purpose of the following land use information, goal, and strategies is to encourage sustainable development¹ practices to allow for growth while preserving the environmental, cultural, historic and aesthetic integrity of the Town. **(*Need to update this map*)**



(Figure 3.1.1 Town of James Island Zoning Map)

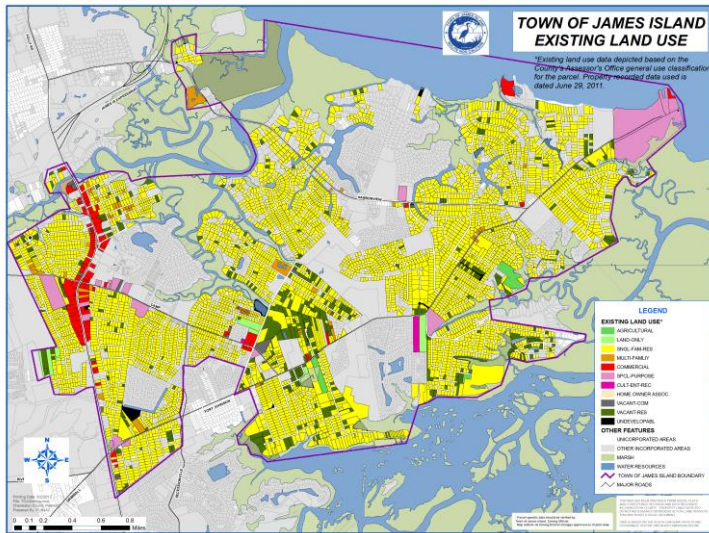
¹ Please see *sustainable development* definition on page (Resources and References).

3.1.2: Background and Inventory of Existing Conditions

The majority of the land within the corporate limits of the Town of James Island is currently in residential or commercial uses. The Town has retained its desired suburban residential character through policies encouraging residential and small commercial development. Commercial development across all of James Island serves the needs of the Town’s population. Additionally, many of the residents do not work in Town; rather, they commute to the employment centers of Charleston and North Charleston.

As a result, the Town has a suburban character and many scenic views across marshland and tidal creeks. James Island is surrounded by expanses of wetlands and open waters which add to the beauty of the area. Cultural and historical resources are also abundant in the Town. Protection of these resources is very important to the Town as evidenced by the efforts of James Island residents to preserve and commemorate many locations and actions that have occurred on the island through the years.

The Town of James Island is bounded by unincorporated Charleston County, the City of Folly Beach, and the City of Charleston. The land uses in these jurisdictions are similar to those in the Town with the majority of land being used for single family residences and commercial activities. Single family residential and supporting commercial uses along Folly Road, Harbor View Road and the Camp Road/Dills Bluff Road intersection are cornerstones of the plan for the Town. One issue that should be addressed is the number of parcels currently in a state of legal nonconforming status that should be rezoned or have a new zoning classification created for the use of those parcels.



(Figure 3.1.2 Town of James Island Existing Land Use Map)

3.1.3: Future Land Use Categories

The following are the future land use categories in the Town of James Island.

Residential

The Residential Future Land Use Category is intended to maintain the Town's low density single family residential character. This area should generally be developed with low residential densities. Incentives to retain the suburban character of the area such as flexible site planning guidelines and conservation design should be provided in the zoning ordinance to preserve open space and protect natural and historic features.

Community Commercial

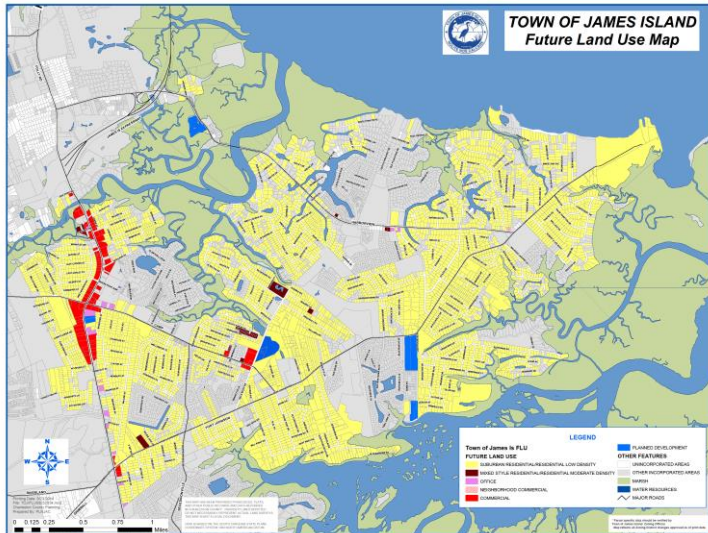
The Community Commercial Future Land Use Category is intended to allow retail and service uses that serve the residential population of the Island, and that do not negatively impact the surrounding community.

Neighborhood Commercial

The Neighborhood Commercial Future Land Use Category is intended to allow office uses and neighborhood oriented commercial uses that serve the residential population of the Town and that do not negatively impact the surrounding community.

Institutional/Special Purpose

The Institutional Future Land Use Category is intended to allow churches, schools, community and governmental centers, recreation, and other uses that comprise the Town's sense of community.



(Figure 3.1.3 Town of James Island Future Land Use Map)

3.1.4: Land Use Element Needs

Land Use element needs include, but are not limited to the following:

- Preserving the suburban character of the area;
- Preserving the natural, cultural, historic and aesthetic integrity of the Town; and
- Encouraging sensitive and sustainable development practices.

3.1.5: Land Use Element Goal

The Town of James Island will encourage the orderly and environmentally sound development of the land with special consideration to maintaining the suburban character of the area.

3.1.6: Land Use Element Strategies and Time Frames

The following strategic actions should be undertaken by the Town in support of the purpose and intent of the Land Use Element of the Comprehensive Plan. These implementation strategies will be reviewed a minimum of every five years and updated every ten years from the date of adoption of this Plan.

- LU 1. Protect and enhance the environmental quality of the Town's natural features.
- LU 2. Preserve and enhance the cultural, historic and archaeological assets of the Town.
- LU 3. Maintain the low density, single family residential character of the Town.
- LU 4. Implement sustainable and flexible development guidelines to maintain the suburban character of the Town.

- LU 5. Encourage commercial structures that are in character with the suburban nature of the area.
- LU 6. Identify parcels currently in use as a different type than the current zoning district allows (existing nonconforming) and examine rezoning or developing a new district to allow the existing use.

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Chapter 3.2: Economic Development Element

3.2.1: Overview and Purpose and Intent

The Economic Development Element of the Comprehensive Plan contains information on the number and characteristics of the labor force, where people who live in the community work and available employment characteristics and trends. The purpose and intent of this element is to provide strategies to balance economic development with the suburban residential character of the Town.

3.2.2: Background and Inventory of Existing Conditions

Historically, James Island was inhabited by Native American wandering tribes who made their living by hunting. James Town was designated a “colony” of 12,000 acres in the late 17th century and settlers were granted half-acre lots in the town with ten-acre “planting lots” which were located adjacent to the town as well as several larger plantation tracts laid out for various settlers of the area. By this time, settlements were occurring primarily along navigable waterways. However, the size of the island garnered use for roadways with “the King’s Highway” (Riverland Drive) and “Drake’s Highway” (section of Secessionville Rd from Camp Rd to Ft. Johnson Rd) as the earliest known travel ways.

An important economic activity during the early colonial period included the raising of livestock for beef and pork which was salted and shipped to the West Indies. During colonial times, growing indigo was fairly common and rice was speculated to be grown on the island as well. It is believed that during the colonial period, the majority of the population on James Island was black, with the black settlers bringing their economic skills of cattle management, rice cultivation techniques, boating, fishing, hunting, leatherworking, pottery-making, basketry, woodworking, metal-working, weaving and herbal medicine to the islands. The plantation economy was based on Slave labor, brought from Africa for their agricultural expertise.

A shipyard operating from c.1742 to c.1772 was an industrial economic contributor to the Island with the largest vessel of record built being the Charming Nancy, which was 130 tons and built in 1752. Because boats were the principal means of transportation, facilitating boat traffic between Charles Town and the islands was a necessity and the opening of the Wappoo Cut during the colonial period gave the Island’s economy a boost. The economy at this time was largely water-based, due to the dependency on waterways for travel, trade and food.

After the economic depression of the Revolution had passed, cotton became the major cash crop of the Sea Islands due to the fact that “Sea Island Cotton” had a longer fiber and was more profitable than its inland counterpart. The emancipation of slaves had effects on labor and economy, resulting in the formation of the James Island Agricultural Society in 1872 to coordinate labor management policies. Due to insect and diseases, mainly the boll weevil, cotton ceased to be the cash crop that it was by the 20th century. During this time, the growing of vegetables for market (truck farming), dairy farms, raising beef cattle and orange orchards were also economic contributors to James Island.

Transportation improvements in the early to middle 1900's included the opening of the John F. Limehouse Memorial Bridge, the Wappoo Bridge and the Stono River Bridge, as well as the creation of a bus line. These improvements helped foster the rise of suburbanization. The eventual decline of farming and dairy operations on the island increased the pace of development.

Many landowners, who had been growing tomatoes as part of their farms, turned more toward real estate development in the 1950s, 60, and 70's. By the 1980's James Island was a well formed suburban community. The economic hub was, and continues to be, the Folly Road Corridor. Folly Road serves as the main access route through the island and leads to Folly Beach along the Atlantic Ocean, which is a popular destination.

Many of the businesses along Folly Road cater to the needs of tourists traveling to the beach as well as the suburban community on the island. Most of these businesses are service oriented, including grocery stores, fast food restaurants, convenience stores, and neighborhood service activities. The same holds true for other business areas on the island such as Maybank Highway, Harborview Road, and the Camp Road and Dills Bluff Road intersection.

Current Business Environment *(*Will update BL data with Merrell's assistance*)*

There are a high number of businesses along Folly Road to employ residents, but most businesses have less than 50 employees. The Town has approximately 750 Business Licenses registered for Fiscal Year 2014. About 200 of these licenses are for "brick and mortar" businesses. 454 licenses are for contractors, some of which operate as home occupations. Small business entrepreneurship is a major factor in the Town's economic cycle.

The Town is projecting close to \$200,000 \$365,000 for fiscal year 2013-14 2019-2020 business license fees. Fiscal Year 2014 saw \$210,000 368,000 in revenues, some of which likely will be accrued back to the previous year. \$190,000 is projected for fiscal year 2015. Overall business license revenues have been growing slowly region wide since 2011, following the housing market crash of 2008, but have not yet approached 2008 levels.

Conclusions

James Island has existed as a suburban, primarily residential, community for the past 50 years. Economic activities on the island reflect this setting. The land use pattern on the island has largely been determined as there is not much undeveloped land in the area, and what is undeveloped is largely expected to be residential in nature. The future of economic development in the Town must take this setting into account.

3.2.3: Economic Development Element Needs

Economic Development needs include, but are not limited to the following:

- Identify economic indicators along with census information to better understand the variables affecting economic development in the Town; and

- Identify existing commercial corridors and investigate developing planning techniques to assist redevelopment efforts to improve Town aesthetics; and
- Identify appropriate future commercial areas and/or uses that could contribute to the local economy and serve the residents of the Town.

3.2.4: Economic Development Element Goal

Improve the suburban character of the area by limiting commercial activities to designated areas and improving the Site Plan Review process.

3.2.5: Economic Development Element Strategies and Time Frames

The Town should undertake the following strategic actions in support of the Goal of this Plan. These implementation strategies will be reviewed a minimum of every five years and updated every ten years from the date of adoption of this Plan.

- ED 1. Develop a list of employment codes suitable for attracting opportunities to the Town in anticipation of redevelopment opportunities in a suburban setting.
- ED 2. Ensure all new commercial development is of a style and character similar to the desired pattern of buildings and structures in the Town of James Island.

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Chapter 3.3: Natural Resources Element

3.3.1: Overview and Purpose and Intent

The Town's natural environment is an important asset which makes James Island an aesthetically pleasing place in which to live, work and play. The natural setting plays an important role in the way of life for many residents who enjoy fishing, boating and the many scenic vistas throughout the island.

The purpose and intent of the Natural Resources Element is to promote protection of the Town's natural resources, to sustain natural environments, habitats, and wildlife, to ensure that development does not have a negative impact on the environment, and to promote sustainable development² practices.

3.3.2: Background and Inventory of Existing Conditions

Climate

One of the best natural features of the James Island area is the climate. Winters are generally mild. Spring, summer, and fall are all usually well suited to outdoor activities and outdoor plant growth. The average annual temperature is 65 degrees Fahrenheit. The average temperature during January is 50 degrees Fahrenheit, while the average temperature in July is 80 degrees Fahrenheit. Precipitation averages approximately 48 inches per year. There are approximately 101 clear days, 151 cloudy days, and 113 partly cloudy days. The average date for the first frost is December 10, with the average date for the last frost being February 19.

There is a peak of rainfall in the summer months with the occurrence of afternoon thunderstorms. The greatest amount of rainfall usually occurs in July with an average of 7.7 inches for that month. Rainfall is usually at its minimum in November with an average of 2.1 inches for that month.

One of the most serious weather concerns to James Island is the occurrence of tropical storms and hurricanes. The height of hurricane season lasts from late summer to early fall. Hurricanes bring threats of high winds, flooding, and strong wave action. The last major hurricane to affect Charleston County was Hugo, which made landfall in September 1989. Building codes and ordinances to improve building quality help reduce storm damage from hurricanes and tropical storms.

Seismic Activity

One unusual feature of Charleston County's geology is its high level of seismic activity. The National Building Code has designated Charleston County as a zone of high susceptibility to earthquakes. The earthquake centered at Middleton Place on August 31, 1886 is estimated to have been a higher intensity than any other recorded quake east of the Mississippi River. Limited seismic activity centered in the North Charleston/ Summerville area continues to this day. Unlike those in other areas, the Charleston earthquakes are not associated with

² Please see *sustainable development* definition on page (Resources and References).

well-defined fault lines that can be mapped. The causes of the Charleston earthquakes are unknown. Because of the potential for these types of activities, it is important that building codes are used to reduce loss of life and structural damage as much as possible.

Soils, Geology, Ground Water and Drainage

The soils and geology of James Island are consistent with those typically found in the Atlantic Coastal Plain. The County is mostly level but in places is slightly undulating. Elevations range from sea level to 70 feet. Most of the area within the town limits of James Island is close to sea level. The region is indented by tidal streams that provide natural outlets for drainage. Unconsolidated, water-layered deposits of sands and clays, 6 to 20 feet in thickness, are underlain by thick beds of soft marl. Fine-textured sediments in the tidal marshes are of recent origin. New deposits are being aided by the action of tidal waters. James Island is classified as part of the Tidewater Area of Coastal South Carolina (SCDNR, 1997) with soils associated with the Bohicket – Capers and Kiawah – Foxworth – Yonges associations of soil types. These soils have the characteristics of loamy topsoil layers rich in organic matter with lower layers or highland layers of a mix of sand and clay. These soils are typical of those that experience flooding and sedimentary deposits on a regular basis making them good locations for agriculture uses (National Oceanographic and Atmospheric Administration, 2011).

James Island has a Floridian aquifer type at the layer under the surficial aquifer, which is the water table aquifer which is sandy and less than 40 feet thick. In Charleston County the depth to the ground water table is often very shallow (32.9% of the land area in Charleston County has a ground water table elevation of between 0 and 15" below grade, and an additional 22.3% of the land has a ground water table elevation of 0" below grade). Ground water is generally close to the surface on James Island, especially close to the wetlands, salt marsh areas and rivers. Monitoring wells are generally shallow as well, staying above whatever limestone layers are encountered (Waters, 2003).

James Island is located in the Charleston Harbor/Stono River Watershed Basin and consists primarily of the Charleston Harbor and its tributaries, and the Stono River with its tributaries from Wappoo Creek to the Atlantic Ocean. This segment of the Stono River, classified SFH (Shell Fish Harvesting), accepts drainage from James Island Creek or Ellis Creek (Simpson Creek, Wolfpit Run), Holland Island Creek, and Green Creek. The Folly River (Folly Creek, Oak Island Creek, Robbins Creek, King Flats Creek, Cutoff Reach, Cole Creek), classified SFH, drains into the mouth of the Stono River. Robbins Creek and King Flats Creek are also connected to the Stono River through Green Creek. Lighthouse Creek (Block Island Creek, Rat Island Creek, Ft. Johnson Creek, First Sister Creek, Second Sister Creek) flows between Folly Island and Morris Island and through Lighthouse Inlet to the Atlantic Ocean. Ft. Johnson Creek connects the Lighthouse Creek drainage to Clark Sound (Seaside Creek, Secessionville Creek). The sound drains into Charleston Harbor through Schooner Creek near Fort Sumter.

The Hydrography is that of a coastal interior island with salt marsh, tidal creeks, brackish rivers and estuaries and freshwater wetlands in the interior. Protected by the barrier

islands of Morris Island and Folly Beach from the Atlantic Ocean, James Island does not experience ocean wave action erosion.

Vegetation

The tidal waterways near James Island have a great deal of influence on regional vegetation. Most of the salt water tolerant vegetation is found in tidal marshes, which comprise about 20% of Charleston County. Common types of marsh grasses are spartina and smooth cordgrass. The region also contains extensive freshwater swamp areas. Deep water swamps support bald cypress - tupelo forest types while the shallow swamps support willow, hackberry-elm-ash, maple-redgum-oak, and alder-birch forests.

Drier areas support primarily loblolly pine forests, though longleaf and other pine varieties are common. Numerous varieties of oak trees, hickory trees, and other hardwood trees are also indigenous. The state tree, the cabbage palmetto, occurs naturally along the coast and has been introduced extensively throughout the area. In areas where forest management is not practiced, understory vegetation is very dense and consists of many varieties of shrubs and ferns.

Wetlands

Because of the tremendous ecological benefit of wetlands, extreme care must be taken to insure their continued existence. Wetlands hold water, purify water, create habitat for many types of animals and insects, and act as flood buffers from surrounding properties. Property located along rivers and streams is most likely to be classified as wetland. If there is any indication that a property is a wetland, all activity should stop until an official determination can be made by a qualified person or agency. The US Army Corps of Engineers provides wetlands determinations for South Carolina.

Flood Plains

As with wetlands, flood plain determination should be made prior to any construction activity. The US Army Corps of Engineers provides maps to use as guides for the location of flood plains. As a result of the Town's low elevation and close proximity to the Atlantic Ocean, approximately one-half of the Town lies within the 100-year flood plain - meaning that those areas will be subjected to flooding on the average of once every hundred years.

Endangered Species

The only federally endangered species (listed as endangered under the Endangered Species Act or ESA) that is tightly associated with James Island is the Wood Stork. A small colony of Wood Storks nest (the past few years in spring) at the Dill Sanctuary near Stono River. Wood Storks are also fairly common, particularly in summer and early fall, in and near marshes, tidal creeks and ponds on/within and adjacent to James Island. Wood Storks often roost in trees near tidal marsh and tidal waterways.

Within Charleston Harbor, and particularly in large tidal waterways within and adjacent to James Island, there is a possibility for at least the occasional occurrence of four species listed under the ESA. Florida Manatee (both federally and state of SC endangered) is seen

in such areas, mostly in summer. Also, Loggerhead Sea Turtle (both federally and state of SC endangered) occasionally enters Charleston Harbor and even Stono River. Both Shortnose Sturgeon and Atlantic Sturgeon (both listed as endangered under the ESA) occur in Charleston Harbor, and both (particularly Atlantic Sturgeon) could occasionally use Stono River and larger creeks and waterways within or adjacent to James Island.

Bald Eagle, though no longer listed under the ESA, is federally protected under the Bald and Golden Eagle Protection Act. Bald Eagle is also listed as threatened by the state of SC. There is a Bald Eagle nest on James Island near the soccer fields south and east of James Island Charter High School.

Several species that at least pass over (through) James Island while foraging or migrating are listed as either endangered or threatened by the state of SC. Least Tern (state of SC threatened) does not nest on James Island, but it commonly forages for small fish in waters (mostly estuaries) within or adjacent to James Island. American Swallow-tailed Kite (state of SC endangered) also does not nest on James Island, but it likely passes through during migration.

Species that are listed as threatened or endangered by the state of SC are protected from any type of harassment, particularly activities that may disturb nesting or breeding. Such species are also obviously protected from any activity that may kill or injure these species. Protected species require a permit from the state of SC for any type of research that might include handling or disturbing the animals.

Billy McCord (Department of Natural Resources, 10/28/2014)

3.3.3: Natural Resources Element Needs

Natural Resources Element needs include, but are not limited to the following:

- Ensuring that development does not have a negative impact on the environment; and
- Promoting sustainable development practices as defined by the World Commission on Environment and Development.

3.3.4: Natural Resources Element Goal

Protect, preserve and enhance the natural environment.

3.3.5: Natural Resources Element Strategies and Time Frames

The Town should undertake the following strategic actions in support of the Goals of this Plan. These implementation strategies will be reviewed a minimum of every five years and updated every ten years from the date of adoption of this Plan.

- NR 1. Continue to encourage sustainable development practices to protect the environment from negative impacts of development.
- NR 2. Continue to work to improve the quality of James Island waterways.
- NR 3. Continue to work to reduce the amount of litter in Town limits.

- NR 4. Continue to work with the appropriate agencies to increase safety on the Intracoastal Waterway and other rivers and creeks.
- NR 5. Continue to manage defined trees through the tree preservation ordinance.
- NR 6. Continue to encourage retention of native vegetation in new developments to reduce the amount of polluted run-off, reduce the need for water, and maintain the suburban character of the Town.
- NR 7. Continue to monitor development in flood plains and adjacent to wetland areas to lessen the potential damage to property and the natural system that could result from natural disasters. Ensure that development activities on properties containing wetlands are developed according to regulations.

DRAFT

Chapter 3.4: Cultural Resources Element

3.4.1: Overview and Purpose and Intent

The Town of James Island is rich in both history and cultural resources and, therefore, recognizes the importance of history and natural beauty to the quality of life in the Town. The purpose and intent of the Cultural Resources Element is to ensure the proper management of the Town's significant historic resources and cultural heritage.

3.4.2: Background and Inventory of Existing Conditions

Area History

In the prehistoric era, James Island was inhabited by wandering tribes of Native Americans who made their living by hunting. Their homes probably were temporary, crude shelters of animal hides or makeshift lean-tos. When the game in any area was depleted, they moved on to new hunting grounds. By the time the Native American inhabitants of James Island came into contact with Europeans in the first part of the seventeenth century they were settled agrarian tribes.

The Stono Indians and the European settlers appear to have had a brief period of good relations. But trouble arose because the Stono, apparently not understanding the concept of domesticated animals, treated the settlers' hogs, turkeys, and geese as fair game, and the settlers retaliated by killing some of the Indians. This led to a rebellion in 1674 which was subsequently put down within the next decade and the Stono were weakened as a result. The 1707 Act for Regulating the Indian Trade contains the last documented reference to the Stono tribe.

Charles Towne was the first permanent European settlement in South Carolina, founded in 1670. In December 1671 the Council of the Province ordered a town to be established on James Island. The town was named for James, the Duke of York, brother and heir of Charles II. The town survived for a short time, last showing up in contemporaneous records in 1686. By this time James Island had scattered settlements located primarily along navigable waterways. The name "James Island" was being used in public documents.

In the early 1700s more activity came to James Island. A legislative act creating highways led to the establishment of the "King's Highway" along part of present day Riverland Drive, and "Drake's Highway" along present day Secessionville Road from Camp Road to Fort Johnson Road. As a result of an invasion that took place during the War of the Spanish Succession, in which a French squadron loaded with Spaniards and Indians attacked James Island, a fort was constructed in 1709 at Windmill Point to guard the entrance to Charles Towne harbor. It was named Fort Johnson after Sir Nathaniel Johnson, the Governor of the Province from 1703 to 1709.

The raising of livestock was important to the colonial economy before the development of successful cash crops. The major cash crop for planters on James Island was indigo, which was used to produce a beautiful blue dye used by England's developing textile industry. There was also a shipyard operating on James Island during the 1700s. It was during this

time that Proprietary rule was brought to an end and South Carolina became a royal colony. The Province was divided into parishes and James Island became a part of Saint Andrew's Parish.

Following an economic downturn coinciding with the Revolutionary War years, prosperity returned to James Island in the 1790's due to the development of Sea Island cotton. Also, Belle-Vue, an establishment containing a rice mill, sawmill, and cotton gin, was in operation from 1821 until the Civil War. Several summer villages also appeared as planters sought a respite from malaria and yellow fever.

In the 1820's tensions began to rise between the North and South over tariffs, slavery, and states' rights. By 1860 South Carolina had seceded from the Union. Fort Johnson was held by rebel forces while Federal forces still occupied Fort Sumter in Charleston Harbor. On April 12, 1861 shells were fired upon Fort Sumter, signifying the start of the Civil War. Federal forces quickly gained control of Port Royal, Beaufort, and Folly Island. In order to protect the approaches to Charleston, Confederate forces constructed defensive fortifications throughout James Island. Engagements took place on James Island, particularly along the Stono River and in the Secessionville area.

Emancipation occurred following the end of the Civil War which brought a change to the labor system on James Island. The Freedman's Bureau worked to negotiate contracts between the planters and groups of wage-earning workers. By 1870 the tenant farm system was in place. Landless black farmers preferred tenancy because it enabled them to be free from direct white supervision, and gave them the hope of accumulating capital with which to buy their own land. This system resulted in the division of great plantations into small farms. Sea Island cotton continued to be of great importance and was improved upon with the development of "Rivers Cotton" or "Centerville Cotton" which was resistant to wilt diseases. In 1917 the boll weevil was observed on the Sea Islands and within a few years Sea Island cotton had vanished.

Truck farming (the growing of vegetables for market) became an important aspect in the island way of life. This began to decline in the 1920's when changing demographics led to a labor shortage. Also, Lawton Plantation had become the largest dairy in the Charleston area. Beef cattle were also raised on the island. Eventually a move toward suburbanization began. Wappoo Hall and Riverland Terrace were first laid out in the 1920s.

World War II brought an expansion of suburbanization as the region began a buildup in support of the war effort. Bridges were in place that connected James Island to Folly Island and the mainland in West Ashley. More land was converted to residential use and major roads were paved. The influx of more residents and development has continued to the turn of the century, converting James Island from a rural agrarian focused area to a largely suburbanized region.

One community that has persevered through all the changes that have occurred on James Island is the Gullah-Geechee way of life that has abided with the descendants of former slaves throughout the coastline of South Carolina, Georgia and northern Florida. While

suburbanization has had an impact on the fabric of this culture, there has been a revived appreciation of the customs and language among the younger generation of island inhabitants.

Source: James Island and Johns Island Historical Survey. Preservation Consultants, 1989

Historic Sites

Because of the area's long history, James Island contains a number of sites of historic interest. The sites below were identified in the James Island and Johns Island Historical Survey (1989).

Individual National Register Listings on James Island:

- Fort Pemberton
- Fort Johnson Powder Magazine
- Unnamed Beach Battery at Fort Johnson
- Marshlands Plantation House
- Stiles Point Plantation
- McLeod Plantation

Secessionville National Register Historic District:

- Fort Lamar and Union Soldiers Grave Site
- Seabrook-Freer House
- William B. Seabrook House
- Elias Rivers House

Civil War Defenses of Charleston National Register Thematic Resources Listing:

- Fort Pemberton
- Unnamed Beach Battery at Fort Johnson
- Fort Lamar
- Battery #1, James Island Siege Line
- Unnamed Battery #1
- Unnamed Battery #2
- Historic Battery #5
- Fort Pringle
- Battery Leroy
- Battery Tynes
- Battery Cheves

(*Should add the new historical markers that were constructed, Dills Bluff, Pinckney*)

3.4.3: Cultural Resources Element Needs

Cultural Resources Element needs include, but are not limited to the following:

- Preserving the Town's significant historic resources and cultural heritage; and
- Documenting more of the Island's history and historic resources.

3.4.4: Cultural Resources Element Goal

Promote the awareness and management of the island's historic resources and cultural heritage.

3.4.5: Cultural Resources Element Strategies and Time Frames

The Town should undertake the following strategic actions in support of the Goals of this Plan. These implementation strategies will be reviewed a minimum of every five years and updated every ten years from the date of adoption of this Plan.

- CR 1. Support efforts to identify and document the Island's cultural resources and history.
- CR 2. Monitor inventories and studies conducted by other agencies to identify new or recently discovered historic or cultural resources.
- CR 3. Support efforts to preserve and restore important community buildings, sites, districts and landscapes.
- CR 4. Encourage and support the efforts of nonprofit groups to promote the Island's history and culture.

Chapter 3.5: Population Element

***will be updated following the release of new census data.**

3.5.1: Overview and Purpose and Intent

The Population Element of the Comprehensive Plan identifies the demographics of the current and future population of the Town. This element typically includes past demographic trends, existing conditions, and future projections regarding the number, size, and characteristics of households; educational levels and trends; income characteristics and trends; race; sex; age and other demographic information.

The purpose and intent of the population data contained in this element is to identify future service and land use needs of the population which can be addressed through this Comprehensive Plan update and to help guide policy decisions.

3.5.2: Background and Inventory of Existing Conditions

The population data contained in this element is derived from the 2000 and 2010 Census, the most recent Census data available at the time of this update. One problem due to the timing of the Town's incorporation is that Census information was not collected at the level of the Town's jurisdictional boundary. Census Tracts that included any of the Town's parcels were identified and the population is included. Information from the 2010 Census was able to be determined at the Census Block level, which more closely aligns with the Town's jurisdictional boundary. The same level of information was not available from the 2000 Census. Complete population and demographic information will not be available until the 2020 Census is complete. That information will be available to be included in the next Comprehensive Plan ten year update.

Population

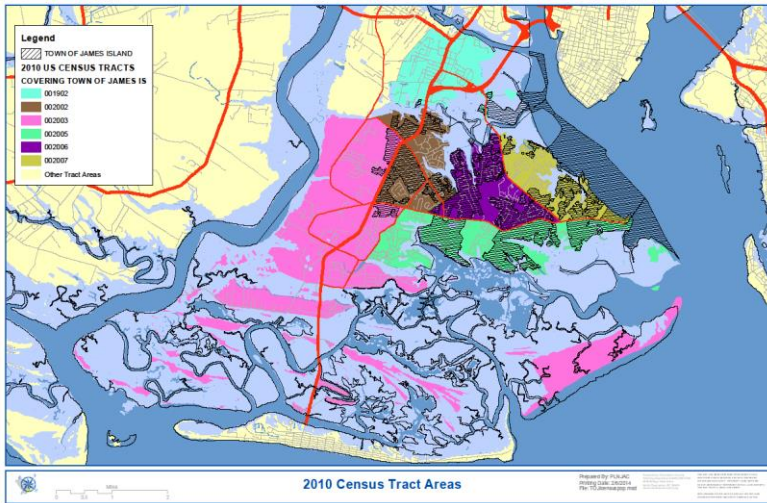
Population growth in Census Tracts that contain Town parcels increased significantly between 2000 and 2010 when the population grew by approximately 35 percent. Figure 3.5.1 shows the population change in Census Tracts that include Town parcels between 2000 and 2010.

Figure 3.5.1: Town of James Island Census Tract Population Growth, 2000-2010*

Census	Population	Change	Percentage
2000	24,005	0	0
2010	32,417	8,412	35

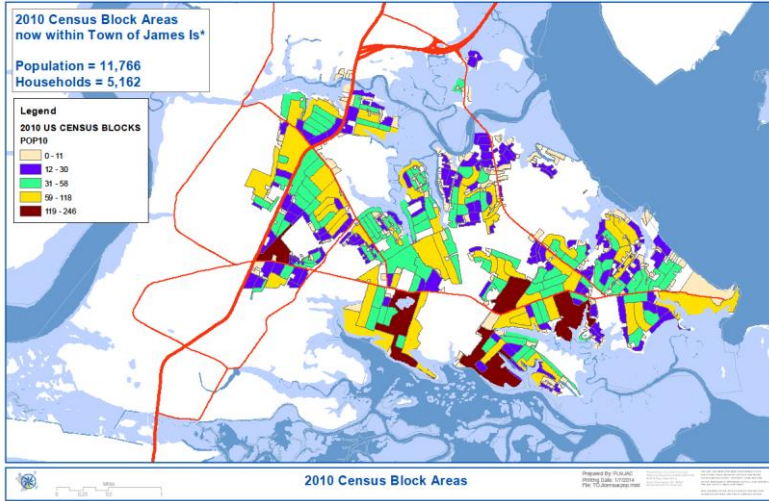
**Source: All data was derived from the U.S. Census Bureau and includes only Census Tracts that contain parcels located in the Town of James Island.*

Figure 3.5.2 James Island Census Tracts containing Town of James Island Parcels



An analysis of Census Block data, which is smaller than a Census Tract, and is the measurable data unit that most closely matches the Town’s jurisdictional boundary, indicates that the 2010 population of the Town is 11,766. The data also indicates there are 5,162 households in the Town.

Figure 3.5.3 James Island Census Tracts containing Town of James Island Parcels



Due to the constraints of available Census information the closest reliable data for demographics is based on the 29412 Zip Code, which includes all of James Island. The 2020 Census will contain demographic information at the Town of James Island scale.

Age and Gender Distribution

DRAFT

Age/Gender/Race information was available from both the 2000 and 2010 Census at the Zip Code level. This includes parcels within the Town of James Island, City of Charleston, and unincorporated James Island. While the figures do not exactly match the Town's boundary, some general trends and issues may be identified to help direct the Town's future until more precise data is acquired in the 2020 Census.

The island, as a whole, increased in population by more than twelve percent. This increase is evenly distributed between males and females. Children aged five and younger increased by over eleven percent while all other minor aged groups declined, particularly the ten to fourteen year old age group which dropped by more than twenty-five percent.

The number of young adults (age 20-34 years) increased significantly while the 35-44 year age group was the only adult age group to see a decline. The older adult age groups experienced large increases, particularly the 85+ age group, which increased by almost sixty percent.

The percentage of adults living on James Island increased during the 2000-2010 period by almost eighteen percent, with the percentage of males slightly leading the percentage of females. This pattern holds for the other adult categories as well, with all groups increasing between ten and twenty percent.

Figure 3.5.2: Age/Gender Breakdown, 2000-2010

	2000	2010	Percent Change (2000-2010)
Total Population	31,923	35,850	12.30%
Male	15,311	17,217	12.45%
Female	16,612	18,633	12.14%
Age			
Under 5 Years	1,721	1,912	11.10%
5-9 Years	1,809	1,729	-4.42%
10-14 Years	2,140	1,601	-25.19%
15-19 Years	1,814	1,703	-6.12%
20-24 Years	2,058	2,852	38.58%
25-34 Years	4,669	6,865	47.03%
35-44 Years	5,197	4,475	-13.89%
45-54 Years	4,628	4,959	7.15%
55-59 Years	1,723	2,304	33.72%
60-64 Years	1,456	2,068	42.03%
65-74 Years	2,493	2,860	14.72%
75-84 Years	1,744	1,771	1.55%
85+ Years	471	751	59.45%
18+ Years	25,079	29,570	17.91%
Male	11,788	14,095	19.57%
Female	13,291	15,475	16.43%
21+ Years	24,079	28,459	18.19%
62+ Years	5,574	6,575	17.96%
65+ Years	4,708	5,382	14.32%
Male	1,909	2,258	18.28%
Female	2,799	3,124	11.61%

Source: U.S. Bureau of the Census for zip code 29412, which includes all of James Island including the Town, City of Charleston and unincorporated James Island.

Race

Between 2000 and 2010, the African American population decreased just over eleven percent while the White population increased just more than seven percent. The Hispanic population had the largest percentage increase while the Other Race category had the largest decrease at more than sixty-eight percent.

Figure 3.53: Population by Race, 2000-2010

	2000	2010	Percent Change (2000-2010)
White	24,898	29,183	17.21%
African American	6,364	5,650	-11.22%
Hispanic (of any race)	383	704	83.81%
Other Race	992	313	-68.45%

Source: U.S. Bureau of the Census

3.5.3: Population Element Needs

Population Element Needs include, but are not limited to the following:

- Monitoring local and national demographic trends and shifts; and
- Developing policies to meet the needs of the Town’s population.

3.5.4: Population Element Goal

Continue population growth through annexation to fill in the pockets of land that have not been annexed. This will allow the Town of James Island to have a better defined service area and more of a sense of community.

3.5.5: Population Element Strategies and Time Frames

The Town should undertake the following strategic actions in support of the Goals of this Plan. These implementation strategies will be reviewed a minimum of every five years and updated every ten years from the date of adoption of this Plan.

- P 1. Identify and propose annexation of the pockets of land surrounded by the Town limits.
- P 2. Monitor population growth trends and demographic shifts as indicators of population change and use this information in future updates to the Comprehensive Plan.
- P 3. Continue to monitor and evaluate local and national demographic trends for their potential impacts on land use and development patterns.

Chapter 3.6: Housing Element

***will be updated following the release of new census data.**

3.6.1: Overview and Purpose and Intent

The Housing Element of the Comprehensive Plan helps to tell the story of where the community has been and how it will progress in the future. As the Town of James Island continues to expand its boundaries, the need for a variety of housing options could be one of the greater challenges of the future. Each dwelling brings with it a set of issues that will be addressed by Town government at one time or another including how utilities will be extended to new development and how safe access will be provided.

The purpose and intent of the Housing Element is to help answer these and other questions by ensuring policies are in place to promote a supply of safe and structurally sound homes and the preservation of the existing housing stock.

3.6.2: Background and Inventory of Existing Conditions

The following data is provided to illustrate the inventory of housing on the whole of James Island (zip code 29412). The housing data contained in this element is derived from the 2000 and 2010 Census, the most recent Census data available at the time of this update. One problem due to the timing of the Town's incorporation is that Census information was not collected at the level of the Town's jurisdictional boundary, leaving the zip code area as the closest boundary with information that can be compared. This document presents the Town's view of how housing issues should be addressed within the Town's jurisdictional boundary, and should contribute, along with the Charleston County Comprehensive Plan and the City of Charleston's Comprehensive Plan, to the overall issue of housing on the Island.

Total Housing Units

Between 2000 and 2010, James Island had a 24% increase in the number of housing units. This increase in housing units grew faster than the rate for Charleston County.

Figure 3.6.1 shows the total number of housing units on James Island, which increased by 24 percent, rising from 13,948 units in 2000 to 17,302 units in 2010.

Figure 3.6.1: Total Housing Units, 2000-2010

	2000	2010	% Change
James Island 29412	13,948	17,302	+24
Charleston County	141,031	169,984	+20

Source: U.S. Bureau of the Census

Households

The trend of decreasing household size has been seen around the nation. As couples elect to have fewer children or no children at all, as the numbers of single parents and adults living alone increase, etc. household size decreases. This trend is slightly different for James

Figure 3.6.2: Average Household Size, 2000-2010

	2000	2010
Owner occupied	2.48	2.34
Renter occupied	2.1	2.12

Source: U.S. Bureau of the Census

Island. While there has been a decrease in household size for owner occupied units, there has been a slight increase in the size for renter occupied units. It is important to note that the number of households and the population both increased.

Occupancy

Figure 3.6.4 illustrates the change in owner versus renter occupied housing units. The majority of the housing in James Island is owner occupied. Rental property is only a minor facet of the housing market here. Rental units can be a lower cost alternative to purchasing a home. They can also serve to provide decent housing until a down payment for a home can be made. Decent and affordable rental units can be a bonus to a local economy by keeping people within an area until a permanent housing alternative can be found.

Figure 3.6.3: Occupancy, 2000-2010

Owner Occupied Housing Units

	2000	2010	% Change
James Island 29412	9,676	10,650	+10%
Charleston County	75,267	87,068	+16%

Renter Occupied Housing Units

	2000	2010	% Change
James Island 29412	3,662	5,071	+38%
Charleston County	48,059	57,241	+19%

Source: U.S. Bureau of the Census

However, it should also be noted that those who are renting are often spending a higher percentage of their total income on rent alone, as opposed to homeowners. This fact can be caused by high rents combined with lower incomes.

As shown in Figure 3.6.3, owner occupied units increased in both James Island and Charleston County over the past decade, although the percent increase in James Island was lower than that of the County. Meanwhile the percentage of renter occupied units increased at a much higher rate on James Island than in the County as a whole.

In 2000 The homeowner occupied units vacancy rate was .8% and the renter occupied vacancy rate was 5%. In 2010 the homeowner occupied vacancy rate rose to 2.3% while the rental vacancy rate climbed to 10.8%. A community's vacancy rate is an indication of the health of the housing market. On average, a municipality wants to have some vacant, quality housing to encourage new people to buy a home and move to the area. On the other hand, too much vacant housing can indicate a flooded housing market with depressed prices or a substandard quality of available housing.

Homes for Seasonal Use

Housing units for seasonal or recreational use can be a significant factor in housing issues for an area like James Island, which is close to Folly Beach and the Downtown Charleston peninsula. In 2000 112 (.8%) units were listed as being seasonal/recreational housing units. This figure increased to 308 (1.8%) in 2010.

Conclusions

James Island has seen some changes in the real estate market since 2000. While every community experiences fluctuations in housing for a variety of reasons it may be likely that many of the changes James Island is experiencing are related to the economic downturn that began in 2008. A bubble in the overall housing market played a key role in that downturn and communities across the nation were affected. James Island's proximity to both Folly Beach and the Downtown Charleston peninsula may have also played a role. While it may be more desirable to live near the beach and peninsula, affordable homes for the middle class are usually found farther from those areas, making rentals a more viable option for the short term as job security concerns may prevent some residents from entering into long term mortgages. The conversion of single family homes into duplexes is another issue that faces James Island. In some cases this process is not handled properly and can add to overcrowding issues.

3.6.3: Housing Element Needs

Housing Element needs include, but are not limited to the following:

- Promoting opportunities to ensure long term housing market stability;
- Promoting a diverse housing stock with access to facilities and services; and
- Ensuring a sufficient supply of safe and structurally sound homes.
- Encouraging the provision of high quality, affordable homes in keeping with the single-family residential character of the Town.

3.6.4: Housing Element Goal

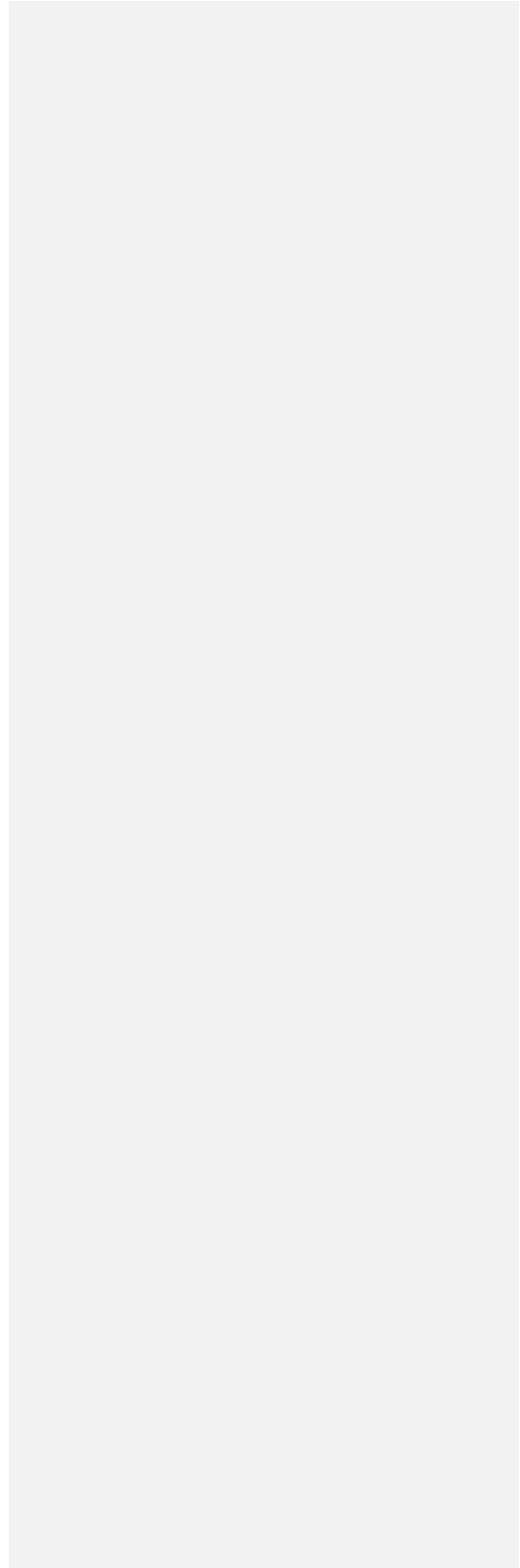
Encourage high quality, affordable housing for people of all ages, incomes, and physical abilities.

3.6.5: Housing Element Strategies and Time Frames

The Town should undertake the following strategic actions in support of the Goals of this Plan. These implementation strategies will be reviewed a minimum of every five years and updated every ten years from the date of adoption of this Plan.

- H 1. Continue to enforce the Building Code to protect the general health, safety and welfare of the population.
- H 2. Remaining undeveloped residential property should be developed in a manner consistent with the Town's Single Family Residential pattern.
- H 3. The Harbor View Corridor should be evaluated for anticipated impacts of road widening on residential properties.

DRAFT



Chapter 3.7: Transportation Element

3.7.1: Overview and Purpose and Intent

In 2007, South Carolina State Law was amended to require that transportation be a stand-alone element in the Comprehensive Plan, separate from the Community Facilities Element, where it was previously located. Transportation is an important element because it provides strategies tying the movement of people and goods with economic development, land use, and community facilities.

The purpose and intent of the Transportation Element is to present information and strategies that respect the Town's suburban character and natural and cultural resources in the provision and use of any transportation system, consider the impacts of development on the transportation system, encourage the provision of safe, convenient, pedestrian and bicycle systems in appropriate areas, and support emergency evacuation and transportation planning policies.

3.7.2: Background and Inventory of Existing Conditions

Roads

The 120 roads owned by the Town of James Island are neighborhood streets. Other roads in the Town are owned either by Charleston County or the South Carolina Department of Transportation. Maintenance of Town roads is managed through an intergovernmental agreement with the Charleston County Public Works Department. Ben, Jeffrey and Lemontree Roads ~~have been~~ **were paved in the** of the summer of 2015, **and Rembert Road paving was completed in June of 2019** with Rembert Road scheduled to be paved in 2016. The Town will continue to advocate for the paving of roads within its corporate limits based on resident requests or government agency requests.

(*Will check with Public Works on any other updates*)

In 2006, Charleston County completed a Comprehensive Transportation Plan as part of the Charleston County Half Cent Transportation Sales Tax Program. The Transportation Plan includes a forecast of Charleston County road projects over the next twenty-five years, a review of funding sources and leverage options and a review of the County's mass transit system. Other funding mechanisms for Charleston County roads include: The Charleston County Transportation Committee (CTC), a group of professionals appointed by the Legislative Delegation from all legislative bodies within the County whose purpose is to distribute gas tax funding for small construction and resurfacing projects; and SC Department of Transportation, whose Commission determines the funding priorities for the federal aid program following each new federal highway bill and annual appropriations act. This includes the funding level allocated to the BCD Council of Governments through the Charleston Area Transportation Study (CHATS).

Figure 3.7.1 shows the traffic counts at traffic count stations in the James Island area in ~~2003 2014~~ and ~~2013 2019~~. Maybank Highway at the Stono Bridge saw the greatest traffic increase over the period, rising from ~~19,700 23,200~~ vehicles per day to ~~23,300 32,500~~ vehicles per day. ~~The James Island Connector at Harbor View Road Fort Johnson Road at~~

Grand Concourse saw the greatest traffic decrease, dropping from **30,900** **7,400** vehicles per day to **6,800** **22,400** vehicles per day. Overall the largest increases in traffic on James Island occurred on **The James Island Connector at Harbor View Road (26,500 to 33,500)** on the western edge heading toward Johns Island at Riverland Drive and Central Park (7,200 to 10,400) and Maybank Highway at the Stono Bridge (**19,700 to 23,200**) **(23,200 to 32,500)**. This information is collected by the Berkeley-Charleston-Dorchester Council of Governments which keeps traffic count data for all three counties.

Figure 3.7.1, James Island Area Traffic Counts, ~~2003-2013~~ 2013-2019

Station	General Location	2003 2013	2013 2019	Change 2003-2013 2013-2019
233	Folly Road and Oak Island Road	10,700	16,200	5,500
237	Folly Road and Grimball Road	14,200	16,600	2,400
241	Folly Road and Fort Johnson Road	24,800	29,800	5,000
245	Folly Road and Harbor View Road	30,700	33,000	2,300
269	Maybank Highway at Stono Bridge	23,200	32,500	9,000
369	Riverland Drive and Central Park Road	10,400	12,000	2,000
372	Camp Road and Dills Bluff Road	4,800	4,400	-400
376	Riverland Drive and Camp Road	5,300	5,500	200
377	Dills Bluff Road and James Drive	3,100	3,100	0
384	Harbor View Road and Harborview Lane	22,400	23,400	1,000
387	Fort Johnson Road and Grand Concourse	7,400	6,800	-600
410	James Island Connector at Harbor View Road	26,500	33,500	7,000
607	Maybank Highway and Fleming Road	2,700	2,500	-200

Source: BCD Council of Governments, 2003 SC DOT, 2014.

Folly Road Improvements

Folly Road is a key five lane wide artery, connecting James Island with the West Ashley areas of Charleston to the north and to the town of Folly Beach to the south. The 7.87 mile segment of Folly Road between Center Street on Folly Beach and the Wappoo Cut Bridge truly is James Island's Main Street. However, Folly Road is facing multiple issues including inefficient traffic operations, inadequate sidewalks, limited bike lanes, and little infrastructure to support CARTA's bus system. At times of heavy rain, many storm drains prove inadequate for the storm water generated in the area. On weekends in the spring and summer beach season, daytime traffic is impacted by residents and tourists making their way to and from Folly Beach.

In addition to area comprehensive plans, local governments on James Island came together **in 2016 and created to recently create** The Folly Road Corridor Overlay Zoning District (FRC-O). This Overlay fronts on the east and west sides of Folly Road from its intersection

with Tatum Road south to Folly River. The FRC-O district was adopted to implement traffic safety measures, to improve the visual character of the corridor, and to create consistency between the Town of James Island, the City of Folly Beach, the City of Charleston, and unincorporated

Charleston County concerning land use and design standards. While the City of Charleston did not adopt the Overlay, the other jurisdictions along the roadway have done so, and it is the intent of all jurisdictions to work cooperatively together of Folly Road related issues.

Currently an effort is underway to perform a Complete Streets Corridor Study and Engineering Report for Folly Road; the project is called ReThink Folly **was completed in 2016**. Participants in this effort included the Berkeley/Charleston/Dorchester Council of Governments (BCD-COG), the South Carolina Department of Transportation (SCDOT), the Charleston Area Regional Transit Authority (CARTA), the Town of James Island, the City of Charleston, the City of Folly Beach, Charleston County, and key advocacy organizations such as Charleston Moves, the Coastal Conservation League and **Lowcountry Local First**, **the Palmetto Cycling Coalition**. The vision included in the ReThink Folly Plan includes **greater vehicular capacity**, friendly spaces and environments for walking and bicycling, innovative storm water management techniques, and convenient and efficient mass transit options. The plan also addresses land use and devises a landscape and urban design concept for the roadway that encourages pedestrian activity and presents a pleasing face for James Island's Main Street.

In 2017 a Steering Committee composed of various community and municipal stakeholders was selected to act as a recommending body to the ReThink Folly project. Reveer Group, LLC. presented a plan to segment 5 sections of the Folly Road corridor for either sidewalks or a 12' multi use path along the west side of Folly Road between the Ellis Creek and Sol Legare. Monthly meetings throughout the remainder of 2017 and 2018 included the establishment of funding sources, priority of segments, phases of the project and feasibility of recommendations presented by the committee. Ultimately the committee successfully agreed on prioritization of goals and narrowed down proposed design alternatives. In March of 2019, following public bid, Toole Design Group was unanimously selected to act as Program Manager of the Plan... ReThink Folly Road successfully held its first "State of the Plan" event in March of 2020. This event allowed staff and program managers to offer updates and outline future phases of the Plan for residents of James Island.

As of the date of this Update, the ReThink Folly Road Project is in the design permitting stages of Phase I that include 8' sidewalks on the west side of Folly Road from Ellis Creek to the recent improvements at the Camp/Folly intersection, as well as 7' sidewalks on the east side of Folly Road from the Camp/Folly intersection to Wilton Street. Right-of-way acquisition is expected to begin Summer of 2020. Phase 1 will also include some burial of power lines, wider bike lanes, a road diet for the interior turn lane and improved markings.

Another project that **occurred** is occurring along Folly Road **was** is the Charleston County ½ Cent Sales Tax improvements to the intersection of Folly Road and Camp Road. This

project involves **involved** improvements to Folly Road from approximately 1,000 feet south of Camp Road to the intersection with Eugene Gibbs Street and Rivers Point Row and improvements to Camp Road from West Madison Avenue to Oyster Point Row. Major components of the project **included include**: widening Folly Road and Camp Road to provide additional turn lanes, realigning Eugene Gibbs Street and Rivers Point Row to include turn lanes, adding bicycle lanes and sidewalks within the project area, upgrading stoplights **to the mast arm style** that include pedestrian hand/man signals for **the newly stamped brick** crosswalks, and improving drainage and water quality measures. Numerous grand live oak trees that line Camp Road **will be were** protected during construction. **Currently SCE&G utility pole relocations are underway, and road and drainage construction is expected to start in 2015 or 2016. Final improvements include the attractive Town-provided Bus Shelter completed in 2018, and will commence with landscaping and street trees in the latter part of 2020.**

The BCD-COG **is working on completed** a study of the Riverland Drive Scenic Byway in October of 2014. Riverland Drive was designated as a scenic byway in the South Carolina Scenic Highways Committee in 1988. **A The** Corridor Management Plan **should be completed in 2014.** The Plan will address **addressed** issues related to the byway such as historic and cultural preservation, roadway safety, and economic development. It will specifically outline how to preserve, protect, and enhance the byway's character and assets that define the corridor. The CMP plan will also define how the corridor should look like in 10-15 years with the goals and implementation strategies on how to get there.

Harbor View Road Improvements

Harbor View Road is an Urban Minor Arterial (serves moderate-length trips at a lower level than a primary road and provides intracommunity connectivity) on James Island that connects Folly Road with Fort Johnson Road, a distance of approximately 3.7 miles. The recently completed project **proposes to improved** Harbor View Road between North Shore Drive and Fort Johnson Road (2.1 miles) by providing a center two-way left-turn lane between North Shore Drive and Affirmation Boulevard, adding right turn lanes at major intersections, traffic signals at Fort Sumter Drive and Mikell Drive, a roundabout at the intersection with Fort Johnson Road, and adding pedestrian and bicycle facilities for the length of the project. The purpose of the project **was** to improve traffic flow and safety on Harbor View Road and to provide adequate bicycle and pedestrian facilities. Construction **was completed in the fall of 2016.** **is scheduled to begin in the fall of 2014.**

Bicycle Lanes and Sidewalks

Bicycle lanes and sidewalks are spread intermittently throughout the island. Recently the Town has undertaken an effort to connect and extend these alternative methods of transportation. **Bicycle lanes have become a main focus of the current ReThink Folly Road Plans. Current plans in place include both widening and painting the existing bike lanes in the Phase 1 plan described previously.** Within the past **five** ten years sidewalks have been extended along Fort Johnson Road, Camp Road **and**, Honeyhill Road. **and** a sidewalk has been recently constructed on Foxcroft Road to connect Godber Street to Stillwater Drive. **Other completed sidewalk projects include Dills Bluff Phases I and II and the Dills Bluff Boardwalk, Seaside Lane, and Fort Johnson Road Phases 3 and 4.**

Commented [FW2]: May need some help straightening out what has already been completed vs what is in the works.

Sidewalk projects scheduled for the near term include: Fort Johnson Road Phases 3 and 4 (filling gaps from Near Harborview Road to Camp Road), the Jerdone/Stiles sidewalk (connecting Fort Johnson Road sidewalk to Mikell Drive sidewalk) permitting for Camp Road (Fort Johnson Road to Dills Bluff Road), and Dills Bluff Road (Camp Road to Fort Johnson Road). Engineering work is being conducted for a sidewalk extension on Camp Road from Dills Bluff Road to Secessionville. **Additionally, sidewalk projects currently under construction or scheduled for the near-term include** are in the conceptual phase for Quail Drive, Lighthouse Blvd, and Camp Road from Folly Road to James Island County Park and on Dills Bluff Road from Camp Road to Winborn Drive.

Public Transportation *(*Will be updated soon with more info from CARTA*)*

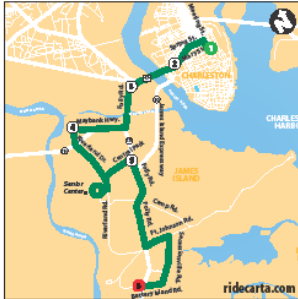
The Charleston Area Regional Transportation Authority (CARTA) was formed in 1997 and is responsible for public transportation in the Greater Charleston area, providing transit services to 206,745 residents in the urban areas of Berkeley, Charleston and Dorchester Counties. Between 2009 and 2013, ridership on CARTA's fixed route and demand response service increased 20% from nearly 4.1 million riders in 2009 to 4.9 million riders in 2013. Route 31 covers James Island and connects the island to South Windermere in West Ashley and Downtown Charleston through the use of six stops. CARTA has received requests for additional transit service on James Island, more frequency during the peak commute hours.

Commented [FW3]: Still need to talk to someone about updated data for CARTA

	CARTA Express Service 1 Riders	CARTA James Island Route 31
2011	249,555	87,280
2012	231,998	95,061
2013	213,466	80,801

31 Folly Road

SOUTHBOUND con rumbo al sur



WEEKDAYS de lunes a viernes

	1 Meeting St.	2 Spring St./President St.	3 Folly Rd. @ S. Windemere	4 Wappoo Dr./ Riverland Dr.	5 Folly Rd./Central Park Rd.	6 Battery Island Rd./ Folly Rd.
a.m.	6:15	6:23	6:28	6:39	6:49	7:01
	8:00	8:08	8:13	8:24	8:34	8:46
	9:30	9:38	9:43	9:54	10:04	10:16
	11:00	11:08	11:13	11:24	11:34	11:46
p.m.	12:30	12:38	12:43	12:54	1:04	1:16
	2:15	2:23	2:28	2:39	2:49	3:01
	3:45	3:53	3:58	4:09	4:19	4:31
	5:15	5:23	5:28	5:39	5:49	6:01
	6:45	6:53	6:58	7:09	7:19	7:31

SATURDAY de sábado

	1 Meeting St.	2 Spring St./President St.	3 Folly Rd. @ S. Windemere	4 Wappoo Dr./ Riverland Dr.	5 Folly Rd./Central Park Rd.	6 Battery Island Rd./ Folly Rd.
a.m.	8:00	8:08	8:13	8:24	8:34	8:46
	9:30	9:38	9:43	9:54	10:04	10:16
p.m.	12:30	12:38	12:43	12:54	1:04	1:16
	2:00	2:08	2:13	2:24	2:34	2:46
	3:30	3:38	3:43	3:54	4:04	4:16
	5:00	5:08	5:13	5:24	5:34	5:46
	6:30	6:38	6:43	6:54	7:04	7:16

SUNDAY de domingo

	1 Meeting St.	2 Spring St./President St.	3 Folly Rd. @ S. Windemere	4 Wappoo Dr./ Riverland Dr.	5 Folly Rd./Central Park Rd.	6 Battery Island Rd./ Folly Rd.
a.m.	8:00	8:08	8:13	8:24	8:34	8:46
	9:30	9:38	9:43	9:54	10:04	10:16
	11:00	11:08	11:13	11:24	11:34	11:46
p.m.	12:30	12:38	12:43	12:54	1:04	1:16
	2:00	2:08	2:13	2:24	2:34	2:46
	3:30	3:38	3:43	3:54	4:04	4:16
	5:00	5:08	5:13	5:24	5:34	5:46

All general information about how to ride CARTA is available in the overall CARTA system map.

CARTA 843.724.7420
ConnectUs All

SOUTHBOUND con rumbo al sur

ROUTE 31 Folly Road

Effective October 17th, 2010

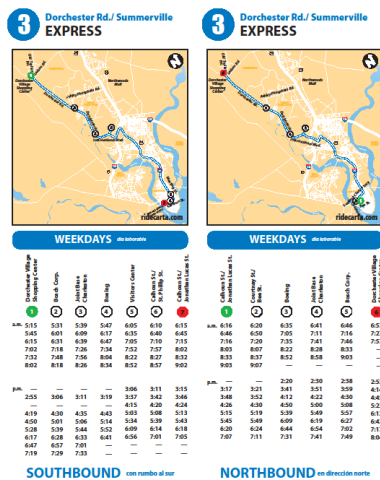
Meeting St. and Mary St./
Visitors Center

Senior Citizens Center

Folly Rd. and Battery
Island Dr.

CARTA 843.724.7420
ridecarta.com

CARTA Express Route 1 runs during the morning and afternoon peak periods. The Express Route station is located at the James Island Walmart and delivers passengers back and forth to Downtown Charleston. Express Routes are free for College of Charleston and MUSC students and faculty. Marketing and awareness of these services could increase usage, mitigating traffic on James Island. Sidewalks are an essential building block for good transit service. All CARTA buses are equipped with bicycle racks and are equipped for riders with disabilities. Additionally, Tel-A-Ride is a specialized curb-to-curb transportation service that is available to persons with disabilities who are unable to use the local public bus service.



HOW TO RIDE EXPRESS
 Riding Express is easy! Just follow these steps:

- To learn about the Express routes, call our information line at 726-7426, or visit our website at www.ridecarta.com.
- Look for the signs indicating Express parking areas.
- Please try to arrive at the bus stop at least 5 minutes before scheduled pick-up times.
- Please be prepared to board CARTA Express quickly and find your seat.
- Cost to ride is only \$3.00 per ride. Please have exact change! Bus drivers are unable to make change.
- CARTA Express routes feature just a handful of convenient route stops—please be prepared to exit the bus as your stop approaches, only seated until the bus comes to a stop.

PARKING FOR CARTA EXPRESS
 For commuters who would prefer to use CARTA to get to work, but don't want to walk to the bus stop, parking lots adjacent to the Express stops provide an essential service—a place to leave the car.

All parking lot locations are served by CARTA Express routes with service every half hour in the morning and afternoon peak periods:

- K-Mart parking lot on Rivers Avenue in North Charleston
- Citadel Mall parking lot near Orleans Road at the CARTA Bus Shelter
- Wando Crossing Wal-Mart parking lot in Mt. Pleasant
- Wal-Mart on Folly Road
- Visitor Center Parking Garage at Mary Street in Downtown Charleston (Peak Parking)
- Dorchester Village Shopping Center at the corner of Dorchester Rd. and Trolley Rd.

CARTA assumes no liability for vehicles left at these locations. Parking is at your own risk.

All Express buses are also equipped with bike racks, should you wish to take your bike with you. Please know that a maximum of two bikes can fit onto the front of a CARTA bus at any time.

FARE INFORMATION
 Adult Single Ride: \$3.00
 Senior (65+): \$2.00
 Youth (12-17): \$1.50
 Child (5-11): \$1.00
 Transfer: \$1.00
 Reduced Fares: \$1.00
 Disabled: \$1.00
 Student: \$1.00
 Youth (12-17): \$1.00
 Child (5-11): \$1.00
 Transfer: \$1.00
 Reduced Fares: \$1.00
 Disabled: \$1.00
 Student: \$1.00

GENERAL INFORMATION
 CARTA Express is a service for commuters only. It is not available on weekends or holidays. No cash fares are accepted. Reduced fares are available for seniors, youth, and children. No cash fares are accepted. Reduced fares are available for seniors, youth, and children. No cash fares are accepted.

DISPATCH INFORMATION
 CARTA Express is a service for commuters only. It is not available on weekends or holidays. No cash fares are accepted. Reduced fares are available for seniors, youth, and children. No cash fares are accepted.

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EXPRESS

Rt. 1 James Island - North Charleston
 Rt. 2 Mt. Pleasant - West Ashley
 Rt. 3 Dorchester Rd. - Summerville

Park & Ride at:

- K-Mart - Rivers Avenue
- Citadel Mall - West Ashley
- Wal-Mart - Oakland Plantation
- Wando Crossing Wal-Mart - Mt. Pleasant
- Wal-Mart - James Island
- Dorchester Village Shopping Center - Dorchester/Trolley Summerville

Effective June 2nd, 2014

CARTA Express
 843.724.7420
 ridecarta.com

Airports

There are no airports in the Town of James Island. The closest full-service airport is the Charleston International Airport, located in North Charleston. The other closest airport is the Charleston Executive Airport, a local general aviation airport located on the eastern edge of Johns Island next to the Stono River.

3.7.3: Transportation Element Needs

Transportation Element needs include, but are not limited to the following:

- Ensuring that the provision and use of any transportation system respects the Town's suburban character and natural and cultural resources;
- Mitigating the impacts of a changing population on the existing transportation system;
- Providing safe, convenient, pedestrian and bicycle systems in appropriate locations; and
- Supporting emergency evacuation and transportation planning policies.

3.7.4: Transportation Element Goal

A transportation system that respects the suburban character of the Town and its natural and cultural resources and that is coordinated with land use patterns.

3.7.5: Transportation Element Strategies and Time Frames

The Town should undertake the following strategic actions in support of the Goals of this Plan. These implementation strategies will be reviewed a minimum of every five years and updated every ten years from the date of adoption of this Plan.

- T 1. Work with appropriate agencies to investigate how to improve roads within the Town.
- T 2. Consider the impacts of a changing population on the transportation system, including impacts on and from surrounding jurisdictions.
- T 3. Ensure that the provision and use of any transportation system respects the Town's suburban character and natural and cultural resources.
- T 4. Ensure that roads are constructed in a way that promotes safe vehicle passage and pedestrian use and provides sufficient drainage.
- T 6. Require traffic impact studies consistent with the Zoning and Land Development Regulations Ordinance.
- T 7. Require that adequate transportation infrastructure be in place prior to, or concurrent with, additional development.
- T 8. Coordinate transportation strategies with growth management and land use strategies.
- T 9. Monitor the status of population evacuation for emergency preparedness for natural or manmade disasters.
- T 10. Support the services provided by CARTA.
- T 11. Transit shelters should be considered depending on the size of new development as determined by the Town and in consultation with public sector transportation agencies.

Chapter 3.8: Community Facilities Element

3.8.1: Overview and Purpose and Intent

The South Carolina Local Government Comprehensive Planning Enabling Act of 1994 requires a Community Facilities Element which considers water supply, treatment, and distribution; sewage system and wastewater treatment; solid waste collection and disposal, fire protection, emergency medical services, and general government facilities; education facilities; and libraries and other cultural facilities. This element should contain a detailed documentation of the available resources and goals for future development of utilities, transportation, governmental, and educational facilities. Given this background of knowledge, the Town can properly direct growth in areas that can accommodate it and discourage growth where the infrastructure is not adequate. South Carolina State Law regarding comprehensive plans was amended in 2007 to require that transportation be a stand-alone element in the Comprehensive Plan; therefore, transportation information, needs, goals and strategies are contained in the Transportation Element. The community facilities element must be updated every five years to ensure that the Town has current information.

3.8.2: Background and Inventory of Existing Conditions

Many agencies are involved in the provision of public facilities and services. Some of these agencies are outside of the purview of the Town of James Island. While this Plan can establish general strategies for the Town to follow, the actual provision of most services and facilities is managed by outside agencies.

1. Water Supply and Wastewater

Nearly all Town residents have water service from the Charleston Water System and waste water and sanitary service from the James Island Public Service District. The District Office is located on Signal Point Road.

2. Solid Waste Management and Recycling

The James Island Public Service District provides residential collection services including twice a week curbside collection of containerized refuse and once a week pickup of yard debris, manmade and metal materials. All refuse and materials picked up are packed into packer trucks or transfer trailers for transport to the Charleston County Bees Ferry Landfill facility. The Charleston County Environmental Management Department provides biweekly curbside pickup for recycling services. Additionally, there are two recycling convenience centers and drop site locations located on James Island.

Currently, the Solid Waste Department serves over 9,000 homes and businesses on James Island. The Solid Waste Department runs an operation with a fleet of 21 vehicles, which includes 6 packer trucks, 2 Knucklebooms (crane-type vehicles), 4 transfer trucks with 6 trailers, 3 front end loaders, 1 dump truck and 3 pick-up trucks. This department employs 31 employees. (*Need to check JIPSD for updates*)

3. Fire Protection

Fire Protection is provided by the James Island Public Service District. Presently the District has 57 employees in the Fire Department *(*Need to check JIPSD for updates*)*. Their facilities within the Town are located at 1622 Camp Road, which serves as the main station, and 853 Harbor View Road. *Currently, the main station is being relocated to a more central location in order to better serve the residents of James Island. The new facility is under construction at the corner of Prescott Street and Folly Road. Construction was begun in Summer of 2019 and is expected to be completed in the Fall of 2020.* There are two more District fire stations at 78 Plymouth Avenue and 1833 Folly Road. These stations house four engine companies and one ladder truck plus additional reserve and support vehicles. Other specialized capabilities of the department include hazardous materials, confined space entry, trench rescue, auto extrication and high level response. Currently the Fire Department ISO rating is 3. The James Island Public Service District works with the City of Charleston Fire Department, which has a fire station at Fort Johnson Road. This is within the boundary of the Town, but on property annexed to the City of Charleston.

4. Emergency Medical Services

Emergency Medical Services are provided to the citizens of the Town by Charleston County. The station is located outside of the boundaries of the Town, on Folly Road and Signal Point Road. James Island also has a Charleston County EMS response unit (Medic #4) located on Plymouth Road. The James Island Public Service District provides EMS services to augment the County EMS system and to provide more timely response to medical emergencies. First responder calls are answered from County-wide Consolidated Dispatch Center.

5. Law Enforcement

Law Enforcement is provided by the Charleston County Sheriff's Office. The Sheriff's Office maintains a station outside of the boundaries of the Town on Riverland Drive. The Town of James Island has an Intergovernmental Agreement with the Sheriff's Office to contract for additional deputies dedicated to policing the Town. This program is known as the Island Sheriff's Patrol. Residents also utilize the magistrate's services located in the Riverland Drive complex. An emergency 9-1-1 system is in place countywide to provide dispatch for police, fire, and Emergency Medical Services. For non-emergencies residents may call (843) 743-7200.

6. Medical Care

Charleston County has some of the best medical facilities in the Southeast, including the Medical University of South Carolina and Roper St. Francis Healthcare. Their proximity to the Town, particularly in downtown Charleston, and the recent establishment of Nason Medical Center and Roper St. Francis facilities near the Folly Road and Maybank Highway intersection, makes any additional hospitals in the Town unnecessary.

Currently plans have been submitted and are undergoing site plan review for a free-standing Emergency Room located at 945 Folly Road.

7. Town Government Facilities

Town Hall is located at 1122 Dills Bluff Road. The newly constructed 6,000 square foot facility was completed in July of 2018, accomplishing the Town's long -term goal of moving out of its leased space. The Town Hall administrative building houses all Town departments and has 10 enclosed offices, two conference rooms as well as a flex space for Island Sheriff's deputies to utilize. The Council Chambers, with an adjoining screened-in porch, is a multi-purpose space that can hold 139 people. Town Hall is located at 1238 B Camp Rd. It is a rented facility in a shopping complex. The Town Hall currently has four enclosed offices and nine cubicles. It has a large meeting room that seats approximately 100. It is anticipated that the Town will eventually purchase an existing facility or build a Town Hall as the Town grows and revenues make this economically feasible. The Intergovernmental Agreement for Public Services for the Town of James Island is an agreement between the Town of James Island and Charleston County that the County will provide the following public services: Building Inspections Services, Revenue Collection, Zoning and Planning and Stormwater Management. The Town is in the process of taking on more of these services as the Town grows and becomes more established.

***The new James Island Welcome and Cultural Center* More details will be added to this section.**

8. Emergency Preparedness

Emergency Preparedness is a coordinated effort between State, County and the local jurisdictions. The James Island Public Service District provides emergency and natural disaster response to the citizens of James Island, and the James Island Public Service District Fire Chief is designated as the Emergency Management Designee. During an emergency, the Mayor will participate as a member of the Emergency Council at the new Charleston County Emergency Operations Center (EOC), located on the Palmetto Commerce Parkway. While Charleston County Emergency Management coordinates the efforts of all local jurisdictions, and the Town is responsible for mitigating damage following a natural disaster, the Town has its own Emergency Preparedness Plan which is currently being updated, and budgets funds for disaster relief.

9. Public Libraries

The James Island branch of the Charleston County Library is located at 1248 Camp Road. It is open Monday through Saturday. The branch circulated more than 277,000 items in 2010. It has internet access and Wi-Fi capability. The Baxter-Patrick James Island Branch of the Charleston County Library System is located at 1858 S. Grimball Road. The new 20,000 square foot facility was opened in November of 2019 and includes features such as a 100-Seat Auditorium, a study room, Self-Check Kiosks and

Automated Materials Handling, a Digital Media (Recording & Editing) Room, Digital Preservation Equipment, DJ Station with Turntables, Creative Studios/Makerspace equipped with several tools including sewing machines, a Cricut, art materials and more, a Storytime Room, Teen Lounge with Gaming Room, Outdoor Reading Areas, a Cultural Path and Genealogy Corner and a Learning (Computer) Lab.

10. Parks and Recreation Services

Recreational facilities are an asset to any residential community. Public spaces such as parks, playgrounds or other community areas are important to the health of a community. It is important to acquire land for these sites before the area is completely developed. Parks available for residents of the Town are: James Island County Park, Dock Street Park, Sunrise **Melton Peter Demetre** Park, Stephen Washington Park, and the Ft. Johnson Park (what is this?). Many **Some** of these parks are located in the corporate limits of the City of Charleston on James Island. Dock Street Park & Pinckney Park **is are** owned and maintained by the Town of James Island. **Dock Street Park is located at the end of Patterson Avenue and boasts mature live oak trees, a picnic area, a small play area, and a fishing dock overlooking Charleston Harbor. Phase one of Pinckney was completed in the spring of 2019 and included a pervious parking area, walking trails, playground equipment and signage. Currently, Pinckney Park is in the process of completing Phase II of its development, which includes a screened-in picnic shelter with attached restroom facility, and an additional trail leading to the water. The Town bid this project out in the summer of 2019, with construction completed in Spring of 2020.** The James Island Recreation Complex includes a pool, gymnasium and ball fields located on James Island within the corporate boundaries of the City of Charleston. The complex is owned and operated by the City of Charleston, however Town residents may participate. The Town has adopted a James Island Youth Sports Program which is an intergovernmental agreement with the City of Charleston which allows Town residents to participate at the reduced City rate and the Town reimburses the City for this expense. Other public recreational facilities on James Island include the Maybank Tennis Center on Houghton Drive, Plymouth Park on Plymouth Avenue (includes public boat ramp), and the Charleston Municipal Golf Course on Maybank Highway. Furthermore, in late summer 2015, the Town purchased approximately 7 acres of land at 461 Fort Johnson Road with Charleston County Greenbelt Funds designated to the Town of James Island and will soon be making plans for a new Town Park (Pinckney Park) at this location. **Town of James Island and the City of Charleston have also been working together on a plan for a new park on Folly Road. "Brantley Park" will be on a .46-acre parcel at the corner of Folly and Brantley Drive. Located at 1708 Brantley Drive, the site includes majestic grand oak trees, a dock at the end of a small creek and beautiful marsh views towards Ellis Creek. The Town and City ~~propose to share~~ have shared the cost of purchasing the site equally, each using a portion of their Greenbelt allocations, with improvements scheduled to begin in 2020.**

11. Educational Facilities

The Town of James Island is in District 3 of the Charleston County School District. The public schools within the boundaries of the Town are: Stiles Point Elementary, Camp Road Middle School, and James Island Charter High School. The former James Island Middle and Fort Johnson Middle have merged into the new Camp Road Middle School (in the former James Island Middle School campus) until the construction of the new school is complete, at the site of the former Fort Johnson Middle School. The area presently has two private schools, James Island Christian School, and the Nativity School. (*There are more private schools, need to check on that*)

12. Roads, Sidewalks and Drainage

Roads are named and addressed through coordination with the U.S. Postal Service, the Charleston County Zoning and Planning Department, and Charleston County 911.

The Town has an Intergovernmental Agreement with Charleston County to provide routine maintenance services up to a certain amount designated each budget year, as well as provide stormwater utility services. The primary and secondary roads in the Town are under SCDOT jurisdiction, which repairs and maintains them. Many neighborhood streets are also under SCDOT jurisdiction, however many are under the jurisdiction of the Town. Town roads are maintained by Charleston County or are private roads. Current levels of congestion suggest that improvements on many primary and secondary roads are desirable. Currently, improvements have been were undertaken for Harbor View Road, ~~for~~ the corner of Folly Road and Camp Road, and a traffic signal has been was installed at the intersection of Camp Road and Dills Bluff Road. The Town is working towards paving dirt roads that still exist in the Town at the request of the residents. Ben Road, Jeffrey Road and Lemontree Road has been were paved in 2015. The Rembert Road paving project was completed in June of 2019. The sidewalk network includes partial sidewalks on Camp Road and Fort Johnson Road. The Town is working towards completing sidewalk connectivity along the island, and is currently working towards completing sidewalks along Camp Road, Fort Johnson Road, Dills Bluff Road, Quail Drive, Lighthouse Boulevard, Jerdone Street, and Stiles Drive and Seaside Lane. Sidewalks will soon be constructed on Harborview Road. Most neighborhoods do not have sidewalks.

Community Facilities Element Needs

Community Facilities Element needs include, but are not limited to, the following:

- Continuing to evaluate and plan for community facilities and service; and
- Coordinating with the various service providers in the Town.
- Continue quarterly stakeholder meetings to address island Stormwater drainage issues.

Community Facilities Element Goal

Community facilities and services will be provided in a fiscally responsible manner with adequate levels of service and will be coordinated with surrounding jurisdictions and linked to land use planning and development decisions.

Community Facilities Element Strategies and Time Frames:

The Town should undertake the following action strategies to support the Community Facilities Goal. These implementation strategies will be reviewed a minimum of every five years and updated every ten years from the date of adoption of this Plan.

- **Bicycle, Walking & Jogging Paths:**
 - Explore improving the walkability of Folly Road between Ellis Creek and the Town limits south of Camp Road.
 - Explore the potential to extend bicycle lanes as part of the Battery to the Beach initiative.

- **Parks and Recreation Services:**
 - Continue to take advantage of Charleston County Greenbelt Funds designated to the Town of James Island and purchase property(s) for a Town park(s).
 - Coordinate any additional parks and recreation programs with the City of Charleston.
 - Continue to explore additional cost-sharing services with the City of Charleston.

- **Roads and Drainage:**
 - The remaining dirt roads are very expensive to maintain. Continue paving roads with the agreement of residents.
 - **(*Need to get with Mark for update of drainage plans*)**

- **Town Government Facilities:**
 - **Establish a Town Hall of sufficient size to accommodate Town needs and allow for future growth.**
 - **Explore development of a joint facility to be shared with the James Island Public Service District and possibly the Charleston County Sheriff's Office.**
 - **Begin planning stages for expansion of additional offices into Town Hall attic space.**

Chapter 3.9: Priority Investment Element

3.9.1: Overview and Purpose and Intent

In 2007, the South Carolina Priority Investment Act (The Act) was passed by The General Assembly to address affordable housing and transportation issues and to create a formal process for inter-jurisdictional coordination. The Act requires that two new elements be included in the Comprehensive Plan, the Transportation Element and the Priority Investment Element. The primary goal of The Act is to better coordinate the funding of necessary public facilities with available resources and adjacent jurisdictions through implementation strategies.

As discussed throughout this Plan, the Town of James Island is a suburban residential community with a commensurate level of public services. The Town itself does not provide all of the public facilities and services offered; instead, the majority of these services are provided by outside agencies. However, the Town has a long history of coordinating with adjacent jurisdictions and agencies concerning land use issues and provision of the public services available to balance adequate public facilities/services and protection of the Town's suburban residential character.

The purpose and intent of the Priority Investment Element is to prioritize the implementation actions for the Town over the next ten years through goals and strategies. The main focus of the Town's investment over the next ten years is to continue to coordinate with adjacent jurisdictions and agencies to balance adequate public facilities/services and protection of the Town's suburban residential character.

3.9.2: Background and Inventory of Existing Conditions

The elements of this Comprehensive Plan identify where and how growth in the Town of James Island should occur over the next ten years. The strategies contained in those elements are carried forward through the Priority Investment Element. The other Plan elements focus on retaining the Town's suburban residential character and protecting its natural and cultural/historic resources while providing Town residents with employment opportunities, safe, affordable housing, and adequate public facilities and services.

The Town intends to continue to maintain the public facilities and services that are in place today. Likely federal, state, and local funds available for public infrastructure and facilities during the next ten years include, but are not limited to:

- The Town's General Fund;
- The South Carolina Parks and Recreation Development Fund
- Other grant/funding programs for which the Town is eligible.

3.9.3: Priority Investment Element Needs

Priority Investment Element needs include, but are not limited to the following:

- Coordination with adjacent jurisdictions and agencies;
- Maintaining the Town's suburban residential character; and
- Providing adequate public facilities and services.

3.9.4: Priority Investment Element Goal

Adequate public facilities and services will be prioritized through coordination with adjacent and relevant jurisdictions and agencies and will not have a negative impact on the Town's suburban residential character or its natural, cultural, and historic resources.

3.9.5: Priority Investment Element Strategies and Time Frames

The following strategic actions should be undertaken by the Town in support of the purpose and intent of the Priority Investment Element of the Comprehensive Plan. These implementation strategies will be reviewed a minimum of every five years and updated every ten years from the date of adoption of this Plan.

- PI 1. Continue to coordinate with adjacent jurisdictions and agencies to balance adequate public facilities/services and protection of the Town's suburban residential character as well as its natural, cultural, and historic resources.
- PI 2. Review and update the Zoning and Land Development Regulations Ordinance to ensure these standards reflect the recommendations of the Comprehensive Plan Elements including, but not limited to suburban preservation, development quality, and resource protection.
- PI 3. Improve mobility and quality of life by constructing sidewalks and paving roads when requested by Town residents.
- PI 4. Continue initiating funding program for the construction of a new Town Hall.
- PI 5. Develop and implement site plan and improvements for Town parks.
- PI 6. Improve participation in the public transportation process through seeking representation on CARTA and dedicating funds for improved benches or shelters.

Resources and References

1. BCD Council of Governments, 2009
2. Historical and Architectural Survey Charleston County, South Carolina. Preservation Consultants, 1992
3. U.S. Bureau of the Census: derived from the U.S. Census Bureau; 2000 and 2010 numbers are from the respective Censuses.
4. Geo community. (1990-1995). *James Island Hydrography*. USGS.
5. National Oceanographic and Atmospheric Administration (2011?). *Characterization of the ACE Basin, South Carolina*. NOAA.
6. SCDNR. (1997). *General Soil Map of South Carolina*. Clemson, South Carolina: Clemson University.
7. Waters, K.E. (2003). *Ground-Water Levels in South Carolina*. SCDNR.
8. *Sustainable development definition requested by Ed Lohr for discussion at 2/12/15 meeting:*

More than one hundred definitions of sustainable development exist, but the most widely used one is from the World Commission on Environment and Development, presented in 1987. It states that sustainable development is “Development that meets the needs of the present without compromising the ability of future generations to meet their own needs.” Sustainable development promotes the idea that social, environmental, and economic progress are all attainable within the limits of our earth’s natural resources. Sustainable development approaches everything in the world as being connected through space, time and quality of life.