



Town of Mount Pleasant Comprehensive Plan 2009 – 2019

2014 UPDATE



Adopted:
November 11, 2014

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- Appendix A: Advisory Committee on our Aging Population Report to Mayor and Town Council*
- Appendix B: Bicycle and Pedestrian Master Plan*
- Appendix C: Public Comments from May 29, 2014 Open House and engagetompsc.com*

Acknowledgements

Like all large scale planning efforts, this Comprehensive Plan is the result of the collaboration of many parties and the ideas were gathered from many sources.

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Introduction to the Comprehensive Plan

According to South Carolina law, the purpose of the Comprehensive Plan is to help manage “the physical, social, and economic growth, development, and redevelopment of the area within its jurisdiction. The plans and programs must be designed to promote public health, safety, morals, convenience, prosperity, or the general welfare as well as the efficiency and economy of its area of jurisdiction. Specific planning elements must be based upon careful and comprehensive surveys and studies of existing conditions and probable future development and include recommended means of implementation.”

This Comprehensive Plan for the Town of Mount Pleasant covers the planning horizon of 2009-2019. South Carolina state law Section 6-29-380, Article 3 addresses the Comprehensive Plan process and contents. The law says that: “The basic planning process for all planning elements must include, but not be limited to:

- 1) Inventory of existing conditions;
- 2) A statement of needs and goals; and
- 3) Implementation strategies with time frames.”

The document is organized into three sections that respond to these requirements. The Vision and Goals statement (statement of needs and goals) outlines the desired future direction for the Town, sets the stage for the later sections, and best summarizes the intent of the plan. The Strategies, Future Land Use, and Action Plan (implementation strategies with time frames) together comprise the approach to plan implementation. These sections include a series of maps for guiding the Town’s growth and development. The Community Profile (inventory of existing conditions) provides a survey of existing conditions and current trends, and constitutes the background research upon which the plan is based.

Also, as directed by South Carolina law, this Comprehensive Plan covers the nine planning elements. These elements are covered in both the Strategies and Community Profile sections of the plan. The Strategies section covers recommended strategies for each planning element, while the Community Profile section reviews relevant existing conditions for each planning element.

South Carolina Planning Elements:

- Population
- Housing
- Natural Resources
- Cultural Resources
- Economics
- Community Facilities
- Transportation
- Land Use
- Priority Investment

Planning Process

Because the 2009 Comprehensive Plan covers the 2009 – 2019 timeframe, the majority of the text contained within this document remains unchanged from the 2009 plan. The changes included in the 2014 update reflect more recent developments that were identified by the community and stakeholders as needing to be addressed.

The process for the 2014 Comprehensive Plan update officially began on September 5, 2013 at the Department of Planning and Development Meet & Greet held at the Trident Technical College Mount Pleasant campus. Copies of the 2009 – 2019 Plan and the Future Land Use Map were made available for comment and feedback.

Following the Meet & Greet, meetings were held with various stakeholders including: Charleston County representatives, Mount Pleasant Waterworks, and Town of Mount Pleasant Department Heads and Administration to discuss changes in the community since the adoption of the 2009 – 2019 Plan, and to identify issues that needed to be addressed. Information and comments received from the Meet & Greet and stakeholder meetings was then provided to the Planning Commission for its review.

The Planning Commission held nine working meetings to review each element and develop recommended revisions. The Planning Commission provided the most detailed level of oversight and feedback into the Comprehensive Plan Update process. These recommendations were provided to the public at two concurrent Open House meetings on May 29, 2014, for public review, feedback, and discussion.

An estimated 150 people attended the Open House meetings and provided comments on the plan. All comments that were provided at the meetings or submitted online through engagetompsc.com have been attached as Appendix C. These comments were provided to Planning Commission for its consideration and incorporation into the plan prior to its formal recommendation to the Planning & Development Committee of Council and Town Council.

On July 23, 2014, the Planning Commission recommended approval of the 2014 Comprehensive Plan Update. On October 14, 2014, Town Council held the required public hearing and approved first reading of the 2014 Comprehensive Plan Update. Final adoption of the plan occurred on November 11, 2014.

The table below lists all public meetings and events held during the 2014 Comprehensive Plan Update process.

Date	Event
09/05/2013	Meet & Greet – kick-off for 2014 Comp Plan Update
10/17/2013	Special Planning Commission meeting to begin discussion of 2014 Update
11/07/2013	Planning Commission workshop – Annexation & Planning Area
12/12/2013	Planning Commission workshop – Transportation Element
01/09/2014	Planning Commission workshop – Natural & Cultural Resources Elements
01/30/2014	Planning Commission workshop – Housing & Population Elements
02/27/2014	Planning Commission workshop – Economic & Priority Investment Elements
03/13/2014	Planning Commission workshop – Community Facilities Element
04/03/2014	Planning Commission workshop – Land Use Element
04/08/2014	Planning Commission workshop – Land Use Element
05/12/2014	Special Planning Committee of Council meeting to review draft
05/29/2014	Open House meetings (two concurrent public input meetings)
06/12/2014	Planning Commission workshop – review comments from Planning Committee and Open House
07/23/2014	Planning Commission (regular meeting) recommendation to approve Update
08/26/2014	Special Town Council meeting to review draft
10/14/2014	Public Hearing held by Town Council; first reading
11/11/2014	Town Council final reading to adopt 2014 Comprehensive Plan Update

May 29 Open House Meetings



Comprehensive Plan 2009 Vision

Introduction

The Town of Mount Pleasant comprehensive planning process began by establishing a vision for the Town. This vision is broken down into general themes and then into more detailed goals. As the planning process has continued, these goals have served as the foundation for specific policies and implementation strategies.

The vision statement provides a unifying overall direction for the Comprehensive Plan and its implementation efforts. The vision statement is intended to be brief and easily understandable to the average reader and lays out a clear direction for the future of the Town of Mount Pleasant.

The visioning images on this page are an illustrative accompaniment to the vision statement. The diversity of the Town cannot be summarized by just a few images; however, these images set a tone and enhance the meaning of the vision statement.

Major influences upon the vision and goals came from the Town-wide Public Visioning Workshop, stakeholder interviews, the 2009 Comprehensive Plan Steering Committee, the Planning Commission, and direction provided by Town of Mount Pleasant management and staff. This vision statement evolved over many revisions based upon feedback provided by these various stakeholder groups.

The major themes of the vision – Livability, Level of Service, Sustainability, Community and Neighborhood Recognition, Maturation and Revitalization, Economic Development Placemaking, and Harmony with Nature – all can be sourced directly from the input and guidance of the public, the Steering Committee, and the Planning Commission.

Comprehensive Plan 2009 Vision

We will balance community preservation with redevelopment and the establishment of new gathering places.

For the Town of Mount Pleasant, community preservation means maintaining the character of the Town's historic, rural, and newly planned residential and business communities, while maintaining a high level of public services and efficient infrastructure.

Redevelopment will bring quality economic growth, diversify residential and employment options for current and future residents, create a series of gathering places, and make Mount Pleasant a community that appeals to all ages.

We will protect and enhance the sustainability of our natural resources and our civic institutions. We will strive to reduce our environmental impacts and enjoy and preserve our surrounding natural beauty.

2014 Update Vision

The 2014 Update reaffirms this vision, and builds upon it, by accounting for changes within the community over the past five years.

Visioning Images



Themes

Livability

The livability of Mount Pleasant is supported by the ability of residents to conveniently meet their everyday needs; destinations for working, education, shopping, and playing should be located nearby and easily accessible. The livability of Mount Pleasant is also enhanced by the quality of the natural and built environments, well maintained and designed neighborhoods, attractive landscaping, and views of the surrounding water. Supporting the convenience and amenity of everyday life is key to maintaining quality of life for the Mount Pleasant community.

Sustainability

Sustainability means leaving things better than they were found for the next generation. This suggests that the people of Mount Pleasant need to be stewards of the natural environment, maintain the quality of the Town's infrastructure, and continue to build the economic and civic institutions that make the community thrive. In particular, the Town of Mount Pleasant strives to foster and support excellent educational and recreational opportunities and facilities for all, young and old. A sustainable community plans into the future, thinking in longer timelines of 20, 30, or even 50 years, and puts those plans into action.

In order to maintain quality of life, the Town of Mount Pleasant needs an adequate, diverse, and ongoing fiscal plan for funding public services. This means ensuring reliable sources for public funding and developing fair mechanisms for distributing the costs of public services to those who benefit from such services.

Level of Service

A vital component of the high quality of life in Mount Pleasant is the top-rate public facilities and services provided by the Town. While it is relatively easy to value the parks, roads, and schools that we make use of on a daily basis, an important part of the quality of life is the invisible infrastructure – dedicated public safety officials, stormwater drainage infrastructure, waste management – that protects our health, safety, and welfare. The Town will seek to maintain, and where feasible enhance, the high level of public services currently enjoyed by Town residents. The Town will continue to plan for the expansion and annexation of areas into Mount Pleasant where growth can be served in a sustainable manner.

Community and Neighborhood Recognition

Mount Pleasant is known as a great place to live, and recognizing the character of the Town's residential areas and historic and natural features is an important goal. There are many different types of residential development and each one merits protection. This includes the mixed residential and business communities in the Town's historic core, traditional African-American cultural communities found in the planning area, and newer planned communities designed to protect residential quality of life. The Town benefits from a number of historic and cultural landmarks, such as Shem Creek, the Pickett Bridge Recreation Area, and the traditional Sweetgrass Basket areas. The recognition and enhancement of historic and cultural landmarks is vital to preserving the charm of the Mount Pleasant community.

Agriculture played an important role in the Town's early history, so preserving the remaining agricultural features is another important goal. Remaining agricultural tracts such as Boone Hall and Hamlin Farm preserve the historic cultural landscapes of the Mount Pleasant area, linking the present community with its past roots. Promoting local food production and traditional food culture also enhances the community's links to its agricultural past.

Maturation and Revitalization

The Town continues to experience a period of rapid growth and redevelopment that should be guided to meet the changing needs of residents. This phase of growth should include a wider variety of housing types to adapt to the Town's changing demographics and workforce needs; a variety of nodes that enable Town residents to meet their needs locally and lessen the need for long-distance regional trips; and the revitalization of older or underutilized commercial areas to allow for economic growth. At the same time, new types and patterns

of development should not disturb the Town's existing, stable residential communities. A more mature development pattern can bolster the Town's sustainability by fostering greater use of transportation alternatives, like biking, walking, and transit.

Economic Development

The Town's residential and business communities are interdependent. The business community provides services and employment opportunities, and supports the Town's tax base. Without these businesses, residential property taxes would have to be significantly higher to support the Town's current level of service. Residences provide customers and employees that support area businesses while also contributing to the tax base.

The Town should continue to pursue quality economic development by supporting the existing small business community and fostering the growth and relocation of new businesses within the Town of Mount Pleasant. According to the adopted Economic Development Strategy, the Town's Economic Development Mission is: *to advance Mount Pleasant's quality of life by fostering an economic environment that is vibrant, favorable to job creation, and that promotes the general prosperity of the community.* To do this, the town has developed a set of goals to be implemented within the 2013 – 2017 timeframe.

Placemaking

The Town of Mount Pleasant is known for its great residential communities, but stakeholders have expressed a strong interest in creating special places or destinations within the Town. There is a need for a variety of gathering places – from a potential “downtown” Mount Pleasant to a variety of distributed, small-scale neighborhood nodes that would bring vitality and sustainability to Mount Pleasant's residential communities. New nodes should not infringe upon the quality of life for Mount Pleasant's existing, stable residential communities. There is broad interest in placemaking, including increasing all of the amenities that come with special places, such as cultural destinations, public art, and event facilities. There are opportunities in the Town of Mount Pleasant to develop or enhance destinations that are integrated with the surrounding natural environment – much in the manner of Shem Creek.

Harmony with Nature

Harmony with nature is about being a steward for the natural environment by appreciating the natural environment as well as taking excellent care of it. Stewardship implies that environmental impacts will be considered and minimized. Protecting the natural environment means taking proactive steps to reduce impacts to environmentally sensitive areas and preserve the beauty of marshes and wetlands. Stewardship also means providing better access to nature through trails, a connected system of parks, waterfront facilities, and a balance of active and passive recreation opportunities.

The unique beauty of the South Carolina Lowcountry is part of what makes Mount Pleasant special. This beauty includes not only the rivers, creeks, wetlands, and native species, but also the appeal of the traditional built environment, with historically compact, walkable settlements and architecture native to the region. Mount Pleasant has maintained its beauty through forward thinking planning, historic preservation, and design guidelines, and these efforts will continue into the future.

Goals

Introduction

As with the vision statement, the majority of the goals were derived from various sources of stakeholder input, including the Town-wide Visioning Workshop, stakeholder interviews, and ongoing conversations with Town of Mount Pleasant staff and management during the 2009 planning process with new and updated goals contributed from the 2014 Update. Also, many of the goals were adapted for the 2003 Comprehensive Plan.

The goals provide the big picture direction for the development and implementation of the Comprehensive Plan. Strategies, incentives, and regulations are continuously updated and necessarily adapt to changing circumstances, but goals should endure and provide stability and direction over time. Consensus on the goals sets the stage to implement the measures necessary for their realization.

These goals are reiterated with a further level of detail in the Strategies section of the Comprehensive Plan.

Livability

1. Make the Town of Mount Pleasant a lifelong community; a place where people of all ages want to live and have opportunities to do so.
2. Develop a series of nodes of activity that include a wide variety of land uses and public spaces. Ensure that all Town residents live within close proximity to a public gathering space.
3. Promote alternative transportation options and increase connectivity to reduce traffic congestion and enhance quality of life.
4. Increase the community's involvement in crime prevention efforts.
5. Promote **Harmony with Nature** (see goals under that theme).
6. Promote and facilitate opportunities to experience cultural events and activities.
7. Provide educational opportunities based on local history.

Level of Service

1. Maintain effective, efficient public services in the areas of public safety, transportation, schools, parks, water, wastewater, and stormwater.
2. Take a leadership role in intergovernmental cooperation whenever multiple jurisdictions have overlapping interests in the Town of Mount Pleasant, such as with Charleston County and Mount Pleasant Waterworks.
3. Plan for safe and effective traffic flow throughout Mount Pleasant, as well as between Mount Pleasant and the rest of the Metro Area.
4. Increase the community's understanding of and engagement in key issues facing the Town of Mount Pleasant.
5. Ensure the services provided by the Town match the needs of the community and accommodate the changing population.
6. Construct and improve public buildings and facilities to meet the needs throughout the community.

Sustainability

1. Focus future growth in the Town of Mount Pleasant on areas that have sufficient transportation infrastructure and are located near existing centers of employment and activity.

2. Promote the annexation of unincorporated properties as a means to create efficient and equitable service, foster an inclusive and diverse community, and to consider the strategic implications regarding the growth of other nearby municipalities.
3. Foster and support excellent educational and recreational opportunities and facilities for all ages.
4. Apply a “complete streets” policy for new transportation projects. A complete streets policy requires that all new transportation projects provide facilities for pedestrians, bicyclists, and transit, as well as private vehicles.
5. Preserve key historic properties through acquisition or easements.

Community and Neighborhood Recognition

1. Recognize the significance of historic, traditional, rural, and planned neighborhoods, maintaining their desirable characteristics such as their prevailing densities, building types, and quiet streets.
2. Recognize the importance of the physical and cultural aspects of traditional African-American communities found in the planning area.
3. Continue to promote high-quality landscaping on public and private properties in Mount Pleasant.
4. Guide development in rural areas to reflect rural characteristics and densities.
5. Recognize remaining agricultural areas in the Town.

Economic Development

1. Support local businesses and provide educational opportunities for residents through higher education programs and curriculum matched to local workforce needs.
2. Promote the growth of existing businesses and the recruitment of new businesses that are compatible with the Town’s future vision.
3. Ensure that fiscal resources are available to provide targeted levels of public services, such as desired capital improvements and necessary staff.
4. Continue to develop and implement redevelopment plans for older and underdeveloped areas of Mount Pleasant that are well served by public infrastructure.
5. Promote technology infrastructure as a means to support local businesses and draw new businesses.

Maturation & Revitalization

1. Focus redevelopment and revitalization efforts on older commercial areas which are served by existing infrastructure and are underutilized; ensure any redevelopment is compatible with existing residential neighborhoods.
2. Increase the flexibility of the zoning code to accommodate new types of development, including mixed use, so long as they are compatible with their surrounding context and sensitive to nearby neighborhoods.
3. Encourage a diverse and inclusive Mount Pleasant where people of all ages and backgrounds are welcomed and invited to participate in the community.
4. Provide a mix of housing types in a variety of price ranges, including rental housing options, to meet the needs of the wide range of Town residents and workforce and to promote Mount Pleasant as a lifelong community.

Placemaking

1. Develop a series of nodes which include a wide variety of land uses and public spaces. Nodes should include a wide variety of commercial, civic, and residential land uses and should not intrude upon existing residential neighborhoods.
2. Develop one or more destinations for tourism, business conventions, events, culture, and arts for Mount Pleasant to increase the attractiveness of the community for all ages.
3. Maintain and expand the quality and location of public spaces throughout Mount Pleasant, including the introduction of pocket parks in infill areas to serve as accessible public gathering spaces within nodes of activity.
4. Promote the Town as a destination for history and cultural based tourism.

Harmony with Nature

1. Protect environmentally sensitive lands and increase access to open space and rural landscapes.
2. Encourage the use of alternative transportation options to decrease congestion, promote health, and enhance quality of life.
3. Increase public access to and views of natural waterways.
4. Protect the water quality in Mount Pleasant's surrounding marshes and waterways to provide natural habitats, promote the local shrimping industry, and to maintain water suitable for various forms of recreation.
5. Ensure a long term sustainable supply of potable water by making efficient use of our existing water supply.
6. Promote green building practices to reduce the consumption and increase the reuse of raw materials, energy, water, and wastewater discharge.
7. Practice green Town operations and management to reduce the use of energy, water, and raw materials and benefit from reduced operating costs.
8. Explore alternative energy choices.

Strategies

Introduction

This section of the Comprehensive Plan includes a variety of implementation strategies that provide general, as well as specific, guidance for the actions and policies of the Town of Mount Pleasant. Time frames are provided in a separate Action Plan that details activities for short term (five year) implementation.

Strategies have been developed to address each of the eight planning elements: Population, Housing, Economics, Community Facilities, Natural Resources, Cultural Resources, Land Use, and Transportation. Each section begins with a review of goals relevant to that planning element. A discussion of general strategy for each element sets the stage for specific strategies discussed afterwards.

Target Strategies are those strategies that received significant public support during the development of the Comprehensive Plan in 2009 and continue to have significant public support in the 2014 Update. They are not intended to be an inclusive listing, but rather those that have broad based support and are often linked with other goals and strategies in the plan. These strategies can be used to help guide the prioritization of plan implementation efforts. Many of the Target Strategies are complex and multifaceted and may require collaboration between Town departments or between Town staff and outside organizations.

Major Themes from the Plan Vision

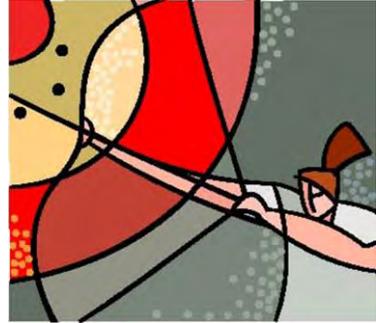
The strategies reference the major themes from the Comprehensive Plan Vision. These themes are overarching concepts that cut across multiple plan elements. The themes from the Plan Vision are:

- Livability
- Sustainability
- Level of Service
- Community and Neighborhood Recognition
- Maturation and Revitalization
- Economic Development
- Placemaking
- Harmony with Nature

Target Strategies

Six Target Strategies were identified during the 2014 Comprehensive Plan Update process and have been highlighted below. Several of these Target Strategies were widely supported in the 2009 process and updated to reflect changes identified during the 2014 Update process. They are not intended to be the primary focus of the plan, but should be recognized as those strategies which garnered the most interest and support. These Target Strategies, along with other identified strategies, appear within various plan elements and provide a means of achieving the goals of this plan.

- **Increase the number of workforce and life cycle housing units.**
- **Ensure the Town of Mount Pleasant plans for and meets the needs of the growing population of older residents.**
- **Maintain established levels of service for all public services and develop fiscal projections necessary to support these levels.**
- **Take a flexible and opportunistic approach to expanding water access for the Town. Identify a variety of potential sites and pursue favorable opportunities as they arise.**
- **Promote appropriate infill and redevelopment.**
- **Implement the Long Range Transportation Plan.**



Population

Goals Relevant to the Population Element

1. Make the Town of Mount Pleasant a life-long community; a place where people of all ages want to live and have opportunities to do so.
2. Encourage a diverse and inclusive Mount Pleasant where people of all ages and backgrounds are welcomed and invited to participate in the community.
 - 2.1. Ensure that the Town of Mount Pleasant can meet the needs of older residents.
 - 2.2. Continue to explore ways to increase the attractiveness of the Mount Pleasant community to young adults by providing urban lifestyle options, educational opportunities, and cultural amenities.
3. Develop one or more destinations for tourism, business conventions, events, culture, and arts for Mount Pleasant to increase the attractiveness of the community for all ages.
4. Increase the community's involvement in crime prevention efforts.
5. Promote the annexation of unincorporated properties as a means to create efficient and equitable service, foster an inclusive and diverse community, and to consider the strategic implications regarding the growth of other nearby municipalities.
6. Foster and support excellent educational and recreational opportunities and facilities for all ages.
7. Recognize the importance of the physical and cultural aspects of traditional African-American communities found in the planning area.
 - 7.1. Coordinate with Charleston County on planning issues involving communities located in unincorporated areas.
 - 7.2. Encourage the annexation of unincorporated communities to provide enhanced neighborhood services.

General Strategy

Under the Maturation/Revitalization theme, the Comprehensive Plan has set a goal to encourage a diverse and inclusive Mount Pleasant where people of all ages are welcomed and invited to participate in the community. This goal speaks to the challenges that the Mount Pleasant community will face over the next twenty years. One challenge is adapting to the projected rapid growth in the over-65 population, which is expected to triple in the next twenty years. A second challenge is to increase the attractiveness of the community to young adults, especially adults under 30 years old, who will be an increasingly important economic development resource in the coming decades. Finally, a third challenge and opportunity is to better integrate traditional African-American communities into the Town of Mount Pleasant. It is clear from the visioning process that all of these distinct demographic segments are valued by the Mount Pleasant community.

During the 2014 Update process, meeting the needs of the growing population of older residents was a significant focus and widely supported. Seniors have different needs than other members of the community and place different demands on Public Services. The Town of Mount Pleasant needs to be able to meet these needs and demands, and balance them with the needs and demands of the rest of the population.

Recommended Implementation Strategies:

- **Increase the attractiveness of the Mount Pleasant community to young adults by providing housing, education, employment, and recreational opportunities, as well as, urban lifestyle options and cultural amenities that appeal to that particular demographic.**

Young adults (adults between the ages of 18-30) display a different set of preferences than older adults, some of which are generational in nature. Currently, many young adults show a strong interest in urban living environments that emphasize walkability, activity, and diversity. Mount Pleasant has an opportunity to create such places through its existing redevelopment

efforts. In addition, redevelopment has emerged as a major part of the Town's Maturation and Revitalization theme, and is discussed in some detail in the Land Use section of this document.

Educational, employment, and recreational opportunities; and cultural offerings are desirable quality of life amenities in their own right, and were often mentioned as goals in the Comprehensive Planning and Update processes. However, these amenities also have the benefit of attracting and retaining young adults. The Town is large enough to support a range of distinctive offerings and to create an environment that is attractive to the young talent that will help build the economy of the future.

- **Ensure that the Town of Mount Pleasant plans for and meets the needs of the growing population of older residents.**

The over-65 population is very diverse in its capabilities, needs, and interests. Seniors may have different housing and transportation needs, with a desire for lower maintenance housing options and off-peak travel patterns, and will also create increased demands for health care and support services. As this demographic continues to grow, the Town of Mount Pleasant should remain on the forefront of planning for the changing needs of its aging community, taking into account demographic shifts in its approach to housing, transportation, recreation, health, public safety, and other services.

- **Review the Town's marketing strategy annually.**

The Town's Office of Cultural Affairs & Tourism has developed a marketing strategy to promote the Town. The Town offers a high quality of life and relatively low taxes and would be attractive to residents from other areas as well as employers.

- **Continue to seek the annexation of unincorporated areas within the Mount Pleasant planning area.**

The Town seeks to recognize those traditional African-American communities within the planning area, as is shown by recent efforts to preserve the practice of making and selling Sweetgrass baskets along the US 17 corridor. It is hoped that through continued positive outreach to traditionally African-American communities in unincorporated areas, these communities will want to be annexed into the Town and benefit from the full range of quality services the Town provides.

In addition to the African-American communities, many scattered lots and small clusters of unincorporated areas exist within the Town boundaries. As discussed in the Town's official Annexation Policy, focusing on these areas will aid the goals of the plan including: efficient and equitable service provision, and fostering an inclusive and diverse community.

Housing

Goals Relevant to the Housing Element

1. Provide a mix of housing types in a variety of price ranges, including rental housing options, to meet the needs of the wide range of Town residents and workforce and to promote Mount Pleasant as a lifelong community.
 - 1.1. Provide greater housing options that promote universal design and aging in place to ensure residential options for the entire life cycle.
 - 1.2. Identify desirable locations for future housing development within the Town of Mount Pleasant, focusing on locating workforce housing near an existing or planned center of employment and locating senior housing near everyday services and medical facilities and ensuring that both workforce and senior housing has access to public transportation and bike and pedestrian facilities.

General Strategies

Two primary themes address Mount Pleasant's housing strategies: Community and Neighborhood Recognition and Maturation/Revitalization. On one hand, the Town wishes to conserve the character of its existing residential communities, which generally provide a high quality of life and a desirable residential environment. On the other hand, the Town wishes to promote a greater diversity in its housing stock, to attract young families, support the local workforce, and promote lifecycle housing. The character of existing residential areas should be conserved and potential locations for more diverse and denser housing types are limited. Two of the most promising locations for more diverse and denser housing types are in designated redevelopment areas and in Community Nodes.

The Town acknowledges the important links between housing, transportation, and economic development. When workers must travel long distances between jobs and affordable housing, the entire region suffers from increased traffic congestion. The goal of the Town is to place workforce housing options close to centers of employment. Also, workforce housing supports economic development efforts, as employees are more reliable and more dedicated to their employers when their home-to-work commute is a reasonable distance; in the best case, workers such as teachers and firefighters serve the communities in which they live.

In addition to workforce housing, senior housing was a key focus during the 2014 Update process. As the Town sees an increase in the number of older residents, it becomes increasingly important to ensure that senior housing is appropriately sited to provide seniors with easy access to desired services and amenities.

Recommended Implementation Strategies:

- **TARGET STRATEGY: Increase the number of workforce and life cycle housing units.**

Support for increased workforce and life cycle housing was one of the most consistently voiced themes during the Comprehensive Plan Update process. As discussed in other sections of the Comprehensive Plan, workforce housing is connected with other important goals for the Town – attracting an increasingly diverse population, promoting and supporting a stable local workforce, and reducing traffic congestion.

The 2014 Berkeley-Charleston-Dorchester Housing Needs Assessment discusses the lack of affordable housing in the region which leads to an increase in commuting costs, strains public infrastructure, increases traffic congestion, and has a negative impact on the environment. Support for workforce and lifecycle housing was strong in 2009 and continues to be strong with the 2014 update.

The overall strategy for increasing workforce housing is to encourage workforce housing to be distributed and integrated throughout the Town in all types of residential districts. This means that workforce housing is appropriate in low density, medium density, and high density residential land uses, so long as the overall density ranges and character of each of these land uses is preserved. Workforce housing is also particularly appropriate for locations within Community Nodes, including upper story residential housing above commercial development. Where possible, Community Nodes should link workforce housing and commercial land uses with pedestrian connections and streetscapes. The Core Redevelopment Corridors are also appropriate locations for concentrations of workforce and life cycle housing in mixed use developments. Higher density housing options for those with ongoing or imminent health care concerns should be located near medical facilities.

The Town of Mount Pleasant should explore a range of incentives and programs to promote workforce housing. It is important to note that every incentive may also have drawbacks or unintended consequences, so each incentive should be evaluated carefully before being implemented. Recommended incentives include density bonuses and expedited permitting processes.

Density bonuses are an incentive method for encouraging workforce housing by permitting increased densities for developers who set aside a certain percentage of their units as affordable. The affordability criteria will be clearly defined by the Town of Mount Pleasant based on median family incomes for the Charleston-North Charleston-Summerville

Metropolitan Statistical Area. Two major concerns about density bonuses should be considered. One concern is that density bonuses create excessive densities that erode the character of surrounding residential areas. The other major concern is that density bonuses do not provide sufficient incentive for workforce housing, and so often go unused. Both of these concerns should be evaluated before implementing a density bonus program.

The Town promotes the development of workforce housing in residential areas across the range of densities. Small increases in density (i.e. density bonuses) may be permitted to promote the development of workforce housing, however the density of any workforce housing development should not vary greatly from that of adjacent residential areas.

- **Recognize and protect the character of Mount Pleasant’s existing residential neighborhoods and communities.**

Recognizing the character of existing historic, traditional, rural, and planned communities, involves maintaining their desirable characteristics such as prevailing densities, building types, and quiet streets. The Town should ensure that new development in residential districts is compatible in scale and character and conserves important neighborhood characteristics. In some areas that are seeing high rates of infill housing, the Town may need to revisit existing regulations and revise them to ensure that neighborhood character continues to be conserved.

- **Accommodate densities appropriately to protect existing residential areas, particularly in rural and conservation areas.**

The 2009 Comprehensive Plan focused on increasing densities in areas such as the Urban Corridor and Waterfront Gateway – Cooper River Districts. The 2014 Update seeks to maintain what has been accomplished and ensure that higher densities are appropriately located and serve to protect the rural and conservation areas.

- **Encourage employer-assisted housing programs.**

Employer-assisted housing programs are housing incentive programs provided by public or private employers. Employees are provided a housing stipend which they must use to purchase a home that is within a certain distance of their employer in order to promote a short and convenient commute. The employee benefits from assistance in their housing purchase, while the employer benefits from greater employee loyalty. Housing stipends generally come in the form of a loan that is automatically paid off by the employer over several years, ensuring a long term commitment from the employee. Typically, major employers who may have trouble finding or retaining skilled labor, such as hospitals, universities, and local governments, use such programs. While employer assisted housing programs are voluntary for employers, the Town can provide information and analysis to support such programs.

- **Promote housing options that provide universal design and foster aging in place to ensure residential options for the entire life cycle.**

Universal design is the concept that most buildings can be designed to accommodate all types of users with no or minimal additional cost. Buildings that feature universal design are more usable to a variety of people – including wheelchair-bound, sight impaired, the young, and the old. Universal design makes housing more adaptable to changes throughout a person’s life cycle and ensures that housing accommodates visitors and relatives of all ages. Traditional building practices and housing development may not incorporate universal design principles. The Town of Mount Pleasant should promote and encourage the use of universal housing design wherever possible, to help the Town meet its goal of promoting life cycle housing options.

- **Review potential redevelopment sites with a focus on workforce and senior housing and develop a strategy for promoting these types of housing opportunities.**

To support the Town’s increased desire for workforce and senior housing, key redevelopment sites should be identified and evaluated for their potential to meet the needs of those groups.

The Town of Mount Pleasant should work towards creating a strategy to encourage the incorporation of these housing opportunities into redevelopment plans for these sites and provide appropriate incentives to that end. The Town should strive to work with local nonprofit housing organizations to develop incentives and seek opportunities to make developers aware of these incentives and encouraged to incorporate affordable and senior housing into their plans.

Economics

Goals Relevant to the Economics Element

1. Support local business and provide educational opportunities for residents through higher education programs and curriculum matched to local workforce needs.
2. Promote the growth of existing businesses and the recruitment of new businesses that are compatible with the Town's future vision.
 - 2.1. Attract professional and management related businesses and offices that draw heavily upon the Town's resident workforce in order to provide convenient work options and shorten commutes.
 - 2.2. Ensure economic development efforts support the Town's goal of promoting tourism and tourism-related industries and services.
 - 2.3. Ensure that economic development efforts align with the Town's goals for protecting and enhancing quality of life by protecting the environment, increasing conveniently located work options, providing housing in a variety of prices ranges, and contributing to high quality gathering places located throughout the Town.
 - 2.4. Coordinate economic development efforts with the regional efforts on target industries. Focus recruitment on the professional and management industries, such as advanced materials, drivetrain & power systems, software, creative design, and logistics, as well as healthcare, research & development, engineering, and tourism.
3. Continue to develop and implement redevelopment plans for older and underdeveloped areas of Mount Pleasant that are well served by public infrastructure.
 - 3.1. Develop a greater downtown vision that builds upon existing redevelopment efforts in the Coleman Boulevard and Johnnie Dodds Boulevard areas.
 - 3.2. Encourage the development of high-quality, mixed use concentrations of professional and management employment in select locations.
4. Promote technology infrastructure as a means to support local businesses and draw new businesses.

General Strategy

The Town of Mount Pleasant recognizes the important role that continued economic development plays in the sustainability of the Town, which is why it has emerged as one of the key themes in the Town's Vision Statement. Economic development is important for providing the Town with jobs, services, and support for the Town's tax base. At the same time, economic development should advance residents' quality of life, while fulfilling their needs and aspirations, in turn creating self-perpetuating investments within the community. As such, economic development efforts should support the Town's other goals of protecting the environment, increasing conveniently located work options, providing housing in a variety of prices ranges, contributing to high quality gathering places throughout the Town, and supporting the sustainability of Town services. Many of the features that make the Town an attractive place to live also should make it an attractive place to work and to run a business. In particular, the Town's highly educated and skilled workforce serves as a significant attractor to businesses considering relocation to the Town of Mount Pleasant.

The 2009 Comprehensive Plan focused on the need to provide opportunities for higher education as well as continuing education. With recent strides in this direction, the focus

during the 2014 Update has shifted towards aligning the higher education programs and curriculum with the needs of the local workforce.

Recommended Implementation Strategies:

- **Work with local schools and businesses to match curriculum with workforce needs.**

Since the adoption of the 2009 Comprehensive Plan, several achievements have been made towards the goal of recruiting a higher education college or satellite campus to the Town of Mount Pleasant, including the creation of the Wando High School Center for Advanced Studies, the opening of the Mount Pleasant Trident Technical Campus, and the town's effort to locate a four year college here, particularly one that may offer degrees that support the current and emerging job markets in the Mount Pleasant area. The focus now is on aligning the curriculum at these schools to support the needs of the local workforce, such as providing nursing programs to support the local hospitals and medical facilities. The Town of Mount Pleasant should facilitate discussions with the schools and local businesses to better understand the community needs and meet this goal.

- **Implement the Town's Economic Development and Business Development Strategies.**

In 2013, the Town of Mount Pleasant adopted the 2013-2017 Economic Development Strategy which provides multiple goals and objectives designed to help the Town achieve its mission to advance Mount Pleasant's quality of life by fostering an economic environment that is vibrant, favorable to job creation, and that promotes the general prosperity of the community.

As recommended in the adopted Economic Development Strategy, the Town of Mount Pleasant updated its Business Development Strategy in 2013. In order to meet its purpose of promoting the general prosperity of the community through the fostering of a favorable business environment, the Town should strive to implement the goals of this plan.

- **Attract professional and management businesses that draw heavily upon the Town's resident workforce.**

Residents of the Town of Mount Pleasant are highly skilled and educated, and there is a strong concentration of residents with education and experience in the Professional, Scientific, and Management industries. In 2009, the Town of Mount Pleasant had approximately 22 percent of the region's retail development but only about 12 percent of the region's office development, while approximately 50 percent of Mount Pleasant's workforce commutes to the City of Charleston for employment. Recruiting office-based professional and management employers offers the opportunity for a three-fold benefit for the Town of Mount Pleasant. These relocated employers would: 1) enhance the tax base of the Town of Mount Pleasant; 2) benefit from a new location that would be closer to Mount Pleasant's skilled workforce; and 3) provide shorter commutes to the residents of Mount Pleasant. Collecting local data and statistics on the current workforce can be used to promote professional and management businesses to the Town.

- **Update the Town's Tourism Plan.**

In 2009, the Town of Mount Pleasant adopted a Tourism Plan. Since the implementation of the plan, many of the goals have been achieved and changes have occurred in the community necessitating the need for an update. Considering the number of historic and cultural offerings available, tourism can be an important industry for the Town.

- **Create cultural, art, and tourism areas in Mount Pleasant.**

One of the goals of the Comprehensive Plan is to develop one or more destinations for tourism, business conventions, and cultural or arts events for Mount Pleasant to increase the attractiveness of the community for all ages. Cultural and arts events have been successfully used to promote economic development and revitalization in a number of communities across the country. Many communities have employed the strategy of designating specific cultural or

arts districts, supported with coordinated marketing efforts, infrastructure investments, and subsidies. The Town of Mount Pleasant has a number of cultural offerings and distinctive districts that have the potential to be tied together into larger and more cohesive cultural districts. A cluster of distinctive cultural offerings are found within the more historic portions of the Town of Mount Pleasant, including Historic Old Village/Pitt Street, Shem Creek, and Patriot's Point. In addition to these offerings, new amenities include destinations such as Shem Creek Park. While the Town has been successful in promoting these offerings and holding special events, there is an opportunity to build upon these successes.

Another key area located in the center of town incorporates historic sites including the Charles Pinckney National Historic Site, Boone Hall Plantation, historic Christ Church, Palmetto Fort, the Christ Church Confederate Fortification Line, and the new Town/PRC park located off of Rifle Range Road. This area is mentioned in several plans as a distinctive historic and cultural area.

- **Promote the purchase of local products and the patronage of locally-owned businesses.**

Some local communities have successfully promoted economic development by encouraging residents to buy locally and support local businesses. Governments and businesses can work together to develop "buy local" campaigns and to market the advantages of supporting local businesses to Town residents. The Town of Mount Pleasant already has a policy in place to procure products and services locally first where competitive choices are available. The Town holds a weekly Farmer's Market that supports local farmers, restaurants, and bakeries. The Town can also support local industries involving seafood, sweetgrass basket making, and other local products.

- **Recognize Mount Pleasant as a destination for residents and visitors alike, providing opportunities for employment, lodging, entertainment, shopping, and dining.**

The Town of Mount Pleasant has worked to implement the recommendations of the 2009 Comprehensive Plan including the creation of the new Waterfront Gateway and Urban Corridor Districts. In addition to preexisting areas, these new districts serve to draw residents and visitors by providing opportunities for employment, lodging, dining, entertainment and shopping.

Community Facilities

Goals Relevant to the Community Facilities Element

1. Maintain and expand the quality and location of public spaces throughout Mount Pleasant, including the introduction of pocket parks in infill areas to serve as accessible public gathering spaces within nodes of activity.
 - 1.1. Ensure that public gathering spaces are available within close proximity of all Town residents.
 - 1.2. Develop new and improved public parks and gathering places along waterfront locations.
 - 1.3. Increase the presence of public art at key destinations in the community.
2. Maintain effective, efficient public services and infrastructure in the areas of public safety, transportation, schools, parks, water, wastewater, and stormwater.
 - 2.1. Identify specific levels of service for public service providers and develop strategies to maintain those levels of service through anticipated future growth.
 - 2.2. Continue planning to meet the needs of the future population with forward-looking planning efforts for all community facilities.
 - 2.3. Promote regional service provisions where operational efficiencies can be gained through these means.
 - 2.4. Maintain Mount Pleasant as a community with a sustainable potable water

- supply that meets the quality of life expectations of the Town's residents and businesses, while cleaning wastewater to a pristine level.
3. Ensure that fiscal resources are available to provide targeted levels of public services, such as desired capital improvements and necessary staff.
 - 3.1. Encourage appropriate commercial development to increase the property tax base and minimize the tax burden on homeowners.
 4. Take a leadership role in intergovernmental cooperation whenever multiple jurisdictions have overlapping interests in the Town of Mount Pleasant, such as with Charleston County and Mount Pleasant Waterworks
 - 4.1. Coordinate land use designations at jurisdictional boundaries to ensure land use compatibility and coordinated service delivery.
 - 4.2. Continue to work with state, county, and local partners to enhance emergency preparedness and maximize resiliency in response to all types of disasters, natural and manmade.
 5. Increase the community's understanding of and engagement in key issues facing the Town of Mount Pleasant.
 6. Ensure the services provided by the Town match the needs of the community and accommodate the changing population.
 - 6.1. Provide programs and services that meet the needs of the growing aging population.
 - 6.2. Ensure the Town has technology in place to operate efficiently and meet the technology infrastructure needs of the community to support businesses, education and citizens.
 7. Construct and improve public buildings and facilities to meet the needs throughout the community.

General Strategy

Residents of the Town of Mount Pleasant benefit from a variety of high quality services, including water and wastewater services, fire and emergency medical response, police, recreation, stormwater drainage services and facilities, and general public works and maintenance. Many of the services provided by the Town of Mount Pleasant have been awarded or accredited as confirmation of their proven high quality. The current challenge for the Town of Mount Pleasant is how to maintain these high quality services to the greatest extent possible in a challenging fiscal environment. The Town must explore options for modifying services in the areas of least impact, finding efficiencies in service delivery and promoting new and growing sources of revenue. Much of the Town's current economic development efforts are targeted at growing revenue sources for the Town to maintain accustomed levels of service.

Continuing to work towards a compact and contiguous area for urban services is one area where additional efficiencies can be gained. The Town has been working on annexing unincorporated areas within the planning area, which will increase the efficiencies of service provision and add to the tax base for the Town. Annexations on the edge of Town should be considered carefully for their potential impacts on public services provided. The Town is currently planning for some areas that are intended to stay rural in nature, and consideration may be given to providing a different level of service to these areas than to the rest of the Town.

The Town is interested in pursuing and promoting more sustainable business practices, which can be incorporated into the Town's effort to run more efficiently. Increased energy efficiency and decreased water usage can support a more environmentally friendly Town as well as decrease operational expenses. Efficiencies are also being gained from the increased use of technology and management software.

There are areas where the Town's residents are interested in additional services and facilities. The top two demands for additional services and facilities discussed during the Comprehensive Planning process were the desire for additional water access and increased

pedestrian and bicycle facilities for both recreational purposes as well as transportation. The adoption of the Bicycle and Pedestrian Master Plan in 2013 recognizes the Town's support for these types of facilities. Implementation of the plan began in 2014.

Discussions during the 2014 update process focused on the importance of being able to meet the community's needs for maintained infrastructure, technology, public service programs, updated facilities, and increased outreach. The strategies and action plan items reflect the Town's desire to improve services and meet the needs of the community.

Recommended Implementation Strategies:

- **TARGET STRATEGY: Maintain established levels of service, and seek opportunities for enhancement, for all public services and develop fiscal projections necessary to support these levels.**

Town of Mount Pleasant residents enjoy a high level of service with high quality recreational facilities programming, accredited fire and police services, and a high level of maintenance of public rights-of-way and drainage areas, and efficient solid waste services. Town residents would like to preserve their current level of service to the extent feasible. The Town should also seek opportunities for enhancement where they can be achieved with no additional burden to resources.

The Town has defined levels of service for its major services. Level of service standards fulfill several purposes. First, they serve as a benchmark against which Town residents can evaluate the quality of the services they receive. Second, level of service standards are useful for establishing Town budgets, as the operating expenses the Town incurs are a direct result of the level of service it provides. Third, level of service standards are useful for growth management, as they help the Town forecast how much its expenses will grow as the boundaries or the population of the Town grows.

- **TARGET STRATEGY: Take a flexible and opportunistic approach to expanding water access for the Town. Identify a variety of potential sites and pursue favorable opportunities as they arise.**

Although Mount Pleasant has a great deal of waterfront properties, there are only a handful of points of public access to that waterfront. Increased public water access was one of the major desires voiced during the preparation of the Comprehensive Plan. It should be noted that water access is desired in many forms. Water access could include boat launches, short term dockage, marsh boardwalks, parks adjacent to water, picnic pavilions, fishing piers, or even just views to the water from local streets. What is desired are not necessarily major new facilities but more locations and easier access to the abundant water, marsh, and wildlife that surround the Town on nearly all sides. Every sector of the Town should have access to a nearby water-related recreational amenity.

It is not necessarily helpful to identify specific tracts for water access, because identifying specific tracts may hinder negotiations for the sale of the property. Therefore, it is usually more helpful to identify a general strategy for what types of facilities and/or locations are desired, and then to acquire them as the opportunity arises. This is the approach taken in many open space planning efforts.

In addition to requiring private development along the waterfront to provide some kind of public access (see next strategy below), the Town should seek out new opportunities for public water access, particularly in areas that are currently underserved, such as the northern side of town, and improve opportunities where the Town currently controls property adjacent to the waterfront. One example of this is the new Shem Creek Park.

Another opportunity is to take better advantage of the existing and planned drainage ponds formed by development. These drainage ponds can be a functional but sometimes unattractive feature, or they can be a recreational amenity surrounded by walking trails and supporting local wildlife. Where possible, these ponds should be developed into water access amenities.

- **Incentivize the provision of public access for waterfront developments.**

Although Mount Pleasant has a great deal of waterfront, there are only a handful of points of public access to that waterfront. Unfortunately, in past patterns of development, private docks have taken priority over public access. With so few opportunities for water access left, developers of property along waterfront areas should be offered incentives to make some provision for public access, whether through a boat launch, a boardwalk, or a pier.

- **Create incentives to encourage developers to contribute land for schools, recreation, and other public facilities.**

The Town recognizes the importance of siting public facilities in proximity to commercial, and especially residential, developments and should consider establishing incentives and/or requirements in this regard. For example, in lieu of payment of recreation impact fees, developments including Belle Hall and Dunes West/Park West donated land for recreation facilities.

- **Encourage the annexation of unincorporated areas within the Town's Planning Area to provide better coordinated and enhanced public services.**

The Town has been promoting the annexation of incorporated areas for several years. The primary focus of the Town's efforts has been on commercial properties. The Town should continue exploring options and incentives that may encourage annexation of unincorporated tracts. Also, it should be noted that the annexation of traditionally African-American areas is in keeping with the Town's goal of promoting a diverse and inclusive community.

- **Implement appropriate recommendations from the Recreation Master Plan when resources are available.**

In 2008, the Town developed (but did not adopt) a Recreation Master Plan, a comprehensive document discussing recreational improvements. Since its creation, it has been used as a guide for recreational programs and facilities. In 2014, a public Cost Recovery Study (CRS) study was conducted to gauge public support of recreation. These two documents represent the public support for recreation programs and can be used to determine appropriate changes or enhancements.

- **Promote green building practices to reduce energy and water consumption, and wastewater discharges and increase the reuse of raw materials.**

Green building techniques have rapidly been catching on nationwide, as governments, businesses, and developers have come to understand the many benefits of green building. Although there are many standards for green building, the US Green Building Council's Leadership in Energy and Environmental Design (LEED) standards have become the national norm, and have even been adopted as a target by local institutions such as the Charleston County School District. Green buildings reduce operating costs, lower environmental impacts, and create a better living and working environment for end users.

The Town can promote the use of LEED standards through educational and outreach efforts and explore incentives for the development community and the broader Mount Pleasant community.

- **Develop a more integrated approach to water management throughout the Town by increasing the use of captured rainwater, increasing the use of reclaimed water, and reducing average and peak water demand.**

The conventional approach to water management has been to treat water as three separate problems: the problem of producing clean potable water for human use and landscaping; the problem of conveying and treating wastewater; and the problem of rapidly conveying stormwater away to prevent flooding. A new paradigm is emerging where water is managed in a more holistic manner, with a focus on retaining water locally and finding opportunities for creative reuse where possible. Stormwater can be captured in rain barrels or other devices and used for landscaping – both reducing the amount of stormwater runoff and reducing the

need for treated potable water. While Mount Pleasant's water system is quite effective and no problems are anticipated in the near term, it would be wise to begin to pursuing water efficient practices to promote flexibility and sustainability in the long term. Integrating the various aspects of the water problem creates the opportunity for more efficient water use, cleaner stormwater, and reduced capital costs for major water and wastewater treatment infrastructure.

- **Continue to promote technology and public outreach efforts to increase citizen participation and awareness of local government issues.**

Citizens today have busy lives and although they are highly impacted by local government performance, they may be more aware of national and state government activity than local issues. With new forms of electronic communication being offered, a variety of options are available to local governments to disseminate information to its constituents. Over the past five years the Town has implemented many new technological improvements to increase public access to information. This includes a new website. It is recommended that the Town continue to explore ways to increase citizen awareness of Town activities through its website, cable television public access channels, and other means, including a monthly electronic Town newsletter with a calendar of meetings, events, and other major activities. However, in addition to utilizing technology to push information, the Town of Mount Pleasant needs to consider those portions of the population that still rely on traditional means of information dissemination and work to ensure that public outreach efforts continue to reach them as well.

- **Continue to work with state, county, and local partners to enhance emergency preparedness and maximize resiliency in response to all types of disasters, natural, and manmade.**

The Town of Mount Pleasant has developed an Emergency Preparedness Plan and maintains information about emergency preparedness on its website. These are very important initiatives for any coastal town to take to protect its citizens. It is recommended that the Town continue to work with other agencies and partners to refine and update the plan.

- **TARGET STRATEGY: Ensure that the Town of Mount Pleasant plans for and meets the needs of the growing population of older residents.**

The 2014 Update places an emphasis on the need to recognize and address different issues and service needs associated with a growing population of older residents. With respect to services this may include the need to alter garbage pick-up services, an increase in paramedic services for increased medical calls, and the need for more senior advocate services in the police department.

In addition to services, the Town should research options for implementing programs that encourage life- cycle housing and affordable housing options. The Town may also initiate an effort to target areas that may be appropriate for senior housing close to transportation, medical facilities, and everyday shopping or social gathering places.

- **Conduct an IT Needs Assessment to ensure that the Town has the necessary technology to operate efficiently and support the needs of the Community.**

Recognizing the increased reliance on technology in communities, the Town should conduct an assessment of IT needs, both at Town facilities and within the community. The assessment should evaluate what improvements may be necessary to ensure that the IT infrastructure is adequate and up to date to serve the community and businesses. This will be important to the success of economic development in the Town.

- **Ensure that infrastructure is maintained as it relates to the safety of the community, to meeting the economic development needs of businesses, and to the general welfare of the community.**

As a municipality the Town has a responsibility to maintain safe and adequate infrastructure for its residents and businesses. In 2013, the Town developed an Asset Management Plan to

address infrastructure improvement needs and associated costs. The Town should continue to pursue implementation of this plan.

- **Coordinate the development and implementation of master plans such as the ADA Plan, Bicycle and Pedestrian Master Plan, and Infrastructure Management Plan.**

The Town has developed and adopted various Master Plans, each of which has a particular focus, and may contain similar goals. In order to maximize the future improvements throughout the Town, implementation of these plans should be coordinated. For example, if a road section is being improved as part of the Asset Management plan, there should be consideration of ADA and bicycle and pedestrian improvements as well.

- **Ensure the plans for, and construction of, the new Town Hall will meet the needs of the residents and aging population and will be located in an appropriate location.**

The Town of Mount Pleasant is currently in the design phase for its new Town Hall facility. The existing facility is comprised of several buildings of various ages. The current layout and design of the site and the buildings does not provide for the greatest efficiency in terms of serving the public.

In designing the new facility, the Town should ensure that the needs of the residents are taken into consideration and create a facility that is open, accessible, and serves as an asset to the community.

- **Explore the integration of multi-use, multi-purpose facilities into any new libraries that are constructed.**

The Town of Mount Pleasant should take every opportunity to ensure that facilities support public needs. Currently a lack of multipurpose and multi-use facilities exists. One potential remedy to this is to incorporate these facilities into new public buildings throughout town. With plans for a new library at the northern end of Town, the Town should coordinate with Charleston County to incorporate space that can be used by the community for meetings or other events. This will allow for the new library to be used as a multipurpose facility.

- **Promote sustainable building practices such as improving historic buildings, designing “green” buildings, and adaptive reuse.**

In designing new, and renovating existing buildings, the Town of Mount Pleasant should take the lead and set an example for promoting sustainable building practices. Sustainable building practices not only contribute to a better environment, but they reduce the long-term costs of building maintenance and utility fees. As an example of this, the Town of Mount Pleasant is pursuing Energy Star Certification and incorporating LEED standards into the design of the new Town Hall. It is important to the Town to provide a facility that is both, environmentally friendly and demonstrates its fiscal responsibility to its citizens through minimizing the cost of facility management over time.

Natural Resources

Goals Relevant to the Natural Resources Element

1. Protect environmentally sensitive lands and increase access to open space and rural landscapes.
 - 1.1. Limit the development of environmentally sensitive lands, such as floodplains and wetlands. Encourage developers to preserve vacant floodplain lands as open space and leave them in their natural state wherever possible.
 - 1.2. Protect priority open spaces land acquisition and the use of conservation easements.

- 1.3. Create a greenbelt at the Town's Urban Growth Boundary Line by maintaining rural uses and densities at the Town's northern boundaries thereby ensuring that Town residents have access to rural and natural areas.
2. Increase public access to and views of natural waterways.
 - 2.1. Create opportunities for boating, fishing, and other recreation and integrate first-class public spaces near natural waterways.
 - 2.2. Preserve existing view corridors of surrounding water and marsh from public streets and other public places.
3. Protect the water quality in Mount Pleasant's surrounding marshes and waterways to provide natural habitats, promote the local shrimping industry and other water-dependent industries, and to maintain water suitable for various forms of recreation.
 - 3.1. Encourage landscaping that is the most beneficial to the environment. Discourage landscaping that has a high demand for fertilizers, pesticides, and maintenance.
 - 3.2. Increase natural infiltration, detention, and retention of stormwater through the use of Water Sensitive Urban Design and Low Impact Development techniques.
4. Ensure a long term sustainable supply of potable water by making efficient use of our existing water supply.
 - 4.1. Develop a more integrated approach to water management by increasing the use of captured rainwater, increasing the use of reclaimed water, and reducing average and peak water demand.
5. Promote green building practices to reduce the consumption and increase the reuse of raw materials, energy, water, and wastewater discharge.
6. Practice green Town operations and management to reduce the environmental footprint of the Town by decreasing the use of energy, water, and raw materials and to benefit from reduced operating costs.
7. Continue to promote high-quality landscaping on public and private properties in Mount Pleasant.
8. Explore and encourage alternative energy choices such as solar and wind.

General Strategy

Mount Pleasant benefits from the quality of its natural environment and natural resources, including clean water, clean air, and surrounding natural beauty. In some cases, such as in its shrimping and agricultural activities, the Town finds a direct connection between the quality of the natural environment and its economic well-being.

The Town has a compelling interest in maintaining the current high quality of its surrounding natural resources, and seeks to preserve and enhance those resources where possible. The Town should seek to enhance and preserve its natural environment through better management practices of its natural resources, in particular its water resources, and through promoting the continued economic viability of its resource lands and waters.

Recommended Implementation Strategies:

- **Increase the natural infiltration, detention, and retention of stormwater through the use of Low Impact Development techniques.**

Low Impact Development techniques are land development techniques designed to improve water quality and preserve natural drainage patterns. These techniques seek to mimic the natural drainage patterns of a site after development by slowing down runoff to reduce erosion, increasing infiltration, using vegetation to serve as a natural stormwater filter, and protecting natural drainage channels. A wide number of new design techniques can be employed to promote Low Impact Development, including both structural systems and naturally constructed systems such as bioretention, stormwater ponds, constructed wetlands, infiltration, and conveyance and open channels. The Town is particularly interested in promoting stormwater designs that promote native vegetation, add to the



Figure 1: Low Impact Development – Roadside swale

attractiveness of the site design, and serve as amenities to nearby development. Low Impact Development is promoted through the stormwater ordinance, stormwater impact fees, and staff feedback on site design.

- **Develop programs in cooperation with Charleston County to encourage recycling and other waste management strategies in order to minimize waste management costs.**

In 2009, Charleston County closed its solid waste incinerator, leading to concerns that solid waste disposal costs would rise for the Town of Mount Pleasant. After the closure of the incinerator, the county implemented a single stream recycling program designed to increase participation in recycling. The County goal was to achieve 40% recycling in an effort to divert recyclable materials from landfills. Implementation within the Town of Mount Pleasant has been quite successful with the amount of garbage collected by the Town decreasing from 23,180 tons in 2009/2010 to 20,845 tons in 2012/2013 despite an increase in population. Mount Pleasant consistently leads the county in recycling rates. The Town should use the success of this program to work with the County on additional waste management and recycling strategies.

- **Provide incentives, such as density transfers, to developers to encourage development to be located outside the regulatory floodplain.**

Preserving floodplains as open space reduces the risks of property damage and threats to human safety due to flooding. Also, floodplains are generally environmentally sensitive lands and keeping them in their natural state promotes clean and natural stormwater drainage patterns.

Guiding development outside of the floodplain can be done by providing density incentives for locating structures outside the floodplain, by decreasing permitted densities within the floodplain, and by encouraging smart site design that clusters residential units on land outside the floodplain.

- **Plan and design a series of Green Gateways into the Town.**

The Town of Mount Pleasant takes pride in its natural setting and natural and historic landscapes. One way of maintaining and enhancing this image is to design and maintain a series of Green Gateways at key entry points into the Town, including the Ravenel Bridge, US 17 North, US 41, and Isle of Palms Connector. Each Green Gateway could include sign features, public art, and a distinctive landscape design that highlights plants native to the region. This could serve as a clear symbol for those visiting about the distinctive and natural character of the Town. This was accomplished at the Ravenel Bridge with Memorial Waterfront Park.

Cultural Resources

Goals Relevant to the Cultural Resources Element

1. Recognize the importance of the physical and cultural aspect of traditional African-American communities found in the planning area.
 - 1.1. Recognize the importance of locally-grown sweetgrass to these communities.
2. Preserve key historic properties through acquisition or easements.
3. Recognize remaining agricultural areas in the Town as cultural landscapes linking the Town with its agricultural roots.
4. Promote and facilitate opportunities to experience cultural events and activities.
5. Continue to provide educational opportunities based on local history, especially through the use of technology.
6. Promote the Town as a destination for history and cultural based tourism.



Figure 2: Low Impact Development – Retention Pond with Plants



Figure 3: Green Gateway example image



General Strategy

Mount Pleasant has a rich and diverse history and culture and should seek opportunities to expand and improve access to historical sites and information. Recent efforts such as the 'Our History' website and Mount Pleasant Historical mobile app can be further expanded and improved. The proposed strategies will assist in the development, preservation, and access to sites of historical interest; and promote learning about Mount Pleasant's history and culture.

Recommended Implementation Strategies:

- **Continue to refine plans for the Cultural Landscape District in the center of Mount Pleasant that recognize the area's traditional and historic landscapes, serve to draw residents and tourists, and connects the Town with its agricultural and historical roots.**

See description under the Land Use section below.

- **Recognize and promote the history and importance of the local agricultural and food culture, particularly the local seafood industry.**

Mount Pleasant has a long history as an agricultural community. The Town seeks to promote and continue this agricultural heritage through things such as the Farmers Market, land use decisions, and zoning, especially the Cultural Landscape District.

The Town should also add a focus on recognizing the historical importance of our food-based culture, with a particular emphasis on recognizing Shem Creek as a working creek and promoting its water-dependent uses such as shrimping/crabbing and the shrimp fleet.

- **Create cultural, art, and tourism areas in Mount Pleasant.**

See description under the Economics section.

- **Encourage the donation of easements to acquire, protect, and provide public access to properties of historical and/or cultural significance.**

As the Town continues to grow and develop, it becomes important to ensure the protection of sites of historical and cultural importance and provide public access to areas of interest. The Town's Cultural Landscape District recognizes this and incorporates requirements for protection and preservation of sites. Most recently it has led to a partnership with the South Carolina Battleground Preservation Trust regarding the donation of 22 acres to the Town for an interpretive park in Oyster Point. The Oyster Point development contains a significant Civil War fortification, which is to be donated to the Town. The 22 acres that are to be donated have been placed in a conservation easement with the South Carolina Battleground Preservation Trust who has been developing site interpretation for the property.

The Town should continue efforts to look for opportunities for partnerships, the ability to acquire significant sites, and opportunities to enhance access. A list of historical and cultural sites located within the Town should be developed and efforts made to acquire, preserve, protect and provide public access to those areas.

- **Explore ways to protect agricultural properties.**

Mount Pleasant has a long history as an agricultural community. Since the earliest days of settlement, agriculture was one of the main ways of life up until the 1950's when development in the area began to impact agricultural land. Today, very few viable farms exist within the Town prompting the need to explore ways to protect this once dominant industry. In addition to the Cultural Landscape District which recognizes the agricultural landscape and seeks to preserve and promote it, the Town should seek other opportunities to enhance the local agricultural industry.



- **Explore the creation of a Town Cultural Arts Center.**

Promoting arts and culture has been a goal for the Town since the 2009 Comprehensive Plan. The 2014 Update process expands this goal by focusing on the importance of, and recognizing the need for, a Cultural Arts Center. The Town of Mount Pleasant is the fourth largest municipality in the state and growing. It is home to festivals, cultural offerings, and a growing population of artists. A Cultural Arts Center can help to promote the Town's cultural and artistic offerings as well as support economic and tourism goals. The Town of Mount Pleasant should identify potential sites for a Cultural Arts Center and evaluate the needs of the various groups that would utilize such a facility.

- **Continue to utilize the Historical Commission to promote local history and sites.**

Education and tourism are both important to the Town. In recent years, the Town's Historical Commission has expanded beyond the historical roadside marker program and has developed projects such as *Mount Pleasant Historical*, a digital website and smartphone application that combines education and tourism and is a great resource for the Town. Mount Pleasant should continue to utilize the Historical Commission, not as a tool for historical research, but as a medium through which educational and tourism opportunities are developed and promoted in conjunction with the Office of Cultural Affairs & Tourism. The Commission can also work closely with the Town's Culture, Arts, & Pride Commission to promote historical and cultural programs and events.

Land Use

Goals Relevant to the Land Use Element

1. Focus future growth in the Town of Mount Pleasant on areas that have sufficient transportation infrastructure and are located near existing centers of employment and activity.
 - 1.1. Higher density development should occur predominately on the southern side of the Town, particularly in the Urban Corridor, Waterfront Gateway-Cooper River District, and Community Nodes, with densities gradually decreasing northwards. The Town of Mount Pleasant should have an "edge" where there is a transition to rural densities at Mount Pleasant's Urban Growth Boundary.
 - 1.2. Denser development should occur closer to the US 17 corridor where there is greater transportation infrastructure. Development adjacent to waterways and marshes that edge the Town should take measures to incorporate low impact development design principles such as maintaining undisturbed buffers to promote excellent water quality.
 - 1.3. Encourage development of infill properties with appropriately scaled redevelopment to utilize infrastructure already in place.
 - 1.4. Monitor Waterfront Gateway-Wando River District densities with respect to adjacent municipal densities and the completion of the Highway 41 bridge.
2. Focus redevelopment and revitalization on older commercial areas which are served by existing infrastructure and are underutilized; ensure any redevelopment is compatible with existing residential neighborhoods.
3. Recognize the significance of historic, traditional, rural, and planned communities, and maintain their desirable characteristics such as prevailing densities, building types, and quiet streets.
 - 3.1. Preserve key historic properties through acquisition or easements, enacted either by the Town or an appropriate non-profit entity.
 - 3.2. Ensure that new development in residential districts is compatible in scale and character and conserves important neighborhood characteristics.

- 3.3. Maintain the character of business communities of particular value to the Town, such as Shem Creek and Pitt Street.
- 3.4. Recognize remaining agricultural areas in the Town as cultural landscapes linking the Town with its agricultural roots.
- 3.5. Encourage the production, purchase, and consumption of locally grown or harvested foods and the preservation of local food heritage.
4. Increase the flexibility of the zoning code to accommodate new types of development, including mixed use, so long as they are compatible with their surrounding context and sensitive to nearby neighborhoods.
5. Develop a series of nodes of activity which include a wide variety of land uses and public spaces. Ensure that all Town residents live within close proximity to public gathering space.
 - 5.1. Encourage the location of workplaces and educational facilities in close proximity to concentrations of residential development and public transportation to provide convenient access from home to work.
 - 5.2. Continue to work on a variety of Placemaking initiatives to create public gathering spaces for the residents and workforce of Mount Pleasant and to enhance quality of life.
 - 5.3. Locate small parks and other passive recreational facilities in close proximity to residential areas to improve accessibility to the facilities for residents of all ages.
6. Guide development in rural areas to reflect rural characteristics and densities.

General Strategy

The overall land use strategy for Mount Pleasant has three basic approaches. First, protect the character of existing residential areas of all types, because the quality of life in Mount Pleasant is in large part due to the quality of its neighborhoods; second, promote more intense, mixed use development in targeted corridors and nodes where there is sufficient infrastructure to support it; and third, conserve the character and nature of the Town's rural areas, particularly along the new northern planning area boundary. These proposed strategies will protect the quality of life of the Town's current residents while promoting a more diverse and sustainable land use pattern for the future. Conserving rural lands at the Town's edge serves the dual purpose of maintaining a connection to rural heritage, while also limiting the potential impact of development on these rural areas. The Town's policy of establishing an edge to future urban growth is also supported by Charleston County.

An additional focus of the 2014 Update is transitional properties. Transitional properties are those located on the edge of older neighborhoods adjacent to major thoroughfares such as Johnnie Dodds Boulevard, Long Point Road, and Chuck Dawley Boulevard. As pressure for commercial development in these areas has increased, roads have been widened and homeowners of those properties located in these areas have found it challenging to continue to use these properties for residential use but they are also unable to utilize the property in a commercial manner. The new Transitional land use seeks to bridge the gap between these two uses while continuing to protect the character of the existing residential area.

Recommended Implementation Strategies:

- **TARGET STRATEGY: Promote appropriate infill and redevelopment while protecting the context of existing neighborhoods.**

The Future Land Use Map designates appropriate areas for infill and redevelopment – the Urban Corridor, Waterfront Gateway Districts, and the designated Community Nodes. Within these areas, infill and redevelopment must be appropriate to the local context and sensitive to surrounding residential areas.

In order to coordinate redevelopment with existing development and to coordinate land use and transportation, it is necessary to define an area of focus. The analysis and recommendations that result from such an effort are usually achieved through detailed

redevelopment plans. Special attention should be paid to land uses, transportation, and the design of the public realm.

Redevelopment has both public and private benefits. When quality redevelopment occurs, properties can increase in value. From the public side, redevelopment takes advantage of existing infrastructure and promotes the mixing of uses to reduce traffic congestion. Redevelopment is often more difficult than greenfield development because of numerous obstacles. Redevelopment often requires a very site-specific design that takes into consideration surrounding uses and activities. Redevelopment sites may be too small to fit in a workable product. Mixed use development also has its own challenges, as it is more difficult to design and finance. As a result, successful redevelopment usually occurs when the public sector provides incentives or support through zoning incentives and public improvements, as the Town has done in the Urban Corridor. It is recommended that the Town continue to explore policies to promote redevelopment. Some cities support redevelopment through the establishment of a redevelopment authority, while others use financing mechanisms such as municipal improvement districts to help finance infrastructure improvements to support redevelopment. In any case, redevelopment is most likely to occur when there is staff and/or financial resources dedicated to making redevelopment happen.

Another key to successful redevelopment is quality urban design. The Town has given appropriate attention to quality urban design in its recent redevelopment efforts, both of which focus on the quality of the public realm and the need for more public gathering spaces in redevelopment areas. Urban plazas and other types of gathering spaces are essential to making mixed use redevelopment districts truly appealing and effective. The Town must continue to take a proactive role in fostering the inclusion and design of these plazas and public spaces.

- **Continue to refine plans for the Cultural Landscape District in the center of Mount Pleasant that recognizes the area's traditional landscapes, serves to draw residents and tourists, and connects the Town with its agricultural roots.**

One of the consistent themes that emerged from conversations with Mount Pleasant stakeholders was a strong connection with an affinity for Mount Pleasant's agricultural roots. Residents do not want to see the entire landscape developed; they want to see existing rural and agricultural areas conserved where possible. The passion of the people of Mount Pleasant for the Town's open spaces goes beyond the need for recreation. There is also a need to view and be connected to traditional cultural landscapes, such as farms and fields. Specific landscapes mentioned for conservation include Boone Hall, Hamlin Farms, and Palmetto Fort. These landscapes reflect the past of the Town of Mount Pleasant. Conserving these landscapes is one way that the Town can maintain its distinctive character.

The Cultural Landscape District capitalizes upon and connects the various rural and traditional landscapes that currently compose the center of the Town – Boone Hall, Hamlin Farms, Palmetto Fort, and the Sweetgrass Basket Overlay District area. The purpose of the Cultural Landscape District is to conserve the character of traditional landscapes in their present form and to connect people – Mount Pleasant residents and tourists – with those landscapes and history. Landscape conservation does not necessarily exclude development – development can occur in a sensitive way that minimizes the visual impact on traditional landscapes and is compatible with low intensity development forms. Commercial, residential, institutional, and tourist-oriented developments can be designed and sited in such a way as to minimize visual impact on traditional landscapes while allowing greater public access to these landscapes.

Open space conservation for large areas of these landscapes should be explored, including the acquisition of conservation easements that permit the properties to continue to be used for agricultural purposes. Conservation easements can be obtained as a donation and an associated tax write-off, or public and non-profit funds can be raised to adequately compensate landowners for the value of their land.

The Cultural Landscape District can continue to be a focus of low-impact tourist activity for the Town. Boone Hall Plantation and the Charles Pinckney Historic Site serve as some of the Town's well known tourist destinations. Also included in this area are two significant

historical sites, Christ Church and Palmetto Fort with its associated fortification line. The area is also known for the sale of Sweetgrass baskets, as indicated by the Sweetgrass Basket Overlay District. This area is also part of the larger nationally-designated Gullah-Geechee Cultural Heritage Corridor. Interpretive information, such as historic markers, guided tours, and connected pathways should link the various sites together and tell a broader story of the history of the Mount Pleasant area. Bed and breakfasts or inns could be tucked into select sites within or adjacent to the Cultural Landscape District to encourage tourists to stay in this area as well. In addition, it is recommended that access be increased for Town of Mount Pleasant residents by working with property owners to create a connected system of trails throughout the Cultural Landscape District. There is also a potential for creating water access along the edge of the Hamlin Farm property, in a way that is in keeping with the quiet, rural surroundings. An interpretive boardwalk could be provided along the edge of the Intracoastal Waterway.

- **Higher density development should occur on the southern side of town, with densities gradually decreasing northwards. The Town of Mount Pleasant should have an edge where there is a transition to rural densities and character at the Town's Urban Growth Boundary.**

As reflected on the Future Land Use Map, most of the intensely developed areas in Mount Pleasant should be located in appropriate locations. North-south transportation is a major constraint for the Town, with a limited number of major north-south routes. Even with the widening of Highway 17 North and construction of Hungryneck Boulevard, congestion on roads running north-south will continue to be a challenge, simply because the Town is on a peninsula. The transportation infrastructure and commercial services to support development are strongest on the southern end of Town. Major employment centers are located in downtown Charleston and North Charleston, and are most accessible from this end of Town.

Densities should gradually transition to lower densities moving northwards through the Town. The Town should seek to support its already substantial residential population on the northern side with additional services and jobs to create a more balanced land use mix and decrease the need for north-south travel. However, the northern side of town does not have the regional location and infrastructure advantages of the southern side of town. The Town also wishes to retain its rural edge, and supports coordination between the Town's and Charleston County's Urban Growth Boundary.

- **Limit the extension of infrastructure outside the Urban Growth Boundary and promote more rural development patterns outside the Urban Growth Boundary.**

One of the best ways to limit the extent of urbanized growth is to limit the extension of infrastructure such as roads, water, and sewer. Limiting the extension of infrastructure and services is also sound fiscal policy, as it is expensive to provide and maintain infrastructure for a large, sprawling, and sparsely populated area. By defining an Urban Growth Boundary, and limiting the extension of major infrastructure outside of this boundary, the service provision of the Town will be more efficient and the growth in cost of public service provision can be limited.

In addition to limiting infrastructure, the Town should review the impact that rural development outside of the Urban Growth Boundary will have on Public Services. In accordance with the Town's Annexation Policy, all new annexations should be carefully considered for their impact on Town services. The Town may also consider evaluating the possibility of reduced services for these areas outside of the Urban Growth Boundary.

- **Promote a nodal development pattern for commercial and higher density housing development.**

The Town will seek to include most of its future commercial development and most of its higher density housing into a series of Community or Neighborhood Nodes. Nodes are intended to serve as gathering places for the larger residential areas surrounding them and to promote new housing opportunities, especially workforce housing. Nodes are also intended to link diverse uses together into a closely knit pedestrian and bicycle fabric, so that most travel within a node can occur without the use of an automobile. The Town should plan for

integrated land use, transportation, and urban design of the nodes, across multiple ownerships.

The Town is planning for two types of nodes, distinct in scale and character: Community Nodes and Neighborhood Nodes.

Community Nodes are intended to include a full mix of land uses, including employment, residential, retail, institutional, and open space. A concentration of retail development alone is not an adequate Community Node, although retail development can play an important part. The nodes are intended as significant destinations for residential communities within 3-5 miles or beyond. Community Nodes should be located and designed to maximize pedestrian access throughout the node. Ideally, this means that nodes should be sited on one side of a major arterial, to limit the need for pedestrian crossings. If a Community Node is located on both sides of an arterial, high quality signalized pedestrian crossings should be built to facilitate safe crossing.

Neighborhood Nodes are primarily intended to include open space, institutional, small scale commercial, and some diverse residential housing types. In some cases, neighborhood nodes may be just institutional and may include no commercial development. Commercial development should be limited, both in terms of the overall amount of development and the footprint of any individual commercial building.

Commercial development along lengthy corridors will be discouraged (except in the Core Redevelopment Corridors). Continuous commercial developments can degrade the appearance of the community's corridors and lead to a monotonous character. On the Core Redevelopment Corridors, commercial development is pulsed into a series of nodes that serve as concentrations of activity.

[See Future Land Use section for more detail on Community and Neighborhood Nodes.]

- **Revise the zoning ordinance to reflect the recommendations of the Comprehensive Plan and to consolidate the type and number of special districts.**

The Comprehensive Plan is introducing land use changes that may require changes to the Zoning Code. New zoning classifications are needed to promote the Community Node and Core Redevelopment Corridor concepts. There are also a high number of special districts in the Town which could be consolidated or simplified.

- **Consider developing a provision to allow for form-based zoning where appropriate.**

Form-based zoning is a method of regulating development to achieve a specific physical appearance. Form-based codes create a predictable public realm primarily by controlling physical form, with a lesser focus on land use. Form-based codes address the relationship between building facades and the public realm, the form and mass of buildings in relation to one another, and the scale and types of streets and blocks. This is in contrast to conventional zoning's focus on the segregation of land uses. Form-based codes are different from design guidelines, but may include architectural and design standards much like conventional codes. While the Urban Corridor Overlay District is not strictly form-based, it does contain many elements of this type of zoning code. Form-based codes provide more flexibility in developing or redeveloping property, which would serve to make the Town more competitive from an economic development standpoint.

- **Protect the character of Mount Pleasant's existing neighborhoods.**

Mount Pleasant should ensure that new development in residential districts is compatible in scale and character with existing residences and that it conserves important neighborhood characteristics. In areas where large amounts of incompatible infill housing is occurring or is planned, the Town should consider establishing neighborhood protection districts that set specific standards for setback, massing, and design.

- **Recognize the importance of the traditional land use patterns of historic African-American communities in the planning area.**

The historic African-American communities within the Mount Pleasant planning area have distinctive settlement patterns that should be considered by the Town. These settlement patterns foster a sense of community and family belonging, reflect pride in land and home ownership, and create a sense of rural character, even when their surroundings are predominantly urbanized. The Town should recognize the character and culture of these historic African-American communities.

- **Incentivize the provision of public access for waterfront developments.**

Although Mount Pleasant has a great deal of waterfront, there are only a handful of points of public access to that waterfront. Unfortunately, in past patterns of development, private docks have taken priority over public access. With so few opportunities for water access left, developers of property along waterfront areas should be offered incentives to make some provision for public access, whether through a boat launch, a boardwalk, or a pier.

- **Encourage the location of work places and education facilities close to concentrations of residential development and public transportation to provide convenient access.**

In order to reduce the need for long distance vehicle travel and to support resident quality of life, the Town of Mount Pleasant will seek to balance land uses so as to encourage convenient locations to work and shop in close proximity to where residents live. The Town's northern side currently has a large amount of residential development but relatively few built locations for employment, shopping, and public transportation, resulting in high numbers of lengthy north-south trips. The Town will seek to promote a jobs center on the northern side of the Town of Mount Pleasant, within developments such as Carolina Park, to encourage an appropriate land use balance in this area. The Town of Mount Pleasant should also work to ensure that public transportation options are available to serve these developments.

The location of educational facilities is an important land use decision. Where possible, schools should be sited near the neighborhoods they serve, promoting convenient access for parents and even permitting children to walk or bike to school where possible.

- **Play an active role in regional and Charleston County planning efforts to coordinate land use, transportation, and environmental decision making.**

The Town of Mount Pleasant is affected by the land use, transportation, and environmental decisions made by other municipalities in the area. A significant number of properties within the planning area are under Charleston County jurisdiction. Development to the north and west of the Town is controlled by other jurisdictions, such as the City of Charleston, Town of Awendaw, Charleston County, and Berkeley County. Development in these areas may create traffic and other impacts on the Town of Mount Pleasant, and may change the currently rural nature of its surroundings. In order to have an influence on the development of these areas, the Town must engage in regional and County-wide planning efforts. The Berkeley-Charleston-Dorchester Council of Governments is currently embarking on a regional land use planning effort, one in which the Town should continue to take an active role.

The Town's land use planning efforts are most closely tied to those of Charleston County. The Town and the County have a history of collaborating on planning efforts such as the Sweetgrass Basket Overlay District, which is to be applauded. The Town and the County regularly share information on development proposals within the Town's planning area. The Town and the County should continue to share information on development proposals of interest and seek to coordinate land use policy in the Town's planning area. This strategy is consistent with the Priority Investment Element.

- **Develop standards for cluster design techniques within waterfront developments to limit development within the floodplain.**

The Town should develop regulations that discourage development within the flood zone and incentivize development outside of flood zones areas. Development in floodplains raises the cost of development, increases the cost of homeownership, and leads to special requests such as increased height. Cluster design techniques are an option available which would allow the same number of units with reduced lot standards to ensure the preservation of the floodplain. Implementing techniques such as this will reduce the number of special requests, promote the Town's CRS rating which lowers homeowner flood insurance rates, and provide a valuable waterfront amenity for the neighborhood.

Transportation

Goals Relevant to the Transportation Element

1. Apply a "complete streets" policy for new transportation projects. A complete streets policy requires that all new transportation projects plan for and provide facilities for pedestrians, bicyclists, and transit as well as private vehicles.
2. Encourage the use of alternative transportation options to decrease congestion, promote health, and enhance quality of life.
 - 2.1. Reduce average vehicle miles traveled for Town residents and the Town workforce by encouraging connected, compact, mixed use land use patterns and transportation alternatives.
 - 2.2. Provide greater access to and promote the convenience of transit options, including both water taxis and smaller, fixed-route buses to accommodate seniors.
 - 2.3. Plan for future mass transit to serve and connect existing and future commercial and mixed use nodes.
3. Promote alternative transportation options and increase connectivity to reduce traffic congestion and enhance quality of life.
 - 3.1. Aggressively expand the internal road network and increase roadway and pedestrian interconnectivity to reduce congestion and promote bicycle and pedestrian access.
 - 3.2. Connect residential and employment areas with multi-use paths to encourage alternative commuting.
 - 3.3. Increase the availability and quality of bicycling and pedestrian infrastructure, including greenways, streetscapes, bike routes, and sidewalks.
 - 3.4. Recognize Coleman Boulevard as a special transportation enhancement area where the accommodation of alternative modes of transportation associated with gathering places would be beneficial.
4. Plan for safe and effective traffic flow throughout Mount Pleasant, as well as between Mount Pleasant and the rest of the Metro Area.
 - 4.1. Continue to implement the Long Range Transportation Plan, which promotes the development of a safe and efficient transportation network. Recognize the important role this plan plays in supporting economic development opportunities in the Town.
 - 4.2. Focus attention on the long-term impacts of growth relative to transportation, traffic congestion, and motorist/pedestrian safety. Ensure that transportation improvements are considered within the context of land use planning.
 - 4.3. Promote street connectivity and alternate routes to limit congestion on the Town's major roadways and shorten trip lengths.
 - 4.4. Promote safe and efficient access to commercial properties, educational institutions, and civic facilities.
 - 4.5. Promote the development of an adequate public transportation network supported by transit-supportive development patterns along public transportation corridors.

General Strategies

The Town has done an admirable job in its forward-looking transportation planning. It must continue to explore a variety of methods to reduce traffic congestion including expansion of roadway capacity as well as requiring interconnectivity and increasing the availability of alternative transportation options. The Town's Long Range Transportation Plan forecasts that over one-third of the regionally-significant roadways within the Town of Mount Pleasant will be congested by 2030. The Town's transportation challenges are complicated by the fact that it is located on a peninsula, and that the most rapidly growing areas of the Town and of the East Cooper area generally are on the northern fringe – the area where new residents must drive the most to reach employment, shopping, and services. Adding new or expanded roadways may also change the character or desirability of existing land use patterns, and usually involves a variety of stakeholders with competing interests.

As a result, the Town must also focus on a variety of other strategies to manage its transportation challenges. In addition to expanding roadway capacity, the Town must seek to create more balanced land uses and employment centers throughout the Town and preserve and enhance roadway capacity by creating interconnected networks of streets and employing access management along key corridors. The Town must promote alternative means of transportation, including walking, biking, and transit where feasible; and it must endeavor to conduct more integrated land use and transportation planning, so that the effects of each activity on the other can be better planned and accounted for. By applying a variety of land use and transportation planning strategies, more people will have conveniently located work, shop, and play destinations and they will have more alternatives for accessing these locations.

Recommended Implementation Strategies:

- **Implement the Town's Bicycle and Pedestrian Master Plan.**

Interest in increased bicycle and pedestrian facilities was strongly voiced throughout the entire 2009 Comprehensive Planning effort. It should be noted that interest in bicycle and pedestrian facilities comes from two primary sources – interest in these facilities to promote recreational options and interest in these facilities to promote transportation options. While both of these reasons were often cited, interest in promoting bicycling and walking as transportation options was the dominant reason for widespread support of these facilities.

As a result, the Town of Mount Pleasant developed and adopted a Bicycle and Pedestrian Master Plan. The plan, included in the Comprehensive Plan as Appendix B, contains an overview of existing conditions, proposed enhancements, and an Action Plan of recommended strategies to complete.

- **TARGET STRATEGY: Implement the Long Range Transportation Plan.**

The Town adopted a Long Range Transportation Plan and then participated in an update in 2010 / 2011 with CHATS. Both of these plans identify a series of transportation projects that will best address existing and anticipated traffic congestion and are financially feasible with existing transportation funding resources. The Town should continue to make the implementation of projects recommended in the Long Range Transportation Plan a priority.

- **Promote access management on all major corridors to preserve roadway capacity and limit congestion.**

The Town's treatment of the Johnnie Dodds Boulevard/US 17 corridor is an excellent example of effective access management. By limiting the number of driveways connecting to a corridor and by encouraging access through frontage or backage roads, the capacity of the corridor is increased and traffic flows more smoothly. In addition, the use of medians which limit left turn movements also improves traffic flow and provides an aesthetic enhancement as well. The Town should practice access management on all of its key corridors. This policy is also reflected in the Long Range Transportation Plan.



Figure 4: Sample Streetscape Section

- **Enforce and enhance complete street standards for connectivity for all large and planned developments.**

Connectivity provides flexibility for the transportation system. Greater roadway connectivity promotes more direct routes, shorter drive times, and provides alternative routes when one route is congested. There is a national trend away from dead end roads and cul-de-sacs and towards connected street systems, street grids, and modified grids, because these systems have proven more robust in handling and distributing traffic.

The Town has strong standards implementing complete street techniques, but mechanisms should be explored for more consistently enforcing these standards. Existing neighborhoods often do not want to be connected to new neighborhoods, but without a connected street system, traffic flow is not optimal, leading to additional travel time. There are methods of traffic calming and street design that can permit connected street systems while slowing down traffic to neighborhood-friendly speeds.

Small block sizes are a particularly important feature for pedestrian friendly locations, such as the proposed Community Nodes. Because pedestrians have shorter travel ranges than vehicles, more direct routes are even more important for them. Pedestrian-oriented areas should have their own, more stringent requirements for connectivity and maximum block sizes.

- **Focus attention on the long-term impacts of growth relative to transportation planning and traffic congestion.**

Mount Pleasant's next Long Range Transportation Plan and next Comprehensive Plan should be integrated into a single effort per the guidance of the Priority Investment Act. A combined plan will provide clear connections between future land use and transportation planning, including the impact of future land use on transportation demand and the impacts of proposed transportation projects on adjacent land uses. In the interim, proposed transportation projects should be considered within the context of land use planning. Future land use and development decisions should be better coordinated with anticipated transportation enhancements. The Town of Mount Pleasant may wish to engage in a scenario-based planning effort, where alternative future land use patterns and their impacts to the transportation system are explored.

- **Promote a "Park Once" policy in the Core Redevelopment Corridors and Community Nodes.**

In concentrated, mixed use areas of activity, such as the Town's nodes and Core Redevelopment Corridors, circulation within the area should be primarily on foot. While the vast majority of people will arrive at the nodes and corridors by car, once they arrive they should be able to park their vehicles and leave them in one location. Another advantage of a "Park Once" policy is that it encourages shared parking arrangements, reducing the amount of land needed for parking and freeing up land for quality mixed use development.

In order to promote a "Park Once" policy, the Town should provide centralized parking facilities in these nodes and corridors and also encourage shared parking. Local circulators or shuttles also can be useful, particularly in the Core Redevelopment Corridors.

- **Plan for the integration of transit and land use by developing design standards that relate to the access and provision of transit in all Community Nodes.**

Primary transit corridors have been identified in the Framework Plan Map linking together most of the existing and proposed Community Nodes. Therefore, Community Nodes should be planned to incorporate transit service where possible. The Town should coordinate with CARTA in identifying specific locations for bus stops within each Community Node. Developers should be encouraged to build bus stops in these designated locations that meet design standards set by CARTA. Bus stops should be well connected with surrounding development by high quality pedestrian paths. Bus pullout lanes can also be incorporated into the design to minimize the impact of transit on through traffic.

- **Encourage the provision and promote the use of alternative modes of transportation.**

The use of alternative modes of transportation, such as bicycles, water taxis, and public transit, reduces the number of automobiles on roads, thereby decreasing congestion and improving the efficiency of the road network. In order for the public to take advantage of them, such modes must be safe, efficient, and reliable. The availability of safe and convenient pedestrian and bicycle facilities can provide public health benefits by encouraging active lifestyles. The Town's coastal location provides unique opportunities for water-based modes of transportation, such as water taxis.

Particularly when considered in the context of demographic changes, public transit is an important component of an efficient and effective transportation network as well as a significant factor in maintaining a high quality of life for all residents. The Town should explore opportunities to expand transit routes and should consider the value to seniors of providing a variety of fixed transit routes within the Town, as well as smaller buses.

- **Promote safe and effective traffic flow through appropriate traffic calming measures.**

Safe and effective traffic flow is a main goal of the Transportation element. During the 2014 update, it was felt that an emphasis needed to be placed on utilizing appropriate traffic calming measures to achieve this goal.

Traffic calming refers to a variety of techniques that can be utilized to regulate the speed of traffic. Techniques include the installation of speed humps or tables and narrowing travel lanes and adding curb and gutter. These techniques serve to slow drivers down and make the road systems safer. Where appropriate, the Town of Mount Pleasant should consider implementing some of these strategies.

- **Address the public transportation needs of the senior population and include ADA compliance.**

Two significant topics of discussion during the 2014 update process were: addressing the needs of the increasing population of older residents, and promoting and increasing options for public transportation. This strategy addresses transportation needs of the senior population as well as the more general strategy of increasing public transportation options.

The Town should strive to address gaps in public transportation by increasing access and functionality. Options such as a local mini (small fixed route buses), increased focus on ADA needs, and more direct routes should be studied and implemented. Implementation will require continued coordination with CARTA to examine where and how enhancements and improvements can be made.

Future Land Use

Introduction

This section of the Comprehensive Plan discusses in detail the plan's land use recommendations. This section should be read in conjunction with the Land Use section in the Strategies section, the Framework Map, and the Future Land Use Map to create a complete picture of land use recommendations for the Town of Mount Pleasant.

There are two major maps in this Future Land Use section: the Framework Plan and the Future Land Use Map. The Framework Plan provides a conceptual diagram for the overall desired land use pattern for Mount Pleasant's future through the 2019 planning time horizon. This diagram is intended to show how all of the pieces fit together into a cohesive community and provide a broad, overall strategy for land use planning for the Town. The Future Land Use Map is a parcel-specific map that helps guide day-to-day decision-making regarding the Town's land use and land use changes. Specifically, each Future Land Use category is associated with a menu of recommended zoning districts that are suggested for that category. The Planning Commission and Town Council will consult the Future Land Use Map as a reference in making decisions.

Future Land Use represents the desired land use pattern of the Town and as such, Future Land Use is not necessarily the same as current or existing land use. The Future Land Use Map should not be updated to reflect existing land use patterns, unless those land use patterns are desired and supported by the Town.

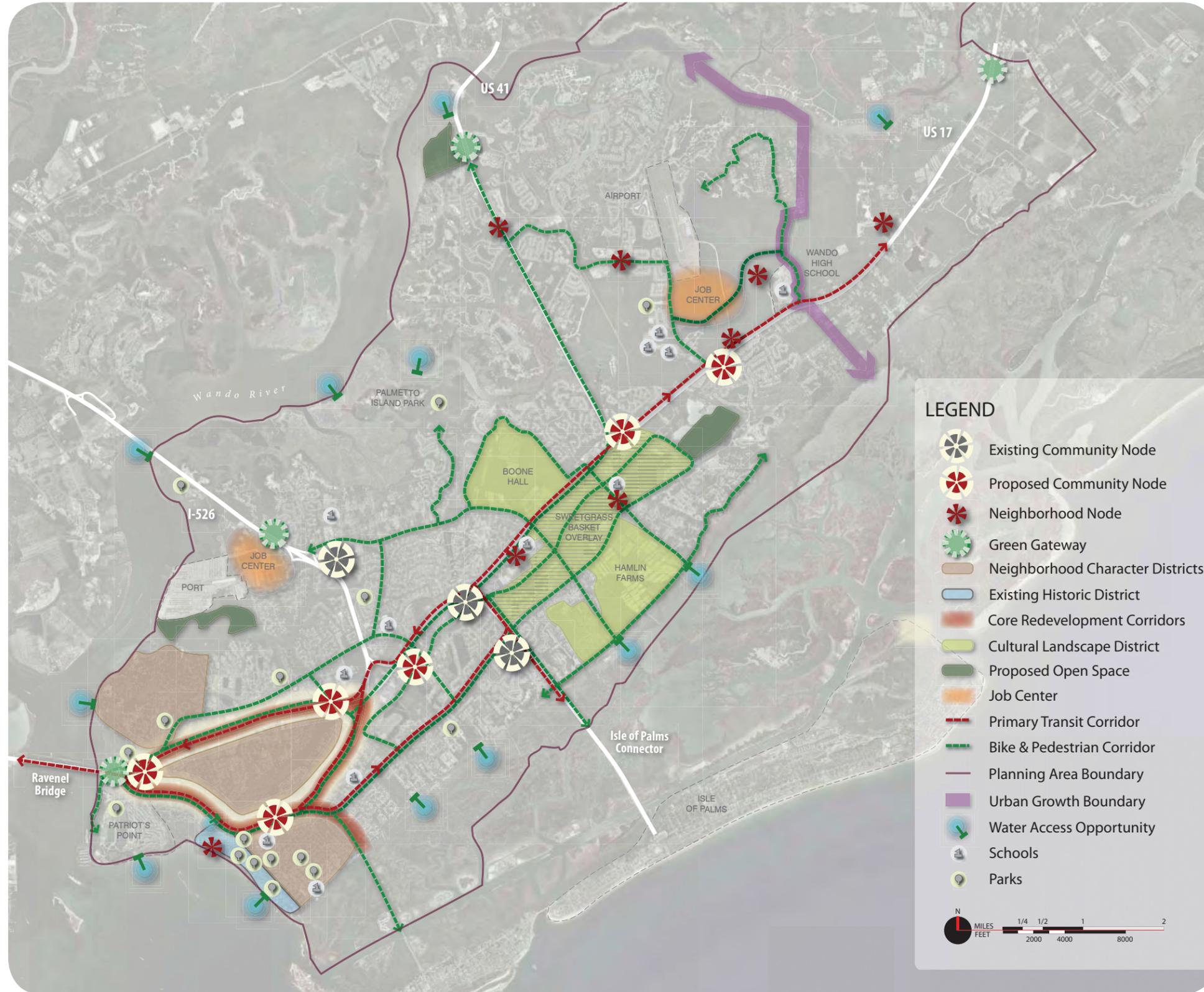
Framework Plan

The Framework Plan, which provides a broad, overall strategy for land use planning for the Town, responds to the Comprehensive Plan's vision and goals. Specific goals reflected in the Framework Plan include:

- Develop a series of nodes, or concentrations of activity and density limited in size, that include a wide variety of land uses
- Encourage location of work places in proximity to residential development
- Promote alternative transportation options
- Focus future growth in areas of adequate transportation infrastructure
- Recognize the importance of historic, traditional, rural, and planned communities
- Focus redevelopment and revitalization on older commercial areas
- Encourage a diverse and inclusive Mount Pleasant for all ages
- Encourage a mix of housing types in a variety of price ranges
- Connect nodes with mass transit
- Protect environmentally sensitive areas
- Increase access to open space and rural landscapes
- Encourage the use of alternative transportation options
- Increase public access to and views of waterways



Framework Plan



Mount Pleasant Comprehensive Plan 2009 - 2019

June 2009



The Framework Plan features a series of Community Nodes distributed along the length of Mount Pleasant, primarily on the US 17 corridor, that would serve as the centers of activity for the Mount Pleasant community. Smaller neighborhood nodes are scattered throughout, including at key intersections in or between existing neighborhoods. These nodes are connected with networks of transit routes and pedestrian and bicycle corridors. The older, southern area in Mount Pleasant includes a series of Core Redevelopment Corridors to focus these redevelopment efforts. Several of the southern neighborhoods are identified as Neighborhood Character Districts whose objective is to preserve the character of these residential areas. Major open space or recreational features are highlighted, including a Cultural Landscape District at the heart of Mount Pleasant, existing and proposed open spaces, and existing and proposed Water Access Opportunities.

Each of the major features of the Framework Plan is described below:

Community Nodes

Community Nodes are intended to be compact, integrated, mixed use centers of activity for Mount Pleasant. As the term “Community” implies, these nodes are intended to attract users from beyond the immediate area, serving residents from several miles around. Most of the Town’s commercial development, including much of its employment, should be located within the Community Nodes. Community Nodes should also be home to a variety of other land uses, including higher density residential, institutional, and open space. Community Nodes should be pedestrian friendly, so that most of the trips within the node can be accommodated on foot.

Neighborhood Nodes

Neighborhood Nodes are intended to be small gathering spaces or destinations which primarily draw from the neighborhood immediately surrounding the node. Neighborhood Nodes may include some commercial, civic, open space, and medium density housing, but commercial development is not a requirement for a Neighborhood Node. A Neighborhood Node could just consist of a park or a school, so long as the area is geared toward public access and gathering. Moreover, any commercial development in a Neighborhood Node should be scaled so as to draw little traffic from beyond the immediate surrounding neighborhoods.

Neighborhood Nodes are meant to be sited in the middle of existing neighborhoods, but scaled so as to be compatible with existing neighborhood fabric. Pitt Street exemplifies the way that a Neighborhood Node can be compatible with a surrounding residential area.

Green Gateways

Green Gateways are naturally landscaped and signed entrances into the Town of Mount Pleasant or key destinations with the Town. The purpose of the Green Gateways is to provide a distinctive sense of entering the Town of Mount Pleasant by preserving and highlighting elements of the Town’s surrounding natural environment. Green Gateways might include parks, landscape features, sign features, or public art. Green Gateways do not necessarily imply an absence of any buildings, but rather a focus on natural features over built features at these key Town gateways.

Neighborhood Character Districts

Some older neighborhoods are experiencing high rates of infill housing. Infill housing often accelerates when the housing stock is relatively old but the location is favorable. While infill housing is not necessarily a problem in itself, when the new housing stock is substantially different in style and massing than the existing stock, it can disrupt the character of the neighborhood. When new housing varies substantially in setback, height, massing, front yard treatment, parking and garage treatment, and architectural style from the existing housing, valued neighborhood characteristics can be lost. For this reason, certain neighborhoods have been identified as Neighborhood Character Districts in the Framework Plan, with the intent that the character of these single family residential areas should be protected. The goal of Neighborhood Character Districts is not to prevent infill housing, but to provide adequate design standards to ensure that infill housing is compatible with the existing neighborhood context.

Existing Historic District

This reflects the Town's existing Old Village Historic District, which enjoys a certain level of protection due to the design review that all new construction, demolition, or renovation must undergo in this area.

Core Redevelopment Corridors

The Core Redevelopment Corridors are areas within the Town of Mount Pleasant that have been identified as most suitable for mixed use, urban redevelopment. These corridors include Johnnie Dodds Boulevard, Coleman Boulevard, Ben Sawyer Boulevard, and Chuck Dawley Boulevard. Redevelopment plans should recognize the need for transition zones and buffers between the Core Redevelopment Corridors and adjacent residential areas.

Cultural Landscape District

Public sentiment was especially strong about conserving existing agricultural land uses, natural landscapes, and areas of historic significance at key locations. The Cultural Landscape District is a proposal to preserve and increase access to a series of highly valued agricultural and natural landscapes in a highly visible location at the center of the Town. The Cultural Landscape District seeks to preserve and connect Boone Hall, Hamlin Farms, and Palmetto Fort with a link through the Sweetgrass Basket Overlay to make these areas more accessible to both local residents and tourists. The most important landscape features of these areas should be preserved, while permitting limited development in a few areas and in a manner that is in keeping with the area's overall character. Interpretive and tourist facilities should be increased, and if possible a series of linked pedestrian pathways should be developed to permit increased public access to these landscapes.

Proposed Open Space

These green areas reflect some of the other opportunities to increase open space for recreation, environmental preservation, or community enhancement that were discussed during the Comprehensive Plan process.

Job Centers

These locations include existing and proposed locations for economic development, including light industrial, business, and research and development type activities. Currently, one center is the Wando Welch Terminal area and one is proposed in the Mount Pleasant Regional Airport area. Having multiple job centers distributed throughout the Town, like having multiple Community Nodes, helps to achieve greater land use balance and reduce peak hour traffic congestion.

Primary Transit Corridors

While transit lines are planned by CARTA and US 17 is currently served by transit, the Primary Transit Corridors identify the corridors that the Town feels are most appropriate for high frequency transit. The Town can shape its future land use and transportation planning based upon these corridors, planning, for example, the locations of future Community Nodes and Job Centers based upon these corridors and planning for transit shelters, park-and-rides, and transit stops along these corridors. It is also important to consider the implications of the demographic shifts the Town is beginning to experience on the need for increased access to public transit. In general, expanded transit services, when frequent and reliable, can provide benefits to all segments of the population and serve to reduce congestion on Town roads. Small, fixed-route buses serving a variety of locations within the Town would be particularly beneficial to an aging population.

Bike and Pedestrian Corridors

The needs of bicyclists and pedestrians are very different than that of motorists, as discussed in the Transportation section of the Strategies. The most important location for pedestrian facilities is actually within the Community Nodes themselves. However there was strong interest in connecting and linking the nodes (and other key destinations, such as schools and parks) together with a series of pedestrian and/or bicycle paths, to provide greater access to the nodes for people who live in nearby neighborhoods. A series of potential and planned bicycle and pedestrian corridors have been identified that could link these nodes and other key destinations together in a connected framework that would

maximize pedestrian and bicycle mobility. Included in these pedestrian and bicycle corridors are the routes recommended in the East Coast Greenway, running along Coleman and Ben Sawyer Boulevards and connecting to the Isle of Palms and Sullivan's Island. Therefore the Mount Pleasant plan will support regional and national efforts for a connected greenway network.

Urban Growth Boundary

The Urban Growth Boundary is the Town's statement of its intended physical limit on urbanized development over the planning horizon of 2019. The Town will seek to limit development outside the Urban Growth Boundary to natural and rural land use categories, and will not necessarily provide the same level of service to properties outside of the Urban Growth Boundary versus inside.

Water Access Opportunities

Mount Pleasant residents were extremely interested in creating a series of new water access opportunities throughout the Town. These icons represent both existing water access locations – which may have the opportunity to be improved through additional facilities – as well as potential new locations for water access. Although the feasibility of these locations varies, these locations represent the range of possible opportunities for increasing water access for Town of Mount Pleasant residents. The northern end of Town and the Intracoastal Waterway are particularly lacking in public water access points. The Town should also look for opportunities to promote water-based transportation, particularly water taxis.

Community and Neighborhood Nodes

Both Community Nodes and Neighborhood Nodes need to be managed to govern their size, scale, mix of uses, connectivity, and land use transitions and/or buffers to surrounding areas. Where possible, both Community Nodes and Neighborhood Nodes should be master planned, either by the Town or by private developers. In the case of Neighborhood Nodes, master plans should involve substantial opportunity for public input by surrounding neighborhoods. The Planned Development zoning district can be used to implement master planned, mixed use, and highly connected Community and Neighborhood Nodes where possible. It should be noted that the Framework Map shows several existing community and neighborhood nodes. These nodes can be enhanced or further developed as described below.

It is recommended that Community Nodes be no greater than ½ mile in radius (1 mile in diameter) from a designated location that serves as the center of the node. The ½ mile radius supports a walking distance of twenty minutes or less for a healthy adult, which is key to promoting walking and bicycling trips within the node. Community Nodes should generally be less than 300 acres in size overall. In order to prevent a continuous sprawl from one Community Node to the next, it is recommended that Community Nodes be spaced at least ½ mile apart and ideally 1 mile apart, that is; the edge of one Community Node is 1 mile from the edge of the next.

It is recommended that intensity within the Community Nodes primarily be regulated by building height and side and rear building setbacks. Nodes in more urban and infill areas can have increased height at the core of the node, with heights decreasing on the fringes. Core and transition districts can be defined for each node to regulate permitted heights and required setbacks, with particular attention to required setbacks from adjoining single family residential areas.

Community Nodes should present the full range of mixed uses. Since commercial uses tend to be higher in value than residential uses, there is a tendency for commercial uses to dominate within Community Nodes. It is recommended that at least 20% of land use within Community Nodes be dedicated to residential uses and at least 10% of land use be dedicated to either public open space or institutional uses. This requirement does not need to apply to each parcel but to the node overall.

Community Nodes should have a number of features that promote pedestrian and bicycle circulation throughout the node and connect the node to nearby areas. Features should include standard streetscape requirements, maximum block sizes, driveway consolidation,

shared parking, pedestrian-oriented design guidelines, limited driveway widths, bicycle parking requirements, on-street parking, and consolidated parking facilities where possible.

Neighborhood Nodes are already permitted in accordance with the Neighborhood Commercial zoning district, which limits the total size of a neighborhood commercial district to 4 acres and limits the size of any particular building to 6,000 square feet. While these standards are adequate to protect the character of neighborhoods, they may be overly restrictive to actually capture desired types of neighborhood commercial development. It is recommended that Neighborhood Nodes of up to 20 acres and up to 40,000 square feet per building be considered if local neighborhood residents have been notified and provided an opportunity for involvement in the review of the proposed plan for the node. As with Community Nodes, Neighborhood Nodes should be limited in size to no greater than ¼ mile in radius (1/2 mile in diameter) and should be spaced at least ½ mile apart from edge to edge. Also, as Neighborhood Nodes do not necessarily have any commercial component, but may consist of parks, schools, and other civic facilities, the Town should encourage and support neighborhoods that wish to plan for their own Neighborhood Nodes and assist with any land use changes that result from these neighborhood planning efforts. It is also recommended that any Neighborhood Nodes have at least 10% of the land dedicated to public open space or institutional uses.

Future Land Use Map

The Future Land Use Map establishes the desired land use pattern of the Town of Mount Pleasant for all parcels in the planning area. The major features of the Future Land Use Map include:

- A large area of Rural Conservation land, covering all of the planning area outside the Urban Growth Boundary including the new areas beyond Guerin's Bridge Road and on the other side of the Wando River.
- Large areas of low-density residential, which reflects the existing patterns of residential development in the Town
- Large areas of recreation and natural open space, which represent areas of open space set aside in many of the Town's planned residential developments, major parks, and wetland areas
- A Waterfront Gateway district at the southern tip of the Town on the Cooper River at Johnnie Dodds Boulevard and also on the Wando River at Highway 41
- A series of connected Urban Corridors at the southern end of the Town
- Economic development/light industrial areas, including those surrounding the Wando Welch Terminal, at the convergence of Highway 17, I-526, and Hungryneck Boulevard, and at Carlina Park.
- A series of Community Conservation areas scattered throughout the Town, reflecting historic areas of African-American settlement
- A Cultural Landscape District, located approximately between Six Mile and Hamlin Roads
- Commercial areas clustered in a series of nodes, primarily along US 17
- High density residential areas, clustered nearby commercial areas, primarily along US 17
- Transitional areas located along major thoroughfares adjacent to older neighborhoods

Future Land Use Categories

Community Conservation

The primary purpose of the Community Conservation land use is to protect and recognize the importance of the unique development characteristics of historic African-American areas in the planning area and sustain the strong sense of community found therein. Generally, these communities currently contain low density residential uses with few to no commercial

uses. Densities may vary based on existing development patterns and low intensity commercial uses may be permitted if compatible with the character and scale of the community, or as defined in any community-specific plan. This would include permitting family compounds and minor subdivisions and the continued use of these areas for residential as well as agricultural uses, including farm animals. Traditional economic activity such as the sale of Sweetgrass baskets should also be recognized and promoted. Future development in these areas should be compatible with the existing land uses and development patterns, with residential density limited to three units per acre. Community-specific plans should be developed for areas designated as Community Conservation; such plans are envisioned to be similar to the Town's existing Sweetgrass Basket Overlay and Hungryneck Boulevard/Venning Road Overlay Districts. The boundaries of these overlay districts are illustrated on the Overlay Districts Map, found in the Land Use section of the Community Profile.

- The intent of the Hungryneck Boulevard/Venning Road Overlay District is to provide for low impact commercial or mixed use development that is sensitive to existing residents and to the access management plan for Hungryneck Boulevard.
- The intent of the Sweetgrass Basket Overlay District is to allow office and light commercial uses within the Old Georgetown Road Loop and Village Commercial areas, and to allow residential density of up to three dwelling units per acre, provided that all developments meets the intent and development guidelines of the Overlay District, which implements the recommendations in the Executive Summary of the 2006 Highway 17 Task Force Final Report.

Rural Conservation

This is land intended for either agricultural or rural residential uses, with very low densities and limited access to urban services provided by the Town. Community-specific plans should be developed for areas with this land use designation; in particular, Woodville, Paradise Island, Cat Island, and the Guerins Bridge area. Permitted densities in Rural Conservation areas vary depending upon location at one unit per three acres, one unit per ten acres, or one unit per twenty-five acres. Most of these areas are currently unincorporated so in order to provide consistency with the Berkeley County Comprehensive Plan, Charleston County Comprehensive Plan, and current County zoning designations, densities will generally not exceed what is already permitted or recommended by the County. The Woodville and Paradise Island areas are limited to one unit per three acres; Cat Island is limited to one unit per ten acres; and the Guerins Bridge and beyond area is limited to one unit per twenty-five acres. As with Charleston County regulations, densities in the Woodville, Paradise Island, and Cat Island areas may be increased with an approved planned development or appropriate cluster development design.

Low Density Neighborhood

The intent of this land use designation is to provide for and/or sustain low density neighborhoods. This designation is for low density, single family residential development patterns that range between suburban and rural densities, limited to three units per acre. Cluster developments and Traditional Neighborhood Developments that accommodate a range of densities but are still within three units per acre for the development as a whole are compatible with this designation.

Medium Density Neighborhood

The intent of this land use designation is to provide for and/or sustain medium density neighborhoods. This designation is for medium density, single family residential areas typical of urban neighborhoods with small lots, or attached residential structures like duplexes and townhomes, limited to six units per acre. Cluster developments and Traditional Neighborhood Developments that accommodate a range of densities but are still within six units per acre for the development as a whole are compatible with this designation.

High Density Neighborhood

The intent of this land use designation is to provide for and/or sustain high density neighborhoods. This designation is for high density, attached housing such as townhouses, row houses, or apartments in the two to three-story range, limited to nine units per acre.

Cluster developments and Traditional Neighborhood Developments that accommodate a range of densities but are still within nine units per acre for the development as a whole are compatible with this designation.

Commercial

This is an inclusive economic or business land use designation involving retail, service, and office uses. The objective is to concentrate general commercial development and economic activity in these areas and to minimize the impact of such uses on neighboring properties, the transportation network, and environmental resources. Commercial uses can take the shape of a variety of scales and designs depending upon the intended purposes. Areas designated as Commercial but located within planned Community Nodes are intended for mixed use development, rather than exclusively commercial development.

Economic Development/Business/Light Industrial

These land uses include a range of activities intended to promote business development, economic development, job growth, and increased tax base to the Mount Pleasant community. Permitted land uses include corporate headquarters, hotels, research and development facilities, warehouses, light industry, and similar activities. The nature of the development proposed will determine whether or not a particular location is appropriate for such development.

The primary purpose of properties zoned Economic Development is to bring revenues into the Town from outside. Therefore, retail and wholesale developments are inappropriate for these areas. Permitted uses include corporate headquarters, research and development facilities, light industry, educational related uses, and production studios.

The primary purpose for properties zoned Business/Light Industrial is to permit activities related to manufacturing, processing, and assembly that have little or no associated nuisance in terms of noise, air pollution, or other hazards. Light Industrial land uses generally will not be approved in areas directly adjacent to existing or planned residential development.

Urban Corridor

The Urban Corridor land use is intended to foster an active, pedestrian-oriented commercial environment with a variety of uses, activities, and scales. Form is as important as use within Urban Corridors, with buildings and primary entrances near the public realm and high quality pedestrian streetscapes in front. There should be a high degree of design quality for the building façade and a strong interaction between buildings and the public realm. Public spaces such as plazas should be integrated with surrounding development. Mixed use, multi-story development is encouraged, generally with the most public uses, such as retail, on the first floor, and more private uses, such as residences or offices, on upper floors.

This designation provides for the redevelopment of Johnnie Dodds, Coleman, Ben Sawyer, and Chuck Dawley Boulevards as a vibrant, sustainable, and pedestrian-friendly urban core. Chuck Dawley Boulevard is included in this designation primarily to provide connectivity between the Johnnie Dodds Boulevard and Coleman/Ben Sawyer Boulevard corridors; therefore, redevelopment along Chuck Dawley Boulevard must be sensitive to existing residential neighborhoods and provide for less intense land uses than other areas of the Urban Corridor. Residential densities are provided in the Zoning Code text for adopted overlay districts.

Public/Institutional

The Public/Institutional land use is used to designate lands that are intended for use by federal, state, and local government agencies, houses of worship, and schools and educational facilities. While it is valuable to designate lands as Public/Institutional, it can be difficult to determine in advance the locations of many public and institutional facilities, as until the land has been acquired by the agency involved, the land use cannot be assured. Some public/institutional facilities are less compatible with residential areas by nature – facilities such as water treatment facilities, outdoor storage (e.g., DOT lay-down yards), and so forth. Similar to light industrial facilities, these facilities may require additional buffering.

Natural Open Space

This category depicts areas of the Town that are intended to remain in a natural state. These lands include floodplains and salt water marshes which are habitat to much of the area's wildlife and marine resources.

Recreation Open Space

This category depicts areas intended for public or private recreation, including parks and Town recreational facilities.

Cultural Landscape

This future land use category is intended to recognize existing agricultural and other traditional landscapes in their historic form and/or their historic uses. A Cultural Landscape is one that has particular historic or cultural meaning to the people of Mount Pleasant. The goal of the Cultural Landscape future land use designation is to preserve the landscape in its current or to restore it to its historic form, as well as to increase access and interpretation of the landscape to Town residents and the general public. Development in the Cultural Landscape area should complement and be compatible with existing land uses. Where residential development occurs, density will be limited to three units per acre, consistent with the adjacent Community Conservation areas, but should be designed in a manner that preserves and enhances the traditional landscapes found in this area.

Waterfront Gateway

This land use category identifies two areas highlighted for special consideration due to the importance of waterfront access opportunities. Waterfront Gateway Districts have been designated at the Ravenel Bridge to capitalize on the Town's "front door" and also at the Wando River Bridge along Highway 41. These two areas are very different from each other.

For the Ravenel Bridge area, the Town should work closely with Patriots Point Development Authority to ensure that any development plans seek to take advantage of the Town's waterfront as a placemaking, tourist destination, and cultural district opportunity. This district will better connect Memorial Waterfront Park with Patriot's Point and its attractions, as well as connecting back into the Core Redevelopment Corridors of Johnnie Dodds Boulevard and Coleman Boulevard. Density in this district is twelve units per acre.

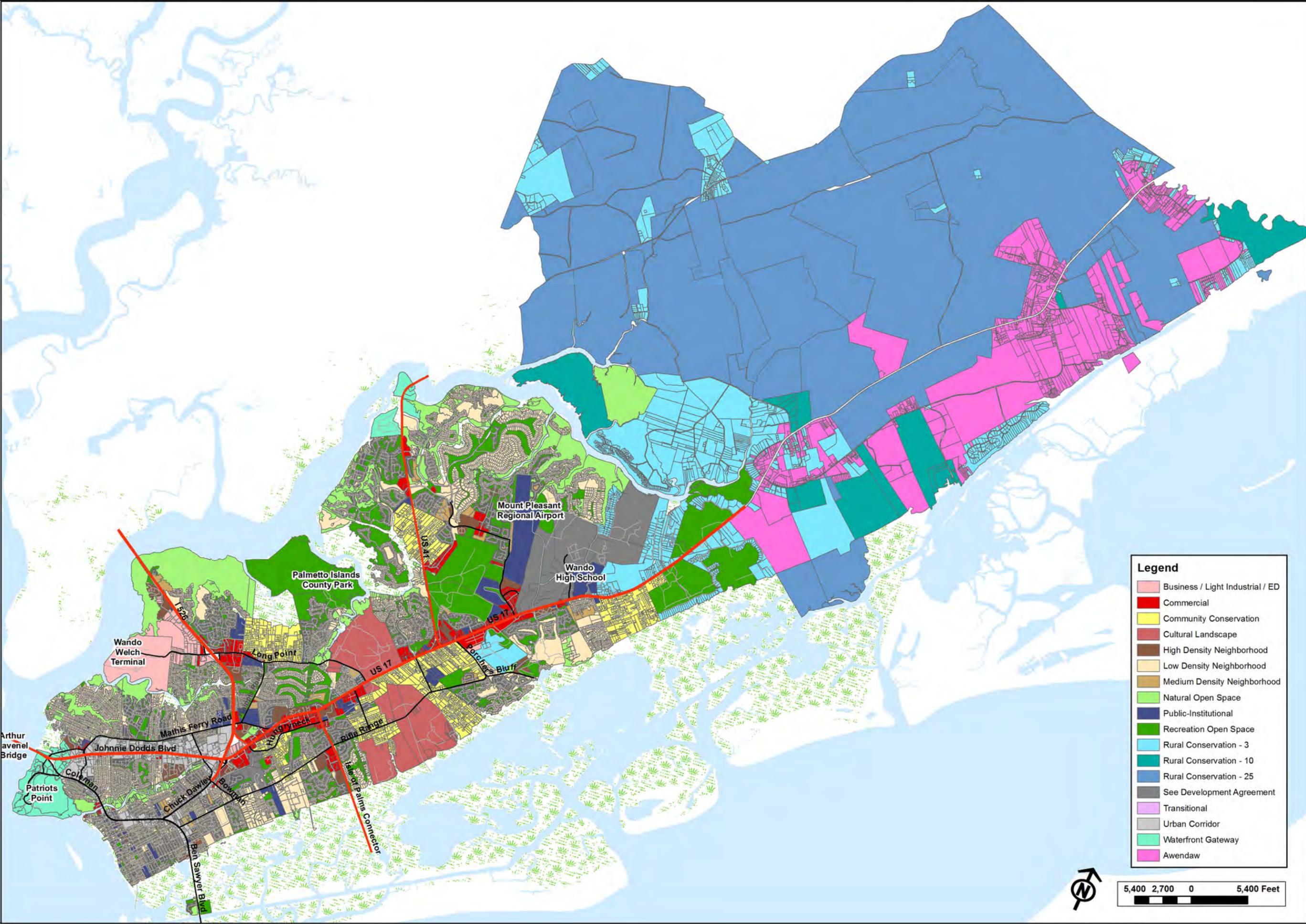
The Waterfront Gateway District should be an integrated district with a network of pedestrian paths and streetscapes, including walks along the waterfront. Land uses should be mixed, including hotels and lodging facilities, tourist attractions, recreational and marine facilities, restaurants, and entertainment venues. The creation of public spaces and outdoor retail environments should be encouraged, and events should be programmed to help keep the district active and lively. Land use in this Waterfront Gateway District will be evaluated based upon transportation impacts, as this area has limited transportation access. Developments should promote internal trip capture and alternative means of transportation. Also, as the term "Gateway" implies, the appearance of the Waterfront Gateway District must present an attractive image for the Mount Pleasant community and avoid any monolithic or out-of-scale structures.

The second and far less intense Waterfront Gateway District has been designated at the Wando River Bridge at the entrance to the Town on Highway 41. Development in this area, which includes the Republic tract, should be sensitive to the residential development on Highway 41 and to the pristine area of the Wando River while providing opportunities for deep water access. Density in this district is six units per acre.

Transitional

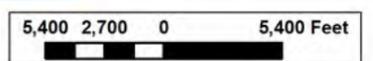
This new land use category is intended to provide additional options for residential properties located along major thoroughfares where commercial areas have developed adjacent to older residential neighborhoods. Development within the transitional zone is intended to allow limited commercial uses which will provide a transition between the residential neighborhood and the adjacent higher-intensity commercial. Permitted uses will allow single-family residential and lower intensity commercial with low trip generation.

Town of Mount Pleasant Future Land Use

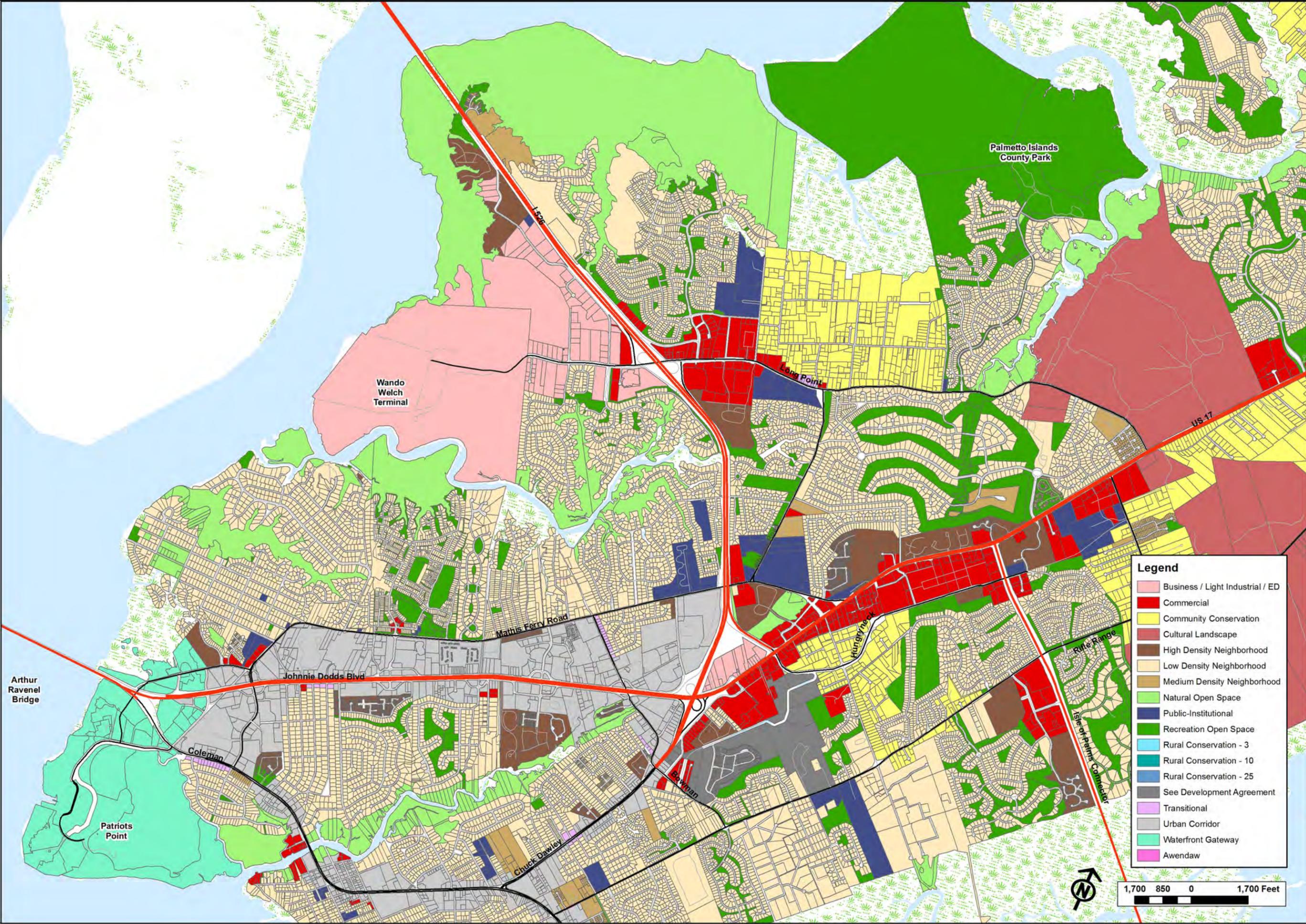


Legend

	Business / Light Industrial / ED
	Commercial
	Community Conservation
	Cultural Landscape
	High Density Neighborhood
	Low Density Neighborhood
	Medium Density Neighborhood
	Natural Open Space
	Recreation Open Space
	Public-Institutional
	Rural Conservation - 3
	Rural Conservation - 10
	Rural Conservation - 25
	See Development Agreement
	Transitional
	Urban Corridor
	Waterfront Gateway
	Awendaw



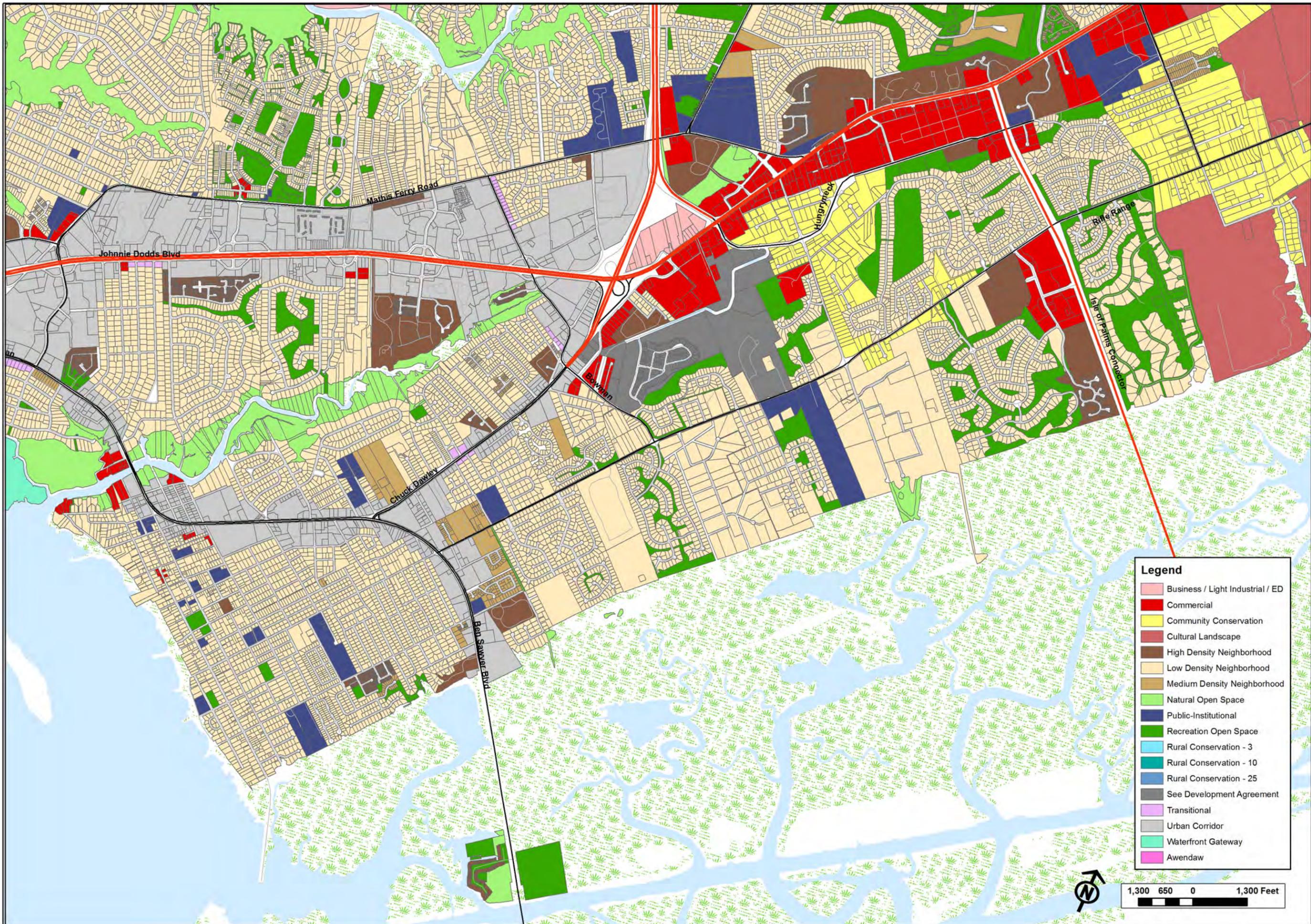
Town of Mount Pleasant Future Land Use - Area 1



Legend

[Pink]	Business / Light Industrial / ED
[Red]	Commercial
[Yellow]	Community Conservation
[Light Brown]	Cultural Landscape
[Dark Brown]	High Density Neighborhood
[Light Tan]	Low Density Neighborhood
[Medium Tan]	Medium Density Neighborhood
[Light Green]	Natural Open Space
[Dark Green]	Recreation Open Space
[Light Blue]	Rural Conservation - 3
[Medium Blue]	Rural Conservation - 10
[Dark Blue]	Rural Conservation - 25
[Grey]	See Development Agreement
[Purple]	Transitional
[Light Grey]	Urban Corridor
[Cyan]	Waterfront Gateway
[Magenta]	Awendaw

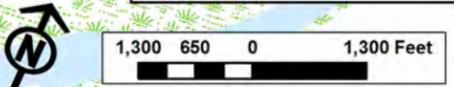




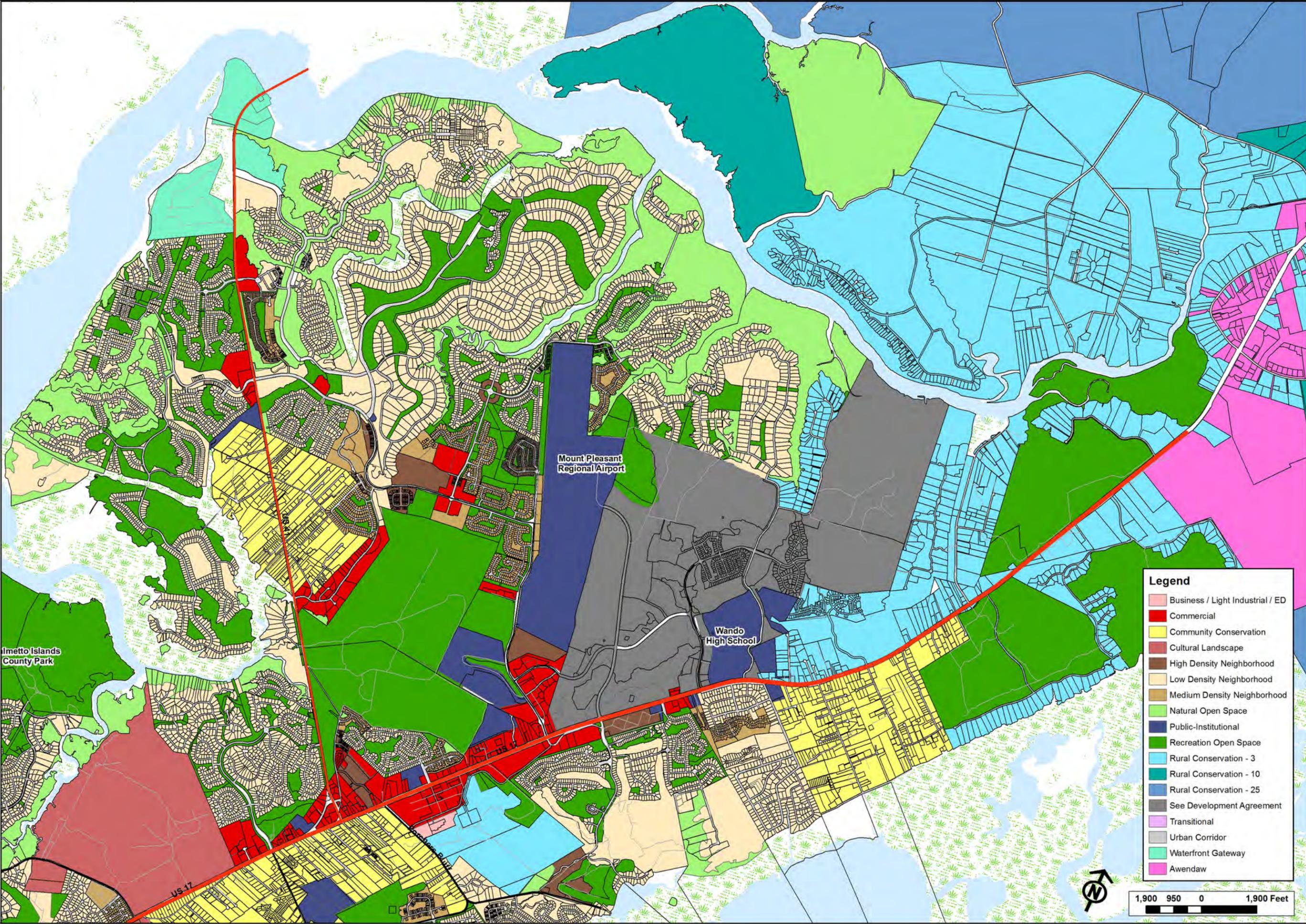
Town of Mount Pleasant Future Land Use - Area 2

Legend

[Light Pink]	Business / Light Industrial / ED
[Red]	Commercial
[Yellow]	Community Conservation
[Dark Red]	Cultural Landscape
[Brown]	High Density Neighborhood
[Light Orange]	Low Density Neighborhood
[Medium Orange]	Medium Density Neighborhood
[Light Green]	Natural Open Space
[Dark Green]	Recreation Open Space
[Dark Blue]	Public-Institutional
[Light Blue]	Rural Conservation - 3
[Medium Blue]	Rural Conservation - 10
[Dark Blue]	Rural Conservation - 25
[Grey]	See Development Agreement
[Purple]	Transitional
[Light Grey]	Urban Corridor
[Cyan]	Waterfront Gateway
[Pink]	Awendaw



Town of Mount Pleasant Future Land Use - Area 3



Legend

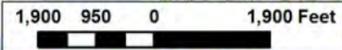
- Business / Light Industrial / ED
- Commercial
- Community Conservation
- Cultural Landscape
- High Density Neighborhood
- Low Density Neighborhood
- Medium Density Neighborhood
- Natural Open Space
- Public-Institutional
- Recreation Open Space
- Rural Conservation - 3
- Rural Conservation - 10
- Rural Conservation - 25
- See Development Agreement
- Transitional
- Urban Corridor
- Waterfront Gateway
- Awendaw

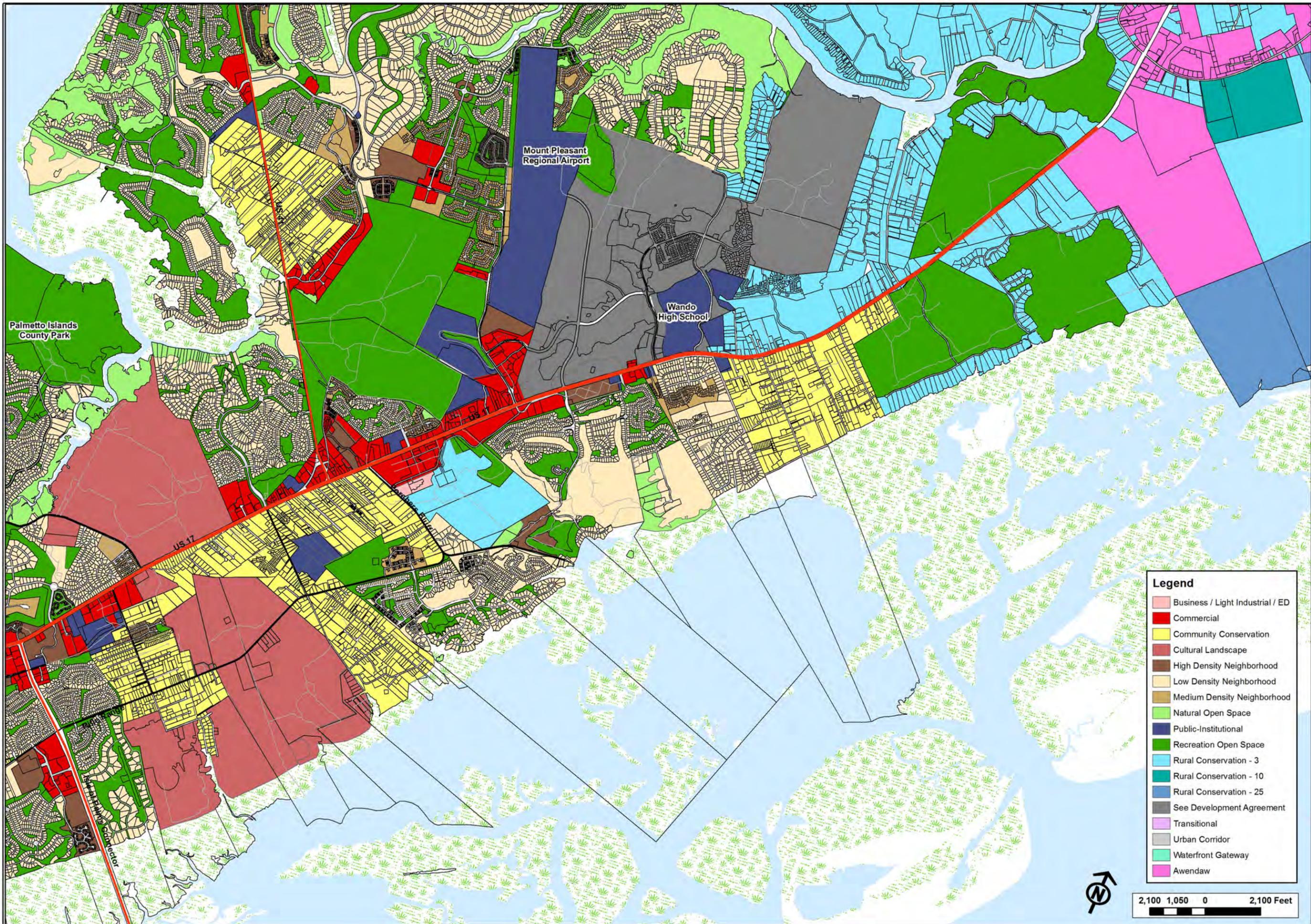
Immetto Islands
County Park

Mount Pleasant
Regional Airport

Wando
High School

US 17

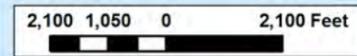




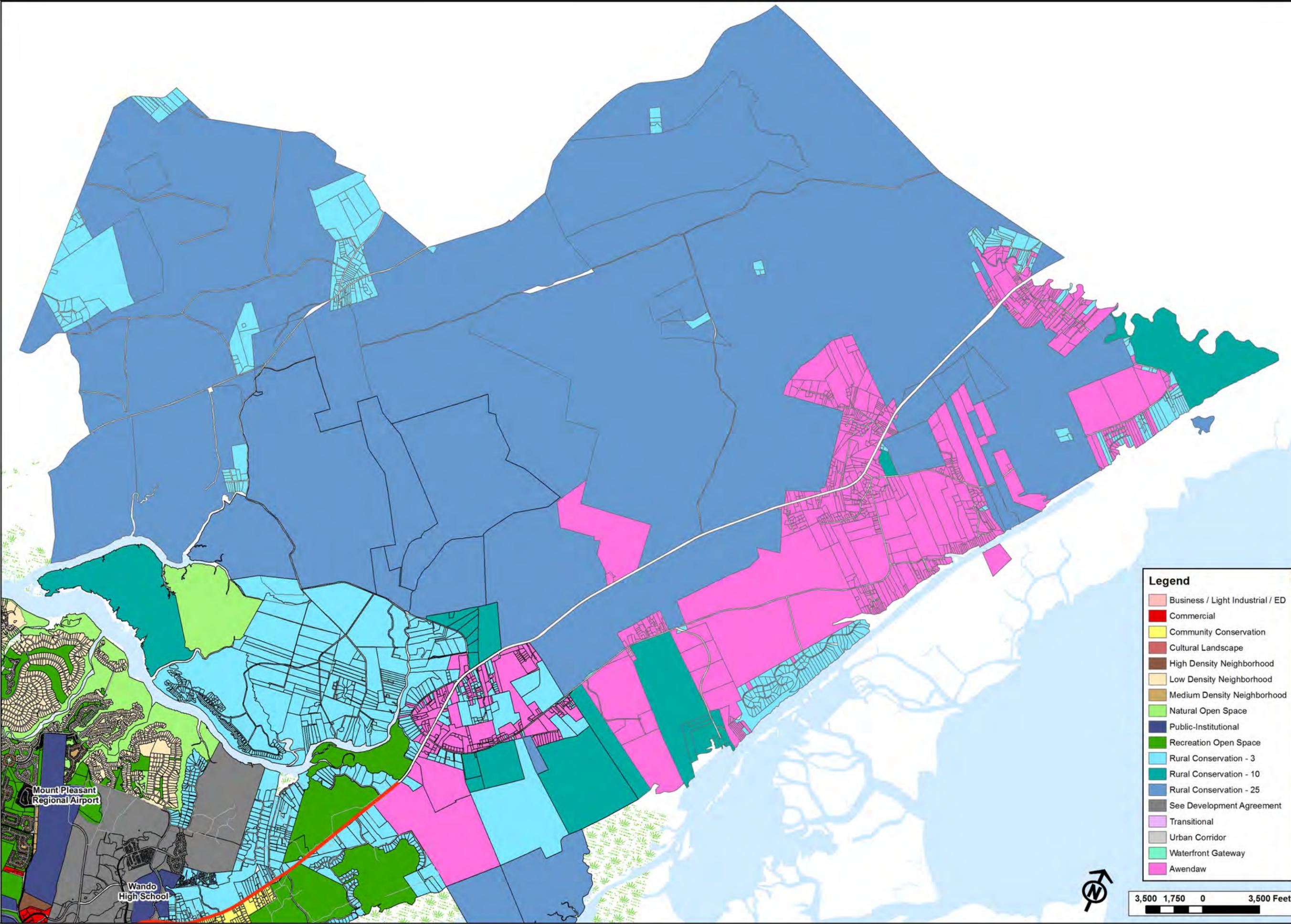
**Town of Mount Pleasant
Future Land Use - Area 4**

Legend

	Business / Light Industrial / ED
	Commercial
	Community Conservation
	Cultural Landscape
	High Density Neighborhood
	Low Density Neighborhood
	Medium Density Neighborhood
	Natural Open Space
	Recreation Open Space
	Public-Institutional
	Rural Conservation - 3
	Rural Conservation - 10
	Rural Conservation - 25
	See Development Agreement
	Transitional
	Urban Corridor
	Waterfront Gateway
	Awendaw



Town of Mount Pleasant Future Land Use - Area 5

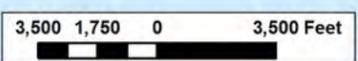


Legend

- Business / Light Industrial / ED
- Commercial
- Community Conservation
- Cultural Landscape
- High Density Neighborhood
- Low Density Neighborhood
- Medium Density Neighborhood
- Natural Open Space
- Recreation Open Space
- Rural Conservation - 3
- Rural Conservation - 10
- Rural Conservation - 25
- See Development Agreement
- Transitional
- Urban Corridor
- Waterfront Gateway
- Awendaw

Mount Pleasant
Regional Airport

Wando
High School



Future Land Use and Zoning

Every future land use has zoning districts associated with it that are appropriate for its implementation. It is generally recommended that applicable zoning districts be used for each future land use category. On the other hand, just because a zoning category is applicable to a specific future land use does not necessarily mean it is appropriate for all parcels with a given future land use designation. For example, some Economic Development/ Business/ Light Industrial parcels are appropriate for industrial zoning, while others are not due to the nature of surrounding land uses. Both the Future Land Use category and the surrounding land use context must be taken into account to determine appropriate zoning districts for any given parcel.

A table that reviews future land use by acreage and by percentage of the total planning area is included below.

Table 1: Future Land Use Acreage

Land Use Category	Acres	Percentage
Business/Light Industrial/ED	899	1.2%
Commercial	1,097	1.5%
Community Conservation	2,499	3.3%
Cultural Landscape	1,758	2.3%
High Density Neighborhood	688	0.9%
Low Density Neighborhood	9,201	12.3%
Medium Density Neighborhood	616	0.8%
Natural Open Space	3,783	5.1%
Public-Institutional	1,170	1.6%
Recreation Open Space	5,965	8.0%
Rural Conservation - 3	7,649	10.2%
Rural Conservation - 10	3,049	4.1%
Rural Conservation - 25	34,698	46.3%
Transitional	17	0.0%
Urban Corridor	990	1.3%
Waterfront Gateway	822	1.1%
Total	74,900	100.0%

It is important to note that, as the Zoning Code is updated in order to implement the recommendations of the Comprehensive Plan, some zoning categories will be modified, added, or removed to provide consistency with this plan. The following tables are based on current zoning categories and are intended to provide general guidance.

Table 2: Recommended Zoning Districts for Future Land Use Categories

FUTURE LAND USE CATEGORY	ZONING																							
	RC	RR	CC	R1	R2	R3	R4	TH	MF	PD	LO	OP	NC	AB	AB2	ED	MD	LI	CO	CRO	PI	WG	CL	
Community Conservation		X	X	X						X									X	X				
Low Density Residential				X	X					X									X	X				
Medium Density Residential						X	X	X		X									X	X				
High Density Residential								X	X	X									X	X				
Transitional											X													
ED/LI/BUS										X								X	X	X				
Commercial										X		X	X	X	X	X	X	X	X	X				
Urban Corridor										X		X	X	X	X	X			X	X				
Public Institutional																			X	X				
Natural Open Space																			X	X				
Recreation Open Space																			X	X				
Rural Conservation	X									X									X	X				
Cultural Landscape																			X	X				X
Waterfront Gateway																			X	X				X

Priority Investment

Introduction

The 2007 South Carolina Priority Investment Act requires that local Comprehensive Plans include a Priority Investment Element. The Priority Investment Element addresses the coordination of major capital improvements as well as intergovernmental coordination, and provides direction for implementing many of the recommended strategies described in other elements of this plan. The Priority Investment Act encourages local jurisdictions to examine their future need for capital improvements and public facilities and their likely ability to finance those public facilities over a 10-year horizon. The purpose of the Priority Investment Element is to encourage more long-term thinking about public facility needs and financing and to encourage greater intergovernmental planning and coordination.

Intergovernmental Coordination

Charleston County

The Town of Mount Pleasant coordinates with Charleston County across a range of critical issues. The Town is located entirely within Charleston County boundaries and so there is a strong need for coordination on both land use and public service provision. Because of the patchwork of incorporated and unincorporated areas within the Town's planning area, it is particularly important to ensure a continuity of land use policy and avoid land use conflicts across jurisdictional boundaries. The Town and the County have a history of close collaboration and have a policy of consulting each other on land use issues. Previous land use coordination efforts include the joint development of the Sweetgrass Basket Overlay District and the County's current effort to plan for land use along the US 17 North corridor. The Town and the County have also consulted each other on the coordination of an Urban Growth Boundary, and resolved the slight variation between the Town's and the County's boundaries.

Service coordination is also an important objective for the Town and the County. To give two examples, recycling in Mount Pleasant is provided by Charleston County, and the County worked with the Mount Pleasant Police and Fire departments on a joint dispatch center to streamline the emergency dispatch process.

Mount Pleasant Waterworks

Mount Pleasant Waterworks is an independent public utility that provides water and wastewater services in the Town of Mount Pleasant. Coordination between the Town and Mount Pleasant Waterworks is crucial for a number of reasons. Annexation into the Town of properties that are contiguous to Town boundaries is required as a condition prior to Waterworks providing sewer service. Also, the Town's land use planning efforts are vital information for the Waterworks to assist in its planning for the development of major water and wastewater infrastructure and in anticipating future demand for its services. Mount Pleasant Waterworks is currently updating its Master Plan and is planning on building upon the results of this Comprehensive Plan update.

Charleston County School District

Schools are one of the most expensive public facilities investments there are and investment in public schools has an important effect on land use and transportation patterns. The location of new schools can often drive nearby residential growth.

Charleston County School District (CCSD) develops a 5-year Capital Improvements Program every five years. This Capital Improvements Program takes a detailed look at necessary renovations, new school construction, and other capital improvements over the next five years, and also includes a broader look at anticipated needs over an additional five years. The most recent CCSD Capital Improvements Program is for the years 2011 - 2016.

Coordination between the Charleston County School District and the Town of Mount Pleasant is a two-way street. The School District needs assistance from the Town in identifying areas where there may be population growth and a need for new and/or expanded schools. Also the School District must coordinate with the Town in identifying suitable



locations for the siting of new schools. The Town, on the other hand, is interested in input on preferred school locations in order to guide development into desired patterns. For example, the Town has a land use strategy of encouraging the location of education facilities close to concentrations of residential development to provide convenient access. The Town is furthermore interested in locating schools within neighborhoods to promote walking and bicycling to school where possible. The Town is also interested in student capacity and the ability for schools to handle new growth.

Another key area of coordination between the Town and the School District is the location, use, and design of recreational facilities. Recreational facilities on school campuses can be designed to permit access by the general population after school hours, or recreational facilities can be designed to have dual school/community use. The School District already permits the Town to use some of its recreational fields and also to use a portion of the Moultrie Middle campus for the Farmers Market.

Berkeley County

As Mount Pleasant's Planning Area and boundaries expands into Berkeley County, these two governments will need to coordinate on land use issues and public service provisions. The Town of Mount Pleasant has established a collaborative relationship with Charleston County and should strive for the same with Berkeley County.

Berkeley-Charleston-Dorchester Council of Governments/CHATS

The BCDCOG is the primary regional planning body that addresses a wide range of issues, including transportation, environmental planning, economic development, community development, GIS, and planning research. One very important area of regional coordination is transportation, where the BCDCOG serves as the official Metropolitan Planning Organization for the Charleston region, under the name CHATS or Charleston Area Transportation Study. CHATS develops a regional transportation plan and helps qualify projects in the regional transportation plan for federal funding, therefore Mount Pleasant's participation in CHATS is very important to funding regionally important transportation projects, including some projects within Town of Mount Pleasant boundaries. CHATS planning efforts also covers transit service and transit route alignments provided by CARTA. CHATS also conducts related studies and plans to support regional transportation planning efforts. BCDCOG has recently developed the first regional land use planning effort, known as "Our Region, Our Plan."

Charleston County Aviation Authority

The Charleston County Aviation Authority owns and operates the Mount Pleasant Regional Airport (LRO) and is responsible for managing, operating and developing all public airports in the Charleston County Airport District. The Aviation Authority District is governed by a 13-member board of which the Mayor of Mount Pleasant serves as an ex-officio board member. The Mount Pleasant Regional Airport has been identified as a facility with the potential for significant Economic Development impact for the Town.

Other Jurisdictions

Other adjoining jurisdictions include the City of Charleston, located across most of the Wando and Cooper Rivers from the Town of Mount Pleasant; the Town of Awendaw, located to the north of the Town of Mount Pleasant along US 17; and the City of Isle of Palms and the Town of Sullivan's Island, both of which are located across the Intracoastal Waterway from the Town. Land use coordination with these jurisdictions is also of interest. For example, development in Awendaw is likely to have potential traffic impacts along the US 17 corridor and beyond.

Capital Improvements Program (CIP)

Town of Mount Pleasant Capital Improvements Program

The Town develops a Capital Improvements Program annually that plans out both major and minor capital improvements over a 5-year fiscal horizon. The Capital Improvements Program includes a brief project description, the requesting department, estimated cost, potential funding source, and whether the project is related to a facility, replacing existing equipment, or the purchase of new equipment.

The Town of Mount Pleasant's current Capital Improvement Plan calls for \$112.5 million to be spent on capital improvements over the next five fiscal years. The top three departments for capital improvement spending (funded projects) are Transportation with \$21.2 million, General Government with \$13.4 million, and Public Services with \$7.0 million (includes Stormwater projects).

Some of the planned major projects include:

- Construction of the new Town Hall
- Design and construction of Carolina Park Recreation Complex, Phase III
- Shem Creek Park phase II
- Coleman Boulevard Improvements
- Construction of Fire Station #6 in the Carolina Park area
- Sweetgrass Basket Parkway

The Capital Improvements Program by Year table reflects planned spending on capital improvements by year for each of the next five fiscal years.

Table 3: Capital Improvements Program by Year

Fiscal Year	Planned Capital Expenditure
2014/2015	\$14,910,235
2015/2016	\$26,711,474
2016/2017	\$26,123,788
2017/2018	\$26,353,979
2018/2019	\$18,418,794
Grand Total	\$112,518,270

Funding Sources - Current

The primary Town revenue sources to fund capital improvements are as follows:

- **General Fund** – The Town's general fund comes from tax revenues that are not designated for any particular purpose, such as property tax revenues. Most of the general fund pays for personnel and operations, but a percentage of General Funds may be used for capital improvements.
- **Impact Fees** – Fees the Town charges in association with development to help pay for infrastructure that supports new development. Impact fees are directly tied to the amount of new development occurring in the Town.
- **Tax Increment Financing** – This is a special revenue fund that finances infrastructure within a particular district based upon the increase in property values occurring within that district. Tax Increment Financing is often used to build infrastructure to support redevelopment. TIF funds will only remain available through 2017.
- **Hospitality Tax** – This is a tax on dining and beverages that helps fund special Town projects and general Town operations.
- **Accommodations Tax** – This is a tax on lodging that is restricted by state statute and may only be used for tourism-related projects.
- **Infrastructure Fund** – This fund was established in FY 2013 as part of a financing strategy for the CIP Plan. It is used to track Transportation and Stormwater projects for repair, maintenance and replacement of infrastructure.
- **General Obligation Bonds** – These are bonds that may be issued to finance capital projects.

With use of the above-noted funding sources, the Town will likely be able to complete most of its Capital Improvements Program above; however, new projects will need revenue enhancement in order to go forward.

Funding Sources – Transportation Projects

The Town's Long Range Transportation Plan (LRTP) analyzes local, state, and federal sources of funding and estimates the availability of these various sources of funding for the Town's transportation projects over the plan's time horizon of 2006-2030.

Major funding sources for supporting transportation projects identified in the LRTP are defined below:

- **Guide Share** – Federal funding for transportation projects guided through the regional metropolitan planning organization (MPO), CHATS.
- **Enhancements** – Federal funding for transportation enhancements, such as bicycle and pedestrian treatments, guided through CHATS.
- **C-Funds** – State gas tax funds allocated to counties for transportation improvements.
- **CHATS Bonding Program** – A transportation funding program operated through CHATS for major improvements.
- **South Carolina Infrastructure Bank** – The State bank assists in loans and financing for major infrastructure and transportation facilities.
- **Charleston County Half Cent Sales Tax** – A 25-year half-cent sales tax which will fund \$847 million for roads and \$235 million for public transit countywide.
- **Various Local Funding Sources** – These include the various funding sources the Town has for capital improvements listed above.

Funding Sources – Potential

While it is anticipated that the majority of the Town's funding sources for capital improvements will continue to be the same as in the past, the Town of Mount Pleasant, along with other local governments, will need to be innovative and proactive in seeking new funding opportunities. Much of the Town's economic development program focuses on enhancing the Town's existing funding sources, especially those funding sources that bring in revenues from outside the Town.

Some potential sources of new funding or funding growth include:

- **Charleston County Half Cent Sales Tax** - This County tax is set aside to fund transportation improvements and open space acquisition – both important priorities to Mount Pleasant. Funding may be available to assist with priorities such as multi-modal roadway expansions, the conservation of land, pedestrian/bicycle greenways, boat landings, and wetland preservation. As of the 2014 Update, funding is no longer available for open space acquisition.
- **Hospitality Tax & Accommodations Tax Revenues** – It is anticipated that additional revenues from these sources will become available as the Town continues to implement its Tourism Plan and as the Waterfront Gateway Districts and Urban Corridor continue to develop, which should help to increase tourism and accommodations traffic in the Town.
- **Impact Fee Revenues** – Already a current revenue source, it is anticipated with the recent increase in development activity at the time of this Update that these revenues may continue to increase and be available for projects and improvements that are impact fee eligible.
- **Referendum** – This is a possible option that could be used for the funding of library improvements.
- **Tax Increment Financing extension** – This special revenue fund could possibly be extended beyond its original time limit.

Priority Investment Policy and Implementation

Coordination of Capital Improvements

The Town will seek to coordinate major capital improvements with other nearby governmental jurisdictions where possible. Coordination may include techniques such as joint funding of capital improvements, shared use agreements, or shared maintenance or operations agreements. Coordination should also include consultation with relevant local government jurisdictions during the development of each Comprehensive Plan update and during the

development of the annual Capital Improvements Program. It has already been acknowledged that there is value in shared recreational facilities. Other facilities may also benefit from shared use, for example, public works vehicle yards, public safety facilities, and administrative facilities. Opportunities for co-location of facilities and/or land swaps between governmental entities should also be explored, for example, the co-location of a school and library facility or the co-location of a fire department and a police station. In some cases, public facilities should be sited near planned transit stops or park-and-ride lots for CARTA. Other relevant governmental agencies will be consulted in the planning stages as Mount Pleasant implements specific capital improvements, and the Town will assist other local governmental agencies in the implementation of their Capital Improvements Programs so long as these are consistent with the Town's Comprehensive Plan.

Some of the major capital improvements likely to involve coordination that are currently underway or expected to go forward during the timeframe of the Comprehensive Plan include:

- Wando Bridge Improvements
- Construction of Jennie Moore and Laing campus
- Construction of future phases of Hungryneck/Sweetgrass Basket Parkway
- Development of plans for the Hamlin/Brewer tract park
- Potential addition of Carolina Park Elementary School
- Potential construction of a new High School at the Wando South campus; also potential of a new stadium
- Implementation of the Master Pedestrian and Bicycle Plan
- Development of a shuttle system to connect the various Core Redevelopment Corridors in Mount Pleasant

Seek Service Efficiencies and Coordination

The Town will seek to coordinate the provision of public services with other local government jurisdictions where such coordination will provide cost savings and/or quality improvements. The Town will also seek to coordinate the provision of public services and operations amongst its various departments. An example of this is the planned provision of a consolidated dispatch center and training center for emergency response with Charleston County; another example is the joint training center for the Police and Fire Departments that is currently under development. One area of greater potential coordination is between the Town's Stormwater Division and Mount Pleasant Waterworks, as stormwater is also a potential source of water supply, particularly for irrigation purposes (see the discussion of an integrated approach to water management under the Community Facilities section of the Strategies chapter).

Economic development is one area where the Town can benefit from increased coordination with regional entities. Businesses look primarily at the regional level in selecting desired business locations, and so the Town stands to benefit from the success of regional marketing and business development efforts. While the Town should continue to develop its own identity and competitive advantages, the Town should also coordinate its economic development efforts with the regional efforts on target industries.

In other cases, such as for emergency response, coordination of local government with state agencies is essential to effective action. The Town will continue to work with state, county, and local partners to enhance emergency preparedness and maximize resiliency in response to all types of disasters, natural, and manmade.

Consideration of Operations/Maintenance for Capital Expenditures

Before the Town develops a major capital improvement, the Town will estimate the impacts of the continued operations and maintenance of the proposed facility to its annual budget. Expansion of capital improvements is often associated with increased operations and maintenance costs. In addition, some public facilities need to be staffed on a part time or full time basis. The Town should continue to engage in forward-looking planning efforts to understand the long-term budgetary impacts of its planned capital improvements.

Land Use Coordination

As stated in the Land Use section of the Strategies section, the Town will take an active role in regional and Charleston County planning efforts to coordinate land use, transportation, and environmental decision making. The Town of Mount Pleasant is affected by the land use, transportation, and environmental decisions made by other municipalities and counties in the area. A significant number of properties within the Town's planning area are under Charleston County jurisdiction and some in Berkeley County jurisdiction. The Town should coordinate land use designations at jurisdictional boundaries to ensure land use compatibility and coordinated service delivery.

The Town's land use planning efforts are most closely tied to those of Charleston County. The Town and County have a history of collaborating on planning efforts such as the Sweetgrass Basket Overlay District. The Town and County should continue to share information on development proposals of interest and seek to coordinate land use policy in the Town's planning area.

Specific issues of land use coordination with nearby jurisdictions should include:

- Land use policy for unincorporated areas within the Town of Mount Pleasant planning area
- Annexation policy
- Small area planning across jurisdictions, such as the US 17 North planning effort by Charleston County
- The establishment and enforcement of the Urban Growth Boundary
- Service provision for areas outside of the Urban Growth Boundary

Action Plan

Introduction

The Action Plan builds upon the recommended strategies to create a specific, five year plan for implementation. The Action Plan identifies a series of specific projects that help advance the recommended strategies. As with the Strategies, the Action Plan is organized by plan element. Each project has a brief project description, a suggested timeframe for implementation, responsible entities, estimated order of magnitude cost (low, medium, high), and potential funding sources to aid implementation. It is intended that those who use the Action Plan will refer to other sections of the Comprehensive Plan as necessary for additional information.

The Action Plan is intended to be a living document to aid in plan implementation. Each year, every project on the Action Plan should be reviewed and its status updated. It is also appropriate to add additional projects or subtract projects from the Action Plan on an annual basis, as opportunities arise or projects that were previously a priority become less feasible. The Action Plan becomes useful through its continual use and regular updates by Town of Mount Pleasant staff.

Action Plan 2014 - 2019

ID	Project	Project Type	Project Priority	2014	2015	2016	2017	2018	2019	Ongoing	Responsible Entity	Estimated Capital Cost	Estimated Annual Operational Costs	Funding Sources
Housing														
1	Review potential workforce housing incentives such as expedited permit review and density bonuses. Monitor the effectiveness of existing incentives and provide an annual update.	Housing		X	X	X	X	X	X	X	Town Administrator; Planning Department	Staff costs		
2	Research and develop programs to encourage builders to incorporate universal design elements in new residential construction.	Housing				X	X				Planning Department	Staff costs		
3	Coordinate with other organizations regarding issues with and opportunities for workforce and/or senior housing.	Housing			X	X	X	X	X	X	Planning Department	Staff costs		
Economics														
4	Update the Town Tourism Plan.	Economic Development			X	X					Office of Cultural Affairs & Tourism	Staff costs		
5	Collect local data and statistics on the current workforce. Use data to attract professional and management businesses to the Town.	Economic Development								X	Planning Department; Office of Cultural Affairs & Tourism	Low/ Staff Costs		
6	Implement the Town's Economic Development and Business Development Strategies.	Economic Development		X	X	X	X	X	X	X	Planning Department; Office of Cultural Affairs & Tourism	Medium/ Staff Costs		
7	Support 'buy local' campaigns to market the advantages of supporting local businesses to Town residents. Leverage the Farmer's Market and Shem Creek to promote local goods and foods.	Economic Development		X	X	X	X	X	X	X	Office of Cultural Affairs & Tourism	Staff costs		
8	Work with local schools and businesses to develop workforce partnerships, understand local workforce needs, and coordinate higher-education curriculum to meet those needs.	Economic Development			X	X				X	Planning Department; Office of Cultural Affairs & Tourism	Staff costs		
9	Explore opportunities that promote a variety of housing options in close proximity to workforce centers, recognizing the relationship between economic development, job opportunities and housing.	Economic Development		X	X	X	X	X	X	X	Planning Department; Office of Cultural Affairs & Tourism	Staff costs		
Community Facilities														
10	Implement and update the annual Capital Improvements Program.	Community Facilities			X	X	X	X	X	X	All Departments	Staff costs		
11	Coordinate with all departments and other local, state, and federal agencies on the Emergency Preparedness Plan.	Community Facilities					X	X			All Departments	Staff costs		
12	Implement appropriate priorities from the Recreation Cost Recovery Study as resources are available.	Community Facilities			X	X	X	X	X	X	Recreation Department	Vary		
13	Integrate water access goals into recreation programming and facilities.	Community Facilities				X	X	X			Planning Department; Recreation Department	Staff costs		

Action Plan 2014 - 2019

ID	Project	Project Type	Project Priority	2014	2015	2016	2017	2018	2019	Ongoing	Responsible Entity	Estimated Capital Cost	Estimated Annual Operational Costs	Funding Sources
Community Facilities (Cont'd)														
14	Promote citizen and business engagement programs through the use of technology and other more conventional methods.	Community Facilities		X	X	X	X	X	X	X	Communications Office; Administrative Services; Planning Department.	Low /Staff Costs		
15	Continue to pursue and promote the annexation of existing unincorporated areas.	Community Facilities		X	X	X	X	X	X	X	Annexation Committee of Council; MPW; Public Services Department; Planning Department	Staff costs		
16	Develop programs in cooperation with Charleston County to continue encouraging recycling and other waste management strategies in order to minimize waste management costs.	Community Facilities				X	X	X			Public Services Department	Staff costs		
17	Develop and adopt Low Impact Design elements in the stormwater management plan.	Community Facilities				X	X	X			Public Services Department	Medium/ Staff costs		Stormwater Impact Fees
18	Build the new Town Hall.	Community Facilities	X		X	X	X				All Departments	High		General Fund; TIF Funds
19	Continue to develop the paramedic program to respond to the growing number of medical emergency calls.	Community Facilities		X	X	X				X	Fire Department			
20	Construct Fire Station #6 and Police sub-station. Staff appropriately.	Community Facilities	X		X	X					Administrative Services; Fire Department	High		
21	Conduct an IT needs assessment.	Community Facilities			X	X	X				Administrative Services	Staff costs		
22	Implement the Infrastructure Management Plan.	Community Facilities		X	X	X	X	X	X	X	Public Services Department; Transportation Department	High		
23	Conduct an annual needs assessment for recreation programs.	Community Facilities				X	X	X	X	X	Recreation Department	Staff Costs		
24	Conduct a Building Needs Assessment and develop a Facilities Maintenance Plan.	Community Facilities				X	X	X			Administrative Services	Low/ Staff Costs		
25	Coordinate with the school district, all local schools, and nurseries to create a master database, and through that effort make sure security and emergency plans are coordinated with the town.	Community Facilities			X	X				X	Police Department; Fire Department	Low/Staff Costs		
26	Continue to enhance access to public information including reviewing the potential for streaming public meetings.	Community Facilities		X	X	X					Communications Office; Administrative Services	Low/ Staff Costs		

Action Plan 2014 - 2019

ID	Project	Project Type	Project Priority	2014	2015	2016	2017	2018	2019	Ongoing	Responsible Entity	Estimated Capital Cost	Estimated Annual Operational Costs	Funding Sources
Natural and Cultural Resources														
27	Update the floodplain ordinance, subdivision ordinance and zoning ordinance to protect undeveloped floodplain from future development.	Natural Resources			X	X					Planning Department	Staff costs		
28	Require waterfront developments to include provisions for public access and create design and policy guidance for water access.	Natural Resources				X	X				Planning Department	Staff costs		
29	Develop design standards for retention/detention ponds to function as community amenities.	Natural Resources			X	X					Planning Department; Public Services Department	Staff costs		
30	Work with the Land Conservation Organizations to target land for conservation easements.	Natural Resources		X	X	X	X	X	X	X	Planning Department	Staff costs		
31	Continue to support efforts of National Park Service and the Gullah/Geechee Cultural Heritage Corridor Commission with respect to the Gullah/Geechee Cultural Heritage Corridor.	Cultural Resources		X	X	X	X	X	X	X	Planning Department	Staff costs		National Park Service
32	Develop a Cultural Landscape District Plan to preserve agricultural roots of the community. The plan should include a trail system and an interpretive signage plan and also include an implementation strategy; work with Office of Community Development & Tourism to promote the plan.	Cultural Resources				X	X				Planning Department; Recreation Department; Office of Cultural Affairs & Tourism	Staff costs		
33	Develop a map showing historical and archaeological sites in the area for potential preservation and/or acquisition.	Cultural Resources				X	X				Planning Department	Staff costs		
Land Use														
34	Research incentives to promote redevelopment, including parking reductions, public funding for infrastructure and public spaces, and other funding mechanisms. Determine which obstacles exist in the Town that hinder redevelopment.	Land Use				X	X				Planning Department	Staff costs		
35	Implement a Green Building outreach program to promote energy efficiency and environmentally sensitive construction techniques.	Land Use			X	X	X	X	X		Town Administrator; Planning Department	Staff costs		
36	Develop an ordinance to implement the specific criteria governing development and redevelopment in designated Community Nodes and Neighborhood Nodes.	Land Use				X	X				Planning Department	Staff costs		
37	Continue to coordinate with Charleston County on land use issues for unincorporated areas within the Town's planning area, with a specific focus on protecting areas designated as Community Conservation.	Land Use		X	X	X	X	X	X	X	Planning Department	Staff costs		

Action Plan 2014 - 2019

ID	Project	Project Type	Project Priority	2014	2015	2016	2017	2018	2019	Ongoing	Responsible Entity	Estimated Capital Cost	Estimated Annual Operational Costs	Funding Sources
Land Use (Cont'd)														
38	Plan and design a series of Green Gateways into the Town.	Land Use		X	X	X	X	X	X		Planning Department	Medium		TE Funds
39	Commence integrated Comprehensive Plan and Long Range Transportation Plan Update.	Land Use						X	X		Planning Department; Transportation Department	Medium		TE Funds
40	Review the Limited Office zoning as a way to implement the goals of the Transitional Land Use category.	Land Use			X						Planning Department	Staff costs		
Transportation														
41	Continue implementing Long Range Transportation Plan.	Transportation		X	X	X	X	X	X	X	Transportation Department; Public Services Department	High - \$24 Million estimated.		See LRTP for funding sources.
42	Implement the Town's Master Bicycle and Pedestrian Plan.	Transportation		X	X	X	X	X	X	X	Transportation Department; Planning Department	Low/ Staff Costs		
43	Develop design standards for pedestrian and bicycle facilities and block sizes within Community Nodes.	Transportation			X	X	X				Transportation Department; Planning Department	Staff costs		
44	Create 'complete street' design standards for new streets and improved roadways to include bike lanes and primary pedestrian street crossings. Update Long Range Transportation Study to include roadway classification map.	Transportation			X	X					Transportation Department; Planning Department; Public Services Department; SCDOT	Medium		
45	Promote the 'Park-Once' concept. Research techniques such as shared parking requirements, municipal parking decks and pedestrian-only zones.	Transportation				X	X				Transportation Department; Planning Department	Staff costs		
46	Research the demand and cost of operating a shuttle system connecting the Core Redevelopment Corridors.	Transportation			X	X	X				Transportation Department	Medium		
47	Develop design standards for bus shelters and other transit infrastructure in Community Nodes and Core Redevelopment Corridors.	Transportation		X	X	X					Transportation Department; CARTA	Medium		
48	Develop an official map for future transportation improvements and update with each Comprehensive Plan.	Transportation				X	X		X		Transportation Department; Planning Department	Staff costs		

Cost Estimate Ranges

Low - Under \$50,000
 Medium - Over \$50,000 but below \$300,000
 High - Over \$300,000

Acronyms

SCDOT - South Carolina Department of Transportation
 TIF - Tax Increment Financing Fund
 TE - Transportation Enhancements Funds
 LRTP - Long Range Transportation Plan

Appendix A

Town of Mount Pleasant. South Carolina

Advisory Committee on our Aging Population

Report to Mayor and Town Council

August 2010

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EXECUTIVE SUMMARY

The Advisory Committee on our Aging Population (ACAP) is a citizen's ad hoc committee established by the Town Council of Mount Pleasant, South Carolina, in 2009 for the purpose of analyzing and making recommendations concerning the impact of the aging of the "Baby Boom population" on municipal services. A 2007 demographic study commissioned by Town Council provides the basis for the anticipated demographic changes associated with the aging of Mount Pleasant's population. The Committee completed analyses and developed recommendations relative to municipal services in five key service areas:

- Safety and Security
- Municipal Support Services
- Mobility
- Housing
- Social Interaction and Building Social Capital

The recommendations are intended to be a point of departure for additional analysis by the Town over the next decade that will be used for the development of future Town budgets, service capacities, infrastructure development, and program development. It is not anticipated that the Town will be solely responsible for meeting the political, social, and economic challenges posed by an aging population. The Committee urges the development of partnerships with religious and non-profit organizations as well as partnerships with the private sector.

It is anticipated that the number of Mount Pleasant residents over 55 years of age will increase from approximately 9,000 residents in the year 2000 to more than 30,000 by 2025, when 41% of the Town's population will be over 55 years of age.

Even though service demands will change significantly as a result of this demographic shift, the ACAP recognizes it will mean that a tremendous pool of talent, energy, and knowledge will become available by 2025 as well. It is incumbent upon the Town, the private sector, social organizations, and charitable and religious groups to work together to utilize this social capital in the best interest of these senior citizens and the entire Town of Mount Pleasant.

Should town leaders (both public sector and private sector) fail to address the anticipated demographic trend, challenges already anticipated in relation to transportation, health care, affordable housing, etc., will be exacerbated, and Mount Pleasant will face diminished quality public services, budget shortages, disgruntled residents, and potentially, a tarnished image as a residential community.

On the other hand, well developed and executed plans will continue to place Mount Pleasant in the forefront as one of the nation's most desirable cities for living and business.

On behalf of the members of the Advisory Committee on our Aging Population,

Thomasena Stokes-Marshall, Chairwoman and Town Council Member

A handwritten signature in black ink that reads "Thomasena Stokes-Marshall". The signature is written in a cursive, flowing style with a large initial 'T'.

I. THE ISSUE

America is aging, and aging rapidly. As the Baby Boom generation – born between 1946 and 1964 – reaches retirement, the number of Americans over 65 is expected to reach 71 million by 2030 – twice their number in the year 2000. One out of every five people in the nation will be an older adult. The aging of the Baby Boom generation will pose new challenges for the delivery of local services such as health care, recreation, housing, transportation, public safety, employment, revenue generation, and basic public services. While there will be significant challenges, this group does present opportunities as the nation's communities realize the largest population of educated and skilled older adults in its history.

In the spring of 2007 the Town of Mount Pleasant and the Charleston County School District commissioned Jerome N. McKibben, Ph.D. of McKibben Demographic Research to complete demographic and population forecasts for 2005 through 2025 (see Attachment A). McKibben concluded that Mount Pleasant should realize a 24% population increase by the year 2025. During this period, the Town of Mount Pleasant will see a steady rise in the median age of its population, even while the Town as a whole continues to attract new young families. The aging of the indigenous population will be the dominant factor affecting the composition of the population of Mount Pleasant over the next 20 years. Moreover, if the Town is not successful in attracting young families during this period, resulting in a drop of in-migration of young families, this aging trend will be accelerated. Moreover, any sustained amount of elder in-migration will merely amplify this demographic trend. In fact, according to McKibben, by the year 2020 the Town should be experiencing a natural population

decrease (an excess of deaths over births) unless we are successful in attracting young families.

In 1966, the median age in Mount Pleasant was 26. In 2000, the median age was 36. By 2025, the median age is expected to rise to 48 years of age. In the year 2000, 18% of our population was over the age of 55. By the year 2025, McKibben's forecast shows that 41% of our population will be over the age of 55 years. The implications will pose significant challenges and issues if the Town does not plan well in advance of the forecasted demographic developments.

II. INTRODUCTION

In the 2009 update of the Mount Pleasant Comprehensive Plan, numerous references were made to the anticipated aging of the “Baby Boom” generation. Under Goals Relevant to the Population Element, the Plan urges the Town’s governing body to “ensure that the Town can meet the needs of older residents” and “to encourage a diverse and inclusive Mount Pleasant where people of all ages are welcomed and invited to participate.” The housing and transportation elements of the Plan suggest specific strategies relative to the aging of our population.

On August 26, 2009, as part of the adoption process of the Comprehensive Plan, Town Council voted unanimously to establish an ad hoc committee of citizens to study and report on the long term implications of an aging population upon Town services and resources.

On October 13, 2008, Acting Mayor Kruger Smith appointed a committee of 12 to complete the objectives of Town Council (see Attachment B). The appointment letter signed by Mayor Smith included the following mission statement: “The Committee will provide a report to Town Council within eight months on perceived and documentable impacts upon municipal services or service demand and upon various processes of the Town of Mount Pleasant by a significant portion of the population that is aging through the year 2030. The report should include recommendations for addressing identified service challenges. Information, data, and analysis may be included as an annex to the report.” (see Attachment C)

The Committee, chaired by Councilwoman Thomasena Stokes-Marshall, began meeting in November 2009. Seven meetings were held and included a variety of experts in public service areas.

The analysis, findings, and recommendations of the ACAP report are presented under five primary headings:

- Safety and Security
- Municipal Support Services
- Mobility
- Housing
- Social Interaction and Building Social Capital

Town Departments assisted with the data collection, analysis, and development of recommendations for consideration by the Advisory Committee on our Aging Population. The Executive Director of CARTA assisted with the data collection and analysis relative to mobility issues. The Committee also appreciates the assistance of Dr. Jerome McKibben relative to demographic projections for the Town of Mount Pleasant.

III. MUNICIPAL SERVICE AREAS

A. SAFETY and SECURITY

1. Law Enforcement:

The Mount Pleasant Police Department will need to begin specialized and advanced training by 2014 in elderly abuse prevention and investigations, elderly exploitation prevention and investigations, and driver education and counseling. Particularly, training in how to address citizen issues associated with dementia will be critical. While the Mount Pleasant Police Department currently investigates crimes against the elderly, the frequency of these crimes is expected to increase at an almost exponential rate. Recognizing conditions for abuse, neglect, or simply circumstances that could create unsafe conditions, will need to be a common capability throughout the department. The Victims' Advocate Office will require additional staffing as it expands its role to elder advocacy. A major responsibility will be related to educating older adults on the possible threats to safety and security. Certainly, collaboration and coordination with non-profit organizations will be essential to achieve the contact needed within a large older adult population. This coordination will be particularly critical for intervention that involves financial resources and accounts. Clearly, financial management of older adult resources will create a significant impact on police services. The Mount Pleasant Police Department will need to develop and clearly articulate policies related to the role of the Police Department where no criminal intent is involved.

The Mount Pleasant Police Department will need to develop policies and program directives to address issues involving older adult driving, motor vehicle accidents, etc. The Town's street system will be more congested over the next 20 years which will compound the potential

problem. Collaboration with both private for-profit and non-private organizations will be necessary to effectively address motor vehicle operation by elderly residents.

We expect that the Police Department will be associated with community “home check programs”. The department’s role may be in direction, coordination, and implementation. Many elderly residents will likely live alone with no relatives in the community. Home check programs will be essential to the health, safety, and security of a large elder population, but could possibly be beyond the department’s capability to implement without community-wide assistance. These programs will require a review of legal aspects relative to access to private property.

Again, training of every Mount Pleasant police officer in the different threat conditions that are associated with an elderly population will be critical to maintaining a safe and healthy environment. This training will include instruction on how to work with elder care facilities and elder care service businesses.

While growth in Police Department personnel will be proportionate to the growth of the overall Town population, some increase in personnel will be directly attributed to the aging of the baby boom generation in Mount Pleasant. We conservatively estimate that six or eight additional Police Department employees will be needed to provide additional services to this specific population group over the next 20 years.

2. Emergency Evacuation:

The Town can expect the serious threat of a major hurricane every ten years that will require at least a voluntary evacuation. An elderly population that is limited in their ability to move quickly over a

relatively long distance with little or no assistance presents significant problems for local authorities. The development of an evacuation program for citizens with limited mobility should include the following:

Rosters of citizens who need assistance in reaching a safe haven

Education programs utilizing churches and non-profit organizations to prepare older citizens with restricted mobility

Home checks to ensure evacuation goals are achieved

Expanded level of local reviews to ensure that assisted care living facilities have evacuation plans that can be implemented without public assistance

Expanded responsibilities by Building Inspection services of the Town during recovery

Detailed planning for the return of older citizens, particularly in the event of widespread damage, leaving limited services available to the Town.

The Town cannot be expected to physically relocate residents who may be unable to relocate themselves. Coordination with County and State officials is imperative.

3. Medical Response Services:

The Mount Pleasant Fire Department has developed a unique and outstanding paramedic program to augment the emergency response capability of the Charleston County Emergency Management Services (ambulatory transportation). Currently 65% of all emergency calls to our Fire Department involve a medical condition. That percentage is expected to increase as the Baby Boom generation ages. Moreover, the total number of calls for service will also increase as the Town

population increases overall unless Charleston County EMS significantly expands its service in Mount Pleasant. This will require approximately 16 additional paramedics within the next 15 years to address the anticipated increase in medical calls. Specific additional training will be required relative to health issues associated with the elderly. As the paramedic program expands, specialized vehicles will be required to transport paramedics in advance of, or along with firefighting apparatus to improve efficiency of the entire fire department operation.

The Town should not consider expanding its services to include ambulatory transportation. The Town should work with the Isle of Palms and Sullivan's Island municipalities to encourage Charleston County to add at least two additional ambulances and EMS crews East of the Cooper in Charleston County within the next ten years. Close coordination with hospitals located in Mount Pleasant and their emergency operations will be critical for the coordination of emergency health care for our aging population. A coordination committee comprised of Mount Pleasant Fire Department personnel, Isle of Palms Fire Department personnel, Sullivan's Island Fire Department personnel, Awendaw Fire Department personnel, Charleston County EMS personnel, area hospital emergency care personnel, and representatives from assisted care living facilities should be created over the next five years.

The Town is currently planning a sixth fire station at Carolina Park in the northern area of Mount Pleasant. This station will be critical to providing emergency services to elderly residents north of Long Point Road. Approximately one third of all residents over the age of 60 will live north of Long Point Road by 2025.

B. MUNICIPAL SUPPORT SERVICES

1. Sanitation Services:

While all residences generally receive the same level of garbage and trash collection services, we anticipate that the elderly population will likely require specifically designed services. The Town should be prepared to develop guidelines for offering services, including but not limited to: smaller roll-out containers and back yard collection of waste. There is also likely to be increased demand for yard services from the private sector. Currently ordinances require private yard maintenance companies to remove debris from the property. In order to facilitate affordability of yard maintenance, this ordinance may need to be amended. From a more positive standpoint, waste load per family will decrease due to the smaller average family size in Mount Pleasant over the next 20 years.

2. Leisure Services:

We have every reason to anticipate that the Baby Boom population in retirement will be the most active generation in history in terms of the demand of local programs. The Town will continue to attract young families who will demand additional recreation services. There will be a major difference from the past however, beginning immediately. The Baby Boom generation is going to demand their share of recreation and leisure services and the infrastructure required to support those services. At a minimum, we will need to consider the following:

Amending the Recreation Master Plan to consider the service demands of older adults

Expansion of the Mount Pleasant Senior Services Center for space and specialized activities

The construction of a second center in the Park West/Dunes West area within seven years

Construction of a therapy exercise pool just for older adult users

A diverse set of programs that encourage social interaction, physical activities, and mental health

Training for recreation staff members to serve the particular interests of older adults and issues normally associated with aging

Development of a series of pocket parks

Development of a system of safe and accessible walking trails, bike trails and sidewalks

Educational program utilizing local high school resources and technical school resources as well as the development of satellite campuses by area colleges

Travel programs (day and overnight) similar to those offered today (at cost) by the Recreation Department

Volunteer programs for seniors to assist with various recreation activities, perhaps, in exchange for membership and fees

C. MOBILITY

The ability to move freely and safely throughout the community is critical to a high quality of life for older adults. Many, if not most, Baby Boomers will continue to rely upon their personal automobile for daily transportation. A significant, and increasing, number will have to rely on other modes of transportation including public transportation, friends or family, as well as walking or biking.

1. Personal Mobility:

As stated, many older residents will rely upon their automobile for as long as possible. They hopefully will also be able to use pedestrian trails to access certain services. The following infrastructure and programs need to be addressed to facilitate long-term personal mobility by older residents:

Design and construction of a comprehensive system of sidewalks and bike paths that connect all neighborhoods to basic services should be programmed. This will be an expensive long-term undertaking that will benefit every resident of the Town. The development of a capital improvement plan that can be implemented over ten years would assist in the phased implementation of the system. A system of sidewalks and bike paths will not only facilitate transportation, but a healthy citizenry as well. Moreover, many existing sidewalks will need to be repaired in order to prevent injury due to uneven or broken surfaces. Many of the Town's sidewalks are owned by SCDOT and that agency should be involved in a repair program.

Improvement of road signage in terms of readability and visibility during all times of the day. Larger, well lighted signs, particularly at major intersections, will be needed.

Improved visibility at major intersections will be enhanced by more effective street lighting.

Improved cross walks, particularly at important intersections, need to be developed to include signalization with a prolonged time sequence. At wider intersections, "safe islands" should be included.

Special vehicular route maps to assist in avoiding congested areas at peak hours should be published by the Town's Department of Transportation in coordination with the Police Department.

2. Public Transit Mobility:

The current CARTA public transit system is not adequate to accommodate the demands anticipated in 15 years. The system will require additional buses, more routes, compressed schedules, and Mount Pleasant local routes. It should not be expected that every neighborhood can be served. There will have to be collection points throughout the Town with parking facilities. Ridership is critical to affordability of an expanded system. Public transit routes to address the elder citizen transportation issue should be a priority for the Town with consideration given to ultimate cost. This is an expensive undertaking where limited resources will be allocated within an expanding region. The question of local financial commitment to public transportation may be a matter for a public referendum. The overall development patterns in Mount Pleasant are not conducive to an effective public transportation system. Recommendations in the Comprehensive Plan relative to infill developments and higher densities and mixing of development type will improve the potential for a successful public transit system.

D. HOUSING

Many, if not most, of our “Baby Boom” retirees will continue to live in traditional housing types within subdivisions. However, many will decide to downsize to higher density and to even unique specialized housing designed for older citizens. Aging in place is likely to be a desired living standard. Affordability will be an issue for some of our indigenous older citizens and for in-migrating seniors. Location relative to public and commercial services will also be a factor. Diversity of housing types to accommodate our older residents who wish to remain in Mount Pleasant and to accommodate those who want to move here is the key. At a minimum the Town should include in plans, regulations, and programs the following:

- Through the Town’s Comprehensive Plan and supporting ordinances, offer feasibility for developers to create mixed housing style developments to accommodate a variety of interests for older citizens.
- Create a planned development or other zoning districts that expressly allows for “cohousing” opportunities. Cohousing communities are designed as attached and detached units along one or more pedestrian streets clustered around a common use courtyard. The courtyard becomes a social gathering place for the community’s residents. The cohousing concept allows for creation of group transportation opportunities, education, social activities, etc. These cohousing structures may have one of several ownership options.
- The Town should offer incentives to developers to create effective elder living communities. Universal design elements may be required that are products, styles, etc. useable by all

people without the need for adaption or specialized design. Universal design also applies to disability needs.

- An elder citizen planned development may require locations near public services, transportation, commercial areas, walking paths, etc. and this planned development may require small neighborhood commercial areas be incorporated into the environmental design.
- Accessory dwelling units, which are now allowable in Mount Pleasant, should be encouraged where applicable as an excellent housing opportunity for the older citizen. The Town should work with area architects to develop a prototype for accessory dwelling units to reduce cost of construction.

The Town should explore options for tax rebates for government services based on income. However, careful consideration must be given to the financial impact additional credits could create for the Town. It is likely that any credits or rebates would require State legislative action.

E. SOCIAL INTERACTION AND BUILDING SOCIAL CAPITAL

While amazingly successful as a socioeconomic group, “Baby Boomers” have not measured up to the preceding generation in terms of volunteerism, charitable involvement, etc. There is concern that this characteristic will continue throughout “Baby Boomers” retirement years. If that happens, the community loses an incredible social asset, and the individual loses that which can be gained from participating in an interactive social atmosphere. To counter this potential dilemma, the Town of Mount Pleasant should consider the following:

- In coordination with non-profit organizations, churches, area hospitals, the school district, etc., the Town should be the catalyst for the creation of a program to coordinate the solicitation and placement of volunteers to engage “Baby Boomers” during their active retirement years.
- Facilitate the creation of a council of non-profits and churches to coordinate social involvement among “Baby Boomers”.
- Work with other government agencies, the Chamber of Commerce, etc., to create a clearing house (of some description) to assist in the placement of “Baby Boomers” who wish to continue working beyond initial retirement.
- In coordination with the Chamber of Commerce, Trident Technical College, and other local governments, create a training program for retired “Baby Boomers” to develop skill sets to facilitate employment needs and objectives.
- In coordination with the Chamber of Commerce, business associations, etc., create a voluntary certification program for

businesses that would cater to “Baby Boomers” relative to certain service areas (i.e. grocery delivery, pharmaceutical delivery, etc.)

- Expand programs offered through the Town’s Senior Services Center and the Recreation Department to address diverse demands and to attract a broad base of “Baby Boomer” participation (see Leisure Services).
- Development of appropriate public relations programs to provide information about various programs, activities, and opportunities that are available within the community.
- Consider urban land use planning programs that will encourage housing types that would encourage an interactive social environment (see Housing Section).

IV. CONCLUSION

Mount Pleasant has been on the cutting edge of many local government initiatives over the years – from impact fees, signage regulations, tree protection, affordable housing, and transportation plans to road construction. The leadership of Mount Pleasant has proven that there is no challenge too great; all it takes is commitment. Commitment from the leadership to prepare, in a deliberate and systematic way, for the aging of our “Baby Boom” population is the Town’s greatest challenge. Certainly the allocation of resources, which include time, manpower, and financial resources, is also a major requirement. But again, the Town has shown time and again that they can be successful against seemingly insurmountable challenges. Within the past ten years, the Town has secured almost \$200 Million in funding for new roads, for instance. It may be advisable for the Mayor and Town Council to establish a Commission on Aging just as they did for affordable housing. This approach would certainly establish the mission as a priority with the Town over the next ten years. While there is no impending emergency, there should be a sense of urgency. Much of what needs to be done will take time and resources. The Advisory Committee on our Aging Population feels certain that this Council and future Councils will take the appropriate steps to keep Mount Pleasant on the cutting edge and a premier community for living and doing business.

Staff Conclusions and Recommendations

The charge of the Advisory Committee on our Aging Population was to focus on Town-related services. Staff respectfully asks that Council authorize staff to seek grants to assist with the following analysis:

- Impacts of aging population on private health care systems

- Economic impacts created by aging population to include municipal revenues
- Niche industries that may be created or advanced as a result of an aging population, such as medical care

ATTACHMENTS

Attachment A

TOWN OF MOUNT PLEASANT POPULATION FORECASTS: 2005- 2025

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INTRODUCTION

By demographic convention, a distinction is made between a projection and a forecast; a projection extrapolates the past (and present) into the future with little or no attempt to take into account any factors that may impact this extrapolation (e.g., changes in fertility rates, housing patterns or migration patterns); a forecast results when a projection is modified by judgment to take into account such factors and changes.

As the results of this study are to be used as a planning tool, the ultimate goal is not merely to project the past into the future, but to assess what the likely future may be. Not all of the historical trends have been extended throughout the study period with modification. Forecaster's judgment has been used to modify some of the demographic trends to more accurately take into account likely changes. Therefore, strictly speaking, this study is a forecast, not a projection; and the amount of modification of the demographic trends varies between different areas of the district.

When calculating population forecasts of any type, and particularly for "small" populations such as a school district or its attendance areas, reasonable assumptions must be made as to what the future will bring. The demographic history of the school district in relation to the social and economic history of the area is the starting point and basis of most of these assumptions. The unique nature of each district's demographic

composition and rate of change over time must be accounted for and assumed to be factors throughout the life of the forecast series.

Furthermore, no two populations, particularly at the school district and attendance area level, have exactly the same characteristics.

The first part of the report will examine the assumptions made in calculating the population forecasts for the Town of Mt. Pleasant. The remainder of the report is an explanation and analysis of the district's population forecasts and how they will affect the town's demographic structure.

ASSUMPTIONS

For these forecasts, the mortality probabilities are held at 2000 levels. Death rates rarely move rapidly in any direction, particularly at the municipality level. Thus, no significant changes are foreseen in district mortality rates between now and the year 2016.

Fertility rates are assumed to stay fairly constant for the life of the forecasts. Like mortality rates, age specific fertility rate rarely change dramatically, particularly in small areas. In fact the vast majority of year to year changes in an areas number of births is due to changes in the number of women in child bearing ages (particularly ages 20-29) rather than any fluctuation in an area's fertility rate.

The total fertility rate (TFR), the average number of births a woman will have in her lifetime, is estimated to be 1.97 for the total district for the

ten years of the population forecasts. The age specific fertility rates are also held constant for all areas for the life of the projection. A TFR of 2.1 births per woman is considered to be the theoretical “replacement level” of fertility necessary for a population to remain constant in the absence of in-migration. Therefore, over the course of the forecast period, fertility will not be sufficient, in the absence of migration, to maintain the current level of population within the Town of Mt. Pleasant.

The pattern of net migration is assumed to be nearly constant throughout the life of the forecasts. While the number of migrants has changed in past years for the Town of Mt. Pleasant (and will change again), the basic age pattern of the migrants has stayed nearly the same over the last 20 years, and is expected to remain unchanged into the future. This pattern of migration shows most of the local out-migration occurring in the 18-to-24 year old age group, as young adults leave the area to go to college or move to other urban areas and householders age 65 and older downsizing their homes. Most of the local in-migration occurs in the 0-to-14 and 30-to-50 age groups, primarily younger adults and their children

The forecasts also assume the current economic, political, social, and environmental factors of the town remain the same through the year 2025. In particular, the forecasts assume that throughout the study period:

- a. there will be no short term economic recovery in the next 18 months and no

- further deterioration of the economic conditions;
- b. interest rates have reached an historic low, and will not fluctuate more than one percentage point in the short term with the interest rates for standard 30 year home mortgages staying below 7% ;
 - c. there will be no building moratorium (period where no new home building permits are issued) within the Town;
 - d. business within the metropolitan area will remain viable;
 - e. housing turnover rates (sale of existing homes in the town) will remain at their current levels;
 - f. there will be no significant rise in the number home foreclosures;
 - g. There will be no major infrastructure changes (such as an expansion of water and sewer capacity).
 - h. All currently planned and platted housing developments are built, completed and sold in their scheduled time frame.
 - i. The town maintains it limit of allowing no more than 600 new housing units built per year until 2010.
 - j. The Town of Mount Pleasant dose not annex any territory in addition to that which has already been slated to be brought under town jurisdiction.

If a major employer in or near the district either moves out of the area or expands its operations, the population forecasts would need to be adjusted to reflect the changes brought about by the change in economic conditions. The same holds true for any type of natural disaster, major change in the local infrastructure (e.g., highway construction, water and

sewer expansion, etc.), further economic downturn, or any instance or situation that causes rapid and dramatic change that could not be foreseen at the time of the forecasts.

The high proportion of high school graduates from the Town of Mt. Pleasant that continue on to college or move to urban areas outside of the district for employment is a significant demographic factor. Their departure is a major reason for the extremely high out-migration in the 18-to-24 age group and was taken into account when calculating these forecasts. This out-migration of graduating high school seniors is expected to continue over the period of the forecasts. While the rate of out-migration has been projected to remain the same over the life of the forecast series, the absolute number of out migrants is forecasted to increase due to the larger graduating classes the town will produce over the next several years.

Finally, all demographic trends (i.e., births, deaths, and migration) are assumed to be linear in nature and annualized over the forecast period. For example, if 1,000 births are projected for a 5-year period, an equal number, or proportion of the births are assumed to occur every year, 200 per year. Actual year-to-year variations do and will occur, but overall year to year trends are expected to hold.

DATA

The data used for the forecasts come from a variety of sources. The 2005 Special Census results were provided by the Town of Mt. Pleasant for school years 2000-2001 to 2006-07. Birth and death data were obtained from the South Carolina State Department of Health for the years 2000 through 2005. The net migration values were calculated using Internal Revenue Service migration reports for the years 2000 through 2005. The data used for the calculation of migration models came from the United States Bureau of the Census, 1995 to 2000, and the models were assigned using an eco-demographic system. The base age-sex population counts used are from the results of the 2000 Census.

To develop the forecast models, past migration patterns, current birth patterns, the magnitude of net migration, the rate and type of existing housing unit sales, and future housing unit construction were primary variables. In addition, the change in household size relative to the age structure of the forecast area was addressed. While there was a substantial drop in the average household size in the Town of Mount Pleasant as well as most other areas of the state during the previous 20 years, the rate of this decline has been projected to slow over the next ten years.

METHODOLOGY

The population forecasts presented in this report are the result of using the Cohort-Component Method of population forecasting (Siegel, and Swanson, 2004: 561-601) (Smith et. al. 2004). As stated in the **INTRODUCTION**, the difference between a projection and a forecast is in the use of explicit judgment. Strictly speaking, a cohort-component projection refers to the future population that would result if a mathematical extrapolation of historical trends were applied to the components of change (i.e., births, deaths, and migration). A cohort-component forecast refers to the future population that is expected because of a conscious selection of the components of change believed to be the most likely that the population will experience.

Five sets of data are required to generate population and enrollment forecasts. These five data sets are:

- a. a base-year population (here, the 2000 Census population for the Town of Mt. Pleasant and its attendance areas);
- b. a set of age-specific fertility rates for the town to be used over the forecast period;
- c. a set of age-specific survival (mortality) rates to be used in the town;
- d. a set of age-specific migration rates for the town; and
- e. the results of the 2005 Special Census for the town of Mount Pleasant to be use as a measure of calibration for the forecast models.

From the standpoint of demographic analysis, the Town of Mt. Pleasant is classified as “small area” populations (as compared to the population of the state of South Carolina or to that of the United States). Small area population forecasts are more difficult to make because local variations in fertility, mortality, and migration may be much wider than those at the state or national scale. Especially difficult to project are migration rates for local areas, because changes in the area's socioeconomic characteristics can quickly change current patterns (Peters and Larkin, 2002.)

The population forecasts were calculated using a cohort-component method with the populations divided into male and female groups by five-year age cohorts that range from 0-to-4 years of age to 85 years of age and older (85+). Age- and sex-specific fertility, mortality, and migration models were constructed for each five year forecasting period (2000-2005 through 2020-2025) to specifically reflect the demographic characteristics of the town. Each model particularly the age-specific migration models were modified for each forecasting period. These modifications were made to reflect changes in the assumptions used and to address the transformation of the demographic dynamics of the town and the surrounding area. The level of the accuracy for the population forecasts is estimated to be $\pm 2.5\%$ for the life of the forecasts.

RESULTS AND ANALYSIS OF THE POPULATION FORECASTS

From 2005 to 2025, the populations of the Town of Mt. Pleasant, Charleston County, the State of South Carolina, and the United States are projected to change as follows; Town of Mt. Pleasant will grow by 24.0 %, Charleston County increases by 18.8%, South Carolina will increase by 21.2%; and the United States increase by 16.9% (see Table 1).

Table 1: Projected Population Change, 2005 to 2025

	<u>2005</u>	<u>2015</u>	<u>2025</u>	<u>Percent Change</u>
U.S. (in millions)	296	328	346	16.9%
South Carolina	4,225,000	4,781,000	5,119,000	21.2%
Charleston County	330,000	372,000	392,000	18.8%
Mount Pleasant	59,100	67,860	73,300	24.0%

A number of general demographic factors will influence the growth rate of the Town of Mt. Pleasant during this period, and include the following:

1. The Baby Boom generation will have passed through prime childbearing ages by 2003, thereby reducing the overall proportion of the population at risk of having children;
2. The remaining population in childbearing ages (women ages 15-45) will have fewer children;
3. The 18-to-24 year old population, in prime childbearing ages, will continue to leave the area to go to college or to other urban areas, with the magnitude of this out-migration flow slowly increasing; and,

4. The district will experience continued increase in housing stock, with an average of 600 new units being built each year until 2011. New housing construction will continue after that point, but at an increasing slower rate.

The Town of Mt. Pleasant will continue to experience significant in-migration (movement of new young families into the district) over the next 10 years. However, the size and age structure of the pool of potential in-migrants will change and the in-migration of families will be greatly offset by the continued steady out-migration of young adults as graduating seniors continue to leave the district.

From 2005 to 2015, the Town of Mt. Pleasant population is projected to increase by 8,760, or 14.8%, to 67,860. From 2015 to 2025, the population is projected to continue to increase by an additional 5,440 persons or 8.0% to 73,300.

While all areas of the town will see some amount of gross in-migration, (primarily in the 0-to-14 and 30-to-50 age groups,) all areas also will continue to see gross out-migration. This out-migration primarily will be young adults, 18-to-24 years old, as graduating seniors continue to leave the district to go to college or seek employment in larger urban areas.

As stated in the **ASSUMPTIONS** and emphasized above, the impact of the high proportion of high school graduates that leave the district to continue on to college or to seek employment in large urban areas is significant to the size and structure of the future population of the district.

Up to 70% of all births occur to women between the ages of 20 and 29. As the graduating seniors continue leave the district, the number of women at risk of childbirth during the next decade declines. Consequently, even though the district's fertility rate is just slightly below the state average, the small number of women in the district in prime child bearing ages will keep the number of births fairly stable despite a rapidly growing population. This will require the district to become quite dependant on the in-migration of children to maintain current grade cohort sizes.

As a general rule of thumb, for every two seniors that leave the district, one new household must move into the district to replace the young adults that have left and to replace the lost potential fertility. Over the course of the forecast period, the average number of graduating seniors will be approximately 1,000 per year and at least 75% of them will move out of the district within three years of graduation. Using the general rule, approximately 375 new families will be required to move into the district every year or 3,750 new families for the ten-year study period to replace the graduating seniors and their lost fertility. It is projected that the impact of the steady increasing out-migration of young adults will continue to be mostly offset by young family (30-40 year old householders) in-migration and that the total number of births will be remain fairly constant throughout the forecast period.

Another factor that needs to be considered is the birth dynamics of the last 20 years. An examination of national birth trends shows there was

a large "Baby Boomlet" born between 1980 and 1995. This Boomlet was nearly as large as the Baby Boom of the 1950s and 1960s. However, unlike the Baby Boom, the Boomlet was a regional and not a national phenomenon (McKibben, et. al. 1999). Because South Carolina did not experience a Baby Boomlet, most of the expected population growth will have to result from in-migration and not from an increase in the age cohort size.

As a result of the "empty nest" syndrome, the many areas in the Town of Mount Pleasant will see a steady rise in the median age of its population, even while the town as a whole continues to attract some new young families. It should be noted that many of these "childless" households are single persons and/or elderly. Consequently, even if many of these housing units "turnover" and attract households of similar characteristics, they will add little to the number of residents in the town.

Furthermore many of these empty nest households "down size" to smaller households (frequently moving to townhouses or condos) within the district. In these cases new housing units may be built in an area, yet there is little corresponding increase in population. There are several additional factors that are responsible for the difference between growth in population and growth in housing stock. Included among these factors are: people building new "move up" homes in the same area or district, children moving out of their parents homes and establishing residence in the same area; the increase in single-individual households; and divorce,

with both parents remaining in the same area. All of these factors tend to reduce the average household size of the town while increasing the occupancy percentages of the housing stock.

This aging of the indigenous population will be the dominate factor affecting composition of the population of Mount Pleasant. The population pyramids in Appendix A graphically show how the base of the town's population will age over the next 20 years. If there is a noticeable drop in the amount of in-migration of young families over the next 20 years, this aging trend will be accelerated. Consequently, it will not be the in-migration of elder (60 and older) households that will dramatically increase the median age of Mount Pleasants population, but rather the low rate of out-migration of the town's current 35 to 50 year old population. Any sustained amount of elder in-migration will merely amplify this demographic trend.

This aging trend will have a direct impact of the rate of population growth in the town over the next 20 years. Note how the number of women in child bearing age (ages 15 to 44) drops steadily over the life of the forecast. It is this drop of the number of women bearing children that is the cause of the decline in the town's number of births after 2010, not a decline in the fertility rate (which stays fairly constant over the next 20 years). This trend, in conjunction with a rising number of deaths due to an aging population, is the cause of the town's decline in the natural increase.

In fact, by the year 2020, the Town of Mount Pleasant should be experiencing natural decrease, an excess of deaths over births. Natural increase has been the basis for population growth throughout the nation for the last 200 years. This shift to natural decrease (which will be occurring in most areas of the country by 2020) means that the Town of Mount Pleasant will have to depend solely on net in-migration for any population growth.

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Town of Mt. Pleasant Population Forecast - 2000-2025

	2000	2005	2010	2015	2020	2025
Males						
0-4	1,831	2,010	1,990	1,780	1,730	1,720
5-9	1,715	2,200	2,370	2,320	2,090	2,020
10-14	1,696	2,080	2,320	2,480	2,410	2,190
15-19	1,204	1,780	1,770	2,030	2,210	2,160
20-24	1,137	1,550	1,430	1,450	1,630	1,570
25-29	1,727	1,890	1,700	1,550	1,570	1,740
30-34	2,026	2,410	2,210	1,980	1,830	1,830
35-39	2,194	2,450	2,540	2,330	2,100	1,940
40-44	2,047	2,510	2,370	2,470	2,360	2,130
45-49	1,822	2,230	2,420	2,280	2,380	2,380
50-54	1,575	1,930	2,130	2,310	2,180	2,430
55-59	1,045	1,730	2,020	2,190	2,360	2,230
60-64	752	1,260	2,000	2,240	2,400	2,550
65-69	624	790	1,360	2,020	2,240	2,380
70-74	530	640	990	1,510	2,150	2,360
75-79	461	480	720	1,020	1,490	2,050
80-84	248	450	520	760	1,040	1,490
85+	168	250	360	450	610	820
Total	22,802	28,640	31,220	33,170	34,780	35,990
Females						
0-4	1,721	1,940	1,920	1,720	1,660	1,650
5-9	1,645	2,090	2,300	2,240	2,030	1,960
10-14	1,616	2,010	2,210	2,410	2,350	2,120
15-19	1,278	1,700	1,700	1,930	2,150	2,090
20-24	1,199	1,640	1,360	1,400	1,540	1,520
25-29	1,974	1,960	1,780	1,500	1,530	1,660
30-34	2,201	2,660	2,280	2,080	1,780	1,790
35-39	2,351	2,630	2,810	2,410	2,200	1,890
40-44	2,279	2,680	2,560	2,740	2,460	2,240
45-49	2,004	2,480	2,600	2,490	2,680	2,490
50-54	1,645	2,160	2,390	2,510	2,410	2,740
55-59	1,115	1,760	2,190	2,390	2,500	2,390
60-64	894	1,330	2,030	2,410	2,590	2,690
65-69	677	980	1,450	2,100	2,460	2,620
70-74	678	670	1,150	1,570	2,180	2,520

75-79	617	640	790	1,230	1,620	2,190
80-84	420	580	670	800	1,210	1,590
85+	475	550	660	760	890	1,160
Total	24,789	30,460	32,850	34,690	36,240	37,310

Total						
0-4	3,552	3,950	3,910	3,500	3,390	3,370
5-9	3,360	4,290	4,670	4,560	4,120	3,980
10-14	3,312	4,090	4,530	4,890	4,760	4,310
15-19	2,482	3,480	3,470	3,960	4,360	4,250
20-24	2,336	3,190	2,790	2,850	3,170	3,090
25-29	3,701	3,850	3,480	3,050	3,100	3,400
30-34	4,227	5,070	4,490	4,060	3,610	3,620
35-39	4,545	5,080	5,350	4,740	4,300	3,830
40-44	4,326	5,190	4,930	5,210	4,820	4,370
45-49	3,826	4,710	5,020	4,770	5,060	4,870
50-54	3,220	4,090	4,520	4,820	4,590	5,170
55-59	2,160	3,490	4,210	4,580	4,860	4,620
60-64	1,646	2,590	4,030	4,650	4,990	5,240
65-69	1,301	1,770	2,810	4,120	4,700	5,000
70-74	1,208	1,310	2,140	3,080	4,330	4,880
75-79	1,078	1,120	1,510	2,250	3,110	4,240
80-84	668	1,030	1,190	1,560	2,250	3,080
85+	643	800	1,020	1,210	1,500	1,980
Total	47,591	59,100	64,070	67,860	71,020	73,300
Median Age	35.9	36.6	39.4	42.2	44.9	47.5

Births	3,590	3,700	3,310	3,210	3,200
Deaths	1,330	1,800	2,210	2,690	3,350
Natural Increase	2,260	1,900	1,100	520	-150
Net Migration	9,260	3,050	2,710	2,590	2,470
Change	11,520	4,950	3,810	3,110	2,320

Differences between period Totals may not equal Change due to rounding.

Attachment B

Mount Pleasant Advisory Committee on our Aging Population

Thomasena Stokes-Marshall, Chair

Charlie Carmody

Betty Gilbert

Jackie Gore

Tim Keane

Ed Lee

Rex Morgan

Mason Smith

Richard Snyder

Steve Snyder

Wendy Weisner

Debra Whitfield

Attachment C

100 ANN EDWARDS LANE
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TOWN OF MOUNT PLEASANT



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SOUTH CAROLINA
www.townofmountpleasant.com

October 13, 2009

Dr. Mason Smith
302 Bank St.
Mount Pleasant, SC 29464

Dear Dr. Smith,

Thank you for agreeing to serve on the Town of Mount Pleasant Advisory Committee on Aging Population and Municipal Service Impacts. I want to lay out as carefully as possible your charge.

1. This is a special committee whose commission will end upon completion of a report to Town Council unless Town Council should decide additional work is needed.
2. We anticipate a six month effort with probably eight or nine meetings which should not last more than two hours each.
3. All meetings are subject to the State Freedom of Information Act provisions. Staff will ensure those provisions are met.
4. The committee will agree on meeting dates and times after the initial meeting.
5. I would ask that all members do everything possible to attend at least three fourths of all meetings.
6. I have appointed Councilwoman Thomasena Stokes-Marshall to chair this committee and to serve as a liaison with Town Council, and would ask that she not vote on items for consideration. However, she should be involved in all discussion of issues and recommendations.
7. Ms. Stokes-Marshall will approve all agendas. Staff will prepare agendas and minutes for meetings.
8. The committee may hold separate public information meetings as desired, but should limit time devoted to public input during meetings to the end of meetings so that your discussion, information gathering, analysis and deliberation of issues is not constrained. Encourage written input which will be provided to all members.

October 13, 2009

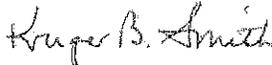
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9. The mission: The committee will provide a report to Town Council within eight months on perceived and documentable impacts upon municipal services or service demand and upon the various processes of the Town of Mount Pleasant by a significant portion of the population that is aging through the year 2030. The report should include recommendations for addressing identified service challenges. Information, data, and analysis may be included as an annex to the report.

Note: staff will begin the committee process by providing an initial base of information. The committee may determine additional information that is required. Provision of information may be subject to budgetary constraints.

Again, thank you for your service. As a senior citizen who plans to be here in 2030, I personally understand the importance of your mission and look forward to seeing this report.

Sincerely,



Kruger B. Smith
Mayor

TOWN OF MOUNT PLEASANT

cc Town Administrator
~~Deputy Town Administrator~~
Department Managers

Appendix B



TOWN OF
Mount Pleasant
SOUTH CAROLINA

Bicycle and Pedestrian Master Plan



East Coast



Greenway



ADOPTED MAY 14, 2013

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- c. Town facilities audit
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Section I. Introduction

2009 Comprehensive Plan Recommendations

In 2009, the Town of Mount Pleasant adopted the *Town of Mount Pleasant Comprehensive Plan 2009-2019*. The Comprehensive Plan is a planning document used to guide and manage the physical, social, and economic growth, development, and redevelopment within its planning area. The Plan was developed through a series of public meetings with involvement from local citizens and community groups. During several visioning charettes, common themes and target strategies were identified that were used as a basis for the Plan. One of the nine target strategies identified in the plan is:

To develop a pedestrian and bicycle connectivity plan that links to all of the Town's existing and planned nodes as well as parks and schools.

Within the Future Land Use section of the Plan a 'Bicycle and Pedestrian Corridor' is proposed and illustrated on the Framework Map. This corridor and map were developed during the visioning workshops and are the direct result of input from the citizens and community groups that attended. The Framework Plan (Appendix A) was used as a guide when developing this Bicycle and Pedestrian Master Plan.

Background

Over the past few decades, multiple Master/Comprehensive Plans and Transportation Studies have addressed the increased desire and need for alternative transportation by including recommendations for pedestrian and bicycle facilities. These recommendations have included: an increased network of pedestrian sidewalks, safer pedestrian ways, the development of a master trail system, links between commercial and residential areas, and increased access from residential areas to parks, schools, and Town facilities.

During the most recent Comprehensive Planning process, residents clearly stressed the importance of developing and implementing a plan to increase pedestrian and bicycle access within the Town.

Purpose

This plan identifies specific projects to develop, explores funding options including identifying alternative funding sources, seeks to create partnerships, and recommends updating outdated sections of the Town Code of Ordinances related to bicycle and pedestrian activities. All of these elements are used to create an action plan with clear goals, and a master plan that can be referenced in conjunction with development projects, town transportation improvements, and other future planning efforts. This plan is intended to be used as a guide for future planning, public and private sector development, and roadway improvements.

The master plan is designed to accommodate a variety of users and will facilitate bicycle and pedestrian uses on multiple levels. The plan anticipates that the system will be used for recreation: kids biking, walking for leisure, running, and exercise; and for transportation: to work, to stores, or to school.

Chronological Sequence

Initiated through a strategic goal within the Comprehensive Plan, a draft of the Master Plan was created through efforts by the Planning Department using current publications and accessible resources to make the plan unique to the needs and specific to Mount Pleasant. The first draft was reviewed and recommended to be approved by the Planning Commission on October 24th, 2012. Upon a recommendation from the Planning Committee of Council, a public meeting was held on December 4th, 2012 where a number of residents shared ideas and

submitted comments. These comments can be found in Appendix E. The updated plan is presented to the Planning Committee of Council February 2013.

**This draft is subject to further revisions and shall be updated as the plan proceeds through the approval process.*

Section II. Considerations in Developing a Plan

The needs of bicyclists and pedestrians go beyond just providing a path or striping a lane. Multiple elements are necessary to complete a comprehensive, utilized network.

A. Average Users & Uses

In general, about half of all bike trips are three miles or less and the majority of riders (80%) are leisure trips by intermediate level riders. These riders tend to avoid biking on roads with fast-moving traffic and prefer bike paths or bike lanes on collector or arterial streets with slow-moving traffic. Child riders tend to ride on paths or sidewalks.

Advanced cyclists make up 20% of the biking population and they ride 80% of the bicycle miles traveled yearly. Advanced cyclists prefer biking on the roads as opposed to bike paths.

Pedestrians using sidewalks and trails for recreation and as an alternative to vehicles as a form of transportation is becoming more popular as safer and more convenient facilities are created.

Kayak, boating, water taxi and other forms of travel over the water are becoming more popular and should be considered as another alternative to vehicular transportation in addition to recreational uses.

B. Safety/Perception of safety

In order for a path to be used, people must feel safe using it. People tend to avoid paths that are located against the curb on a road if the speed limit is more than 35mph. In order to increase use, sidewalks, paths, and trails should be separated by a minimum five foot planted verge. Likewise, bike lanes should be striped where the speed limit is more than 25 mph. Routes should be clearly marked and well lit. Comments received at the public meeting indicated an overwhelming interest and

concern with safety. Many residents submitted comment regarding improving safety and the perception of feeling safe while traveling on roadways, crossing intersections and biking and walking after dark. Comments were specific to areas where better signage, striping and lighting was needed.

C. Facilities

Bicycle, pedestrian and watercraft docking facilities need to be provided along routes and at all destination points. Shopping centers, parks, and CARTA shelters should incorporate benches, bike racks, water fountains, shade, lighting, and public restrooms to the best of their abilities. Longer trails should incorporate small parks along their routes. All of these elements are necessary components in a successful trail system that gets used. The Town needs to lead the way by ensuring that all town facilities are equipped for bicyclists and pedestrians. An audit of town facilities is provided in Appendix C.

D. Ordinance updates

Several areas of the Mount Pleasant Code of Ordinances would benefit from an update with regard to the treatment of bicycles, pedestrians and new developments. Recommended changes outlined below are provided in Appendix B.

The current Mount Pleasant ordinance section pertaining to bicycles was written in the 1950's and has not been updated since. The Town has greatly expanded both in population and in area since the adoption of that ordinance and large sections of the ordinance may no longer apply. An example of an outdated ordinance is the mandatory license and registration for all riders and bicycles. This ordinance was enacted to help combat crime and although a voluntary registration can be helpful in recovering stolen property, a mandatory registration may not be feasible or desirable in a municipality of 70,000 residents.

Consideration should be given to the deletion or modification of Section 95.09 of the code of ordinances which prohibits riding bicycles on sidewalks.

Recent changes put into place in the zoning code include a new Cultural Landscape zoning district which requires the installation of bike and pedestrian trails. Consideration of expanding that to other zoning districts should be given.

Also, additional amendments could include revisions to the parking section in the zoning code to reduce the number of required parking spaces if bike racks are provided, and a requirement that bicycle storage facilities be included in multi-family developments.

E. Community Support

Mount Pleasant benefits from an interested, active, and involved citizenship as was evident from the many in attendance at our public meeting. It is essential in the development, implementation and continuance of a successful bike and pedestrian system. While the main corridors of the bicycle and pedestrian master plan have been identified, citizen involvement is imperative to the success of smaller connections between neighborhoods and the continuance of the program. Citizens, businesses, and local interest groups can identify potential routes and connections to be added; identify existing problem areas; and recommend solutions for future needs.

F. Funding

A consistent source of funding is necessary for the development of new and improved facilities, as well as for their maintenance. Options should be explored for such funding.

Section III. Existing Conditions

A. Existing Network

Currently, a strong foundation is in place and several large construction projects are under way which will provide additional facilities. However, multiple gaps exist throughout the system and some of the paths/trails do not meet the minimum standards.

Current strong points include: the Park West and Dunes West bike and pedestrian path that runs along Park West and Dunes West Boulevard from Highway 17 to Highway 41 (privately owned and maintained), Wingo Way and the Patriots Point sidewalks, Hungryneck Boulevard and Sweetgrass Basket Parkway, and portions of Coleman Boulevard, Whipple Road, the Isle of Palms Connector, and finally, the sidewalks within many of the residential subdivisions built within the last fifteen years.

Areas where trails or sidewalks exist but are in need of improvement include: Mathis Ferry Road, Rifle Range Road, Long Point Road, and the Old Mount Pleasant area.

Weak areas where little to no bike or pedestrian paths exist include: Highway 41 and Highway 17, older residential subdivisions, as well as a lack of connectivity that generally exists between neighborhoods and shopping centers.

Two major bicycle routes run through Mount Pleasant. One of these is the Battery2Beach route that extends through the Mount Pleasant and Charleston area by creating a connection between the beach communities with downtown Charleston. Enhancements to this route along the Ben Sawyer Blvd are to be in the near future. The route traverses Mount Pleasant by way of the Sullivan's Island Causeway, the Ben Sawyer and Coleman Boulevards, and the Ravenel Bridge. The other route is the East Coast Greenway which links major cities along 3,000 miles from Canada to Key West. The East Coast Greenway traverses in and out of Mount Pleasant coming in from

the north on Highway 17, goes down along Rifle Range Rd. to the Isle of Palms Connector where it crosses to the Islands, then comes back up Ben Sawyer through Old Mount Pleasant, and finally out to Coleman Blvd. where it crosses to Charleston over the Ravenel Bridge.

Several pedestrian trails have been completed in recent years. These trails do not serve as point to point connections, but provide recreational opportunities. These include nature trails at Patriots Point, Kearns Park, and the Hamlin Park. A map of these trails is included in this Plan.

The water trail is shown on the Existing Network map. Public kayak launch, boat ramps and water taxi stations are identified.

B. Projects Currently Under Construction

Several major roadway projects are currently underway that include bicycle and pedestrian improvements.

1. Johnnie Dodds. One of the largest road projects is Johnnie Dodds Boulevard currently under construction is scheduled to be completed in 2013. The Johnnie Dodds Blvd. plan includes bicycle lanes and pedestrian sidewalks along the frontage roads.

2. Coleman Boulevard. Improvements are currently being designed for Coleman Boulevard which will provide dedicated bike lanes and five foot sidewalks along Coleman from Shem Creek to Chuck Dawley Boulevard/Ben Sawyer Boulevards. This project is expected to start in the winter of 2012/2013.

3. Bowman Road. Bowman Road improvements from Highway 17 to Rifle Range Road will include sidewalks on both sides of the road. Bowman Road improvements are expected to be complete in February 2013.

4. Highway 17. Highway 17 widening and enhancements between the Isle of Palms Connector and Darrell Creek Trail will include

sidewalks and a 14' shared-use lane to accommodate bicyclists. Construction is expected to be complete in 2013.

5. Highway 41. Charleston County is currently working on a sidewalk project along Highway 41 to include a five foot wide concrete sidewalk and associated drainage improvements along 1.3 miles of Hwy 41 between Virginia Rouse Road and Joe Rouse Road. This will be on the opposite side of the road from the current sidewalk and will extend the entire length of the Phillips community on Highway 41.



(Highway 41)

C. Status of areas identified on the Bike and Pedestrian corridor as shown on the Framework Plan

1. Johnnie Dodds Boulevard. Construction is currently underway that includes sidewalks and a bicycle lane along the frontage road for the entire length of Johnnie Dodds Boulevard.

2. Highway 17 North. Construction is currently underway that will change the current road section from two-lanes both in the North and South bound directions to a three lane road section in both directions that will include a fourteen foot shared-use lane and five foot wide sidewalks on both sides of Highway 17 from the Isle of Palms Connector (I-517) to Darrell Creek Trail.

3. Highway 41. With the exception of the existing sidewalks and sidewalks under construction (both adjacent to unincorporated properties) no bicycle or pedestrian facilities exist. Highway 41 is a major corridor that connects the Town's Waterfront Gateway as identified on the 2009 Comprehensive Plan Future Land Use map at one end, to Highway 17 at the other. The topography of this route and connection with the Waterfront Gateway District provides an opportunity to be creative with a trail perhaps including a boardwalk.

4. Long Point Road. The section from Whipple to the SC Port contains sidewalks on both sides, with minimal separation from the street on one side and no separation on the other. From Whipple to Long Point Subdivision, there is a concrete sidewalk on one side only.



(Long Point Rd.)

5. Boone Hall Trail. Nothing currently exists with regards to a trail around Boone Hall Plantation and there are no current plans for trail improvements. The plantation property is privately owned and will require coordination with the property owner.

6. Rifle Range Road. Currently Rifle Range Road has an asphalt path on the northwest side and a concrete sidewalk on the southwest side from Ben Sawyer Blvd. to Sullivan's Island Elementary School (formerly Whitesides Elementary School), a distance of approximately 0.3miles. The asphalt path is narrow with inconsistent widths from start to finish. From Sullivan's Island Elementary

School to Six Mile Road a 4.5' concrete sidewalk exists on the northwest side of Rifle Range Road only. This sidewalk needs to be upgraded to either run on both sides of the road, or be widened to accommodate pedestrian and bike traffic in both directions. Several schools are located along or in close proximity to Rifle Range Road. Opportunities to bike and walk to these schools need to be enhanced.



(Rifle Range Rd.)



7. Coleman Boulevard/Ben Sawyer Boulevard. These boulevards are an essential part of the Battery to the Beach and Greenway initiatives. There are sidewalks on both sides of Coleman Boulevard and a bike lane on the north bound vehicular lane. Upcoming improvements to Coleman Boulevard include upgrades to the bike lane, and zoning requirements within the Urban Corridor require a large pedestrian-oriented activity zone located between the street right-of-way and buildings. The Ben Sawyer portion of Battery to the Beach will begin soon.

8. Mathis Ferry Road. Similar to Rifle Range Road, Mathis Ferry Road contains an asphalt sidewalk along one side of the road. Half-way down Mathis Ferry, the sidewalk switches sides requiring users to cross this busy road. The road is bordered by large trees on both sides making it difficult to develop a continuous path on both sides. The existing sidewalk needs to be upgraded however, to either run on both sides or be widened on one side to accommodate multi-directional traffic.

This trail is a good candidate for non-traditional designs and materials.

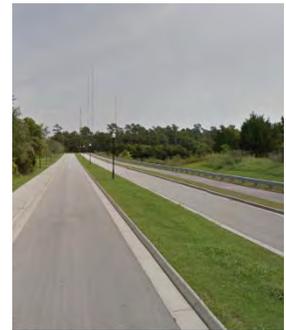


(Mathis Ferry Rd.)

9. Bowman Road. Bowman Road between Mathis Ferry Road and Johnnie Dodds Boulevard was improved recently to include sidewalks on both sides of the street. Bowman Road between Johnnie Dodds Boulevard and Rifle Range Road is currently under construction and will also include sidewalks on both sides of the street.

10. Chuck Dawley Boulevard. Chuck Dawley Boulevard has sidewalks on both sides running the length of the road.

11. Hungryneck Boulevard. For the most of Hungryneck Boulevard and its associated segments (Watermark Boulevard, Midtown Avenue, and Sweetgrass Basket Parkway) the road contains an asphalt path along one side of the road and a sidewalk along the other side of the road. However, behind Towne Centre, there is only a sidewalk on one side. Other sections include either a path, or a path and sidewalk.



(left: Watermark Blvd., right: Sweetgrass Basket Blvd.)

12. Park Avenue Boulevard. This road, connecting Carolina Park with Park West is built and the required sidewalk improvements were recently installed. The sidewalk will be five feet wide along one side of the road with varying separation from the street.

13. Whipple Road. Whipple Road connects Mathis Ferry Road with Long Point Road and utilizes a large SCE&G easement to accommodate a multi-use path. This path does not run the entire length of the road, but a sidewalk does.

14. Waterfront Trail. A waterfront bike and pedestrian trail was identified on the Framework Plan running along the waterfront from the Isle of Palms Connector north past Porchers Bluff Road. Due to the lack of roads and privately owned waterfront properties, no plans exist for a trail along this portion of the corridor but should be sought through development opportunities.

D. Areas for additional opportunities not identified on the Framework Plan

Although not identified as part of the Bike and Pedestrian corridor, several areas exist that would provide excellent bike and/or pedestrian opportunities, or would provide connections to enhance the network.

1. Laurel Hill Park. Charleston County Parks and Recreation recently entered into a long-term lease on this property located off of Highway 41 and has plans for a network of trails. This large park abuts Park West subdivision, Ivy Hall subdivision, Carol Oaks subdivision, and Highway 41. This property would offer opportunities for recreational biking, walking, and jogging, as well as bicycle and pedestrian connections between various neighborhoods and the Town's Park West Recreation Facility.

2. Mount Pleasant Land Conservancy Properties. The Mount Pleasant Land Conservancy maintains easements on several pieces of property in Mount Pleasant. They are continually seeking new easements and opportunities may exist to incorporate trails on those properties.

3. New Town park on Rifle Range Road. The Town, in conjunction with Charleston County Parks and Recreation Commission, recently purchased a large tract of land off of Rifle Range Road. Trails should be established through the park and the Rifle Range Road path should be continued and enhanced along this section of roadway. Connections to the Jennie Moore school campus should be included.

4. Neighborhood connections. These are not identified in the Comprehensive Plan on a map, but the text of the Comprehensive Plan and ordinances promote interconnectivity. While some neighborhoods are connected, many more would benefit from the connection of HOA space or a trail using easements. Utilizing MPW or SCE&G easements may provide some opportunities.

5. Shopping center connections. Simple connections for bicyclists and pedestrians should be made that allow them to avoid busy and crowded main corridors.

6. Old Mount Pleasant. Much of the Old Mount Pleasant area benefits from an established system of sidewalks, but additional facilities and upgrades to the sidewalks along McCants Drive and Center Street would create greater connection with Moultrie Middle School and the Coleman Boulevard and Ben Sawyer Boulevard portions of the Town's Urban Corridor.

7. Groves/Cooper Estates. The Groves and Cooper Estates are perfectly situated between Coleman Boulevard and Johnnie Dodds Boulevard and have the potential to provide greater connectivity for pedestrians and

bicyclists to Shem Creek Park and the Urban Overlay Districts. The addition of pedestrian facilities would enhance the walkability of this key area.

8. Wando Park Boulevard. A large job center is shown on the Framework map at the intersection of Long Point Road and Wando Park Boulevard. New residential developments on Wando Park Boulevard have increased the number of people traveling this road. As part of the development of Woodfield Apartments, five foot wide sidewalks have been installed along one side of Wando Park Boulevard extending from the new development to Edgewater Plantation. From Edgewater Plantation, the sidewalk runs into Etiwan Pointe subdivision. No other sidewalks exist along Wando Park Blvd. with the exception of a small strip in front of one commercial development. A plan is currently being designed for sidewalk improvements to continue the sidewalks towards Long Point Road.

9. Confederate Line Trail. The new town park on Rifle Range Road abuts a defense line dug by Confederate forces during the Civil War. The battery at the end of the line is currently proposed for placement in a conservation easement by a developer who is also proposing a trail for public access to the site. Connections should be made between the two properties, and a continuous trail developed that will run from Christ Church on Highway 17 to Palmetto Fort on the marsh.

10. Waterfront Path. The new proposed Waterfront Gateway Zoning District includes requirements for waterfront paths at both locations, the Cooper River District and the Wando River District. Public walkways are required for properties adjacent to the river/marsh with a strong emphasis for areas which connect pedestrians from the street to the waterfront.

E. Recommended Improvements

Several recommended improvements are presented in Appendix D and shown on the Bike and Pedestrian Facilities Map in this report. The recommended improvements are divided into several categories: Old Mount Pleasant, small gaps to close, neighborhood connectors, and large-scale connectors.

1. Old Mount Pleasant. Multiple improvements are recommended for Old Mount Pleasant to enhance connections to the urban corridor and improve lack of existing sidewalks. The majority of these are the installation of new sidewalks where none existed previously, but McCants Dr. and Center St. are recommended for additional sidewalks or widened sidewalks.

2. Small Gaps to Close. Missing sidewalks and small gaps to close are a priority to complete. These gaps act as a hindrance to established routes and their small size makes them easier to fund and build than many of the larger recommended projects.

3. Neighborhood Connectors. A few neighborhood connectors have been proposed. Additional opportunities beyond those presented in Appendix D exist and should be explored.

4. Large-scale Connectors. Large-scale connectors are vital to the creation of a comprehensive network throughout Mount Pleasant in order to provide citizens with the ability to use alternative modes of transportation for a greater percentage of their traveling needs. Comments at the public meeting emphasized the need to focus on arterial roads such as LongPoint, Mathis Ferry, Rifle Range and Hwy 41. Improvements to biking and pedestrian safety along these highly traveled roads were also a significant concern. Refer to Appendix E for written comments.

Section IV. Partnership Opportunities

A variety of partnership opportunities exist in the area. Outside organizations can aid the Town in planning, implementing, funding, educating, and promoting the use of bicycle and pedestrian facilities.

A. Berkeley-Charleston-Dorchester Council of Governments

The Berkeley, Charleston, Dorchester Council of Governments (BCDCOG) is a regional planning agency that works closely with local governments and coordinates regional transportation planning. The BCDCOG coordinates several committees that make transportation funding decisions; especially grants and other funding opportunities for bicycle and pedestrian-related facilities.

In 2005, the BCDCOG completed a regional ***Bike and Pedestrian Action Plan***. The Action Plan strives to improve walking and bicycling conditions in the region and to encourage residents to walk and bike on a daily basis.

B. Local Schools and SC Safe Routes to School

Safe Routes to School is a national partnership designed to encourage and promote opportunities for children to walk or bike to school. In South Carolina the program is managed by SCDOT which has provided funding in the past for selected programs. In addition to providing the infrastructure for children, SRTS works in partnerships to make street crossings safer, reduce speeds in school zones and neighborhoods, teach children safe walking and bicycling skills, and encourages students (and their parents) to walk and bicycle on a regular basis, instead of driving to school.

There are currently seven public Elementary Schools, four public Middle Schools and one public High School in Mount Pleasant. The Town could consider partnering with the Safe Routes to School program.

In 2012, Safe Routes to Schools conducted parent surveys at several schools including Moultrie Middle School and Cario Middle School. The main concerns of parents with letting their children walk or bike to school are: distance, safety of intersections and crossings, sidewalks or pathways, and the amount and speed of traffic along routes.

C. Charleston Moves

Charleston Moves is a non-profit, 501(c)(3), that encourages mobility on bicycle and by foot for the improved health and well-being of greater Charleston -- the people, neighborhoods and business districts. They advocate for a safe and enjoyable bicycling and walking environment and to educate the public about the benefits of a bicycle- and pedestrian-friendly community.

D. Local Businesses

Local businesses could be another partner. This would include those that primarily do business in the walking or biking industry, in addition to other businesses that support such efforts and recognize the value of increased access or increased advertising.

E. Charleston County Parks and Recreation Commission

CCPRC runs several large parks located in the town and would be an invaluable asset in the creation of functional pedestrian and bicycle trails that connect destinations, and recreational pedestrian and bicycle trails. Local parks that they are involved with include: Palmetto Islands County Park, Mount Pleasant Memorial Waterfront Park, Laurel Hill Park, and the new Rifle Range Park, in addition to several boat landings. CCPRC is currently working on a master plan also and efforts should be coordinated.

F. Mount Pleasant Land Conservancy. The Mount Pleasant Land Conservancy is a local non-profit organization dedicated to the protection of land, natural resources and

important civic open spaces throughout Charleston County. They do this primarily by acquiring land and accepting voluntary conservation easements to maintain land and green spaces for public use, or preservation. The Mount Pleasant Land Conservancy oversees several properties in Mount Pleasant, the largest being located behind the Oakland Market Shopping Center.

G. Mount Pleasant Waterworks and South Carolina Electric & Gas. These two utility providers have a network of property and easements that run throughout the town that can be used for the development of trail systems and parks.

H. CARTA. Many CARTA riders rely heavily on pedestrian and bicycle paths to get to bus stops. It would be important to coordinate with CARTA on bike and pedestrian routes that would best serve their routes and stops.

I. Private Property Owners. Private property owners, particularly those with large undeveloped tracts of land such as Boone Hall, and Patriots Point could in the future incorporate trails/paths along or through their properties. These large tracts are capable of providing key route connections in town and can help pedestrians and bicyclists avoid the more dangerous roads while providing a unique environment for biking, walking, or jogging.

Section V. Funding Opportunities

This section suggests funding opportunities outside of the Town's General Fund that may be options for improvements to bicycle and pedestrian facilities.

A. County Transportation Committee (CTC)

The Charleston County Transportation Committee (CCTC) administers the CTC ("C" Fund) budget which is voted on by the CCTC and approved by SCDOT annually. There is no ceiling for project amounts within the overall budgeted amount, however projects are competing against a variety of transportation projects for secondary and municipal roads county-wide. (Projects include: paving of dirt roads, repaving roads, intersection improvements, traffic lights, street lights, drainage improvements for roads, sidewalks and bike lanes).

B. Charleston County Half-Cent Sales Tax Fund

Charleston County RoadWise is the name of Charleston County government's management program for the construction of road, highway, resurfacing, paving, sidewalk and drainage projects that are funded by the Charleston County Transportation Half-Cent Sales Tax.

C. SCDOT Transportation Enhancement Grants

The SCDOT TEG program facilitates and provides a greater opportunity for local governments to collaborate with DOT to pursue a broad range of non-traditional transportation related activities such as bicycle and pedestrian facilities, streetscaping, scenic and landscaping programs, and historic preservation. Eligible bicycle and pedestrian facility Transportation Enhancement projects include providing bicycle and pedestrian facilities for safe accommodation, either through construction of new facilities or modifications to existing facilities. The program may reimburse up to 80% of the allowable expenditures for an approved project. Applicants must provide the remaining 20% from other non-federal aid

transportation sources either through direct funds, donated materials or in-kind services that meet federal and program guidelines.

D. TIF Funds

In 2002, the Town initiated Tax Increment Financing to assist in the redevelopment of several identified areas. The funds generated by TIF are available until 2017. Some of the previously mentioned projects such as the improvements to Coleman Boulevard are to be funded using TIF dollars.

E. Community Development Block Grants (CDBG)

The South Carolina Community Development Block Grant (CDBG) Program is designed to provide assistance to units of general local government in improving economic opportunities and meeting community revitalization needs, particularly for persons of low and moderate income.

F. Safe Routes to Schools

National Center for Safe Routes to School funds a local \$1,000 mini-grant program that supports the goal of Safe Routes to School (SRTS) programs, which is to enable and encourage children to safely walk and bicycle to school. SRTS programs are implemented nationwide by parents, schools, community leaders, and local, state, and tribal governments.

G. Bikes Belong Grants

The Bikes Belong Grant Program strives to put more people on bicycles more often by funding important and influential projects that leverage federal funding and build momentum for bicycling in communities across the U.S. These projects include bike paths and rail trails, as well as mountain bike trails, bike parks, BMX facilities, and large-scale bicycle advocacy initiatives.

H. Recreational Trails Program Grants

The South Carolina Department of Parks, Recreation and Tourism (SCPRT) administers the Recreational Trails Program (RTP) under the approval of the Federal Highway Administration (FHWA). This federally funded program receives its funding from a portion of federal gas taxes paid on fuel used in non-highway recreational vehicles. Funds can be spent on both motorized and non-motorized recreational trail projects to construct new recreational trails, improve/maintain existing trails, develop/improve trailhead or trailside facilities and acquire trail corridors. Trail grants are available for between \$10,000 and \$100,000. Grants have a 20% match requirement either cash or in-kind services. Priorities for funding are based on the 2002 South Carolina's State Trails Plan: *Expanding the Experience, Trails for South Carolina* and advice from South Carolina's State Trails Advisory Committee. The grant requires the preservation of trails/ improvements for a minimum of 25 years.

Section VI. Engineering Standards & Guidelines (AASHTO guidelines)

These standards should be used as a guideline for planning and building bicycle and pedestrian facilities, but the Town should be flexible to allow for differences in design and material in certain areas where warranted.

A. Shared Roads

Width is the most critical variable affecting the ability of a roadway to accommodate bicycle traffic. In order for bicycles and motor vehicles to share the use of a roadway without compromising the level of service and safety for either, the facility should provide sufficient paved width to accommodate both modes. This width can be achieved by providing wide outside lanes or paved shoulders.

1. Paved Shoulders. Paved shoulders should be at least 4 feet wide to accommodate bicycle travel. However, where 4-foot widths cannot be achieved, any additional shoulder width is better than none at all. The measurement of usable shoulder width should not include the width of a gutter pan, unless the pan width is 4 feet or greater. Shoulder width of 5 feet is recommended from the face of guardrail, curb or other roadside barriers.

2. Wide Curb Lanes. Wide curb lanes for bicycle use are usually preferred where shoulders are not provided, such as in restrictive urban areas. On highway sections without designated bikeways, an outside or curb lane wider than 12 feet can better accommodate both bicycles and motor vehicles in the same lane and thus is beneficial to both bicyclists and motorists. In many cases where there is a wide curb lane, motorists will not need to change lanes to pass a bicyclist. In general, 14 feet of usable lane width is the recommended width for shared use in a wide curb lane. In situations where more than 15 feet of pavement width exists, consideration should be given to striping bike lanes or shoulders.

B. Sidewalks

While not prohibited by the state, utilizing sidewalks as bicycle paths is generally not desired due to conflicts with motor vehicles at intersections and pedestrians. However, sidewalk bikeways should be considered under certain circumstances, such as:

1. To provide bikeway continuity along high speed or heavily traveled roadways having inadequate space for bicyclists, and uninterrupted by driveways and intersections for long distances.

2. On long, narrow bridges. In such cases, ramps may be installed at the sidewalk approaches. If approach bikeways are two-way, sidewalk facilities also should be two-way.

In residential areas, sidewalk riding by young children is common. With lower bicycle speeds and lower cross street auto speeds, potential conflicts are somewhat lessened, but still exist. Nevertheless, this type of sidewalk bicycle use is accepted. It is inappropriate to sign these facilities as bicycle routes. In general, bicyclists should not be encouraged through signing to ride facilities that are not designed to accommodate bicycle travel.

C. Bike Lanes

Bike lanes can be incorporated into a roadway when it is desirable to delineate available road space for preferential use by bicyclists and motorists, and to provide for more predictable movements by each. Bike lane markings can increase a bicyclist's confidence in motorists not straying into their path of travel. Likewise, passing motorists are less likely to swerve to the left out of their lane to avoid bicyclists on their right. Bike lanes should be one-way facilities and carry bike traffic in the same direction as adjacent motor vehicle traffic.

For roadways with no curb and gutter, the minimum width of a bike lane should be 4 feet. If parking is permitted, the bike lane should be

placed between the parking area and the travel lane and have a minimum width of 5 feet. The recommended width of a bike lane is 5 feet from the face of a curb or guardrail to the bike lane stripe. This 5-foot width should be sufficient in cases where a 1-2 foot wide concrete gutter pan exists, given that a minimum of 3 feet of rideable surface is provided, and the longitudinal joint between the gutter pan and pavement surface is smooth. If the joint is not smooth, 4 feet of rideable surface should be provided.

width of a one-directional shared use path is 6 feet. It should be recognized, however, that one-way paths often will be used as two-way facilities unless effective measures are taken to assure one-way operation. A minimum 2-foot wide graded area with a maximum 1:6 slope should be maintained adjacent to both sides of the path; however, 3 feet or more is desirable to provide clearance from trees, poles, walls, fences, guardrails or other lateral obstructions.

D. Shared use paths

Shared use paths can serve a variety of purposes. Located in a park, they can provide an enjoyable recreational opportunity. Shared use paths can be located along rivers, ocean fronts, canals, abandoned or active railroad and utility rights-of-way, limited access freeways, within college campuses or within and between parks. Shared use paths can also provide bicycle access to areas that are otherwise served only by limited access highways closed to bicycles. They may also provide for a connection between residential neighborhoods or commercial areas.

Shared use paths should be thought of as a complementary system of off-road transportation routes for bicyclists and others that serve as a necessary extension to the roadway network. Shared use paths should not be used to preclude on-road bicycle facilities, but rather to supplement a system of on-road bike lanes, wide outside lanes, paved shoulders and bike routes.

Under most conditions, a recommended paved width for a two-directional shared use path is 10 feet. In rare instances, a reduced width of 8 feet can be adequate (but may not be allowed with certain grants). Under certain conditions it may be necessary or desirable to increase the width of a shared use path to 12 feet, or even 14 feet, due to substantial use by bicycles, joggers, skaters and pedestrians. The minimum

Section VII. Action Plan

This section of the plan provides an overview of recommendations that are targets to be achieved over the next seven (7) years. This duration is intended to coincide with the Comprehensive Plan update in 2019.

1. Complete Recommended Improvements.

A list of proposed improvements has been provided in Appendix D. These are priority routes.

2. Increase the use of bicycle and pedestrian routes.

a. Install appropriate bike and pedestrian furniture at Town facilities. This includes bike racks, benches, shade structures, water fountains, and restrooms where possible. An audit of town facilities has been provided in Appendix C. The audit identifies current conditions at town facilities and identifies areas for improvement.

b. Create bike/pedestrian route maps.

c. Work with schools to encourage and promote biking and walking options.

d. Work with local businesses and CARTA to incorporate appropriate bike and pedestrian furniture at their sites such as; bike racks, benches and shade structures.

e. Establish an annual event, such as bike week, dedicated to bicycling. Bike week could include a bike to work/school day, bicycle safety classes offered by the Police and Recreation Departments, bike maintenance workshops, and other events designed to promote walking and biking.

3. Revise and update appropriate sections of the Town Code of Ordinances (See Appendix B for recommended revisions).

a. Chapter 73: Bicycles. Proposed updates to the Bicycle section of the ordinance includes removing sections 73.03 through 73.08 which require a license, regulate bike dealers and rental agencies, and discuss bicycle impoundment, and violations. Additional recommendations include removing the ordinances relating to the required registration of bicycles and prohibit performing stunts or trick riding.

b. Chapter 95: Streets and Sidewalks. It is recommended that section 95.09 of the code of ordinances which prohibits roller skating and bicycle riding on sidewalks be deleted.

c. Chapter 155: Land Development Regulations. The Land Development Regulations are currently being revised by staff and include updated provisions for sidewalks and multi-use paths. This plan recommends the adoption of those regulations.

d. Chapter 156: Zoning Code. Proposed changes to the Zoning Code include the requirement that multi-family developments and large commercial developments include bicycle facilities. It also recommends a reduction in required commercial parking where adequate provisions are made for bicyclists.

4. Establish partnerships.

a. Partner with local schools, SC Safe Routes to Schools, and Charleston County School District to promote biking and walking to schools and enhance access to and safety of routes.

b. Partner with local utility providers MPW and SCE&G and develop agreements to utilize easements for trails.

c. Partner with CCPRC and MPLC to work with them on trail systems through their

parks and protected sites and coordinate efforts on master plans.

d. Coordinate with CARTA

e. Continue to work with advocacy groups such as Charleston Moves with respect to education, promotion, and coordination on routes.

5. Funding.

Explore options for establishing a reliable source of funding for construction and maintenance of facilities to include consideration of establishing a sidewalk “bank” and partnering opportunities.

6. Recognition and Awareness.

a. Consideration of a Bike/Walk Mount Pleasant campaign.

b. Hold a logo competition for local artists and students to submit entries for a logo that can be used for the Mount Pleasant trail system.

c. Apply for designation as a Bicycle Friendly America Community.

Section VIII. Public Meeting Summary

On December 5, 2012, the Town hosted public meeting to introduce, discuss and receive feedback from the general public. The meeting was well attended and a number of written comments were received. These comments can be found in Appendix E.

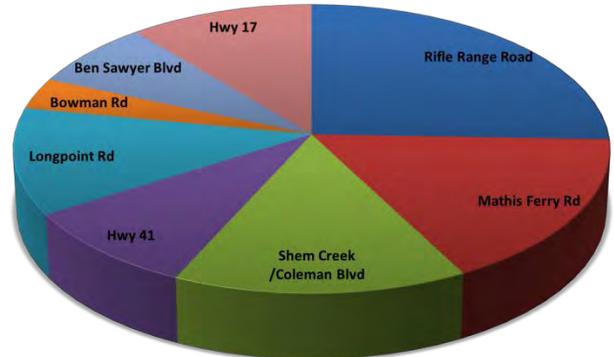


Pictures provided by Pat Sullivan from Charleston Moves.

It should be noted that at the time of the public meeting, Johnnie Dodds and Hwy 17 were both under construction. In addition, planned improvements to Coleman Blvd had not yet been made. Finalization of these projects could address some of the comments and recommendations made at the meeting.

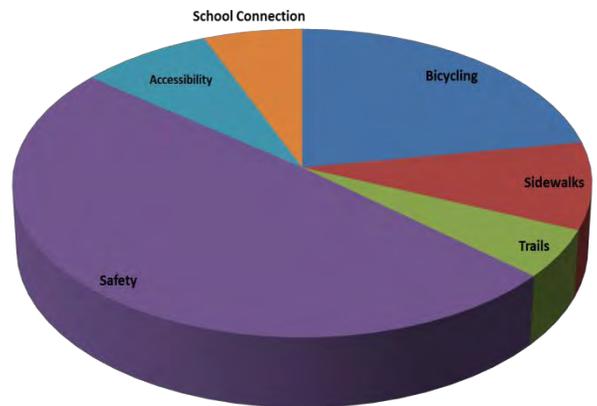
BIKE AND PEDESTRIAN PUBLIC MEETING RESULTS

PUBLIC COMMENTS RECEIVED BY LOCATION



BIKE AND PEDESTRIAN PUBLIC MEETING RESULTS

PUBLIC COMMENTS RECEIVED BY CATEGORY

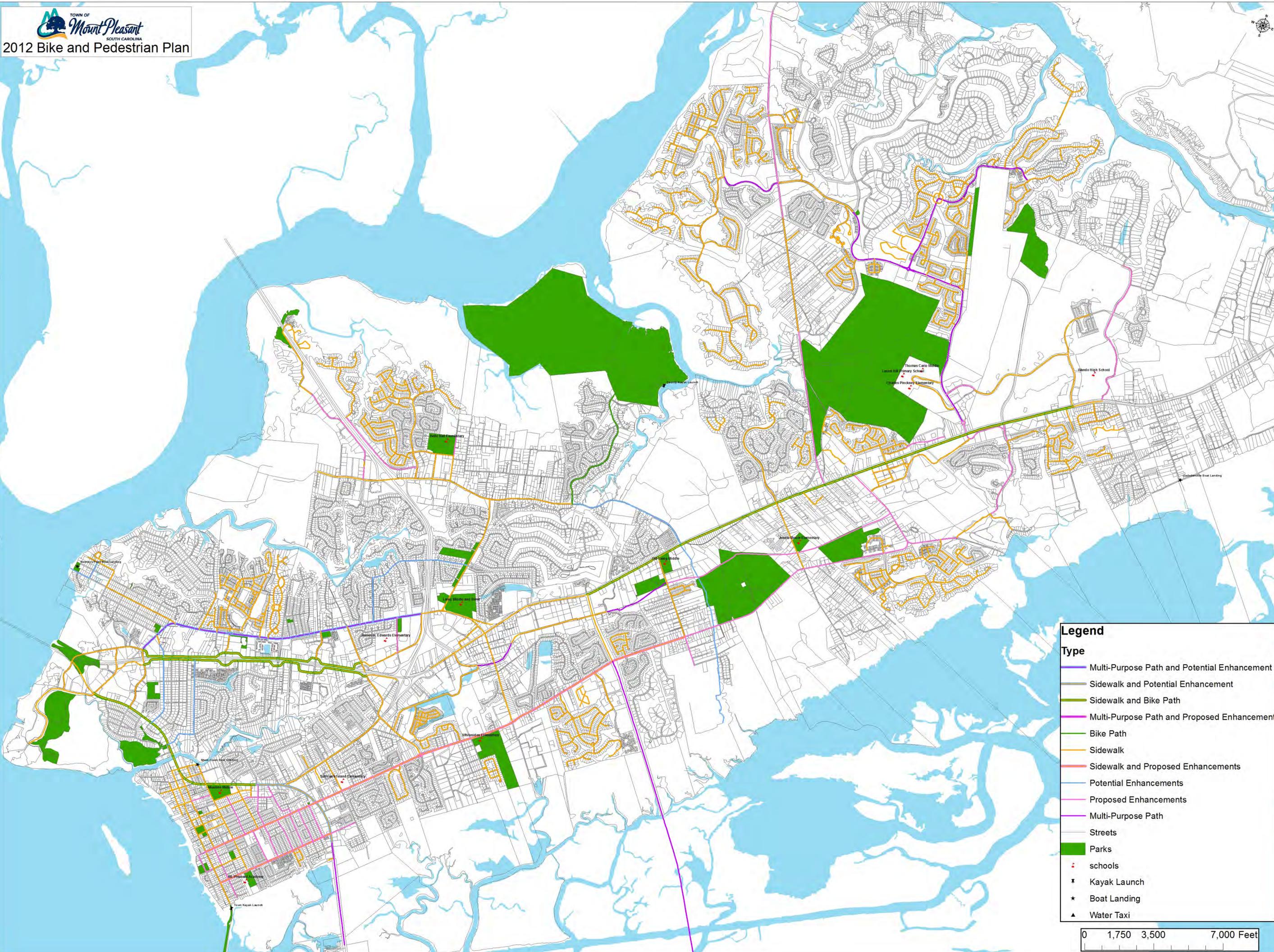


The majority of the comments at the public meeting emphasized a strong interest in network links along the major arterial roadways. Comments also addressed safety issues related to striping, signage, cross-walks, and lighting.



Mount Pleasant SC

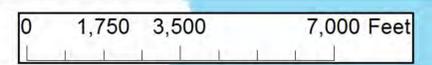
Town of Mount Pleasant
100 Ann Edwards Ln.
Mount Pleasant, SC 29464



Legend

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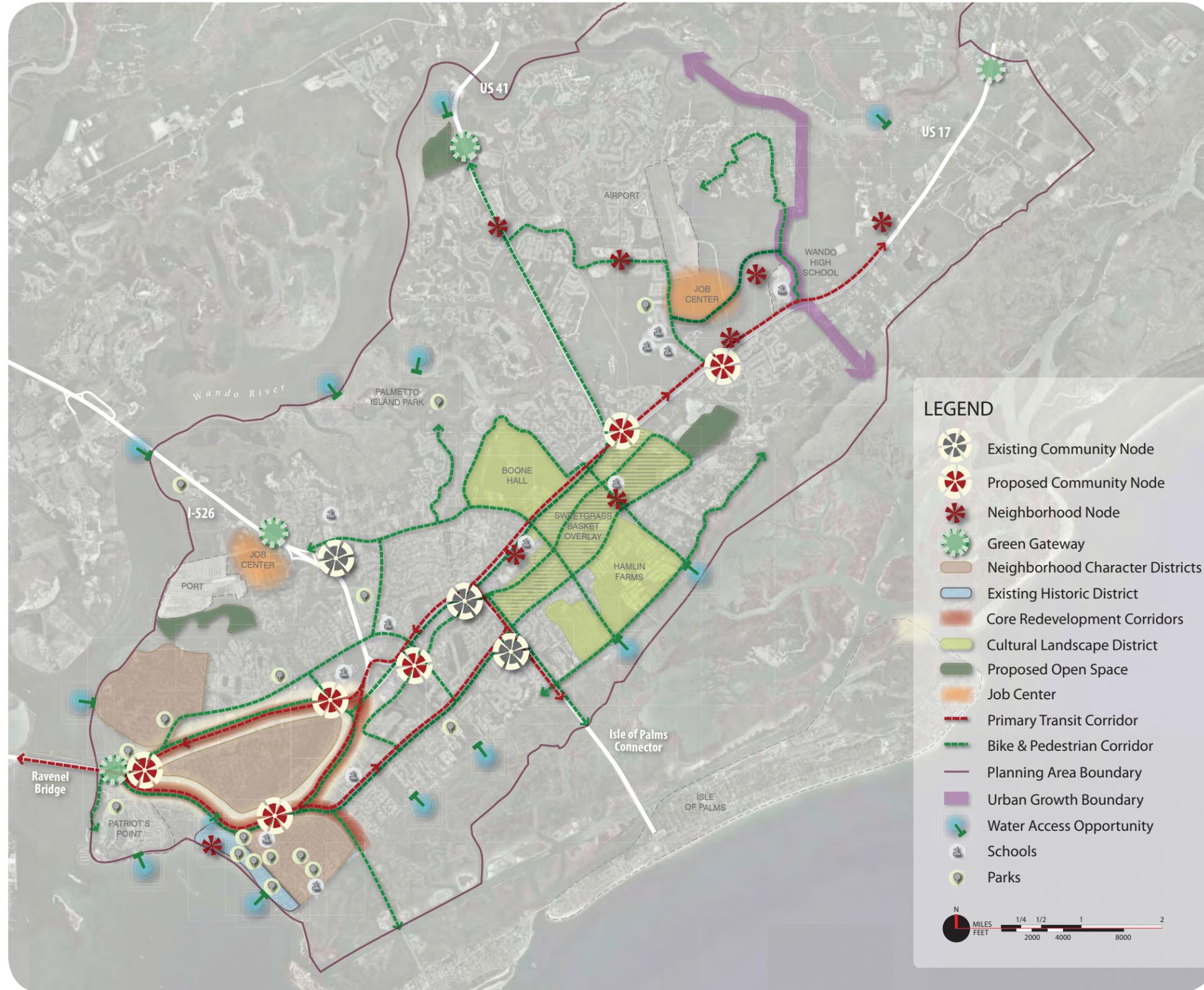
- Multi-Purpose Path and Potential Enhancement
- Sidewalk and Potential Enhancement
- Sidewalk and Bike Path
- Multi-Purpose Path and Proposed Enhancement
- Bike Path
- Sidewalk
- Sidewalk and Proposed Enhancements
- Potential Enhancements
- Proposed Enhancements
- Multi-Purpose Path
- Streets
- Parks
- schools
- ✦ Kayak Launch
- ★ Boat Landing
- ▲ Water Taxi



Action Plan

Project	2013	2014	2015	2016	2017	2018	2019	Responsible Entity	Estimated Cost	Estimated Annual Operating Costs	Funding Sources
Ordinance Updates											
Revise chapter 73 of the Town of Mount Pleasant code of ordinances	X							Police Dept, Transportation Dept.	\$0	N/A	N/A
Remove prohibition agains riding bikes on sidewalks in section 95	X							Police Dept, Transportation Dept.	\$0	N/A	N/A
Revise parking and multi-family development sections of the Zoning Code.	X							Planning Department	\$0	N/A	N/A
Adopt Revised Land Development Regulations	X							Planning Department	\$0	N/A	N/A
Partnerships											
Partner with the Charleston County School District and Safe Routes to School	X	X						Administration	\$0	N/A	N/A
Partner with identified local organizations	X	X							\$0	\$0	N/A
Recognition/Awareness (Bike Ped Mount Pleasant Campaign)											
Logo Competition (local artists and students)	X	X						Community Development & Tourism	\$0	\$0	N/A
Apply for Bicycle Friendly America Designation		X						Planning & Transportation	\$0	\$0	N/A
Promote use of bicycle and pedestrian routes											
Install appropriate bike and pedestrian furniture at all Town sites, subject to funding	X	X						Transportation, Planning, & Recreation Departments	TBD	TBD	TBD
Create Bicycle and Pedestrian Route Maps	X	X						Planning & Transportation	TBD	TBD	TBD
Work with schools to encourage and promote biking and walking options	X	X	X	X	X	X	X	Planning, Police, and Transportation Depts.	TBD	TBD	TBD
Work with local businesses to incorporate appropriate bike and pedestrian furniture at their sites	X	X	X	X	X	X	X	Planning Department	\$0	N/A	N/A
Establish an annual bike and pedestrian event		X	X	X	X	X	X	Planning, Police, Recreation, & Community Development and Tourism Depts.	TBD	TBD	TBD
Funding											
Identify funding for construction of new facilities and upkeep of existing facilities	X	X						Administration, Transportation	TBD	TBD	TBD
Create Community Partners campaign. Solicit local businesses to offer support for bike and ped facilities in exchange for community recognition.	X	X	X	X	X	X	X	Planning Department	\$0	\$0	N/A
Construction											
Complete recommended Improvements	X	X	X	X	X	X	X	Planning & Transportation	TBD	TBD	TBD

Framework Plan



Recommended Bicycle Code Changes

CHAPTER 73: BICYCLES**GENERAL PROVISIONS****73.01 DEFINITION.**

For the purpose of this chapter, the following definition shall apply unless the context clearly indicates or requires a different meaning.

BICYCLE. A device having two wheels, with tires 20 inches or more in diameter, connected by a frame of metal or wood, and arranged to be propelled by human power. This definition shall not apply to toy bicycles or velocipedes.

('81 Code, § 73.01) (Ord. passed 2-4-63)

DELETE:

73.02 License required; exceptions

73.03 Regulation of new and secondhand dealers

73.04 Regulation of rental agencies

73.05 Release of impounded bicycles

73.06 Bicycles not in possession of owner

73.07 Suspension; impoundment

73.08 Violations a noncriminal offense

DELETE: sections 73.20 thru 73.27 'Registration and Licensing'

OPERATION AND EQUIPMENT**73.40 APPLICABILITY.**

The rules and regulations set out in this subchapter shall be observed in the operation of each bicycle on the streets and public places of the municipality.

('81 Code, § 73.30) (Ord. passed 2-4-63)

73.41 OPERATOR'S DUTY AS TO SAFETY.

Every person operating a bicycle shall at all times operate such bicycle with due regard for the safety of other persons and vehicles lawfully on the streets, highways, parkways, and public places, as well as for his or her own safety, and shall at all times and under all conditions yield the right-of-way to pedestrians on the streets, highways, parkways, public places, and on the crosswalks.

('81 Code, § 73.31) (Ord. passed 2-4-63) Penalty, see § [73.99](#)

73.42 OBEDIENCE TO TRAFFIC LAWS, SIGNS, AND SIGNALS.

Recommended Bicycle Code Changes

Every person operating a bicycle shall comply with all vehicle traffic laws, except where such laws, by their nature, do not apply to bicycles, and shall comply with all vehicle traffic signs and signals erected for the regulation of traffic.

('81 Code, § 73.32) (Ord. passed 2-4-63) Penalty, see § [73.99](#)

Statutory reference:

Rights and duties of bicyclist, see S.C. Code § 56-5-3420

73.43 LAMPS AND REFLECTORS.

It shall be unlawful for any person to operate a bicycle on the streets, highways, parkways, and public places of the municipality during the period of one-half hour after sunset to one-half hour before sunrise unless such bicycle is equipped with a front light, casting a beam of white light in front of such bicycle visible for not less than 500 feet, also a red reflector on the rear which shall be visible from all distances from 50 feet to 300 feet to the rear when directly in front of the lawful upper beams of head lamps of a motor vehicle, but a lamp emitting a red light visible from a distance of 500 to the rear may be used in addition to the red reflector.

('81 Code, § 73.33) (Ord. passed 2-4-63) Penalty, see § [73.99](#)

Statutory reference:

Lamps and reflectors, on bicycles, see S.C. Code § 56-5-3470

Time when vehicles must be equipped with lights, see S.C. Code § 56-5-4450

73.44 BRAKES AND CHAIN GUARDS.

It shall be unlawful to operate a bicycle on the streets, highways, parkways, and public places of the municipality if such bicycle is not equipped with adequate brakes.

('81 Code, § 73.34) (Ord. passed 2-4-63) Penalty, see § [73.99](#)

Statutory reference:

Brake on bicycle, see S.C. Code § 56-5-3490

73.45 MANNER OF RIDING.

It shall be the duty of all persons operating a bicycle to ride single file, in a straight line, and as near the right hand curb as possible, on all main highways and thoroughfares and in central business sections, and when riding on other streets will not ride in groups and more than two abreast.

('81 Code, § 73.35) (Ord. passed 2-4-63) Penalty, see § [73.99](#)

Statutory reference:

Riding on roadways and bicycle paths, see S.C. Code § 56-5-3430

73.46 HAND AND ARM SIGNALS REQUIRED.

Before stopping, turning, or changing the direction of any bicycle on any street, highway, parkway, or public place, it shall be the duty of the bicycle rider to give the proper hand and arm signal as specified in S.C. Code § 56-5-2170 to indicate his or her intention to stop or to turn to the right or left.

('81 Code, § 73.36) (Ord. passed 2-4-63) Penalty, see § [73.99](#)

73.47 CLINGING TO MOVING VEHICLES.

Recommended Bicycle Code Changes

It shall be unlawful for any person operating a bicycle on any street, highway, parkway, or public place to attach himself to any other moving vehicle.

('81 Code, § 73.37) (Ord. passed 2-4-63) Penalty, see § [73.99](#)

Statutory reference:

Clinging to vehicles prohibited, see S.C. Code § 56-5-3450

73.48 NUMBER OF RIDERS.

It shall be unlawful for any person operating a bicycle equipped for carrying only the operator to carry another person on the front or rear frame or handlebar of a bicycle.

('81 Code, § 73.38) (Ord. passed 2-4-63) Penalty, see § [73.99](#)

Statutory reference:

Manner of riding bicycle; number of persons which may be carried, see S.C. Code § 56-5-3440

DELETE: section 73.49 Trick riding

73.99 PENALTY.

Any person over 17 years of age violating any of the provisions of this chapter shall, on conviction in the municipal court therefor, in addition to the suspension or revocation of any license as mentioned in this section, be punished by the payment of a fine not to exceed \$500 or by imprisonment for a term not to exceed 30 days. Any corporation violating any of the provisions of this chapter, on conviction in the municipal court therefor, shall be subject to a fine not to exceed \$500, which may be recovered by an action for debt, and by the suspension or revocation of any license mentioned in this chapter. However, no penalty shall exceed the penalty provided by state law for similar offenses.

('81 Code, § 73.99(D)) (Ord. passed 2-4-63)

Recommended Streets and Sidewalks Code Changes

DELETE:

95.09 Roller skating and bicycle riding.

No person shall skate on the public streets or sidewalks nor ride bicycles on the sidewalks except where permitted to do so by special notice erected by authority of the municipality.

DRAFT

Recommended Zoning Code Changes

Add:

156.317(E)(5): Bicycle facilities. Multi-family developments in excess of 10 units must provide bicycle parking. Refer to section 156.177 for the full requirements.

Add:

156.177 Bicycle Parking Requirements.

(A) Spaces required. Bicycle storage and parking shall be required for multi-family residential developments and commercial developments at the time of the initial construction of any principal building; or when a structural alteration or other change in a principal building produces an increase in dwelling units, guest rooms, floor area, seating or bed capacity, or that changes the use so as to require more parking to serve that use, or when a conversion in use occurs.

(1) Multi-family parking requirement. Multi-family developments in excess of ten (10) units shall provide enough secure bicycle parking to accommodate ten (10) percent of the units at one rack/space per unit.

(2) Commercial parking requirement. Commercial developments and redevelopments of 6,000sf or more shall provide enough secure bicycle parking in accordance with the following chart:

<i>Gross Floor Area</i>	<i>Required Number of Minimum Bicycle Parking Racks/Spaces</i>
<i>0 - 6,000 sq. ft.</i>	<i>1</i>
<i>6,001 - 10,000 sq. ft.</i>	<i>2</i>
<i>Over 10,000 sq. ft.</i>	<i>1 per every additional 10,000 sq. ft.</i>

(B) Parking requirement reduction. Commercial developments outside of the Urban Corridor – Overlay District may be eligible for up to a 10% reduction in the number of required off-street parking spaces for developments or uses that make special provisions to accommodate bicyclists in addition to the required bicycle parking. Examples of accommodations include enclosed bicycle lockers, personal lockers, employee shower facilities and dressing areas for employees. A reduction in parking may not be granted merely for providing outdoor bicycle parking spaces.



Examples of Class 2 Bicycle accommodations. Left, William Sonoma interior bike room (San Francisco). Right, employee bike parking and showers (Tucson).

(C) Design and Location. All bicycle parking is subject to design review. Required bicycle parking must:

- (1) Consists of racks or lockers anchored so that they cannot be easily removed and of solid construction, resistant to rust, corrosion, hammers, and saws;
- (2) allow both the bicycle frame and the wheels to be locked using a standard U-lock;
- (3) be designed so as not to cause damage to the bicycle;
- (4) facilitate easy locking without interference from or to adjacent bicycles; and
- (5) be located in convenient, highly visible, active, well-lighted areas, close to entrances, without interfering with pedestrian movements; and
- (6) where provided for residential developments, must be protected from the elements; and
- (7) where located in commercial parking lots, must utilize a paving material or surface different from the adjacent parking, and include parking islands located on each side of the bike facility to minimize vehicular conflicts. Parking islands must contain one 2.5 inch caliper tree.

Examples of protected bike parking for residential developments (left: Class 1 exterior parking, right: Class 2 interior parking)



Examples of Class 1 commercial development bike parking



TOMP Facilities Audit

Appendix C

Facility	Location	Description	Bike Racks	Public Restrooms	Accessible by Sidewalks	Vehicle Parking	Water
Pickett Bridge	990 Pitt St.	passive park with pier & kayak launch	no	no	yes	yes	yes
Duffie Baseball Complex	615 Center St.	ballfields	no*	yes	yes	yes	yes
Town Municipal Complex	100 Ann Edwards Lane	Town offices, municipal court, gym and track	no	yes	yes	yes	yes
Jones Center	Egypt Road	Town recreation facility with gym, pool, fields	1 at entrance**	yes	yes	yes	yes
Darby Building	302 Pitt St.	Music/art activity rooms	yes	yes	yes	yes	yes
Shem Creek Park	Coleman Blvd. at Shem Creek	dock, boardwalk and small pavillion	yes	yes	yes	yes	yes
Remleys Point Community Center	363 6th St.	activity center, playground & basketball	yes	yes	no	yes	inside
Greenhill Community Center	707 York St.	activity center, playground & basketball	yes	yes	no	yes	inside
Miriam Brown Community Center	118 Royall Ave.	activity center, playground & basketball	yes	yes	yes	yes	inside
Alhambra Hall	131 Middle St.	assembly hall, field, & playground	no	yes	no	yes	yes
Memorial Waterfront Park	Harry Hallman Boulevard	pier, visitors center, park	yes	yes	yes	yes	yes
Park West Facility	1251 Park West Blvd.	ballfields, gym, pool & recreation center	entrance ballfield	yes	yes	yes	yes
Patriots Point Soccer Complex	85 Patriots Point Blvd.	5 soccer fields and playground	war sub memorial	yes	yes	yes	yes
MP Tennis Complex	Whipple Rd.	tennis courts, ball field & playground	no	yes	yes	yes	yes
Senior Center	840 Von Kolnitz	fitness room, café, aerobics room	yes	yes	yes	yes	inside
Kearns Park	Wando Park Boulevard	passive park with nature trails	no	no	yes	yes	no
Julian Weston Tennis Courts	330 Royall Ave	tennis courts	no	no	yes	yes	yes
Farmers Market Pavilion	645 Coleman	open air pavillions	none at pavilion	yes	yes	yes	no
Speights Field/Reid Field	530 Reid St.	baseball fields	no	no	no	in ROW	no
Carolina Park Active/Passive Park	Recreation Way	fields	no	yes***	no	yes	no
Fourth Street Dock	233 Fourth Avenue	dock	no	no	no	yes	no

* Duffie Field has racks at School but none at the fields.

** Jones Center has a rack at the front door but none at the field.

*** Mobile Crowd Pleaser

Old Mount Pleasant

Street	Location	Linear Feet	Type of Path	# of sides	Cost Estimate
Barbara St.	From McCants to Center	1,680'	5' conc. sidewalk	1	\$58,800
Bellview Ave.	From Ellis to McCants	1650'	5' conc. sidewalk	1	\$74,250
Center	From Middle to Pitt	360'	5' conc. sidewalk	1	\$18,000
Center St.	Entire length	6,880'	5' conc. sidewalk	1	\$309,600
Edwards St.	From McCants to Center	1,675'	5' conc. sidewalk	1	
Erckman Dr.	From Coleman to Majore	1,820'	5' conc. sidewalk	1	\$63,000
Glencoe St.	From McCants to Center	1,660'	5' conc. sidewalk	1	\$58,100
Goblet Ave.	From McCants to Center	1,680'	5' conc. sidewalk	1	\$50,400
King St.	From Fairmont to Erckman	1,520'	5' conc. sidewalk	1	
Majore St.	From Erckman to McCants	210'	5' conc. sidewalk	1	\$6,300
Mataoka St.	From McCants to Center	1,700'	5' conc. sidewalk	1	\$68,000
McCants	From Middle to Pitt	400'	5' conc. sidewalk	1	\$20,000
McCants	Entire length	6,615'	5' conc. sidewalk	1	\$297,675
McCormick	From Middle to Pitt	400'	5' conc. sidewalk	1	\$16,000
Middle	From McCants to McCormick	940'	5' conc. sidewalk	1	\$37,600
Pherigo St.	From Coleman to McCants	2,080'	5' conc. sidewalk	1	\$72,800
Pocahontas St.	From McCants to Center	1,700'	5' conc. sidewalk	1	\$59,500
Royall	From McCants to the end	2,875'	5' conc. sidewalk	1	\$129,375
Royall	Entire length	6,760'	5' conc. sidewalk	1	\$304,200
Simmons	Entire length	4,865'	5' conc. sidewalk	1	\$218,925
Venning	From Whilden to Simmons	985'	5' conc. sidewalk	1	\$44,325
Waterworks Blvd.	From Center	420'	5' conc. sidewalk	1	\$14,700

Small Gaps to Close

Street	Location	Linear Feet	Type of Path	# of sides	Cost Estimate
Ben Sawyer Blvd.	From Ben Sawyer to RRR	170'	5' conc. sidewalk	1	\$6,800
Park West Blvd.	From Hwy 17 to the circle	375'	5' conc. sidewalk	1	\$13,125
South Morgans Point Rd.	From Hwy 17 to South Morgans Point Rd.	250'	5' conc. sidewalk	1	

Neighborhood Connectors

Street	Location	Linear Feet	Type of Path	# of sides	Cost Estimate
Hidden Cove, Oak Park & Hobcaw Creek Plantation	From Hidden Blvd. to Hobcaw Bluff Dr. along easement?				TBD
Home Farm, Bay Club, North Point, New Parish Village, Riverwood, and Harbor Gate Shores	From Center St. Ext. to Rifle Range along MPW property.	1,730'	8'-10' Asph. path	1	TBD
Harborgate, Scotts Creek, Oakhaven	From Island View Dr. to Scotts Creek Cir. and from Scotts Creek Cir. to Oaklanding Rd.	525'	5' conc. sidewalk	1	TBD
Center St. Ext.	From Ben Sawyer to New Trail	1,360'		1	TBD

Large-scale connectors

Street	Location	Linear Feet	Type of Path	# of sides	Cost Estimate
Darrell Creek Trail	Carolina Park Blvd. to Commonwealth	2,950'	8'-10' Asph. path	1	TBD
Darrell Creek Trail	Hwy 17 to Carolina Park Blvd.	5020'	8'-10' Asph. path	1	TBD
Highway 41	Entire length	24,670'	10' Asph.	1	TBD
Mathis Ferry	Entire Length	16,000'	10' path	1	TBD
National Drive	Hwy 17 to Harleston Green Ln.	850'	5' conc. sidewalk	1	TBD
National Drive	Linksland to Victory Pointe Dr.	3,200'	8'-10' Asph. path	1	TBD
Porchers Bluff	From Rifle Range to Hwy 17	4,365'	8'-10' Asph. path	1	TBD
Porchers Bluff Rd.	Ricle Range Rd. to National Dr.	2,250'	8'-10' Asph. path	1	TBD
Rifle Range Road	From Six Mile to Porchers Bluff	11,400'	8'-10' Asph. path	1	TBD
Seacoast Parkway	entire length	5,425'	8'-10' Asph. path	1	TBD
Seacoast Parkway Ext.	From terminus to Etiwan Point	4,350'	8'-10' Asph. path	1	TBD
South Morgans Point Rd	South Morgans Point Rd. to National Dr.	1,950'	5' conc. sidewalk	1	TBD
Von Kolnitz	Mathis Ferry Rd. to Hospital Dr.	1,700'	5' conc. sidewalk	1	TBD
Wando Park Blvd.	Longpoint to Woodfield	4,655'	8'-10' Asph. path	1	TBD

Note: This list may not include all improvements that should be considered. Additional improvements may be identified later.

BIKE AND PEDESTRIAN MASTER PLAN --- PUBLIC MEETING COMMENTS.

“I would like to see wooded bike paths, lots of them. Charolette has created bike path along Sugar Creek from downtown (17 miles in total when done). Beautiful, peaceful. “

“why was this plan not presented – or why wasn’t this meeting called before – \$100 million renovation Hwy 17? “

“sidewalk needed on north west side on mathis ferry road from hospital round up to Whipple Road. Cross-tunnel under/over 17 would be awesome.”

“safe way to cross Johnny Dodds from Mathis Ferry as you travel north on Hwy 17. Crosswalk sign (or something – road bump?)at point on Mathis Ferry where bike path crosses the street. Traffic rarely stops for bikes or pedestrians. Rifle Range NEEDS safe access to bikes the whole way (on both sides of the IOP Connector). “

“you’ve identified a need for improvements to the sidewalk on Mathis Ferry, which is a good idea as its in rather poor shape, however, what you should really focus on is the cross-walks. You take your life in your hands when you cross. Perhaps some bright yellow paint and some of those markers that say “pedestrian in crosswalk has right of way sc law” “

“This is a pivotal step. Thank you for going through this process. Ensure connectivity through all major arterials- biking on a sidewalk is not acceptable and changing the law in section 95 is a bad idea. Instead, every connection needs to either have a bike lane/sharrow multi-use path or have the speed limit lowered. I am glad to talk further”

“I support providing bicycle paths. It appears that bicyclist may opt to use the highway when bike paths are available. I urge you to require bike users to use the bike paths not the highway/streets when bike paths are available.”

1. Concerned about pedestrian cross walks at Royall Hardware roundabout.
2. Plan calls for pocket parks - please add water fountains, Summer is hot!
3. Need bike path or at least a bike lane on entire length of Rifle Range.
4. Safe pedestrian and cycle access to shopping areas, schools and parks.
5. Cross-walks!
6. Water fountains !
7. Safe bus stops.

“bike light signals would be very useful. As a daily commuter that obeys the traffic laws, I spend approximately 10 minutes one way per commute waiting for car activated light changes. “

Pedestrian and drivers should be educated on how to look for each other. The more pedestrian around, the more drivers are expecting them and on the look-out. I am in an advocate for bike lanes along the roads, and even more so an advocate for multi-use path that everyone can feel safe comfortable and happy using. There must be an opportunity for a green-way somewhere. We need to rid the perception of biking/walking as “unsafe”. If people feel safe, they will utilize the trails. Make them a part of nature instead of a sidewalk along a busy street. People should be encouraged to bike/walk to work, groceries, movie, dinner, etc... Take Seattle and Michigan as good examples of how to create pedestrian corridors. With over 300 days of favorable weather, lets encourage let’s get outside. Get fit, get healthy, get OUTSIDE!

-
1. Mark “Bike Routes” with more signage!
 2. Sweep/clean bike lanes often.

Bike lanes on Rifle Range RD and Mathis Ferry NEED to be constructed to be able to safely move through Mount Pleasant on a bike.

We are very new to Mt. Pleasant and miss safe bike access that we enjoyed in Chicago, including designated, barriered bike lanes. Our two concerns are (1) a set-aside lane on RT. 17, which we expect (as is) will only increase in car volume with six lanes; and (2) safe routes to schools to keep our daughter empowered and active in her teenage years without a car. This is the future – make room for bikes!

Do not mix bike/pedestrian paths. Sidewalks are not a good mix for someone who rides recreationally or using as a means for transportation. Ok for kids and their friends but that's all.

Must have marked bike lanes and increased awareness for cyclists. Attitude for cyclists in this area is very poor as we are constantly pushed out into traffic due to lack of pavement width. DO NOT let DOT put in ANY rumble strips!

Better bike "paths" are needed to allow bike traffic thru Mt P on alternates to RT 17, RT 41, Rifle Range, Ben Sawyer, Coleman, Long Point. Bike paths can NOT be expected to accommodate walkers – I will take my chances with a semi-tractor before I try to pass someone walking a dog.

I've lived in ME, MA, CT, MO, VA, CA, FL, and SC and bike thousands of miles in each. SC has the geography and climate to embrace cycling as an alternate transportation choice but has some of the worst roads and uneducated drivers that I have encountered. We can do better!

*Also: change definition of bicycle in the town ordinance: a lot of frames are no longer made of "wood or metal." Just drop those two words and keep it to two wheels attached by a frame.

*Safe bike path on Coleman to Sullivans Island. Not one that is next to cars parking on Coleman. We will not be able to see the bike when we are parking or leaving the parking places and the bikes won't have time to react to the turning cars.

*Bike path with a grass buffer next to Hwy 17 to Wando HS and all the way to Awendaw. Like the bike paths in Europe.

(Have lived here since 1981. Raised 3 children here.)

Good start but extend the networks of bike lanes and sidewalks. Please put more sidewalks in neighborhoods and make sidewalks wide (the one on Rifle Range is skimpy).

People ride on sidewalks because they have been hit by cars in the street, also children.

Need dedicated bike lanes that are wide enough.

Please put in sidewalks in Mt. Pleasant.

Need bike lane on Rifle Range.

Mathis and Rifle are the two main arteries where we can have a lot of success. By providing bike lanes adjacent to traffic N and S, you'd really open up MtP. With no shoulder, right now I have to avoid.

The intersection of Coleman and Patriots is a bit [illegible] fast traffic coming off bridge and lots of ped traffic. Coleman, just continue existing bike lanes.

On Mathis, maintain existing walkway for peds and strollers, etc. Add bike lane for commuters on both sides.

The town of MP should consider an ordinance that vehicles must allow for a minimum of 3' space between them and cyclists when passing. This really should be a state-wide law. Mississippi passed such a law over 2 years ago.

(had second comment)

Bike path from MtP to Sullivan's Island needs to be widened and there should be a separate bike path on each side of the causeway (SCIO3) to and from MP-SI

p.8 item #11, bottom of page – missing last part of sentence

Can accommodations tax \$ be used? Esp. to develop trails/paths around hotel districts

What is the status of the buffer regs – cutting vines, invasives along Mathis Ferry.

p.17 3d Change to zoning code for multifamily – need to have new developments create/connect to trails in addition to providing bike parking

Tie in trails/paths to pocket parks, small dog parks, esp. around multifamily, hotels

Consider purchase of easements w/.5 cent sales tax

Need more traffic calming, esp. around schools, busy intersections

Sidewalks/bike paths are relatively cheap recreation, but crossing busy roads is daunting to many pedestrians. Public safety Dept. needs to be challenged to come up with some solutions, like ticketing drivers who do not stop for pedestrians (including schoolkids) in intersections. Put up pylons...?

Too many fenced off neighborhoods reduce flow for non vehicular traffic on side/back streets. Need connecting paths.

To encourage bike riders to ride “with the traffic,” bike lanes need to be on both sides of the road. I have almost hit several people while making a left turn and the bike rider is riding against traffic. I like the idea to being bike friendly. I live near Coleman, so that is where I’m most concerned.

Rifle Range Rd is critical for bike lanes, both sides. It is the link form “downtown” Mount Pleasant to the north side of town and the forest.

More than anywhere Rifle Range Rd needs a bike lane down the whole road.

41 needs room for bikes as well as designated lane for bikes. Thank you for doing this 😊

Thank you for supporting cycling in this beautiful city. More bike racks city-wide would be tremendously helpful. Also, if you focus on dangerous crossing (17 and Bowman) and dangerously narrow roads (Rifle Range, Sullivan’s Island Bridge) you could make the town much more cyclist-friendly.

-CofC Brian Fisher

-MUSC Christine Cooley (Von Kolnitz)

Sustainability Coords. Add to orgs to work with

Noticed large sidewalk off Hungryneck extension ending at Six Mile Road (behind new Harris Teeter). Am hoping this is not what is going to be considered a bike path. This path crosses side access roads causing a bike rider to have to almost stop to traverse each and every road. This doesn’t work for people using bicycles for transportation, as I usually progress at over 20mph.

Great opportunity. Appreciate the thought and effort put forth so far. Public awareness campaign is desperately needed with new opportunities. Shared lanes are great for cyclists however public needs awareness to avoid conflicts on shared lanes.

My 4 priorities in order

1. Rifle Range – N(E?) of IOP connector, no sidewalks past Six Mile

2. Rifle Range – S(W?) of IOP to Coleman, need bike lanes (2 ft. of asphalt)
 3. Rifle Range- Scotts creek interconnect should be extended to school, waterworks, and beyond.
Right NOW can ride to Bowman on interconnect – need to extend it
 4. Hwy 41 – needs sidewalk/bike path from river S to end of current sidewalk
-

Possible ways to have bike path on Mathis Ferry avoid crossing at Queensrow:

1. Fill in drainage ditch on North side of road up to light at Bowman. (Bury w/ pipes, etc.)
 2. Connect sidewalk starting at Queensrow to Shelmore Blvd by making connections through Heritage Village and using existing path through woods by Bi-Lo
-

The plan relies heavily on the use of sidewalks. Yet the master plan itself (sec. VI B) indicates that “sidewalks as bicycle paths is generally not desired.” In addition to the reasons mentioned the existing sidewalks are not wide enough for two-way traffic, particularly for people with dogs on leashes!! Need more use of dedicated bike lanes (like Coleman).

As a cyclist and bike commuter, I feel that Rifle Range (entire), Longpoint, Coleman to Sullivans are vital connections. I regularly ride on Longpoint from Whipple toward Port and see at least 3-4 other commuters. Please check out Boulder, Colorado websites for planning and ideas. Simple signs and green paint can help navigate busy intersections and lane mergers to make them safe for cyclists. Also – bike lanes are better than bike paths so cars always expect a bike to be nearby. A raised barrier is helpful in school areas, as needed. “Bikes use full lane” signs are helpful near bridges where a bike lane cannot be added, and roundabouts.

In general: more bike signage, especially closer to schools. Several ways to navigate under 526 or over Chuck Dawley. Complete the bike lane on Coleman. Improve the causeway bikepath to Sullivans.

Bicycles should be registered for ID purposes. Also they should have a noise maker so you are aware they are behind you.

We need a way to safely cross Hwy 17. We could walk/bike to the movies, restaurants, shops if we could get from Mathis Ferry across 17! All that \$ and no safe way to cross

1. Hwy 17 widening project – bikes need to be striped w/ signage on street and markings in lane to provide safe place for cyclists
2. Bike lanes and mixed use path needs to be added on Rifle Range Rd from Porcher's Bluff to Ben Sawyer (min add bike lanes)
3. Need additional bike parking spots/bike racks at shopping centers and parks
4. Rules limiting riding to single file could create more danger than 2 abreast if long line of riders had to be passes by cars
5. Public awareness campaign – riders not allowed on sidewalks
6. More signage and street markings

General comments are: For the short term until bike lanes can be done at least put down the "bike share" symbols painted on the road (signs do no good)

Slow down speeds, time lights so traffic can flow, a little wait from side streets is better than being hit by someone racing from one light to another because not sure who will trigger it to go red

Fix what you have now, some sidewalks are in very poor condition

It seems that road fixes on current bike paths are not to the same spec as road patches

I did not see anything in your plan on the maintenance of all this, to is one thing but not to maintain is a crime

Why do you not address more items such as how to separate lanes, painting (stripping) schemes, a lot of cities who have had plans seem to be ahead, jump off their successes rather than starting your own

Look at Greenville and how they are addressing interaction of cars and bikes

Coleman Shem Creek bridge needs to be replaced or widen

I enjoyed the forum and Mt. P's effort to get this going

Bike lane on Rifle Range and Mathis Ferry. Should be a dedicated bike lane and not a sidewalk. Please delineate the entire width on 17 with a stripe to allow for its use by bikes.

Mathis Ferry Road: Make the full MFR. A "linear path" connecting SR center to Waterfront Park. It's a long, "straight," shader [illegible] that could be marketed as a safe area for recreational biking/walking, particularly for "seniors."

1. Make bike lane along Mathis Ferry Road safer, please.
 2. Need some sort of safe “overpass” or something for bikers/pedestrians to cross US 17 – somewhere near MFR/Houston Northcutt.
-

1. The shared lane on 17 needs to be marked on the road. Signs alone will not get it done
 2. Winter Garden, Florida has a 30 mile trail that is a great model and connects [illegible] parks. Great model go there every few months would be happy to provide pictures in the future if wanted.
 3. Bike paths are more family child orientated while bike lanes are better for commuter cyclists.
-

Need more bicycle friendly options for Mathis Ferry Road.

Bowman Road should include a bike lane/pedestrian crosswalk at light. Husband bikes to and from work – Winifred Street to the Treasure Nest Art Gallery. I am concerned about the traffic and where he bikes to get to work, there are no bike lanes, he drives/rides on the road and people go around him. Bike lanes on Bowman Road are necessary.

On Page 6 (#1) Mt. Pleasant has recognized Rifle Range Rd as part of the East Coast Greenway (that will have bike lanes) and Johnnie Dodds that will have bike lanes also – From Rifle Range Rd, you take Bowman Rd to get to Johnnie Dodds bike lane. Also, it is the beginning of Johnnie Dodds there. There should be an easy flow for bikers to get from Rifle Range (the East Coast Greenway) to the Johnnie Dodds Bike Route. There is also Kmart and Walmart and other stores that can be biked to from those roads, for basic needs.

My children, husband and I also bike to Whitesides from Winifred St, and take Rifle Range to get there, we ride on the sidewalk now and stop at every stop sign, look both ways, and cross. My children wear helmets, my husband and I do not. Our heart race is not up – we have noticed runners and other bikers that do not stop at the signs. If all bikers were made to wear helmets, then pedestrians esp. runners would have to wear helmets also – runners appear to be in less control of stopping than we are.

Great that you are doing this plan! Made comments on the maps. Need safe crossing of 17 at Houston Northcutt!

Circuits are fine but what about crossing Hwy 17 to get to the Library. It should not be dangerous for a person or family to walk or bike night. School access for students on Rifle Range Rd is horrible. Remove

the rule about using sidewalks OR build proper lanes – everywhere. Partner w/ [illegible] to provide bike racks at stores and malls. Make the Coleman Blvd/Ben Sawyer lanes continuous not interrupted.

People walk and bike where they feel safe. All your projects should be designed to make a user feel that he or she and their family can get around without being frightened or endangered.

I like the long [illegible] but strongly feel that uses need to be able to safely get to and from sites like grocery stores, library, and general convenience as well as to parks.

Why not have a bike rodeo in 2013? Sponsor some regular like tours. Mt. P to Francis Marion Forest.

I support the plan to make pedestrian and bike paths safer and more accessible to the whole community.

Overall great plan! Suggestions: I live in Creekside and desire to walk/bike from neighborhood to bridge and/or shopping (Trader Joe's, Whole Foods, movies, etc) – the new sidewalks and bike lane on frontage road will help but no sidewalks in some areas leading out of neighborhood. Also Cooper Estates has no sidewalks so very dangerous biking/running through there to get to Coleman.

1. Retrofit older neighborhoods w/ sidewalks (cost share??)
2. Add designated crosswalks to allow crossing over HW17 (Johnnie Dodds) – I belong to ESAC across from Dragoon but can not cross Hwy 17 – have to get in car and drive to Anna Knapp or Shelmore to cross frontage rd.
3. Add an attractive barrier along sidewalk at Mt. Pleasant base of Ravenel Bridge – I walk/run 2x week and lead school age children over the bridge – just waiting for a car speeding down the bridge onto Coleman to lose control (blown tire, texting, etc) and jump the sidewalk and hit pedestrians/cyclists.
4. Consider a bike share program throughout Mt. P and City of Charleston similar to San Antonio, TX program.

Mount Pleasant Council needs to know that putting bike and walking paths on large plots of undeveloped land opens the land owner up to liabilities from lawsuits for people getting injured around paths. Some public does not stay on paths like they are supposed to and may get hurt on those large plots of land.

Like that Mt. P is addressing issues.

Would love to see helmet law imposed especially for minors like being in car seats. Schools could help impose.

Need bike racks at all new shopping developments. Would love to see requirements for existing ones to add bike racks – i.e. Belle Hall Shopping Area

Hamlin Farms owns to low water. Any bike path near the farm would open the area to trespassers/vandals and liability of landowners. If paths come near farm (or other private land) something must be done to prevent users from accessing private land.

We need safe bike crossings of Johnnie Dodds also suitable for pedestrians – perhaps a push button actuated cycle of the light.

Bike lanes need to be painted lanes in the streets – sidewalks aren't safe for bicyclists

1. Rifle Range Road is a major problem. It is unsafe and needs a dedicated bike lane for cyclists.
 2. Ben Sawyer needs wider, multi-purpose lanes on both sides of the causeway, on both sides of the bridge.
 3. Follow through on Coleman bike/ped plan.
 4. I hope bike [illegible] will be on Dodds.
-

Path for bicycle and sidewalks desperately needed along Rifle Range from Oakhaven to Seaside Farms. As principal of Whitesides it is not safe for families who live from Oakhaven to cross the road twice (once w/out crossing guard) to come to school or go home. More pedestrian usage would be facilitated and less cars would clog Rifle Range.

Please create a bike path on both sides of the Shem Creek Bridge. I understand Mr. Morrison is studying this area, but I have witnessed numerous “close calls” on the bridge. There is room for a path. Please consider.

The Master Plan looks good. I would encourage complete connectivity with regard to bike lanes. Currently, the bike lane on Coleman just ends in the middle of traffic. Additionally, pay attention to connecting residential areas to commercial and schools. Electronic crosswalks and signage is key. Last

request – put pedestrian paths in the Groves. Next time big road decisions are made, please consider what that decision will do for walkability/bikeability.

Great this is happening! My only concern is legal declaration of bike paths vs. sidewalks. It is currently illegal to ride on the sidewalk. If a path is intended for cyclists it should be signed as such and officially declared maybe even documented with the county. Community awareness messages on TV go a long way too!

We've used the sidewalks along Rt. 17 twice in a few days – love it. However, a sidewalk connecting Bessemer (Park West) to Rt. 41 to Rt. 17 would be a lot shorter and phenomenal to be able to walk/bike to the stores.

Thank you for working on improving access! These types of paths really improve livability AND real estate value, in addition to providing opportunities for people to spend money @ local businesses while engaging in a healthy activity!

Need a bike/sidewalk from Needlerush Pkwy to 17N.

Sidewalk on Rifle Range Rd between roundabout and Ben Sawyer needs curb – cars behind left turn traffic go around on sidewalk rather than wait for cars in front trying to make left turn. Lady killed by a truck in 1995.

It would be great to have bike lanes going over the Shem Creek bridge on Coleman. If funding for full bridge replacement by DoT does not occur in the near-term, might it be possible to modify the existing bridge – adding new pedestrian pathways on either side and using current sidewalks for bikes.

A. Existing Network

Currently, a strong foundation is in place and several large construction projects are under way which will provide additional facilities. However, multiple gaps exist throughout the system and some of the paths/trails do not meet the minimum standards.

Current strong points include: the Park West and Dunes West bike and pedestrian path that runs along Park West and Dunes West Boulevard from Highway 17 to Highway 41 (privately owned and maintained), Wingo Way and the Patriots Point sidewalks, Hungryneck Boulevard and Sweetgrass Basket Parkway, and portions of Coleman Boulevard, Whipple Road, the Isle of Palms Connector, and finally, the sidewalks within many of the residential subdivisions built within the last fifteen years.

Areas where trails or sidewalks exist but are in need of improvement include: Mathis Ferry Road, Rifle Range Road, Long Point Road, and the Old Mount Pleasant area.

Weak areas where little to no bike or pedestrian paths exist include: Highway 41 and Highway 17, older residential subdivisions, as well as a lack of connectivity that generally exists between neighborhoods and shopping centers.

Two major bicycle routes run through Mount Pleasant. One of these is the Battery2Beach route that extends through the Mount Pleasant and Charleston area by creating a connection between the beach communities with downtown Charleston. Enhancements to this route along the Ben Sawyer Blvd are to be in the near future. The route traverses Mount Pleasant by way of the Sullivan's Island Causeway, the Ben Sawyer and Coleman Boulevards, and the Ravenel Bridge. The other route is the East Coast Greenway which links major cities along 3,000 miles from Canada to Key West. The East Coast Greenway traverses in and out of Mount Pleasant coming in from the north on Highway 17, goes down along Rifle Range Rd. to the Isle of Palms Connector where it crosses to the Islands, then comes back up Ben Sawyer through Old Mount Pleasant, and finally out to Coleman Blvd. where it crosses to Charleston over the Ravenel Bridge.

Several pedestrian trails have been completed in recent years. These trails do not serve as point to point connections, but provide recreational opportunities. These include nature trails at Patriots Point, Kearns Park, and the Hamlin Park. A map of these trails is included in this Plan.

The water trail is shown on the Existing Network map. Public kayak launch, boat ramps and water taxi stations are identified.

B. Projects Under Construction

Several major roadway projects are currently underway that include bicycle and pedestrian improvements.

1. Johnnie Dodds. One of the largest current road projects is Johnnie Dodds Boulevard which is scheduled to be completed in 2013. The Johnnie Dodds Blvd. plans include bicycle lanes and pedestrian sidewalks along the frontage roads that run parallel to the main line of Highway 17.

2. Coleman Boulevard. Improvements are currently being designed for Coleman Boulevard which will provide dedicated bike lanes and five foot sidewalks along Coleman from Shem Creek to Chuck Dawley Boulevard/Ben Sawyer Boulevard. This project is expected to start in winter 2012/2013.

3. Bowman Road. Bowman Road improvements from Highway 17 to Rifle Range Road will include sidewalks on both sides of the road. Bowman Road improvements are expected to be complete in February 2013. *bike lanes on Bowman Rd road.*

4. Highway 17. Highway 17 widening and enhancements between the Isle of Palms Connector and Darrell Creek Trail will include sidewalks and a 14' shared-use lane to accommodate bicyclists. Construction is expected to be complete in 2013.

5. Highway 41. Charleston County is currently working on a sidewalk project along Highway 41 to include a five foot wide concrete sidewalk and associated drainage improvements along 1.3 miles of Hwy 41 between Virginia Rouse Road and Joe Rouse Road. This will be on the opposite side of the road from the current sidewalk and will extend the entire length of the Phillips community on Highway 41.

C. Status of areas identified on the Bike and Pedestrian corridor as shown on the Framework Plan

1. Johnnie Dodds Boulevard. Construction is currently underway that includes sidewalks and a bicycle lane along the frontage road for the entire length of Johnnie Dodds Boulevard.

2. Highway 17 North. Construction is currently underway that will change the current road section from two-lanes both in the North and South bound directions to a three lane road section in both directions that will include a fourteen foot shared-use lane and five foot wide sidewalks on both sides of Highway 17 from the Isle of Palms Connector (I-517) to Darrell Creek Trail.

3. Highway 41. With the exception of the existing sidewalks and sidewalks under construction (both adjacent to unincorporated properties) no bicycle or pedestrian facilities exist. Highway 41 is a major corridor that connects the Town's Waterfront Gateway as identified on the 2009 Comprehensive Plan Future Land Use map at one end, to Highway 17 at the other. The topography of this route and connection with the Waterfront Gateway District provides an opportunity to be creative with a trail perhaps including a boardwalk.



4. Long Point Road. The section from Whipple to the SC Port contains sidewalks on both sides, with minimal separation from the street on one side and no separation on the other. From Whipple to Long Point Subdivision, there is a concrete sidewalk on one side only.



5. Boone Hall Trail. Nothing currently exists with regards to a trail around Boone Hall Plantation and there are no current plans for trail improvements. The plantation property is privately owned and will require coordination with the property owner.

6. Rifle Range Road. Currently Rifle Range Road has an asphalt path on the northwest side and a concrete sidewalk on the southwest side from Ben Sawyer Blvd. to Sullivan's Island Elementary School (formerly Whitesides Elementary School), a distance of approximately 0.3 miles. The asphalt path is narrow with inconsistent widths from start to finish. From Sullivan's Island Elementary School to Six Mile Road a 4.5' concrete sidewalk exists on the northwest side of Rifle Range Road only. This sidewalk needs to be upgraded to either run on both sides of the road, or be widened to accommodate pedestrian and bike traffic in both directions. Several schools are located along or in close proximity to Rifle Range Road. Opportunities to bike and walk to these schools need to be enhanced.



(Rifle Range Rd.)

7. Coleman Boulevard/Ben Sawyer Boulevard. These boulevards are an essential part of the Battery to the Beach and Greenway initiatives. There are sidewalks on both sides of Coleman Boulevard and a bike lane on the north bound vehicular lane. Upcoming improvements to Coleman Boulevard include upgrades to the bike lane, and zoning requirements within the Urban Corridor require a large pedestrian-oriented activity zone located between the street right-of-way and buildings. The Ben Sawyer portion of Battery to the Beach will begin soon.

This trail is a good candidate for non-traditional designs and materials.

8. Mathis Ferry Road. Similar to Rifle Range Road, Mathis Ferry Road contains an asphalt sidewalk along one side of the road. Half-way down Mathis Ferry, the sidewalk switches sides requiring users to cross this busy road. The road is bordered by large trees on both sides making it difficult to develop a continuous path on both sides. The existing sidewalk needs to be upgraded however, to either run on both sides or be widened on one side to accommodate multi-directional traffic.



(Mathis Ferry Rd.)

fix!
OR MOVE THE BICYCLE SIDEWALK TO SIDE ON ONE SIDE OF ROAD, PREFERABLY THE SIDE CLOSEST TO SIDE TO MINIMIZE CONFLICTS OR SIDE STREETS.

9. Bowman Road. Bowman Road between Mathis Ferry Road and Johnnie Dodds Boulevard was improved recently to include sidewalks on both sides of the street. Bowman Road between Johnnie Dodds Boulevard and Rifle Range Road is currently under construction and will also include sidewalks on both sides of the street.

10. Chuck Dawley Boulevard. Chuck Dawley Boulevard has sidewalks on both sides running the length of the road.

11. Hungryneck Boulevard. For the most of Hungryneck Boulevard and its associated segments (Watermark Boulevard, Midtown Avenue, and Sweetgrass Basket Parkway) the road contains an asphalt path along one side of the road and a sidewalk along the other side of the road. However, behind Towne Centre, there is only a sidewalk on one side. Other sections include either a path, or a path and sidewalk.



(left: Watermark Blvd., right: Sweetgrass Basket Blvd.)

12. Park Avenue Boulevard. This road, connecting Carolina Park with Park West is built and the required sidewalk improvements were recently installed. The sidewalk will be five feet wide along one side of the road with varying separation from the street.

13. Whipple Road. Whipple Road connects Mathis Ferry Road with Long Point Road and utilizes a large SCE&G easement to accommodate a multi-use path. This path does not run the entire length of the road, but a sidewalk does.

14. Waterfront Trail. A waterfront bike and pedestrian trail was identified on the Framework Plan running along the waterfront from the Isle of Palms Connector north past Porchers Bluff Road. Due to the lack of roads and privately owned waterfront properties, no plans exist for a trail along this portion of the corridor but should be sought through development opportunities.

D. Areas for additional opportunities not identified on the Framework Plan

Although not identified as part of the Bike and Pedestrian corridor, several areas exist that would provide excellent bike and/or pedestrian opportunities, or would provide connections to enhance the network.

1. Laurel Hill Park. Charleston County Parks and Recreation recently entered into a long-term lease on this property located off of Highway 41 and has plans for a network of trails. This large park abuts Park West subdivision, Ivy Hall subdivision, Carol Oaks subdivision, and Highway 41. This property would offer opportunities for recreational biking, walking, and jogging, as well as bicycle and pedestrian connections between various neighborhoods and the Town's Park West Recreation Facility.

2. Mount Pleasant Land Conservancy Properties. The Mount Pleasant Land Conservancy maintains easements on several pieces of property in Mount Pleasant. They are continually seeking new easements and opportunities may exist to incorporate trails on those properties.

3. New Town park on Rifle Range Road. The Town, in conjunction with Charleston County Parks and Recreation Commission, recently purchased a large tract of land off of Rifle Range Road. Trails should be established through the park and the Rifle Range Road path should be continued and enhanced along this section of roadway. Connections to the Jennie Moore school campus should be included.

4. Neighborhood connections. These are not identified in the Comprehensive Plan on a map, but the text of the Comprehensive Plan and ordinances promote interconnectivity. While some neighborhoods are connected, many more would benefit from the connection of HOA space or a trail using easements. Utilizing MPW or SCE&G easements may provide some opportunities.

5. Shopping center connections. Simple connections for bicyclists and pedestrians should be made that allow them to avoid busy and crowded main corridors. *Add bike racks so I can stay that. No need more than the 2 shown in photo.*

6. Old Mount Pleasant. Much of the Old Mount Pleasant area benefits from an established system of sidewalks, but additional facilities and upgrades to the sidewalks along McCants Drive and Center Street would create greater connection with Moultrie Middle School and the Coleman Boulevard and Ben Sawyer Boulevard portions of the Town's Urban Corridor.

7. Groves/Cooper Estates. The Groves and Cooper Estates are perfectly situated between Coleman Boulevard and Johnnie Dodds Boulevard and provide great connectivity for automobiles and bicyclists. The addition of pedestrian facilities would enhance the walkability of this key area.

Specialty bike racks w/monitors for shopping center neighborhoods

8. Wando Park Boulevard. A large Job center is shown on the Framework map at the intersection of Long Point Road and Wando Park Boulevard. New residential developments on Wando Park Boulevard have increased the number of people traveling this road. As part of the development of Woodfield Apartments, five foot wide sidewalks have been installed along one side of Wando Park Boulevard extending from the new development to Edgewater Plantation. From Edgewater Plantation, the sidewalk runs into Etiwan Pointe subdivision. No other sidewalks exist along Wando Park Blvd. with the exception of a small strip in front of one commercial development. A plan is currently being designed for sidewalk improvements to continue the sidewalks towards Long Point Road.

9. Confederate Line Trail. The new town park on Rifle Range Road abuts a defense line dug by Confederate forces during the Civil War. The battery at the end of the line is currently proposed for placement in a conservation easement by a developer who is also proposing a trail for public access to the site. Connections should be made between the two properties, and a continuous trail developed that will run from Christ Church on Highway 17 to Palmetto Fort on the marsh.

10. Waterfront Path. The new proposed Waterfront Gateway Zoning District includes requirements for waterfront paths at both locations, the Cooper River District and the Wando River District. Public walkways are required for properties adjacent to the river/marsh with a strong emphasis for areas which connect pedestrians from the street to the waterfront.

E. Recommended Improvements

Several recommended improvements are presented in Appendix D and shown on the Bike and Pedestrian Facilities Map in this report. The recommended improvements are divided into several categories: Old Mount Pleasant, small gaps to close, neighborhood connectors, and large-scale connectors.

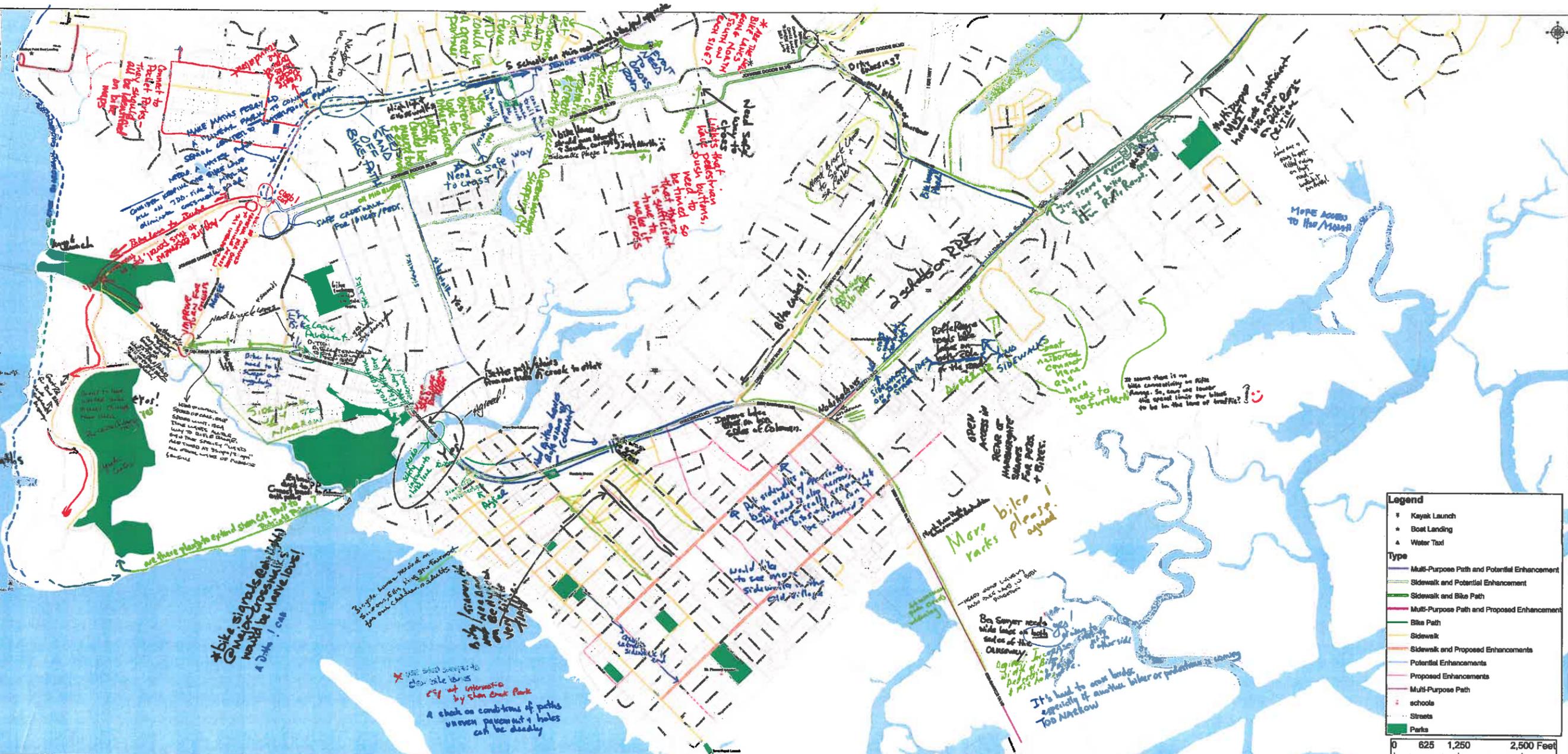
1. Old Mount Pleasant. Multiple improvements are recommended for Old Mount Pleasant to enhance connections to the urban corridor and improve lack of existing sidewalks. The majority of these are the installation of new sidewalks where none existed previously, but McCants Dr. and Center St. are recommended for additional sidewalks or widened sidewalks. *on the line McCants + Center.*

2. Small Gaps to Close. Missing sidewalks and small gaps to close are a priority to complete. These gaps act as a hindrance to established routes and their small size makes them easier to fund and build than many of the larger recommended projects.

3. Neighborhood Connectors. A few neighborhood connectors have been proposed. Additional opportunities beyond those presented in Appendix D exist and should be explored.

4. Large-scale Connectors. Large-scale connector recommendations are vital to the success of a pedestrian/bicycle system. Some of the recommendations are for upgrades, such as Mathis Ferry Rd., others are for areas where no improvements currently exist. Cost estimates have been provided for the smaller connections. Prices vary depending on the complexity of the project and the existing topography.

The recommendations presented in Appendix D do not represent all improvement opportunities and additional opportunities should be explored.



* There is an expansion joint on the bridge close to the downtown side that has a "lip" that needs to be smoothed down. It causes a danger to cyclists either falling or the difficulty of passing or free or breaking bike shells.

Connect more neighborhoods with bike/walk paths

Connect to Pedestrian Paths - they should all be highlighted.

* bike signals @ major crossings would be a huge help!

* use school surveys to identify areas of interest by Shom Creek Park. A check on conditions of paths in urban pavement holes can be deadly.

* Libby's that needs to be fixed so that sufficient is sufficient to have the bike racks.

Move bike racks please!

It's hard to cross bridge especially if another bike or pedestrian is nearby. Too narrow.

Legend

- Kayak Launch
- Boat Landing
- ▲ Water Taxi

Type

- Multi-Purpose Path and Potential Enhancement
- Sidewalk and Potential Enhancement
- Sidewalk and Bike Path
- Multi-Purpose Path and Proposed Enhancement
- Bike Path
- Sidewalk
- Sidewalk and Proposed Enhancements
- Potential Enhancements
- Proposed Enhancements
- Multi-Purpose Path
- schools
- Streets
- Parks

0 625 1,250 2,500 Feet



2012 Bike and Pedestrian Facilities

Map 2

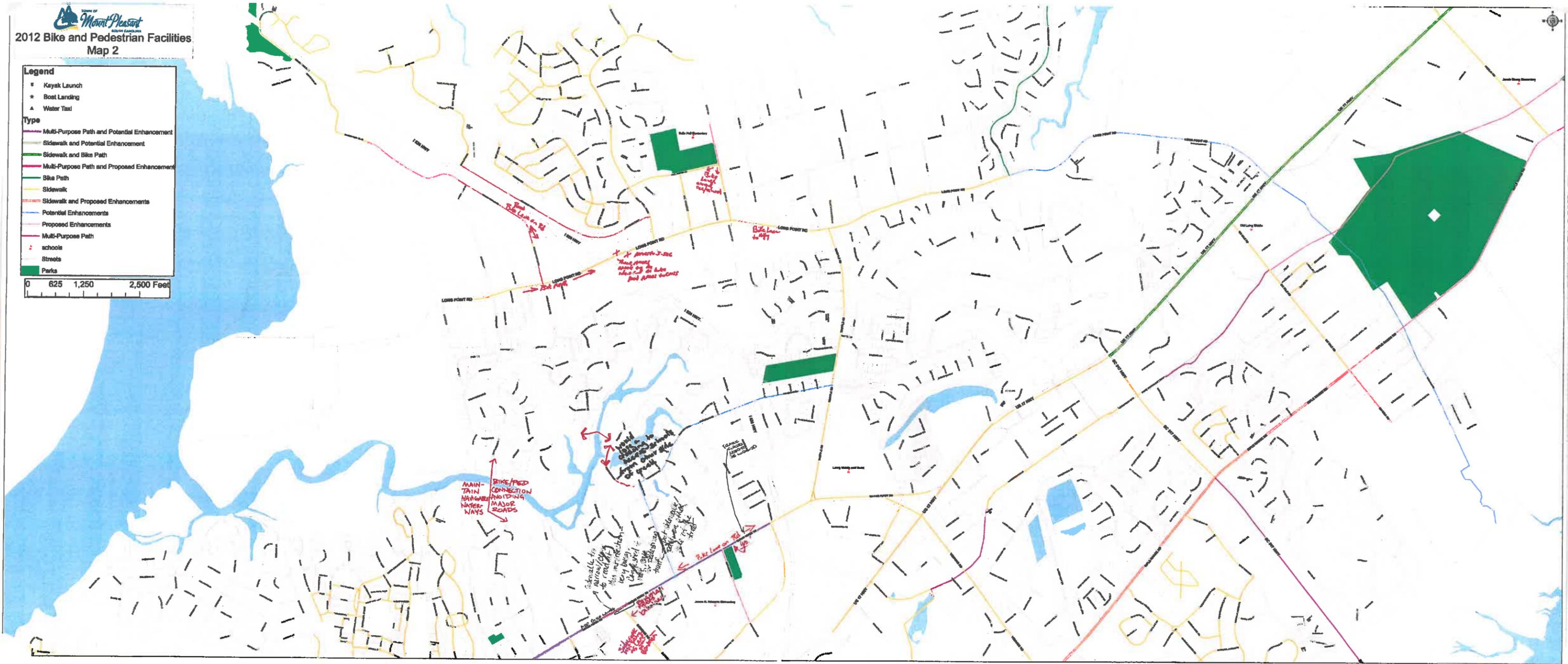
Legend

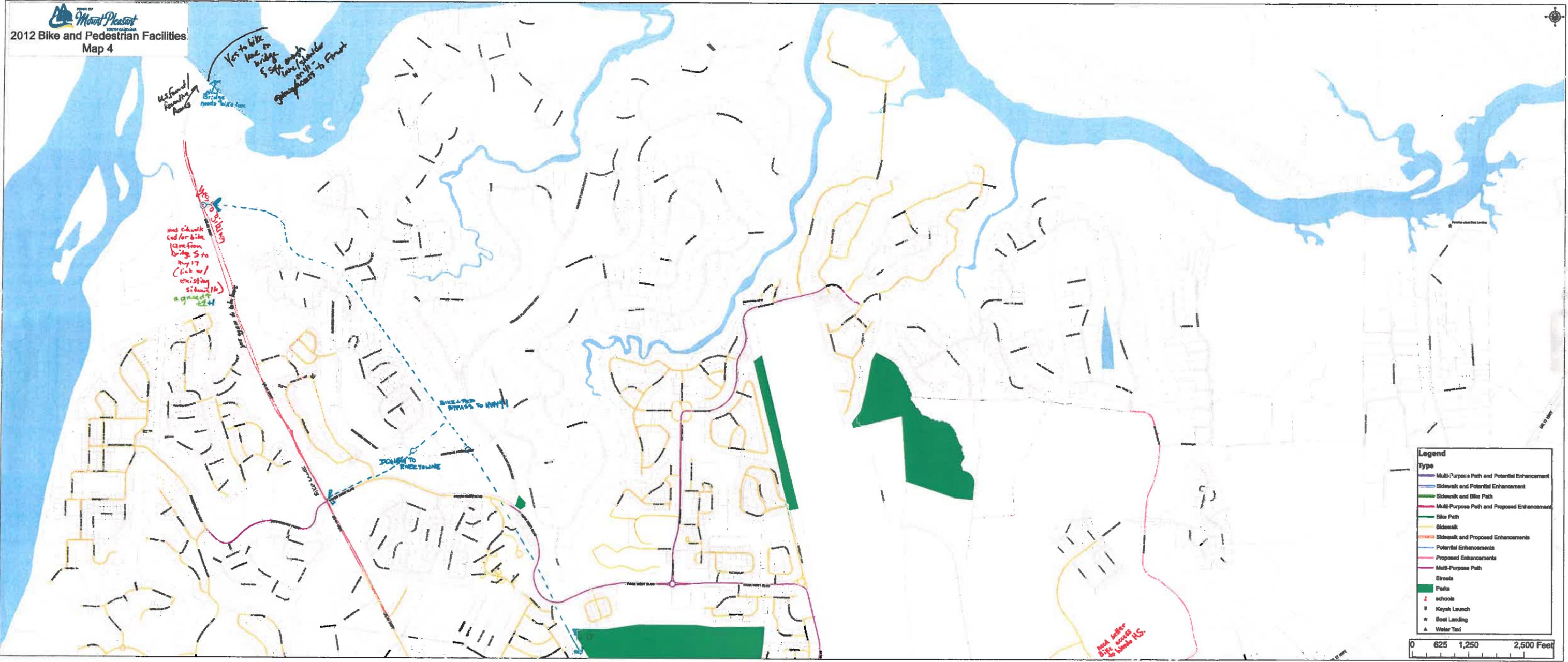
- ◆ Kayak Launch
- ★ Boat Landing
- ▲ Water Taxi

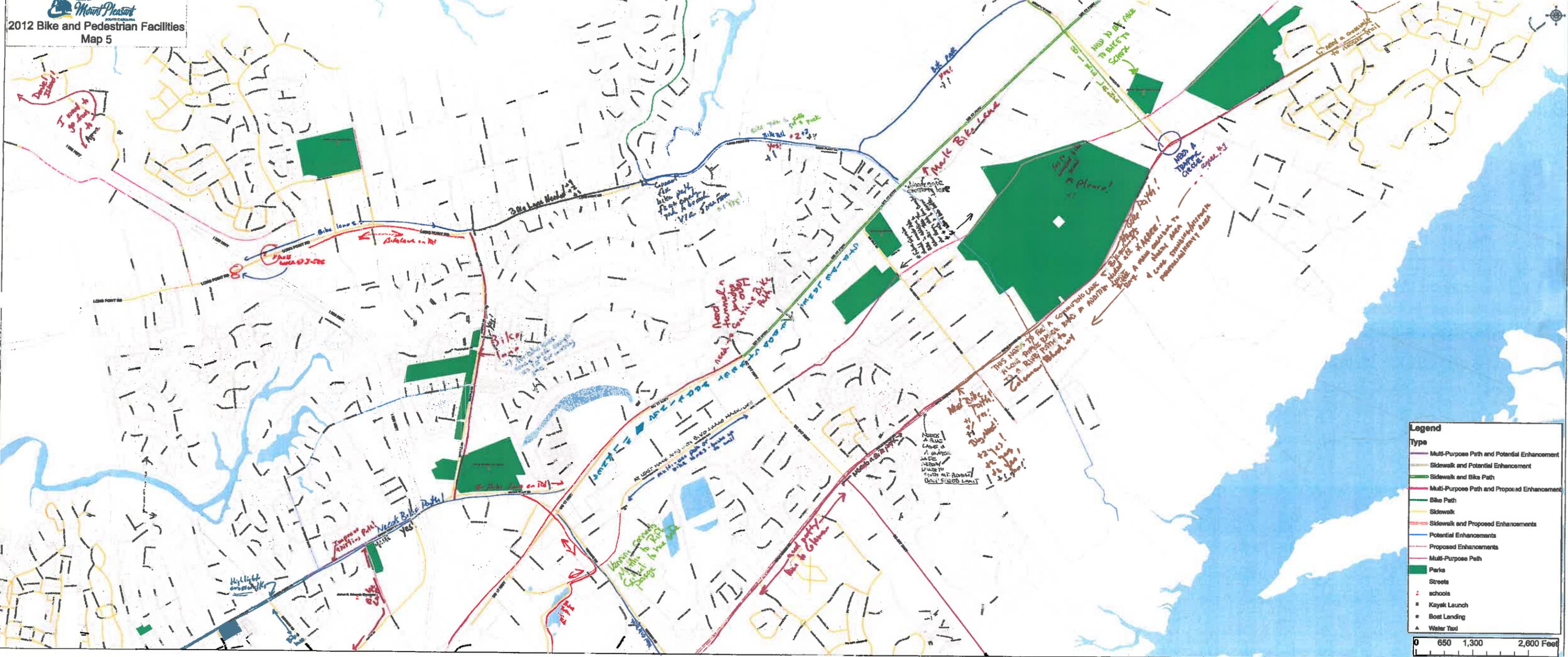
Type

- Multi-Purpose Path and Potential Enhancement
- Sidewalk and Potential Enhancement
- Sidewalk and Bike Path
- Multi-Purpose Path and Proposed Enhancement
- Bike Path
- Sidewalk
- Sidewalk and Proposed Enhancements
- Potential Enhancements
- Proposed Enhancements
- Multi-Purpose Path
- schools
- Streets
- Parks

0 625 1,250 2,500 Feet



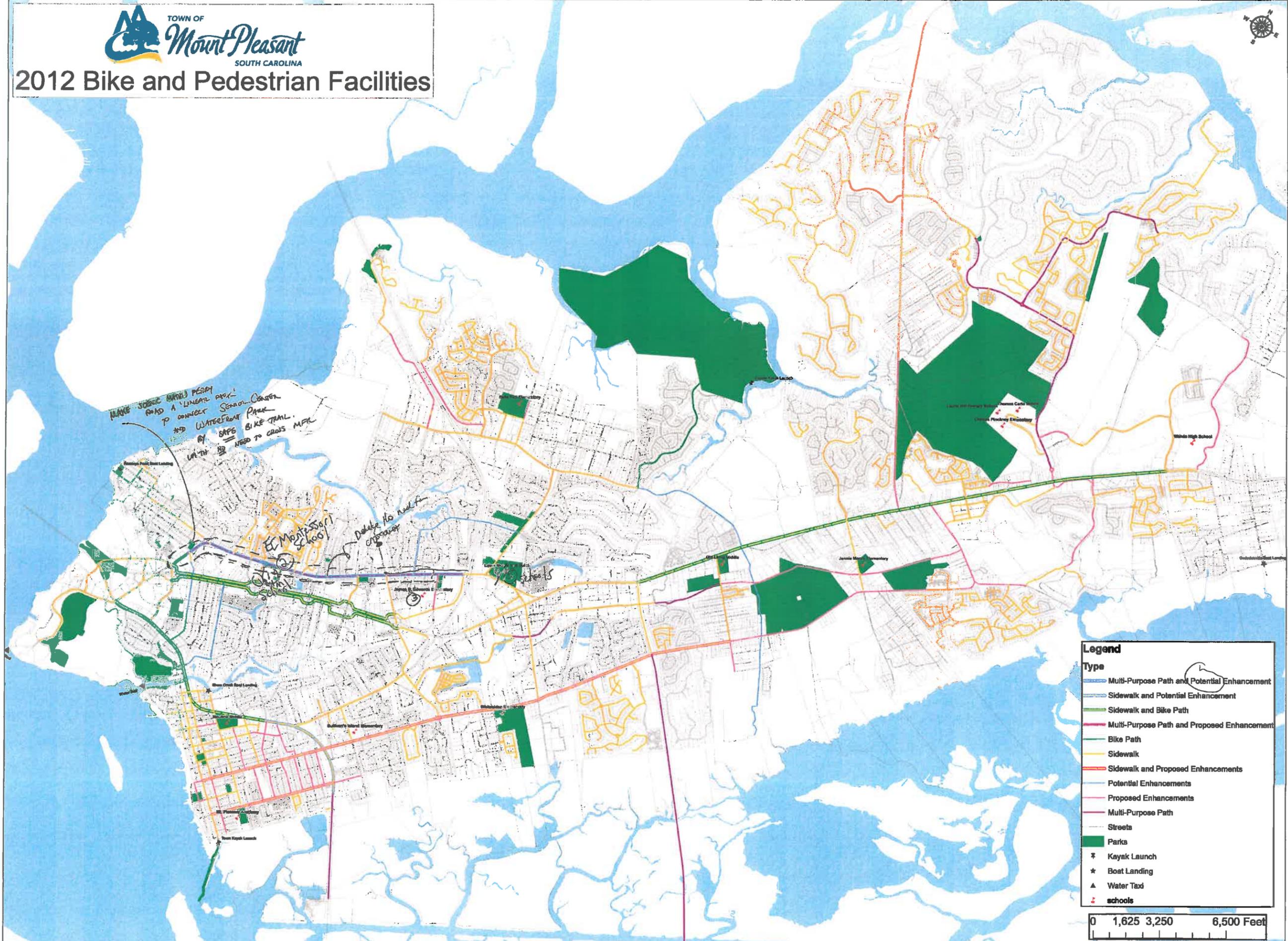




Legend	
Type	
Multi-Purpose Path and Potential Enhancement	(Red line)
Sidewalk and Potential Enhancement	(Yellow line)
Sidewalk and Bike Path	(Green line)
Multi-Purpose Path and Proposed Enhancement	(Red line with dashed border)
Bike Path	(Green line with dashed border)
Sidewalk	(Yellow line with dashed border)
Sidewalk and Proposed Enhancements	(Red line with dashed border)
Potential Enhancements	(Blue line)
Proposed Enhancements	(Red line with dashed border)
Multi-Purpose Path	(Red line with dashed border)
Parks	(Green shaded area)
Streets	(Black dashed line)
Schools	(Red triangle symbol)
Keylink Launch	(Blue star symbol)
Boat Landing	(Blue square symbol)
Water Taxi	(Blue triangle symbol)

0 650 1,300 2,600 Feet

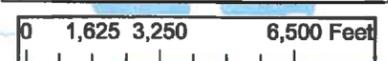
2012 Bike and Pedestrian Facilities



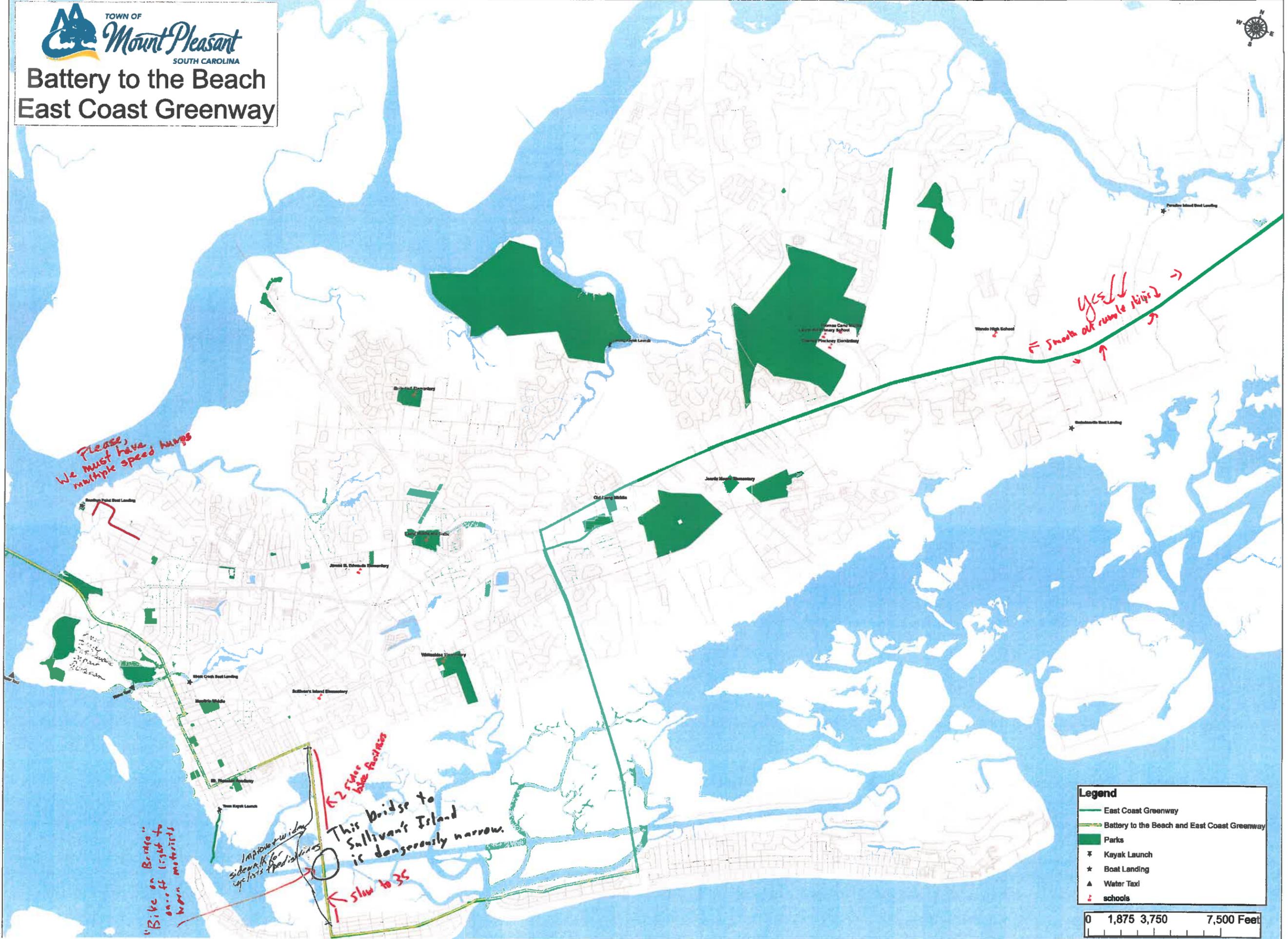
Legend

Type

- Multi-Purpose Path and Potential Enhancement
- Sidewalk and Potential Enhancement
- Sidewalk and Bike Path
- Multi-Purpose Path and Proposed Enhancement
- Bike Path
- Sidewalk
- Sidewalk and Proposed Enhancements
- Potential Enhancements
- Proposed Enhancements
- Multi-Purpose Path
- Streets
- Parks
- Kayak Launch
- Boat Landing
- Water Taxi
- schools



**Battery to the Beach
 East Coast Greenway**



Please, we must have multiple speed humps

Smooth out rumble strips

Bike on Bridge
slow to 35

2 bike facilities
This bridge to Sullivan's Island is dangerously narrow.

Legend

- East Coast Greenway
- ▭ Battery to the Beach and East Coast Greenway
- Parks
- ⌘ Kayak Launch
- ★ Boat Landing
- ▲ Water Taxi
- schools



Appendix C

Comments from May 29, 2014 Open House

Natural Resources

1. Allowing an impermeable surface with a large footprint, within yards of any estuary is not a good example of this. (Comment on goal 1 – Protect environmentally sensitive lands and increase access to open space and rural landscapes)
2. Overall invasive to private property rights
3. Need public boat ramps
4. Waterfront developers need to provide public access on their developments
5. Extend new Shem Creek Park dock all the way to Patriot's Point walkers, bikers & tourists would enjoy this so very much.
6. How would a parking garage along Shem Creek help views of our natural resources?
7. Town needs to change zoning, stormwater drainage requirements to protect pristine areas not build parking garages etc. with major runoff pollutants.
8. Is this really happening? Seems like a big issue and concern for residents and tourists. (Comment on goal 1.1)
9. More, more, more (Comment on goal 1.2)
10. Great idea, let's get a greenway started like West Ashley, but better (Comment on goal 1.3)
11. (Goal 1.1) "Restrict the development of environmentally sensitive lands, such as floodplains and wetlands. Demand developers to preserve vacant floodplain lands as open space and leave them in their natural state". (Comment was agreed with by another commenter)
12. (Goal 2.1) – Like Shem Creek... (another commenter added "We can all park in the future parking garage")
13. (Strategies 1) – Like Shem Creek!
14. Develop public ramps to Wando for watercraft access.
15. Make water front lot equal to the county lots.

Community Facilities

1. Town of Mount Pleasant needs a pedestrian friendly interconnectivity between neighborhoods, shopping, work, etc. Bike paths between neighborhoods and on main roads. Pocket Parks? I'd rather see a REAL park. Instead of a punch of concrete on Coleman Blvd. Mt. P is not Atlanta, but is sure is starting to look like it.
2. Add parks, bike paths, green space, promote public transportation. CARTA racks, make is more accessible and market it to commuters.

3. Work with county school board to ensure resident interests are addressed in the new high school.
4. Do not raise taxes for recreation. Raise fees for this to only impact uses.
5. How about a pocket park at Hibben & Whilden – ok right – A passive park with live oaks, etc. at Mill & Coleman Blvd. – un huh. :(
6. Fix the existing Town Hall & halt government growth.
7. MP Thrives on tourists and tourism. IOP & Charleston get most of the \$\$\$\$. Go after the \$\$\$\$.
8. Provide more green space & parks, access to the water. There is still natural open space left. Why are we selling into more developments?
9. Keep Town Hall where it is! Renovate the existing Tall Hall Center – add stories, instead of building new one. No need to spend money on a new one!
10. “Buy Local” – Leverage Shem Creek? What’s left of the shrimp boats?
11. I thought old town hall was being rehab.
12. ADA compliance in all buildings.
13. Would like Farmers Market near Parkwest/Dunes West
14. Can the Town provide an ice house/fuel station to support local shrimp industry.
15. Need more senior programs @ park west.
16. Bridge over Wando on Rt 41 / bike lanes?
17. Yes, new high school!
18. Improve communication to neighborhood assoc. representatives.
19. (Goals 1) – still waiting
20. Need large dog park with water
21. A retention pond is NOT a dog park! (3 Commenters agreed)
22. Tournaments for the gaming community (1 commenter agreed)
23. Appreciate having lap swim lanes available at all times (especially 5 – 6pm) at pools.
24. Where are the new senior centers? And buses to get there?

25. Natatorium? There was at one time a plan for this. Swimming is a popular sport here because of our climate. We could attract other sports and activities (ex: water polo).

Economics

1. Where are manufacturing jobs. Tourism jobs pay low and the average pay in Charleston/MP is too low now.
2. We don't want a greater downtown on Coleman Blvd. – Just ask the residents who live around Coleman!
3. Tourism! We are losing the tourists to IOP & Charleston.
4. (goal 3.1) We do not want to be a downtown Charleston. We live in Mt Pleasant because we do not care for high density.
5. The Town needs to put the brakes on increasing density along Coleman Blvd. Building heights also need to be lowered.
6. High Density housing is not needed if buses or other transportation is made accessible to the more rural areas, ie “workforce” living areas!
7. The parking garage is not necessary! Why use tax \$ to build an eyesore that will bring business to businesses that are already thriving?
8. We do not need a convention center in Mt. Pleasant. It is a waste of taxpayer money.
9. Increase job opportunities for TOMP residents.
10. Economic & Business Development goals are not supported with land allocation. Only Business/Light Development area (color pink) is the existing Wando Terminal Area?
11. Do include workforce housing opportunities for individuals with disabilities. The reside in Mt P. And it's good civic policy.
12. (Goal 2.3) Protect the environment!
13. We need more employment areas here instead of going over bridges and to help support our tax base.
14. Plans for industrial parks? Free trade zones?
15. Attract “Green” business & build with green standards
16. Do we really need more retail stores? Where are the seeds for small tech business that employ more than a few people? The sprawl of retail continues north on 17.
17. (Goal 4) – how?
18. (Strategies 6) – Save Shem Creek!

Cultural Resources

1. (Goal 1) – If that is true than why are we buying them out, taking their homes & building roads on top of them? Case & point: 6 mile community, Snowden, 4 mile.
2. (Goal 2) !!!
3. (Goal 3) !! Cultural landscape ordinance doesn't do this.
4. (Action Plan item 2) 3 units/acre is not rural or agricultural.
5. Provides no strategies to uplift the Gullah residents
6. Creating a cultural Arts Center is a great idea!
7. Recognize that MP is now a tourist destination. They bring lots of \$\$\$ to MP.
8. Cultural Arts Center is a must!!
9. Cultural Center would be a great asset to town!
10. Cultural local resource strategies need to include working with school system to education on contribution of Gullah/Geechee Cultural Heritage Corridor.
11. Cultural landscape shouldn't mean walking thru a high density neighborhood for access. Preserve the land and open space.
12. (Goal 1) – Then why did you approve Oyster Point in the middle of the Six Mile Community?
13. (Goal 2) – You did the exact opposite approving Oyster Point; adding 7,000 vehicles daily to the short segment of six-mile road east of Rifle Range rd.
14. Help protect community that is traditional agricultural
15. (Action Plan item 3) – Like Palmetto Fort??

Population

1. Why was Oyster Point allowed when African Americans have lived there for generations!
2. The developers need to have more responsibility for providing green space and cultural centers, along with providing infrastructure. We can not allow unlimited development.
3. To be the reception center for all moving to SC will destroy Mt. Pleasant.
4. Just because they are coming doesn't mean we are required to find places for them to live.
5. Do not sacrifice what is already attractive to make it more attractive. More than likely you will make it less attractive. Ex: parking garage at Shem Creek (less attractive).
6. The unincorporated areas do not want to be annexed.

7. People aren't moving to MP in record numbers because it is going to be like downtown Chas. It's the opposite.
8. Developers do not need tax incentives to build here. Be sure developers have to pay for access roads and changes caused by their development traffic.
9. Town should have no obligation to reduce sprawl if it compromises the livability of the community for long time residents. Curb density!
10. Mt. Pleasant is already a life long community, where people of all ages want to live. It is why we have been a boom town since the 1990s. We prefer to keep the current character of MP...its why we love it.
11. The population has got to give at some point soon before Mt. Pleasant becomes a place that we (people who grew up here) do not recognize anymore. More apartment complexes = too much traffic!
12. (Goal 3) How does #3 which invites transient visitors, help "increase attractiveness....for all ages"?? Helps tourism, yes!
13. (Goal 2.2) – and older
14. "Donut" areas are not Freeloaders!
15. Why are donut holes still extant? Taxes, facilities all favor incorporation.
16. Have more activities that are advertised.
17. Promote activities better!
18. Town population growth is uncontrolled and out of control. Future does not look good when population exceed 100,000.
19. Have more public input – this forum is a good start – thanks.
20. Since Wando population means fewer kids can play high school sports –too competitive – need for Town rec programs increase for older kids – how do we afford this?

Housing

1. Listen to your citizens, NOT the developers. Only the developers want increased Density. "Mixed" use.
2. Too much growth and too many cookie cutter houses is not making Mt. P a better place to live. What happened to a yard and your privacy? We need more rural/county neighborhoods vs, high density builders.
3. Every single strategy is in conflict with "recognizing and protect the character of MP's existing residential neighborhoods and communities".
4. Too much concentration into MDU's. Intense traffic concentration changing character of MP.
5. We should not be trying to be Charleston.

6. This sounds like a Developers Plan. The people that live in these areas would like to keep it like it is.
7. What do you mean by “universal design”?
8. Bonus density was abused at the Mathis Ferry Apartment – There is not enough parking onsite. What is meant by density bonuses? Who is getting the bonus?
9. How do we know if our existing residential neighborhoods are being protected when BOZA is changing zoning in pockets?
10. Who determines the appropriate areas for higher densities? Will we know of these areas prior to change?
11. Housing options for individuals with disabilities please.
12. You are taking an old established neighborhood which I bought into around 1981 and creating high density – We are not l’On!!! Nor want to be. – Old Mt P. owner.
13. Develop design standards for buildings – we have too many ugly buildings going up – like new hotel going up on Ben Sawyer.
14. We need more housing options not just apt. or \$400,000+ homes.
15. Average price home “affordability” doesn’t exist in MP. Affordable doesn’t have to be apt. complex. It can be a mixed-use for younger generations.
16. (Goal 1.2) I think we have enough!
17. Coleman Revitalization plan – The Boulevard is not in line with the character of Mt P. in regards to design, setback, etc. Please consider this in future development.
18. (Goal 1.2) – Excellent ideal to have mixed areas so people can walk or bike to work and eat, ect. In close area.
19. (Goal 1.2) – Please plan for the traffic. I’ve lived here for 2 decades and the entire tri-county is way behind the curve in traffic planning & priorities. Better Mass transit.
20. (Strategies 2) – That didn’t happen. Four & Six Mile communities are disappearing....
21. (Strategies 3) – Do not change boundary line urban/rural. Ex: Commonwealth low density / Carolina Park high density.
22. How can you speak to widening Rifle Range Rd, localized development & preserve the cultural landscape communities? Build, baby, build.
23. Not taller; limit building heights!

Transportation

1. Bicyclists should adhere to the rules of the road. Perhaps the rules should be established in pamphlet and further should be registered to their owners. After all they are using our roads and riding in our neighborhoods.
2. Please look at the impact of density on Ben Sawyer. It already backs up bumper to bumper to beach; it also narrows to one lane and further backs up. And bridge opens. Any increase density anywhere on Coleman increases the problem and its getting to where we can not get out of our communities. Plus additional high density on Ben Sawyer will make it a daily problem. Am not sure why Ben Sawyer was included in Corridor but we have only one way in and one way out. Can this be reconsidered?
3. Concentrating population will snarl streets. People want their cars and the freedom it gives them.
4. How can you decrease congestion where you're increasing population density??
5. Parking lot on Shem Creek destroys character! Why not use the lot by the commons or the one by Sette? Keep it off the Creek.
6. Open season in the cut-through neighborhoods (Groves, Cooper Estates). Not just traffic, which is bad, but crime too. Planning and mitigation is badly needed.
7. What constitutes "increasing quality of life?" For me, quality of life is low population density and freedom to travel as I see fit rather than being herded into what government wants.
8. No more speed humps!
9. TRAFFIC CALMING in residential areas please!
10. No multi story parking garages!
11. Louisville, KY has free fixed route trolleys for public transportation.
12. Do Not encourage traffic to cut through my existing neighborhood. We already need traffic calming.
13. The Groves Civic Association is anticipating a traffic calming proposal for our very BUSY & increasingly dangerous neighborhood. More bikes, pedestrians and transit = less wear and tear of infrastructure.
14. Park & ride needed not 5 story parking garages! Infrastructure not in place to handle increase of population.
15. We need to address intersection along Whilden & the sidewalks! Unsafe for years & nothing has been done.
16. Public transportation between Mt. Pleasant and Charleston needs to be encourage, supported.
17. More parking garages encourages more congestion. Develop parking plan conservatively.
18. Public transportation is absolutely necessary. 1st find out the needs of those who will use it, then meet those needs. "it you build it, they will come" might not be the best strategy.

19. Encourage innovation for creation of new bike lane opportunities on existing and all new paved streets.
20. Add a bus route to Rifle Range. The bus system is great, we need to do a better job promoting it. I rode Express Z to downtown from Kmart last Friday during Spoletto. Awesome experience. 15 min. ride. No traffic. Only 3 ppl on the bus. : (If more people rode public trans we wouldn't have as much traffic congestion. Let's do a better job PROMOTING free ride day or some other cool event. It's a great asset & we need to keep it popular among residents.
21. A major streets and routes plan should be established to reinforce a spinal network with landscape, bikeway & pedestrian standards to higher emphases.
22. Connectivity for bicycle and pedestrian is utmost important. This should be ongoing will all new roads improvement plans.
23. (Action Plan item 2) – Target and dates.
24. (Action Plan item 8) – By when?
25. Pursue securing SCDOT ROW into TOMP Jurisdiction; SCDOT to abandon small neighborhood streets and more.
26. (Goal 2.2) – And provide bus stop benches and covers at all locations.
27. Increase connectivity from Darryl Creek to Carolina Park & Park West – all traffic needs to go through Commonwealth now.
28. Google map to see available options – not damaging waterways/wetlands.
29. (Goal 3.1) – Yes!
30. (Goal 4.5) – Go to a hub system: Short routes to all areas of Mount Pleasant.
31. Long Range:
 - a. Develop a hub & spoke system
 - b. Big bus stops at three places (Oakland, Kmart, Miller Cadillac), smaller buses/vans service individual neighborhoods and feeds into the 3 hubs.
 - c. Set up coffee- pastries at the bus hubs with air conditioning and cover while people are waiting.
 - d. Immediate: put up covered benches on all stops.
32. Must recognize the opportunity for the town to increase bike lanes. Not only for residents but to attract tourism to our beautiful town.
33. Red lights on Rifle Range was short sighted. Traffic circles should have been put in. (another commenter agreed with this comment and added bike lanes too).
34. The road network should be improved gradually. Also add traffic lights for the Charleston National exit.
35. Rifle Range Rd. needs a bike path.

36. Need "H" sign at corner of Faison Rd. & Park Ave Blvd. (for Roper Hospital)
37. Segway rentals, zip car rentals
38. See straphanges transit recommendation memo.

Land Use

1. "Urban Infill" is for Dead Urban Cores in burned out cities, not for thriving residential communities like MP.
2. Developers need to start paying for infrastructure.
3. Please reconsider and rescind the new 75' building height ordinance allowance that 75' height will further ruin Mount Pleasant.
4. Issue Municipal (tax free) bonds from Mt Pleasant to raise funds to secure other property (than on Shem Creek) for the parking garage.
5. (Goal 3 and 3.2) New development is scale with neighborhood. Abolish Urban Corridor!
6. Do not increase density in southern portion. Increase the density in the northern portion. Leave the southern portion alone.
7. The established neighborhoods like Old Village, Old Mt P need to maintain setbacks. The character comes from large lots and mature trees. The subdividing of lots should have same setbacks. Not fair to residents that bought there for that reason of space.
8. Please – no 75' buildings on Coleman – 45' is high enough.
9. Change Goal 1.1 and reduce density in the southern side!
10. Evaluate potential for implementation of preservation incentives and programs similar to those in place in historic Charleston.
11. What "center of employment" was considered before allowing the Darby's to build the Boulevard?
12. (Goal 3.3) A 55' Garage at Shem Creek is totally incompatible with Shem Creeks marsh environment. Plus are you building it for business our for visitors and tourists. It should not be built!
13. Appropriate infill and scale redevelopment is laudable and worthwhile goal. But please cut height and increased density!
14. Need public access to water.
15. Why not encourage development on North 17 within Mt Pleasant? Plenty of land available beyond Towne Centre!
16. Let's protect the character of Mt. Pleasant's neighborhoods – as mentioned in the "Strategies" of the "Housing" goals.

17. The Boulevard was a mistake. Please revise ordinances so they reflect reduced scale.
18. Earls Court is not compatible with neighborhood.
19. Please abide by the stated goals to preserve the character of Shem Creek.
20. The proposed parking garage does not protect the character of SHEM CREEK and is out of character with existing properties.
21. Developers need to provide money to upgrade roads where their develop next housing occurs.
22. Protect the existing neighborhoods – make sure new developments are in concert with the existing areas. No more Earl's Court, Blvd. etc.
23. Be cautious with "infill" development. Be sure it is acceptable to the community.
24. Do not allow building taller than 3 stories.
25. Do not urbanize the town with larger, out of character buildings regardless of population growth.
26. More people will bring more cars – offstreet parking is a must!
27. No more high density in urban corridor – When a stadium is full, it's full. The quiet, quaint side of town is becoming too crowded! Just because they want to live in Mt. P, doesn't warrant increased density – in Old Mt. P.
28. The proposed bldg./parking garage at Shem Creek is a threat to Goal 3.3 of Land Use Goals. Complete eyesore.
29. The "context of our existing neighborhood" has not been protected thus far. Quality of life in the cut-through neighborhoods has been a casualty of this plan. Help the Groves please.
30. Existing/established communities such as "Old MP", Old Village, Osceola Heights, etc with their large lots & 25' – 10' setbacks should remain in effect instead of allowing in filling. New communities such as l'On can set their own rules.
31. Where is language pertinent to land use to encourage job creation in order to reduce commuter travel for MP residents.
32. Higher density north, not south.
33. No. Spread pockets of density – infuse with greenspace. Allows walkable – bikeable commutes to work, shopping.
34. Starving the north side and cramming the south is herding. Higher south density will damage old village character.
35. This is Smart Growth at its worst.

36. Obviously the Council wants to turn this Town into a City! This plan will actually turn future residents away.
37. Protect the character of Mt. P. Why the parking garage on Shem Creek. It all boils down to money.
38. Rural areas need public transportation the most.
39. Balance Density! Pockets of rural – greenspace should be present throughout. Traffic should not funnel to dense South Mt. P.
40. How does the proposed parking garage fit the Shem Creek Corridor Guidelines?
41. Please post an environmental impact statement on your website for proposed parking garage.
42. Proper prior planning precludes poor performance!
43. Current infill & redevelopment is Not protecting the context and fabric of existing neighborhoods. (Coleman Blvd. vs Coleman neighborhoods)
44. “Mixed Use” zoning. Do not relax zoning guidelines to increase density. Reverse the ongoing “boom” ease of Shem Creek. Parking (off street) must be mandated in new mixed uses.
45. Make good incentives for people to go green – you have to explain what going “green” means.
46. (Action Plan Item 3) - What in the world does this mean!!? Can be interpreted many ways!
47. (Goal 1) – There is NO sufficient transportation infrastructure in the Town!
48. (Goal 3.3) - !!!
49. (Goal 3.2 & 3.3) – Limit heights
50. When in fulling the land scapes should match the characteristics of existing community. No high wooden fences.
51. Require larger lot sizes on future PUDs
52. (Strategy 3) – What happened with Carolina Park? High density is there. (North side on rural border)
53. (Strategy 8) – like Coleman Blvd? Commonwealth? And Six Mile?
54. Need interconnection between Darrell Creek and Carolina Park.
55. Keep Urban Growth Boundary where it is – stop changing the zones to meet developer needs.
56. Consider allowing commercial – professional services zoning change for lots in White Hall along Marginal Rd.

Comment Cards

(Housing strategy 2) – It's not new, but feel it's not being attended to NOW.

Natural Resources – Do not take away any “open space”!

Community Facilities – How is Mt. Pleasant going to affect school curriculum?

In “promoting street connectivity”, please do not encourage increased use of small neighborhood streets to connect major business centers. The increased traffic, increased speeds, and increased numbers of intoxicated drivers coming from Shem Creek now represents a MAJOR safety threat.

Land Use – Rifle Range – keep rural

(Economic item 3) – Maintain existing ordinances

Coleman Blvd is losing its charm and is an example of not listening to the community. The larger building is awful.

Issues to Explore

- Encourage solar, wind and geothermal energy bypassing any laws or policies necessary,

- Encourage more business in MP to increase tax base, reduce commute times, and allow people to live, work and place in the same area

- Keep our schools good

- Create parks for family recreation

- Encourage off-shore wind mills instead of oil ridges or nuclear power plants.

- Encourage multi-purpose communities to help maintain the small town, community feeling

- Keep our trees & flowers

- Bring in Costco and Home Depot

- Good public transit

Stop the leap-frog development

Please stop changing the Comprehensive Plan to satisfy developers. We are a coastal Town, not Charleston II

Did not see any plan for a new swimming facility to support interest here. Our older kids have to go to N. Chas. to swim or use private clubs.

(Traffic) – Intersection of Hwy 41/17 at evening rush hour is a mess and becoming dangerous. Backup of autos waiting to turn left onto 41 sometimes will back up to Hamlin Rd which creates a very dangerous situation at that intersection.

(Traffic) – Highway 41 at Rivertown and Dunes West is also becoming impossible. Evening rush time cars waiting to turn into DW back up past Harris Teeter entrance thus blocking cars exiting from H. Teeter. Line of cars waiting to turn left can have 30 cars waiting. We need additional turning lane into DW. Traffic tie-ups are dangerous there.

Comments Received on 2014 Comprehensive Plan Update via www.engagetompsc.com

The following comments were received between May 31, 2014 and September 24, 2014:

[Move two story buildings out North of Mount Pleasant.](#)

Truly, as a lifelong resident of Mount Pleasant, what is being done on Coleman Blvd is totally out of sink with the town. Sure if you want to put high rise buildings and parking garages here, do it on Hwy 17, not Coleman Blvd. Have respect for our ancestors, who created this quaint town and take all of the ridiculous buildings out towards the North part of Mount Pleasant. Do not allow others who are greedy take over 'OUR' TOWN. All that want these crazy changes really need to move elsewhere, as lifelong residents do not want our town to be like other cities.

[Where is the supporting data?+](#)

As an example -- what is affordable rent? What specific types of businesses meet your criteria? When does infill over load existing infrastructure? When accommodating pedestrians and bicyclist are there plans to use existing sidewalks that are underused? Basically where is the criteria that will be used to measure how successful the plan is implemented. Why not include a multi-year plan to reduce school traffic by restricting traffic on school campuses to busses, bikes and pedestrians. As part of the plan the necessary infrastructure is put into place to support safe passage to the schools by pedestrians or bicyclists and enough busses are available for everyone else. This will greatly reduce traffic and promote Mount Pleasant as going green.

[Continue to find ways to put power lines underground](#)

To protect our trees from brutal utility pruning that can destabilize over the long haul and improve reliability for consumers during storm seasons. Start first in areas with grand tree canopy such as along Mathis Ferry. Perhaps consider using developer incentives?

Comment provided in response to above suggestion:

Drive down in the Simmons, McCants and Pitt streets and see what has been done to the grand oak trees!!! Cutting them up like that in the middle is truly wrong. Really any power lines put underground needs to start here.

[Dog Park Mt Pleasant Memorial Park](#)

Mount Pleasant needs a nice Dog Park under the bridge at our Waterfront Park. We need to give atleast 10,000 sq feet of land fenced in with a 4 or 5 foot chain link fence. Preferably on Harry Hallman Blvd. You will need to allow for 6 or 10 car parking spaces (most people will walk there). I would love to have a pond in the middle where the dogs could swim. Mimick the Park West dog park (the pond water is a run off water). There is alot of unused space under the bridge. I appreciate in advance you taking this idea into serious consideration. Thank you.

[Focus More Attention on the Northern End of Mount Pleasant](#)

Reading through the plan, most of the focus, attention and ideas are related to the southern end of Mount Pleasant. However, most of the population growth is related to the northern end. So, as a five year plan update, it would seem that more attention should be paid to the northern end (infrastructure, business and retail development, roadway widening, etc.). In addition, this would help

solve some of the transportation issues if less trips had to be made on Rt. 17 down to the southern end.

[I support the comprehensive plan](#)

You can't stop people from moving here, and protesting growth is not a solution. There will be 100,000 people living here before you know it, and we need to have a plan. And yes, that includes higher density living and buildings over two stories.

[plan for more open / green space](#)

Apartments and condos increase to congestion,. The terms Gathering Places / Meeting Places / Developmental Corridors are nothing more than "new speak" for high density housing. the theory that people are going to walk to work, the grocery, clothes shopping etc is a fallacy for suburbia. Yes it occurs to some extent in large cities for those who choose to live in high rise apartment buildings where there is a grocery store, restaurants, shops and boutiques on on every block, but it does not work in suburbia. You need to look no further than DI. It was planned and designed in the "New Town" / Back to the Future" concept, however the vast majority of the people drive to work, (often off the island), to shop , and even to the grocery and restaurants which are on the island. High density housing leads to a higher population density which leads to more traffic and congestion on the roads. Which then encourages people to move to a less congested region > hence encouraging sprawl.

[Highway 17 North commercialization](#)

As the Town moves further up Highway 17 North with businesses, please be cognizant of the residences behind those commercial enterprises and plan both future housing and business permits accordingly. Please also ensure that the commercial enterprises maintain a tree-lined buffer between them and the highway so that that stretch of highway doesn't look like some tacky strip of stores. Thanks.

[Limit fireworks](#)

I love fireworks, but not in my neighborhood for days before and after major holidays. I'd like to see Mt. Pleasant limit fireworks to only Town-sponsored events and not allow individual usage.

[Infill vs. greenfield](#)

One developers infill project (\$\$\$\$) is someone else's green space :~)
Any comprehensive plan needs to allow for some permanent vacant land -- not every open spot needs a building or pavement.

Comment provided in response to above suggestion:

I grew up in an area of Southern California that used to be a sleepy little town of mainly agriculture, retirees, and small families. Due to a lack of planning our town turned into suburban sprawl with many urban problems. Development and growth are good, but be very cautious and protect the quality of life. The folks involved in the community outreach and the amount of community input I see here, lead me to believe that Mount Pleasant will find a happy balance and be the better for it.

[Pedestrian Friendly Streets](#)

Because drivers are ignorant to stop for pedestrians in a crosswalk, can the town invest in a few of those "Pedestrians Have Right of Way" signs to place in the crosswalks? In particular, the crosswalk by

Sullivan's Island Elementary School on Rifle Range Road is a nightmare to cross. No one ever stops! I would also suggest adding a bike lane to Rifle Range from Ben Sawyer to Porchers Bluff.

Comment provided in response to above suggestion:

I have not found any safe way to cross Coleman Boulevard from Moultrie Middle School to the base of the Ben Sawyer Bridge which makes safe biking and walking not an option. Biking down either side of Coleman in the bike lanes is treacherous due to heavy traffic, non observant drivers and blind curb cuts.

Limit Height Restriction to 3 Stories

The problem with developing Coleman Boulevard as the new "downtown" of Mount Pleasant is that it is a main road for commuters going to & from work. These downtown areas work on side streets, ones that are not threatened by daily traffic congestion. To allow 55-75 foot buildings on this short stretch of road between the Harbor & the Beach is absurd. I think we can all look at The Boulevard and say "oops, that was a bad idea." I have not heard one single compliment regarding that building, so I'm not sure why we are trying to build more of them? Limit the height restrictions and you have a welcoming main street with pedestrian friendly sidewalks, crosswalks, etc. instead of a bunch of angry residents challenging every building that gets approved and a hodge podge main street of Mount Pleasant that looks ridiculous.

Comment provided in response to above suggestion:

There is NO safe way to cross Coleman Boulevard on foot or by bike. The bike lanes are great but I'm not encouraged to risk my safety navigating Coleman by bike to shop local.

Remember our Schools

Take careful consideration into the planning of future school locations. Our schools are already overcrowded and with the amount of new development going on, I'm not even sure there is room for any more schools. Protecting the small amount of green/open space left in our Town is important. Use for new schools, parks, play areas, recreation department, trails, etc.

On Paper

On paper it appears the Town is trying to do the right thing. Let's make sure they're sticking to it. I saw a lot of great ideas written down at the meeting last week, but I'd like to see them followed through. For example, there was a bullet point about protecting the black communities. However, the town built a road right on top of them and forced many people from their homes. I understand there is another road proposed to go right through those established historic mainly African American communities in Mount Pleasant. So, I don't understand how we are protecting them by building roads literally on top of them???

Highway 17 North commercialization

As the Town moves further up Highway 17 North with businesses, please be cognizant of the residences behind those commercial enterprises and plan both future housing and business permits accordingly. Please also ensure that the commercial enterprises maintain a tree-lined buffer between them and the highway so that that stretch of highway don't look like some tacky strip of stores. Thanks.

Maintain small town appearance and quality of life...

I respectfully request that the areas surrounding Shem Creek be preserved and maintained as framed in the previous overlay plan...and that the height restrictions remain at 35 feet rather than 55 or greater. I encourage more transparency and citizens' input when dealing with density issues that ultimately affect our quality of life. I applaud the creation of a citizens' board that would work together with our council and Mayor for the greater good of our community. Thank you for listening!

limit high rise to interior sites

Watermark, Oakland, LongPoint shopping ctr are appropriate for the tall buildings on the street. They are interior sites. Don't make Coleman a canyon & Shem Creek cut off from the street.

limit high rise(4 stories or more) to interior sites

Watermark, Oakland, LongPoint shopping ctr are appropriate for the tall buildings on the street. They are interior sites. Don't make Coleman a canyon & Shem Creek cut off from the street.



Town of Mount Pleasant Comprehensive Plan 2009 – 2019 Community Profile 2014 UPDATE



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Introduction to the Community Profile

This Community Profile consists of a review of the current conditions for the Town of Mount Pleasant and is a key element in the Town's Comprehensive Plan. The review is organized according to South Carolina's planning elements and covers the following topics:

- Population
- Housing
- Natural Resources
- Cultural Resources
- Economics
- Community Facilities
- Transportation
- Land Use
- Priority Investment

The purpose of the Community Profile is to provide a baseline inventory and analysis of the Town's current conditions to establish the knowledge needed to develop the rest of the Comprehensive Plan. Planning for the future is based upon a thorough understanding of current conditions. Much of the Community Profile was shaped by recent planning efforts conducted by the Town of Mount Pleasant, such as the Coleman Boulevard Revitalization Master Plan and the Long Range Transportation Plan.

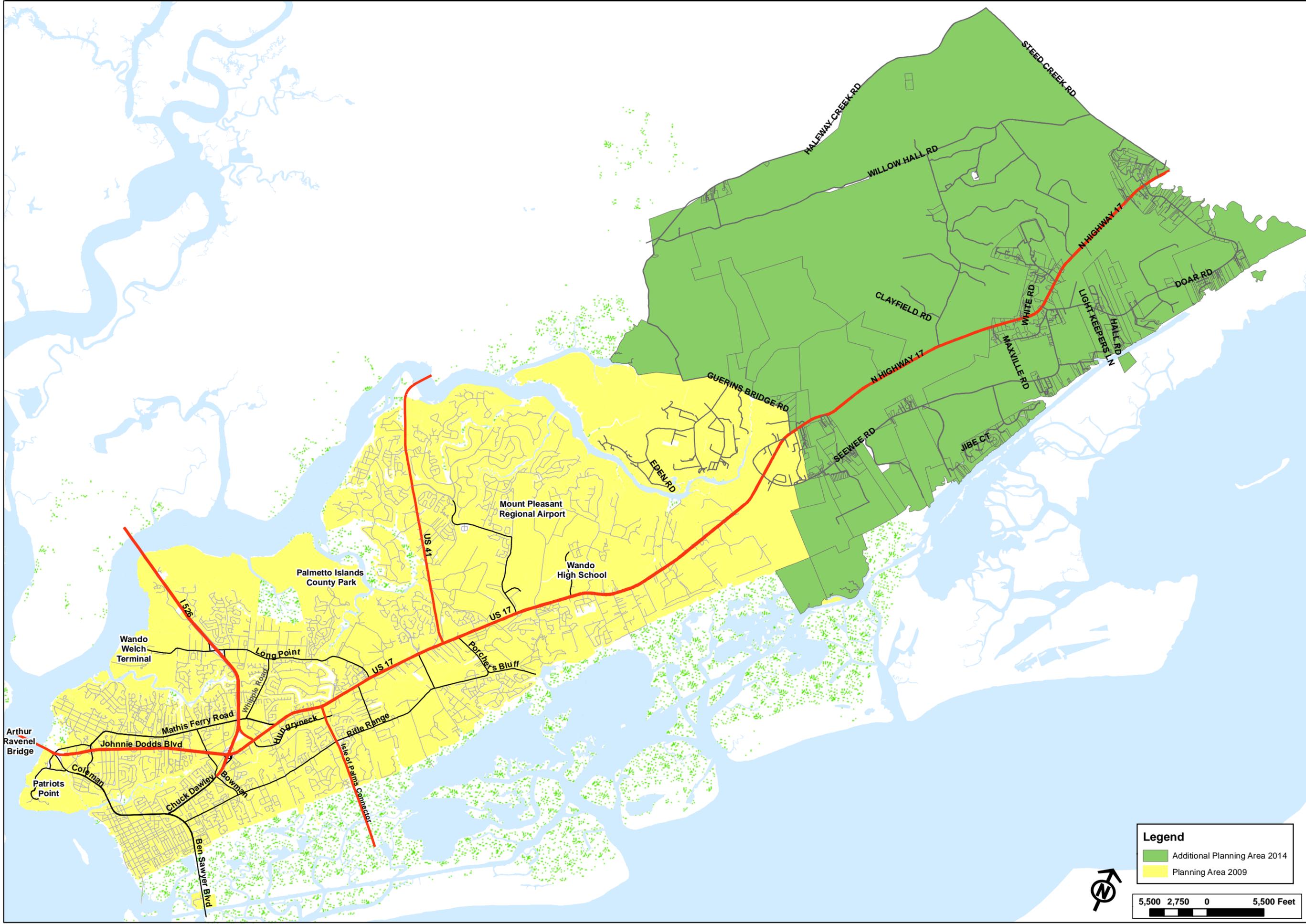
The Community Profile sets the stage for the policy portions of the Comprehensive Plan by creating a picture of the Town today, including its current challenges and opportunities. The Community Profile is not a policy document and does not contain recommendations per se. However, the Community Profile is also more than a mere listing of data and information. It contains interpretation and analysis of what the data and information means for the Town and its many stakeholders, including residents, businesses, property owners, and public agencies. This interpretation of the most pressing issues for the Town was shaped by stakeholder feedback provided through a number of venues, as described in detail in the Public Involvement Strategy completed in December 2008. The Community Profile contains both an assortment of information relevant to the Town of Mount Pleasant and interpretation regarding what this information says about the challenges and opportunities the Town will face over the ten year planning horizon.

The map on the following page depicts the planning area. The 2009 planning area was extended beyond the 2003 planning area to reflect the Town's concern about the potential impacts of urbanization along its current rural fringe. With the 2014 update, the planning area was again extended to protect the northern boundaries of the Town.

The Town of Mount Pleasant is concerned about its ability to control or influence the development pattern along its northern boundary. Annexation by the adjoining communities of the City of Charleston and the Town of Awendaw may affect the Town of Mount Pleasant's ability to influence development patterns along its northern boundary.

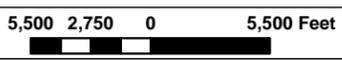
The planning area contains many areas that are not currently incorporated. Unincorporated areas are included in the planning area to ensure continuity of land use policy between unincorporated and incorporated areas, and likewise, between the Town of Mount Pleasant and Charleston County as well as Berkeley County in some instances. One of the goals reflected throughout this plan is the intent for increased land use coordination with adjacent public entities.

Town of Mount Pleasant Planning Area



Legend

- Additional Planning Area 2014
- Planning Area 2009



Population

Overview

This section of the Community Profile reviews the demographics of Mount Pleasant, including population growth, households, age, race, education levels, and income. Historical data shows the growth and trends of the Town and the composition of the population.

Population Growth

Looking back to 1980 from 2010, it is clear that the Town saw rapid population growth for at least thirty years. The average annual change in population was actually increasing during this time. On a percent basis, from 1980 to 2010 population growth was 377% in Mount Pleasant and just 27% for Charleston County. The Town of Mount Pleasant's growth may have accounted for a majority of Charleston County's population growth during this thirty year high growth period.

In comparison to Charleston County and the State of South Carolina, it is clear that Mount Pleasant's history of rapid growth is exceptional. In 2013, the US Census Bureau listed Mount Pleasant as the ninth fastest-growing city in the nation.



Table 1: Mount Pleasant Total Population, 1980-2010

	Town of Mount Pleasant	Charleston County	South Carolina
1980	14,209	276,712	3,121,833
1990	30,108	295,039	3,486,703
2000	47,609	309,969	4,012,012
2010	67,843	350,209	4,625,364

Table 2: Average Annual Change in Population, 1980-2010

	Town of Mount Pleasant	Charleston County	South Carolina
1980-1990	1,590	1,833	36,487
1990-2000	1,750	1,493	52,531
2000-2010	2,023	4,024	61,335

Household Growth and Size

Household growth usually tracks population growth, but population growth is also influenced by household size. Over the period from 1990-2010, Mount Pleasant saw rapid growth in the number of households, similar to its rapid growth in population. In fact, households grew slightly faster than population, but average household sizes slightly decreased in the Town. Average household size declined to 2.43 per household in 2010, down from 2.52 per household in 1990. In comparison with Charleston County, Mount Pleasant has larger household sizes, whereas in comparison with the State of South Carolina, Mount Pleasant has smaller household sizes.

Table 3: Change in Number of Households, 1980-2010

	Town of Mount Pleasant	Charleston County	South Carolina
1980-1990	11,788	107,069	1,258,044
1990-2000	19,025	123,326	1,533,854
2000-2010	27,742	144,309	1,801,181

Source: 2010 US Census

Table 4: Change in Average Household Size, 1990-2010

	Town of Mount Pleasant	Charleston County	South Carolina
1980-1990	2.52	2.60	2.70
1990-2000	2.47	2.40	2.50
2000-2010	2.43	2.36	2.49

Source: 2010 US Census

Race and Ethnicity

The Town of Mount Pleasant has fewer minorities than either Charleston County or the State, with over 90% of the population identifying as white. It should be noted that this count includes only those in the official Town boundaries and does not include enclaves of unincorporated areas within the planning area. The largest minority group in the Town of Mount Pleasant is African-Americans, who comprise 5% of the population. In Charleston County, African-Americans comprise about one-third of the population. There are also fewer Hispanics proportionally in Mount Pleasant than in the County or State as a whole.

Table 5: Racial Distribution of Mount Pleasant Population, 2010

	Town of Mount Pleasant	Charleston County	South Carolina
White Alone	61,938	229,462	3,060,000
African American Alone	3,439	106,887	1,290,684
Asian Alone	1,115	6,178	59,051
Other	1,351	7,682	215,629
Total	67,843	350,209	4,625,364

Source: 2010 US Census

Table 6: Persons of Hispanic or Latino Ethnicity in Mount Pleasant, 2010

	Town of Mount Pleasant	Charleston County	South Carolina
Hispanic/Latino	1,850	18,877	235,682

Source: 2010 US Census

Age

The most recent Census data available on Mount Pleasant at the time of this report is from the 2010 Census. Based upon this data, it is apparent that Mount Pleasant's current age profile is fairly comparable to Charleston County and the State of South Carolina as a whole. There are a few minor differences. The Town of Mount Pleasant is home to a higher proportion of middle-age families, as is apparent from higher percentages of people in the age ranges 35-54 and 5-14. At the same time, Mount Pleasant has a lower percentage of people in the 15-34 year old age range, indicating that young adults may move out of the community. Although the senior population is forecast to grow rapidly in coming years, currently the Town of Mount Pleasant actually has a smaller proportion of seniors (12.3%) than either Charleston County (12.7%) or the State (13.6%).

Table 7: Age Distribution in the Town of Mount Pleasant, 2010

Age in 2010	Town of Mount Pleasant		Charleston County	South Carolina
	Number	Percent	Percent	Percent
Under 5 years	4,059	6.0%	6.5%	6.5%
5-9 years	4,744	7.0%	5.7%	6.4%
10-14 years	4,864	7.2%	5.3%	6.4%
15-19 years	3,800	5.6%	6.4%	7.1%
20-24 years	3,090	4.6%	9.1%	7.2%
25-34 years	9,128	13.4%	15.9%	12.8%
35-44 years	10,849	15.9%	12.4%	13.0%
45-54 years	10,477	15.5%	13.7%	14.3%
55-59 years	4,513	6.7%	6.4%	6.6%
60-64 years	4,012	5.9%	5.8%	6.1%
65-74 years	4,516	6.7%	7.1%	8.0%
75-84 years	2,490	3.7%	3.9%	4.1%
85 years+	1,301	1.9%	1.7%	1.5%
Total	67,843			
Under 20 years	17,467	25.8%	23.9%	26.4%
20-64 years	42,069	62.0%	63.3%	60.0%
65 years and over	8,307	12.3%	12.7%	13.6%

Source: 2010 US Census

Educational Levels

The Town of Mount Pleasant's population has higher education levels in comparison with the rest of Charleston County and the State of South Carolina. Few adults in the Town of Mount Pleasant have less than a high school education (about 2.5%). There is a high percentage of adults with Bachelor's degrees (about 40%), and a high percentage with advanced degrees (about 23% with Masters, professional, and doctorate degrees). This highly educated population can be an attractive resource for technology and professional employers seeking a skilled labor pool.

Table 8: Educational Attainment for Persons over 25, 2010

	Town of Mount Pleasant	Charleston County	South Carolina
Less than High School	2.4%	12.6%	15.9%
High School Graduate	12.0%	20.5%	30.5%
Associates Degree	7.9%	7.2%	8.4%
Bachelors Degree	39.7%	25.5%	15.8%
Graduate or Professional Degree	23.5%	14.8%	8.8%

Source: US Census Bureau – 2010 American Communities Survey

Income

In the Town of Mount Pleasant 66% of households having incomes between \$25,000 and \$150,000, and 18% having an income above \$150,000 in 2012. The Town has a higher proportion of high-income households and a lower proportion of low-income households than either Charleston County or the State of South Carolina. The Town's median household income was 71% greater than the State's in 2012. Compared with previous years, Mount Pleasant's average income levels are increasing.

Table 9: Distribution of Households Income for Mount Pleasant, 2012

	Town of Mount Pleasant	Charleston County	South Carolina
Less than \$10,000	4.2%	9.1%	9.1%
\$10,000 to \$14,999	2.1%	5.5%	6.6%
\$15,000 to \$24,999	7.3%	11.1%	12.6%
\$25,000 to \$34,999	6.6%	10.2%	11.7%
\$35,000 to \$49,999	11.6%	13.8%	14.8%
\$50,000 to \$74,999	17.4%	17.7%	18.2%
\$75,000 to \$99,999	14.9%	11.5%	11.1%
\$100,000 to \$149,999	17.2%	11.4%	10.3%
\$150,000 to \$199,999	9.3%	4.8%	3.1%
\$200,000 or more	9.5%	5.0%	2.6%

Source: 2012 American Communities Survey

Table 10: Median Household Income for Mount Pleasant, 2012

Town of Mount Pleasant	Charleston County	South Carolina
\$76,228	\$50,289	\$44,623

Source: 2012 American Communities Survey

Household Types

The three most common household types in the Town of Mount Pleasant in 2010 were husband-wife households without children under 18 ; single person households ; and husband-wife households with children under 18 . A majority of households in Mount Pleasant do not have children under 18 , but Mount Pleasant has a higher percentage of married couples than either Charleston County or the State of South Carolina. Mount Pleasant also has lower percentage of single parent families than these comparison geographies.

Table 11: Household Types for Mount Pleasant, 2010

Household Type	Town of Mount Pleasant	Charleston County	South Carolina
Total households	27,742	144,309	1,801,181
Family households	18,045	85,692	1,216,415
with own children under 18	8,596	34,880	509,699
Husband-wife family	15,033	58,381	849,959
with own children under 18	6,930	21,497	319,204
Male householder, no wife present	752	6,160	85,354
with own children under 18	388	2,411	39,023
Female householder, no husband present	2,260	21,151	281,102
with own children under 18	1,278	10,972	151,472
Nonfamily households	9,697	58,617	584,766
Households living alone	7,349	43,485	477,894
Male	2,808	18,842	210,915
65 years and over	442	3,552	47,907
Female	4,541	24,643	266,979
65 years and over	1,602	8,998	118,449
Households with individuals under 18	8,992	40,047	590,942
Households with individuals 65 and over	5,705	33,220	459,418

Source: 2010 US Census

Housing

Housing Inventory

The number of housing units in the Town of Mount Pleasant has grown alongside population growth. The fastest growth was during the period from 2000-2005 when approximately 1,200 dwelling units were added annually to the Town's housing stock. Although a decline in new units was seen between 2006 -2011, there has been an increase in production annually since that time.

Table 12: Town of Mount Pleasant Dwelling Units, 1980-2010

	Dwelling Units
1980	5,283
1990	12,869
2000	20,197
2010	30,674

Source: Demographics for the Town of Mount Pleasant, 2014

The housing stock in the Town of Mount Pleasant is dominated by single family homes. Approximately 76% of the Town's housing stock consisted of attached and detached single family units in 2013. Multi-family units comprise 24% of the Town's housing stock.

Looking back at the distribution of Mount Pleasant's housing stock in past years, it is apparent that the percentage of multifamily units peaked in 1991 at 35%. Since that time, the percentage of single family units has generally been increasing, up from a low of 65% of housing stock in 1991 to 76% in 2013. Recent building trends have seen an increase in the permitting and construction of multi-family units, while single family has also continued to rise.

Table 13: Ratio of Housing Stock by Unit Type, 2013

Single Family Detached	70%
Single Family Attached	6%
Multi Family Condos	13%
Multi Family Apartments	12%

Source: Demographics for the Town of Mount Pleasant, 2014

National trends and forecasts have shown that the number of single person households will continue to increase. Should this also prove to be the case in Mount Pleasant, the need for a greater variety of housing types will become increasingly important.

Housing Permits and Construction

Housing permits peaked in 1999 with over 1,700 permits issued in that year. The number of permits issued annually declined to its lowest point in the last decade and a half with 167 permits issued in 2009. Since 2009, numbers have increased with 820 permits issued in 2013. The number of units built follows the same pattern as the number of units permitted with a delay of one or two years.

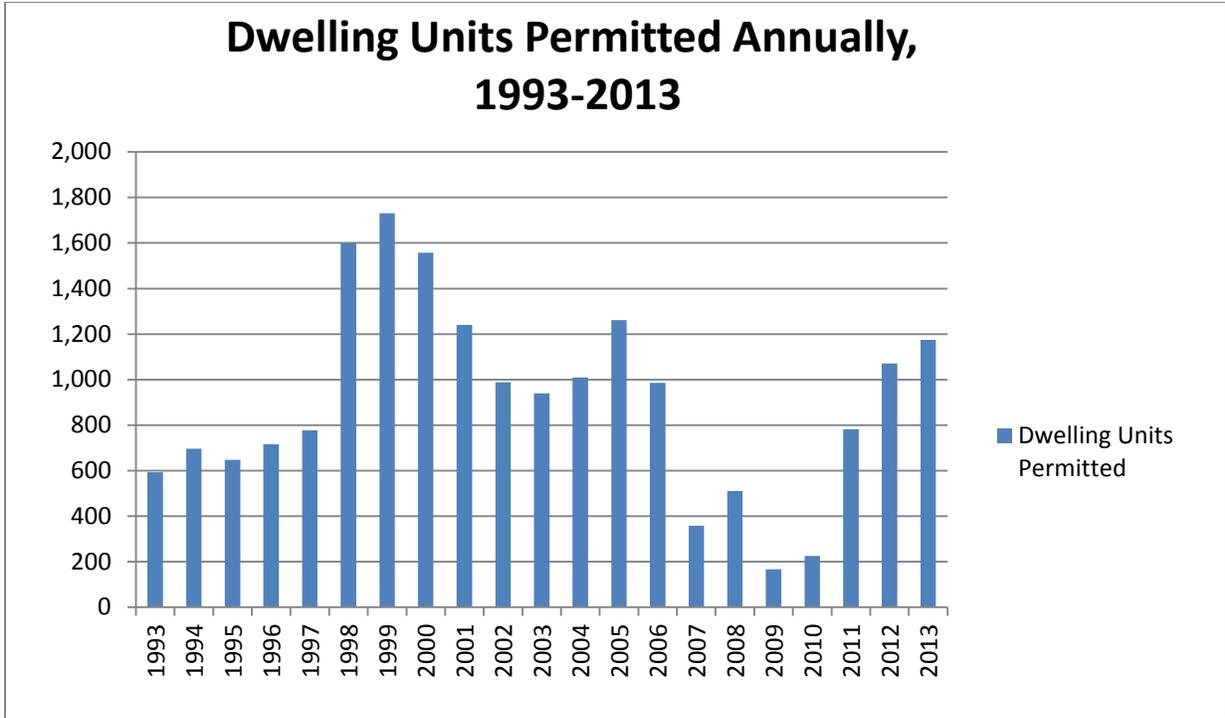


Figure 1

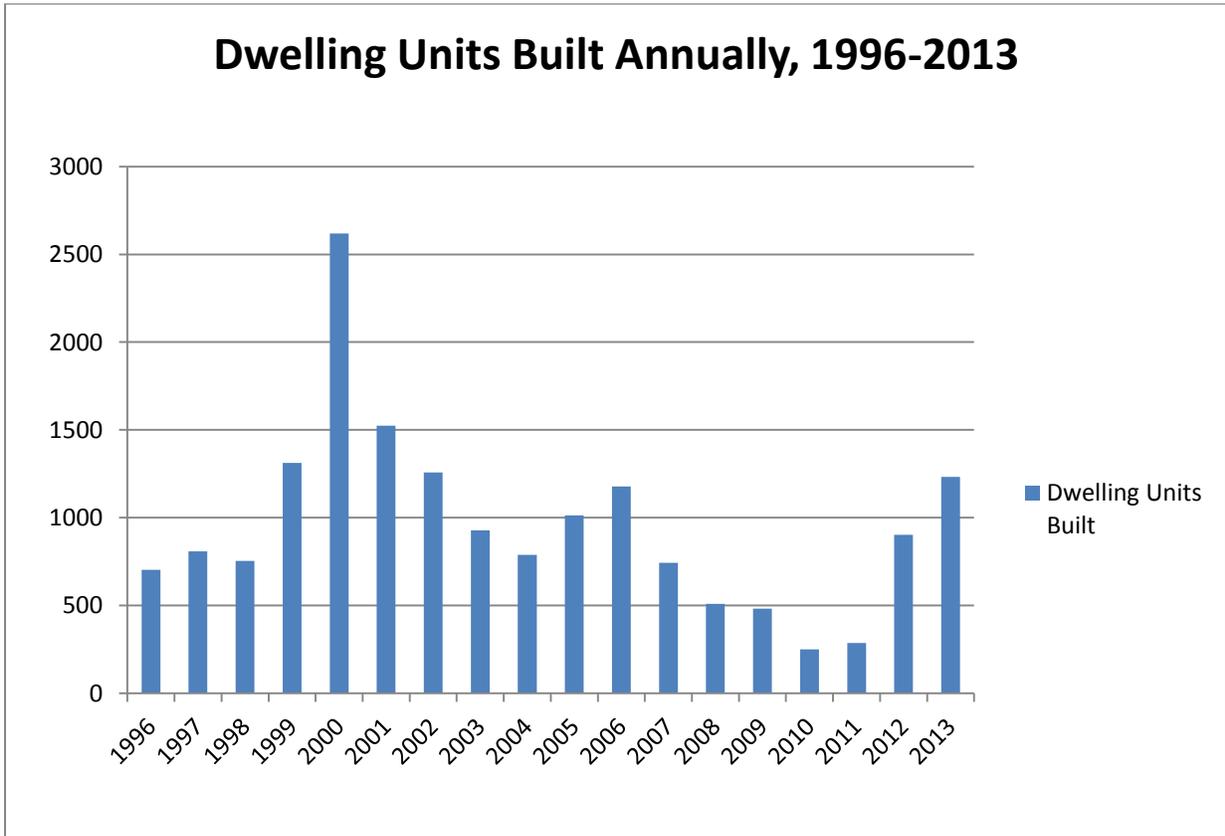


Figure 2

Housing Tenure and Occupancy

Housing tenure in the Town of Mount Pleasant is predominantly owner-occupied with 72.6 % of homes being owner-occupied in 2010. This is a higher figure than in many other urban area communities; however, this number is down from 75.9% in 2005 and reflects the effect of the recent economic and housing crisis. While high home ownership is generally a community strength, providing adequate rental housing options is important for retaining young adults in the community and for providing workforce housing options.

Table 14: Housing Tenure in Mount Pleasant, 2010

Housing Tenure	Dwelling Units	
	Number	Percent
Owner Occupied	20,142	72.6%
Renter Occupied	7,600	27.4%
Total	27,742	100.0%

Source: 2010 US Census

From 1990 to 2010, overall vacancy rates have risen, with a particularly steep rise in vacancy for rentals and seasonal units. Rental vacancies were as high as 11.0% in 2005, in comparison with just 2.8% in 1990. Although seasonally vacant units increased during this time period, vacancies rose to just 3% in 2010. Rental vacancies peaked around the height of the national housing market bubble.

Table 15: Vacancy Trends in Mount Pleasant, 1990-2010

Year	Total	Vacant	Seasonally Vacant	Rental Vacancy Percent	Homeowner Vacancy Percent
1990	12,869	655	51	2.8%	2.4%
2000	20,197	1,172	157	8.7%	1.5%
2010	30,674	2,932	927	10.3%	3.1%

Source: Demographics for the Town of Mount Pleasant, 2014

Housing Prices

Housing prices in the Town of Mount Pleasant are high in comparison with other metropolitan areas in the southeast, and high in comparison with the US average. The median home price for the Town of Mount Pleasant was \$306,500 in 2012 (Trident Association of Realtors).

To examine housing affordability for the Town of Mount Pleasant, the Housing Affordability Index was employed as developed by the National Association of Realtors. The Housing Affordability Index compares median incomes with the income necessary to afford a mortgage payment on a median-priced home in the area. Even with Mount Pleasant's higher than average household incomes, the Town scores below average in housing affordability, both in comparison with the US as a whole and with the southeastern US region.

A higher Housing Affordability Index suggests a greater degree of affordability. Mount Pleasant's Housing Affordability Index was 126.7 in 2012, whereas a Housing Affordability Index of 100 suggests that the average household can afford a median-priced home in the area.

In 2013, average monthly rent for a 1-bedroom unit was \$992, for a 2-bedroom unit was \$1,134, and for a 3-bedroom unit was \$1,411.

Table 16: Housing Prices and Affordability in Mount Pleasant, 2012

Median Home Price	\$306,563
Mortgage Rate	3.66%
Qualifying Income	\$60,177
Median Household Income	\$76,228
Housing Affordability Index	126.7

Source: Trident Association of Realtors, 2012 American Communities Survey

Housing Policy and Barriers to Affordable Housing

South Carolina state law mandates that the Comprehensive Plan review barriers to affordable housing, with a particular focus on possible regulatory barriers to affordable housing.

Regulatory Constraints on the Production of Affordable Housing

The Town of Mount Pleasant is typical of most communities in that its regulatory processes may pose some constraint on the production of affordable housing. Major regulatory constraints include:

- A lack of land that is designated for denser housing types
- A lengthy development review process
- Impact fees applied by the Town of Mount Pleasant and Mount Pleasant Waterworks
- Standard zoning massing requirements, including minimum lot size, minimum setback, and maximum height requirements

As indicated in Table 26, there is significantly less land designated for higher density housing types than designated for lower density housing types. However, Commercial, Urban Corridor, and Waterfront Gateway Land Use designations permit and encourage higher density housing types. Within the Urban Corridor, density bonuses are provided for the inclusion of integrated workforce housing units.

Impact fees are important in that they help to finance critical infrastructure which helps the Town to efficiently and effectively function. They are also a mechanism for ensuring that new development pays its fair share of infrastructure costs. At the same time, impact fees do add to the costs of development and may affect the supply of affordable housing in the community.

The development review process in the Town of Mount Pleasant can require the following steps: amendments to the Comprehensive Plan; impact analyses; rezonings with hearings before the Planning Commission; preliminary plat review with the Planning Commission; and the issuance of final plats. While all of these steps in the development review process exist for important reasons, with several required by the state of South Carolina, taken as a whole this process can make housing development lengthier and more expensive.

Standard massing requirements found in zoning codes ensure a consistency of form, scale, and massing in residential areas. These massing requirements enhance quality of life in residential areas by ensuring similar yard sizes and access to light and air. At the same time, massing requirements can reduce the amount of land available for development and limit the number of configurations for new housing development. This can unintentionally drive up housing prices and make the development process more expensive.

Workforce Housing Ordinance (PD-WFH)

The Town's Workforce Housing Ordinance (PD-WFH) is intended to encourage the development of affordable workforce housing. The preamble to the ordinance points out the connections between the availability of workforce housing and reduced traffic congestion,

greater community identity, and increased economic development. The ordinance encourages planned developments with a variety of housing types and a mix of uses. At least 30% of housing units must be affordable, which means that for-sale units are affordable for households earning up to 120% of the Charleston-North Charleston-Summerville Metropolitan Statistical Area's median income, and rental units are affordable for households making up to 80% of the area median income. The ordinance requires that workforce units are largely similar in materials and design to market rate units and encourages that different housing unit types are integrated throughout the development. These provisions ensure that any workforce housing units are integrated into the broader community. This Workforce Housing Ordinance is solidly grounded in proven principals of mixed income development.

Currently, the primary concern with respect to the Workforce Housing Planned Development ordinance is that it is not clear which locations are suitable for its application. Also, as a planned development section of the Zoning Code, a development must go through the rezoning process to apply the PD-WFH zoning designation to a particular property. The need for a rezoning may add time and expense. Also, nearby residents may oppose and prevent the rezoning of properties to the PD-WFH designation. Therefore, even though the Workforce Housing Planned Development ordinance provides for a great deal of flexibility, additional changes in regulatory and administrative policies may be necessary to facilitate its implementation.

Berkeley-Charleston-Dorchester Housing Needs Assessment, 2014

Charleston County's Zoning & Planning Department joined with BCD-COG to develop a regional housing needs assessment. The Housing Needs Assessment identifies current and emerging housing trends and needs; generates a greater understanding of local housing issues; and provides direction for addressing housing-related issues. The findings were published in a report in February 2014 and include the following concerns: a lack of housing that is affordable to the majority of residents, a lack of affordable housing located near employment centers and public facilities, a lack of diverse housing options, regulator barriers, and a lack of an active collaborative partnership. The advisory committee identified two main goals for the region.

- Increase the proportions of both owner – and renter – occupied housing in the region that are affordable to households earning below 120 percent of the median house-hold income (\$61,598) and are located in close proximity to employment center and existing public infrastructure, as identified in Our Region, Our Plan, by at least ten percent by 2020.
- Increase the average hourly wages and salaries in the region paid by existing industries, encourage the recruitment of businesses and industries that pay the wages necessary to afford housing (\$32.37/hour), and train residents to obtain higher paying jobs through coordination with the Charleston Regional Development Alliance (CRDA) and local Economic Development Departments.

Natural Resources

Coastal Resources

Water Quality

The South Carolina Department of Health and Environmental Control (DHEC) Bureau of Water and Bureau of Environmental Services ensures that the water in South Carolina is safe for drinking and recreation, and that it is suitable to support and maintain aquatic flora and fauna. Water quality data are used to describe the condition of a water body, to help understand why that condition exists, and to provide some clues as to how it may be improved. Water quality indicators include physical, chemical, and biological measurements.

DHEC has published Water Classifications and Standards (SC Code of Regulations 61-68) that define the water quality standards. DHEC recently amended its regulations to strengthen and improve standards to meet federal maximum limits and the Clean Water Act standards.

The Town of Mount Pleasant is located in the Santee River/ Cooper River/ Ashley River Basin, and the Charleston Harbor Estuary sub-basin. DHEC published a Watershed Water Quality Assessment for this basin in December 2005. The vast majority of classified waterways in the Mount Pleasant area are considered Shellfish Harvesting Waters (SFH). This designation indicates that the quality of the waters should be appropriate for recreational uses, crabbing, fishing, and shellfish harvesting. Exceptions to this are portions of the Wando River north of its confluence with the Cooper River, Charleston Harbor, Shem Creek and the Intracoastal Waterway between the Harbor and the Ben Sawyer Bridge, which are not suitable for the harvesting of clams, mussels, or oysters for human consumption. The Assessment found that an adequate oxygen balance for plant and aquatic life has not been achieved for many water bodies.

Regular monitoring of the surrounding natural water bodies' water quality is an important part of maintaining and achieving a high level of water quality.

Watershed Quality and Stormwater

The Town of Mount Pleasant has local authority and responsibility to ensure that water quality is maintained to State standards. The activities of the Stormwater Management Division of the Public Services Department are discussed in the Community Facilities chapter of this report.

Stormwater runoff is unfiltered water that reaches streams, lakes, sounds, and oceans by means of flowing across various surfaces. These surfaces include roads, parking lots, driveways, and roofs. Stormwater runoff from construction or industrial activities can have a significant impact on water quality. As stormwater flows over these sites, it picks up pollutants that can affect water quality, like sediment, debris, and chemicals. Polluted stormwater runoff can lower water quality, and harm or kill fish and other wildlife. Sedimentation can destroy aquatic habitat and high volumes of runoff can cause stream bank erosion. Regulating stormwater runoff through measures such as the Town's Stormwater Management and Water Quality Ordinance is a key step to maintaining and improving water quality.

Soil Types: Prime Agricultural and Forest Lands

Soil types in the Mount Pleasant area were classified by the U.S. Department of Agriculture's Soil Conservation Service in the "Soil Survey: Charleston County South Carolina" issued in March 1971. This survey identifies a number of soil types considered to be soils of statewide importance in the Mount Pleasant area. Hockley loamy fine sand is the only soil type considered to be "prime farmland" in the Mount Pleasant Planning Area. It is scattered in pockets throughout the area, and not concentrated in any particular part of the Town. (Source: Soil Conservation Service, 1971)



Property Elevation and Slope Characteristics

The Mount Pleasant area is typical of the South Carolina Coastal Zone in that it is mostly flat with small grade changes. The elevation of the area gradually slopes up from six feet mean sea level near the area's marshes to between 25 and 30 feet mean sea level at several locations throughout the Town, mostly along the Highway 17 corridor.

Because of its proximity to the coast, much of Mount Pleasant lies within the 100 year flood plain. Properties in this flood hazard area are prone to flooding during heavy rains and during the storm surge associated with tropical storms. Properties near the area's waterways and along the Highway 41 corridor fall within the 100-Year Floodplain, defined as Flood Zone "A" or "V" by the Federal Emergency Management Agency (FEMA). Zones A and V are the flood insurance rate zone that corresponds to the 1-percent annual chance of flooding as determined in FEMA's Flood Insurance Study by approximate methods of analysis. V Zones are coastal areas with a one percent annual chance of flooding and an additional hazard associated with storm waves.



Plant and Animal Habitats

Natural Habitats

The number and geographic extent of plant and animal species is directly related to the quality of their habitats. These natural habitat areas can be impacted by natural disasters, climate change, and human activities such as agriculture, forestry, and urban expansion.

South Carolina is composed of thirty-six geographic ecoregions, whose boundaries roughly parallel the northeast/southwest Atlantic coastline. The lowest part of the state, including the area around Mount Pleasant, is in the Coastal Zone. The coastline contains many salt marshes, coastal lagoons, swampy lowlands and estuaries, as well as natural ports such as Charleston. Once covered by a variety of forest communities such as longleaf pine, slash pine, southern magnolia, white oak, and laurel oak, the land is currently mostly covered with slash and loblolly pine. (Source: U.S. Environmental Protection Agency)

The Sea Islands/Coastal Marsh region contains the lowest elevations in South Carolina and is a highly dynamic environment affected by ocean wave, wind, and river action. Mostly sandy soils are found on the barrier islands, while organic and clayey soils often occur in the freshwater, brackish, and salt marshes. Maritime forests of live oak, red cedar, slash pine, and cabbage palmetto grow on parts of the sea islands, and various species of cordgrass, saltgrass, and rushes are dominant in the marshes. The coastal marshes are important nursery areas for fish, crab, shrimp, and other marine species.

The second ecoregion inland is the Coastal Plains, also known as the Lowcountry, and the northeast portions of Mount Pleasant fall in this region. The Lowcountry is nearly flat and composed entirely of recent sediments such as sand, silt, and clay. Areas with better drainage make excellent farmland, though some land is swampy.

Endangered Species

There are over 100 species of plants and animals considered to be exemplary, rare, threatened or endangered in Charleston County. Data on endangered species is rarely available on a site-specific level unless studies have been conducted, so the Charleston County list of endangered species is the most relevant data source for Mount Pleasant. Many of these can be expected to exist in the Coastal Plain. Near Mount Pleasant, the only known location identified as being associated with an endangered species is the Buzzard Island Heritage Preserve site. This site is known to be a roosting site for the endangered wood stork.



Specified federally endangered or threatened species found in Charleston County include:

Federally Endangered or Threatened Animals

- Shortnose Sturgeon
- Loggerhead Turtle
- Flatwoods Salamander
- Wood Stork
- Red-Cockaded Woodpecker
- Bald Eagle

Federally Endangered or Threatened Plants

- Seabeach Amaranth
- Canby's Dropwort
- American Chaffseed

Protected Lands

There are several protected properties that provide natural habitat, open space, and passive recreation amenities for residents of the Mount Pleasant and broader East Cooper areas. These properties are protected either by public ownership, conservation easement, or other methods to preserve the land.

The East Cooper Land Trust accepts and manages public donations of funds and open space. Charleston County Park and Recreation Commission also manages Greenbelt funds from the Half Cent Sales Tax Revenue. The maximum total funds that can be collected from the Half Cent Sales Tax and spent on Greenbelt projects is over \$221 million. The Comprehensive Greenbelt Plan adopted by the County in 2005 allows 30% of total funding to be spent within urban areas, as Mount Pleasant is categorized. The Town of Mount Pleasant utilized its allocation of just under \$5 Million of Greenbelt Funds to purchase 190 acres. Other organizations have utilized approximately \$2.9 Million in Greenbelt Funds to purchase 22 acres in and around Mount Pleasant. The following tables show properties protected through Greenbelt Funds and the East Cooper Land Trust.

Table 18: Greenbelt Fund Lands in Mount Pleasant

Project Name	Greenbelt Fund Recipient	Acres
CAGE Organization Project	Mount Pleasant Land Conservancy	4
Four Mile Park	Four-Mile Community Association	1
Grey Marsh Road	Town of Mount Pleasant	9
Jennie Moore Nature Trail	CAGE (Community Action Group for Encouragement)	2
Oliver Brown Road	Phillips Community	2
Phillips Community	Phillips Community	2
Rifle Range Road Property	Town of Mount Pleasant	181
Snowden	Snowden Community Civic Assn.	4
Ten Mile Community Heritage Farm	Ten Mile Neighborhood Association	7

Table 19: East Cooper Land Trust Lands in Mount Pleasant

Project Name	Location	Acres	Protection Type	Public Access
Peggy's Park	Shemwood II subdivision	2	Conservation Easement	Yes
Shem Creek Headwaters	Von Kolnitz Rd.	3.37	Fee Simple	Public Vista
Marsh View Trail and Butterfly Garden	behind MPW at 1619 Rifle Range Rd.	57	Conservation Easement	Yes
Moultrie Park 1	Bramson Court	1.13	Fee Simple	Yes
Rivertowne Island	Rivertowne subdivision	2	Conservation Easement	Yes
Rivertowne Wetland	Rivertowne subdivision	21.8	Fee Simple	Yes
Phillips Community Association	Phillips Community	3.84	Conservation Easement	Yes
CAGE Organization Property		6	Conservation Easement	Yes
Wando Buffer	Wando Terminal	100	Monitor	No
Oakland Plantation	Porchers Bluff Rd.	132.6	Conservation Easement	No

The Town of Mount Pleasant is also home to the Buzzard's Island Heritage Preserve, managed by the South Carolina Department of Natural Resources. This preserve, which is not open to the public, contains a shell ring that is an archeological resource reflecting the lives of early coastal dwellers in South Carolina. It is one of only twenty such rings in the State that date between 4,500 and 3,000 B.C.

Just outside the mouth of Shem Creek is the Crab Bank Seabird Sanctuary, a 22 acre sandspit island. Crab Bank has been designated as an "Important Bird Area" and was established to protect significant nesting habitat of sea and shorebirds. Several species have used the islands including: brown pelican, least tern, royal tern, black skimmer, gullbilled tern, sandwich tern, common tern, laughing gull, Wilson's plover, American oystercatcher, willet, great egret, snowy egret, tricolored heron and ibis.

Mount Pleasant residents are fortunate to have regional and national-scale wildlife preserves within a short distance. The Francis Marion National Forest is located just outside the current Town boundaries to the northeast. These protected lands encompass more than 629,000 acres managed by the U.S. Department of Agriculture Forest Service for multiple uses including watershed protection, timber, wildlife and fish habitats, and recreation.

The Cape Romain National Wildlife Refuge is also located to the northeast of Mount Pleasant along the Intracoastal Waterway. This refuge is a 64,000-acre barrier island and salt marsh habitat that extends twenty-two miles along the Atlantic coast. It is the largest nesting rookery for loggerhead sea turtles outside of Florida, and is home to many endangered species, including the American alligator, bald eagle, glossy ibis, osprey, peregrine falcon, and wood stork. On nearby Bulls Island, efforts are being made to assist in the recovery of the red wolf population.

The Capers Island Heritage Preserve, managed by the South Carolina Department of Natural Resources, is an undeveloped barrier island located east of Mount Pleasant between Dewees Island and the Cape Romain National Wildlife Refuge. The island's landscape includes 850 acres of maritime uplands, 214 acres of front beach, 1,090 acres of salt marsh and over 100 acres of salt water ponds. The preserve helps to protect habitat for a variety of animal, bird, and sea wildlife, including endangered species such as loggerhead sea turtles and prized local shellfish such as oysters, shrimp, hard clams, and crabs.

Cultural Resources

Historic Buildings, Sites, and Structures

For the most part, historic structures and archeological sites remain the same from planning period to planning period. Occasionally, old historic structures may be lost and new structures added to the official state or national lists of historic properties. The following historic buildings and their descriptions are transcribed from the 1999 Comprehensive Plan with a few additions and updates:

Historic Homes and Plantations

Boone Hall Plantation (Unincorporated Area): Nineteenth century plantation site which is now an area tourist attraction. While the main house was built in the 1930s, the plantation's brick slave cabins remain intact and form one of the state's largest and oldest slave 'streets.'

Charles Pinckney National Historic Site: Eighteenth century plantation which was home to Charles Pinckney, President of the Continental Congress and framer of the United States Constitution.

Hibben House: Built by Jacob Motte as the principal structure on the plantation "Mount Pleasant" in 1753. The original house burned in 1774 and was rebuilt in 1775. The structure was enlarged circa 1850 with the addition of a large portico. The plantation was subdivided into the village of Mount Pleasant from which the Town derives its name. In 1781, Colonel William Moultrie was quartered here after the British captured Charleston.

Oakland Plantation: Eighteenth century plantation associated with some of the Town's earliest founders. Originally named Youghall Plantation, the existing house was built circa 1740 and retains its original crushed shell and sand fireplace, and mahogany floors. This is the oldest residence in Mount Pleasant and is currently a private residence.

Historic Civic Buildings and Structures

Darby Building: Berkeley County Courthouse from 1884 to 1895 when Mount Pleasant was the County seat of Berkeley County. This site was used as the Mount Pleasant Town Hall until Hurricane Hugo struck in 1989. Since that time, it has been used by the Mount Pleasant Recreation Department for fine arts programs.

Alhambra Hall: Originally part of the public grounds of Hilliardsville and known for its canopy of live oaks, this site remains a public park. Alhambra Hall was first constructed in 1847 and the current building was erected in 1937. The building is maintained for social events.

Pickett Bridge Recreation Area: The Pitt Street Bridge was built circa 1898 as a trolley bridge which carried passengers from the ferry docks of Mount Pleasant to the resorts of Sullivan's Island and the Isle of Palms. Improved to accommodate auto traffic, the bridge was replaced in the 1950s by the Ben Sawyer Bridge. Today remnants of the bridge serve as a linear park, boardwalk, and fishing pier.

Patjens Post Office: Built in 1899 by the Patjens family as a small office adjacent to their store on Church Street, to serve as the post office for Mount Pleasant. The building was purchased by the Alhambra Garden Club in 1971 and moved to Edwards Park. The club restored the building in 2001.

Historic Churches

Christ Church: This parish church was built as the principal seat of ecclesiastical and political power in Christ Church Parish (1706) during the Anglican domination of colonial religion and politics.

Mount Pleasant Presbyterian Church: The original church was built in 1827 as a chapel to Old Wappetaw Church and still stands at 226 Bennett Street but now serves as a private



residence. The church erected its current sanctuary at the corner of Hibben and Church Streets in 1847. The congregation is the oldest in the Town.

St. Andrew's Episcopal Church: Established as a Chapel of Ease in 1833, the current chapel dates from 1857 with an adjoining sanctuary completed in 1995. In 1954, the chapel received full parish status.

St. Paul's Lutheran Church: The old sanctuary was erected in 1884 under the dedication of ten German families living in the village and meeting at the Presbyterian Church.

Friendship A.M.E. Church: The congregation was established during the early 19th century and is one of the oldest in the Town. The current sanctuary was built circa 1890 of balloon-framing construction. The siding was replaced at a later date with brick veneer with the exception of the steeple. After being damaged by Hurricane Hugo, the steeple was restored to its original appearance in 1997.

Historic Cemeteries

There are numerous old cemeteries located throughout Mount Pleasant. Many were associated with plantations or families, while others were associated with a particular period in the Town's history. Some of these sites have been identified and protected, but many other smaller family plots have yet to be formally identified. Several of the cemeteries are:

Confederate Cemetery: Confederate Cemetery was established by Town Ordinance in 1854 as a public burying ground. A rare monument to the soldiers of the War of 1812 is located here.

Ocean Grove Cemetery: Ocean Grove Cemetery was established by Town Ordinance in 1883 as a public burying ground. In 1889, the Lutheran Church purchased a portion of the cemetery.

Lucas Family Cemetery: The Lucas Family Cemetery is an excellent example of nineteenth century family burying grounds. Established in 1825, the earliest marked grave dates from 1826; eleven marked graves remain. The Lucas family established tidal rice mills along Shem Creek and also established Lucasville, one of the original four villages which later formed the Town of Mount Pleasant.

Other Cemeteries:

- Christ Church Cemetery
- Hobcaw Plantation Cemetery
- Oakland Plantation Cemetery
- Cooks Old Field Cemetery (Hamlin Family)
- William Hamlin Family Cemetery
- Palmetto Grove Cemetery
- Myrtle Grove (Venning Cemetery)
- Pritchard Cemetery (Hobcaw Point)
- Scanlonville Cemetery

Historic Sites

Palmetto Fort: The easternmost terminus of a Civil War era fortification line extending north to Horlbeck Creek. This fortification was the northernmost line of Confederate defenses of Charleston and was constructed circa 1863. The fortification line is listed on the National Register of Historic Places and was recently placed into a conservation easement with the South Carolina Battleground Preservation Trust.



Archaeological Sites

Mount Pleasant has a variety of archeological sites, mostly dating from the colonial and antebellum periods. Most of the descriptions of archaeological sites are transcribed from the 1999 Comprehensive Plan.

Prehistoric Sites

Buzzard Island Heritage Preserve: This site contains a shell ring, or a preserved waste area (midden) from a settlement from the Late Archaic Period, about 3,000 to 5,000 years ago. Shell rings contain the accumulated waste of a prehistoric settlement, including large volumes of shells discarded after their contained shellfish was eaten as food, small amounts of food remains, and various discarded or lost artifacts. Because the accumulation of shells preserves the waste from decomposition, shell rings are a valuable source of archeological information that allow scientists to reconstruct the human activities of this earlier generation of native inhabitants.

Colonial/Early Federal Sites

Pritchard's Shipyard (Hobcaw Point): Colonial shipyard dating from 1681. The shipyard was one of the most prolific and enduring in Charleston. Of great interest is the use of this shipyard by the South Carolina Navy during the Revolutionary War.

John Whitesides' Plantation (Seaside Farms): Small plantation located at Seaside Farms. Typical of Christ Church Parish plantations – small, primarily subsistence farms – which did not yield the wealth of cash crops typical of other Lowcountry areas.

Charles Pinckney National Historic Site (Snee Farm): An eighteenth century plantation site, Snee Farm, home of Charles Pinckney, President of the Continental Congress and framer of the United States Constitution.

Long Point Plantation (Belle Hall Subdivision): Successful large scale plantation operation typical of Wando River plantations which were not noted for cash crop cultivation but a variety of crops and subsistence farming. Seat of the Venning family for over 100 years.

Egypt Plantation (Belle Hall Elementary School): Another Wando River plantation dating from 1677. Little information has been discovered, but the plantation was probably used for cotton and foodstuffs cultivation.

Christ Church Parsonage (Dunes West): A 116-acre tract purchased in the 1730s to serve as a parsonage for the newly created Christ Church Parish (1706). Poverty of the area posed problems in retaining clergy for the parish.

Old Settlement Site (Dunes West): Mid- to late-eighteenth century site of Euro-American or African-American habitation. Also noted for Middle Woodland habitation of Native Americans with wattle and daub hut remnants and shell rings.

Starve Gut Hall (Dunes West): An eighteenth century brickyard site and antebellum plantation that extended from Wagner Creek to the Wando River. The site is noted for the prehistoric Wagner Creek site, the antebellum Starve Gut Hall, and the post-bellum Hopton cabins.

Four Men's Ramble (Dunes West): The name derives from the property's ownership by a conglomerate of four prominent Lowcountry men who developed the property in the early eighteenth century. Five archeological sites are situated on the tract: the prehistoric Wagner's Point and Dam sites; colonial period Magnolia site; Lexington brickyard; and Wando Plantation.

Thomas Lynch's Plantation (River Towne Subdivision): Primary plantation of one of the state's most prominent eighteenth century families and indigo planters.

River Tract: Early eighteenth century Huguenot plantation site noted for its extensive yield of artifacts from wealthy planters to rare Colonoware forms (slave-made pottery).

Greenwich Mill (Brookgreen Meadows): Built on the site of an earlier mill, Jonathan Lucas constructed a dual rice/saw mill powered by Shem Creek tides, the first of its kind in the Charleston area. It was burned at the end of the Civil War by Confederate troops as enemy soldiers advanced. Traces of the mill foundation and holding pond are still visible at low tide.

Hobcaw Point Powder Magazine: In 1770, the South Carolina colonial government authorized construction of a powder magazine near the Wando River plantations and Hobcaw Point shipyards. A four-sided earthen embankment with a brick powder magazine and guardhouse stood from 1772 to 1783. A detachment of colonial militia was assigned to protect the magazine.

Antebellum Sites

Milton's Ferry (Patriot's Point): Nineteenth century (1821) ferry site located on present day Patriot's Point. Owned by William Matthews, Milton's Ferry is probably a corruption of this name. Milton's Ferry was the shortest ferry route from East Cooper to the City of Charleston.

Remley Plantation/Scanlonville (Remley's Point). African American burial ground site dating from 1840-1870. Remains of slaves were studied to yield a historiography and anthropological study of slavery and its impact on African-Americans.

Underwater Sites

Colonial/Early Federal Period: Hobcaw Creek Plantation Vessel (1780-1850); H.M.S. Acteon; H.M.S. Thetis; Aolius; Friendship; Jamaica; Lord North

Civil War Era Blockade Runners: Georgianna; Mary Bowers; Minho; Stono; Constance

Commercial Districts

Previous Comprehensive Plans identified several commercial and residential districts that have unique and cherished value to the community. During the 2009 planning process, the community was asked to affirm these districts and identify others that may have been previously overlooked. Comments received during the 2014 Open House public input meeting show these same districts to still be of value and importance to the community.

Coleman Boulevard

Coleman Boulevard is a 2.5 mile commercial corridor near the historic core of Mount Pleasant that is considered to be Mount Pleasant's main street or downtown. A revitalization master plan was completed for Coleman Boulevard in February 2008 that focused on mixed use redevelopment, increased pedestrian orientation, pocket parks, and maintaining the eclectic nature of the area. Coleman Boulevard also links two of the Town's cultural resources, the historic district and Shem Creek. Building heights and setbacks are governed by a special Urban Corridor Overlay District, which also addresses urban design issues such as the relationship of the building to the street and the streetscape design. The Urban Corridor Overlay District was expanded in 2011 to include Johnnie Dodds and Chuck Dawley boulevards recognizing the potential to create a connected loop and enhance public transportation opportunities.

Shem Creek

Shem Creek is a special natural, historic, and visual asset for the Mount Pleasant community. It is one of the few areas where a natural water body – Shem Creek – comes into close contact with the everyday commercial, industrial, and tourist-oriented activities of the Town. Shem Creek has long been the home to the shrimping industry in Mount Pleasant, although the shrimping industry has been in decline in recent years due to overseas competition. There is a strong sentiment in the Town that the traditional shrimping fleet should be supported and maintained in the Shem Creek area if possible. Also, Shem Creek has become a destination for tourists and locals, who enjoy the series of restaurants fronting the creek. These restaurants and their patrons benefit from the distinctive atmosphere provided by the Creek and the boardwalks and boats located along the Creek. Shem Creek is among the most distinctive destinations within the Town of Mount Pleasant.

The character of Shem Creek is eclectic, mixed use, and small scale containing a variety of industrial and commercial activity. The new park on Shem Creek provides public access and interpretation for this valuable resource.

Pitt Street

Pitt Street is a one-block long commercial district located in the heart of the Old Village area of Mount Pleasant. The commercial district is inhabited by small scale commercial tenants such as restaurants, a pharmacy, and boutiques. The Pitt Street commercial district demonstrates how commercial development can be compatible with a residential district when it is of the appropriate size and scale.

Residential Districts

The following is a list of residential districts with distinct historic or cultural values located within Mount Pleasant:

Old Mount Pleasant

Settlement in the Mount Pleasant area originally occurred in four villages located on lands near Charleston Harbor: Hilliardsville to the east, Greenwich and Mount Pleasant in the center, and Lucasville along Shem Creek. These original four hamlets later combined to form the Town of Mount Pleasant. This area was bounded on the northwest by Shem Creek; and on the northeast by Simmons Street as far as McCants Drive, and by Royall Avenue from McCants Drive to the Waterway; and on the south by the marshes and Charleston Harbor. Within this area lies the Town's designated Historic District.

Historic District

The Old Village Historic District is a 37-block area between Whilden/Royall Avenue and Charleston Harbor. Within the Old Village Historic District is a thirty-block National Register Historic District (1973) west of McCants Drive. The oldest building in the district is the Hibben House, which was the principal residence of Mount Pleasant Plantation, from which the Town derives its name. Within the district, the small commercial block along Pitt Street remains.

Heritage Communities

Located throughout the planning area, heritage communities are long-standing rural residential communities of primarily African-American residents. Many of these communities date back to the end of the Civil War when a few black freedmen were able to establish homesteads. Since that time, descendants of these freedmen have put down deep roots, keeping many generations of family in close proximity in a network of informal compounds. Land use patterns in these communities are oriented towards multi-generational complexes of owner occupied homes and some shared communal spaces. The primary heritage communities in the study area include: Phillips, Four Mile, Six Mile, Seven Mile, Ten Mile, Hamlin, Hamlin Beach, Scanlonville, Green Hill, and Snowden.

Mount Pleasant's heritage communities face a number of competing desires and pressures, both internal and external. Externally, they are pressured by rising land values and the desire of developers to purchase and develop land. Internally, there is a desire to preserve a long held way of life that emphasizes family, but also a desire to improve quality of life with basic land improvements such as drainage and access improvements.

The Six Mile, Seven Mile, Hamlin, and Hamlin Beach communities participated in a task force, convened in order to coordinate land use policy between the Town of Mount Pleasant and Charleston County. Recognizing that these areas are affected by development along US 17, as well as the extension of Hungryneck Boulevard, the task force also discussed ways to preserve the integrity of historic African American communities in the US 17 corridor area while achieving greater traffic relief along US 17. Members of the task force identified a need for public improvements, such as drainage improvements and sidewalks. The task force assembled a series of recommendations to protect these communities while also promoting alternate transportation routes to US 17, including limiting zoning to low density in most of the project area, preserving the sweetgrass basket areas along US 17, and creating pedestrian crosswalks at all new intersections in the project area.

The heritage communities of Mount Pleasant are valued as a distinct pattern of residential settlement with deep cultural and historic links. Protecting these communities from incompatible and inappropriate development will continue to be a challenge in the future.

Unique Resources

Sweetgrass Basket Stands

The art of making sweetgrass baskets is a cultural resource closely associated with the African American community and Mount Pleasant in general. The workmanship and design of the baskets find their origins in African art traditions. To this day, the design of sweetgrass baskets is highly prized, both within the local African-American community and nationwide. A local sweetgrass basket maker, Mary Jackson, was awarded the 2008 MacArthur Fellowship for her work.

Development along the US 17 corridor has threatened many of the traditional locations for selling sweetgrass baskets in the Town of Mount Pleasant. The Sweetgrass Basket Overlay District was adopted in 2007 in part to protect the sweetgrass basket-making culture by allowing their sale through traditional roadside stands. This district, located in the center portion of the Town of Mount Pleasant, protects the location for the purpose of selling sweetgrass baskets while limiting the size and location of any commercial development so as to prevent displacement of existing sweetgrass basket sales locations.

Patriots Point Complex

The Patriots Point Naval and Maritime Museum serves as a concrete link to the history of the US Navy and those who served their country through the Navy. The centerpiece of the museum is the USS Yorktown, also known as “the Fighting Lady,” an aircraft carrier over 800 feet long that served through World War II and in Vietnam before being decommissioned in 1970. The Naval and Maritime Museum has a number of other vessels on display including the USS Laffey, the USS Ingraham, and the USS Clamagore. On the deck of the USS Yorktown, visitors can view a variety of retired military aircraft. Tours and special programs for youth are available. Other exhibits associated with the museum include the Congressional Medal of Honor Museum and the Cold War Memorial.

Patriots Point is managed by the Patriots Point Development Authority. In addition to the museum, there are several other related amenities including a College of Charleston recreational complex and a golf course. The Patriots Point Nature Trail is a recreational trail built in partnership with the Town of Mount Pleasant. A privately managed hotel and marina is also located on the point. Tours to the Fort Sumter National Monument are available from the Museum.

Sweetgrass Cultural Arts Pavilion

Constructed in 2009 as part of the Mount Pleasant Memorial Waterfront Park, the Sweetgrass Cultural Arts Pavilion is a cultural arts exhibit on the history of sweetgrass basket making and serves as a venue in which local basket makers can demonstrate their craft. The open air pavilion features informative kiosks, basket display cases, and a screening area for documentaries.

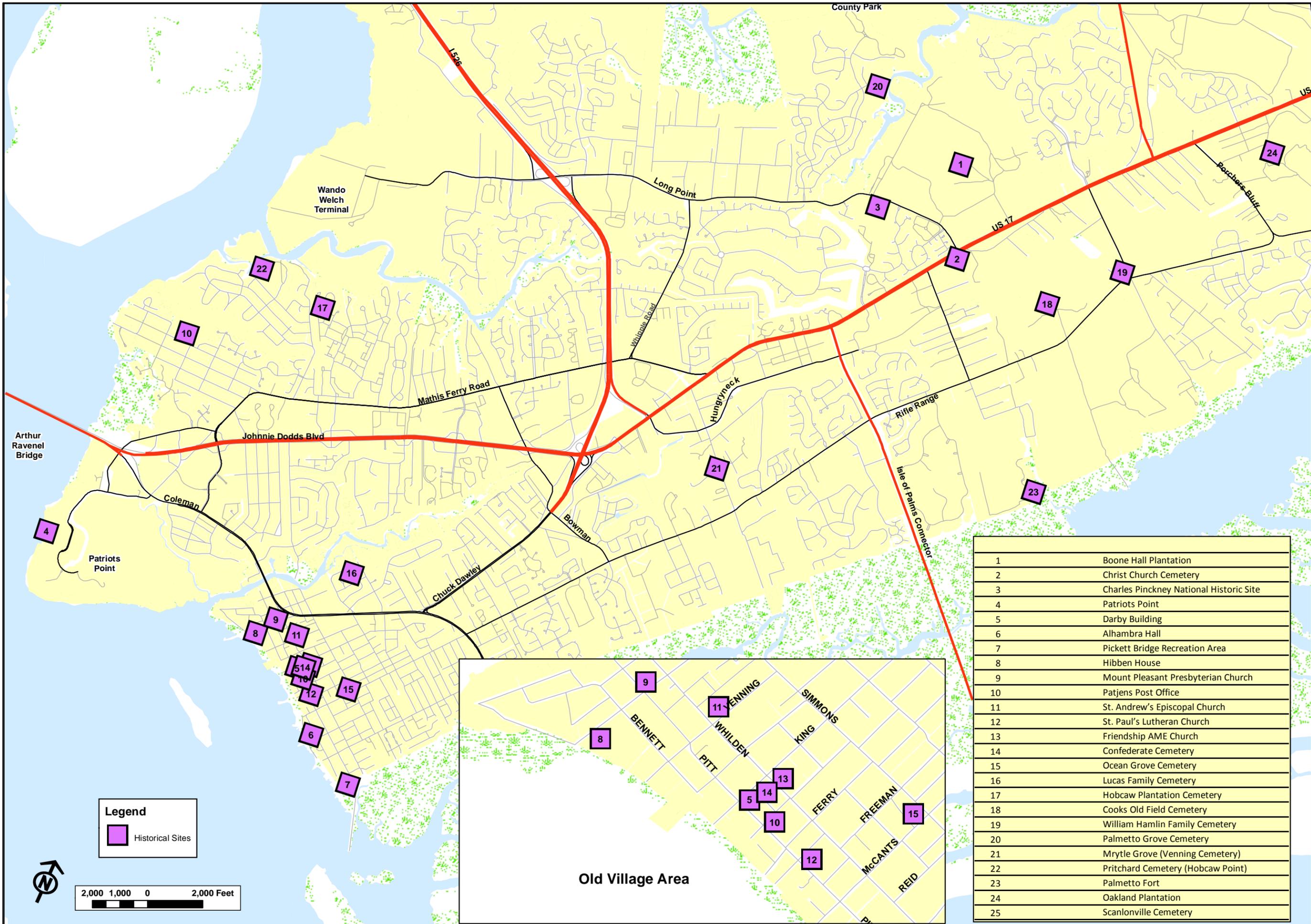
The pavilion is a tribute to the generations of men and women who have carried on the Lowcountry sweetgrass basket tradition for over 300 years. As a stop along the Gullah/Geechee Cultural Heritage Corridor, the pavilion gives the public and in-depth look at one of America’s oldest and most important African-inspired arts.

Gullah-Geechee Cultural Heritage Corridor

Designated by Congress in 2006, the Gullah Geechee Cultural Heritage Corridor extends from Wilmington, North Carolina in the north, to Jacksonville, Florida in the south, and runs straight through Mount Pleasant. It is home to one of America’s most unique cultures, a tradition first shaped by captive Africans brought to the southern United States from West Africa and continued in later generations by their descendants.



Town of Mount Pleasant Historical Sites



1	Boone Hall Plantation
2	Christ Church Cemetery
3	Charles Pinckney National Historic Site
4	Patriots Point
5	Darby Building
6	Alhambra Hall
7	Pickett Bridge Recreation Area
8	Hibben House
9	Mount Pleasant Presbyterian Church
10	Patjens Post Office
11	St. Andrew's Episcopal Church
12	St. Paul's Lutheran Church
13	Friendship AME Church
14	Confederate Cemetery
15	Ocean Grove Cemetery
16	Lucas Family Cemetery
17	Hobcaw Plantation Cemetery
18	Cooks Old Field Cemetery
19	William Hamlin Family Cemetery
20	Palmetto Grove Cemetery
21	Mrytle Grove (Venning Cemetery)
22	Pritchard Cemetery (Hobcaw Point)
23	Palmetto Fort
24	Oakland Plantation
25	Scanlonville Cemetery

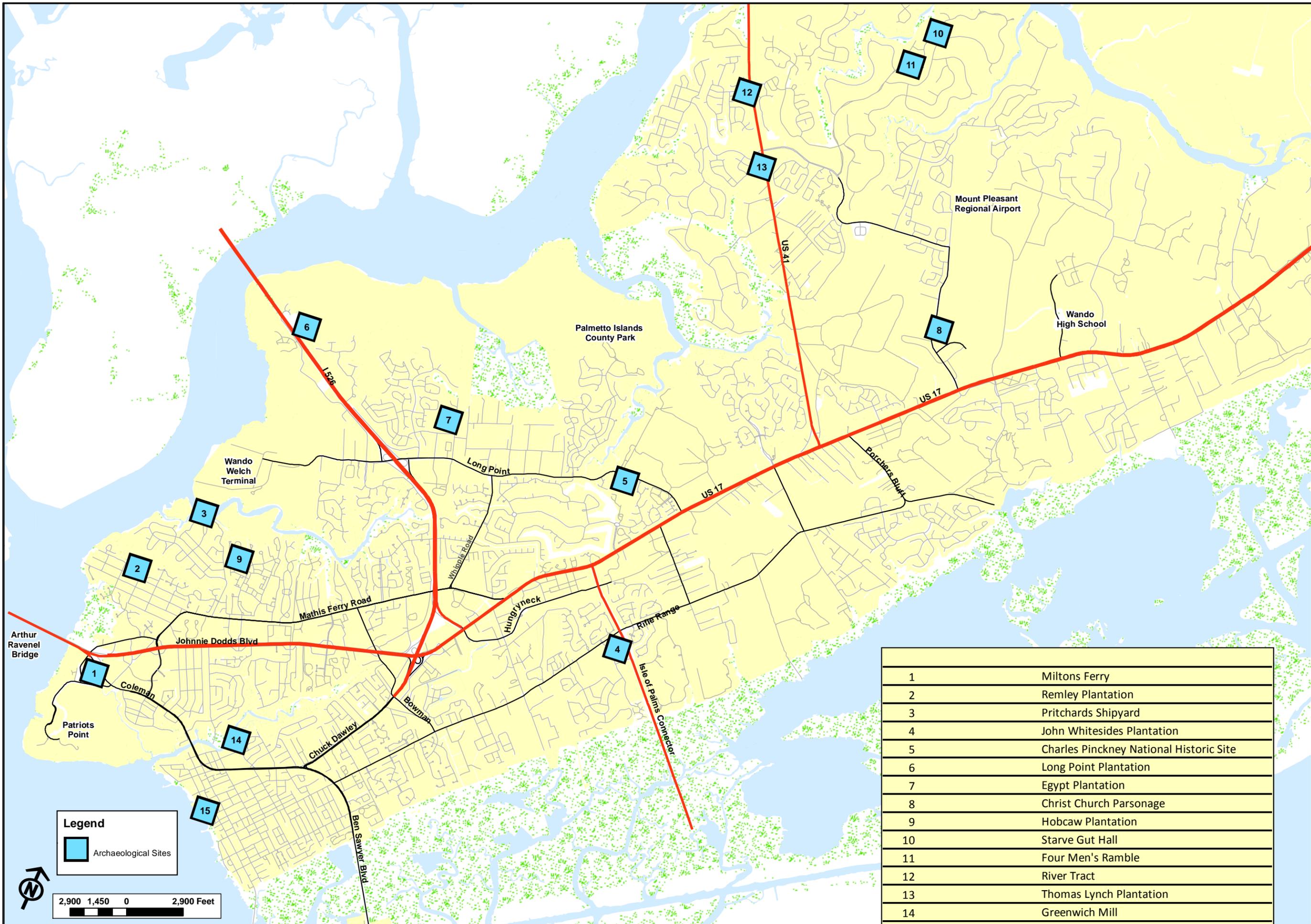
Legend
 Historical Sites



2,000 1,000 0 2,000 Feet




Town of Mount Pleasant Archaeological Sites



1	Miltons Ferry
2	Remley Plantation
3	Pritchards Shipyard
4	John Whitesides Plantation
5	Charles Pinckney National Historic Site
6	Long Point Plantation
7	Egypt Plantation
8	Christ Church Parsonage
9	Hobcaw Plantation
10	Starve Gut Hall
11	Four Men's Ramble
12	River Tract
13	Thomas Lynch Plantation
14	Greenwich Mill



Economics

Commercial Development

Commercial development is important to the Town of Mount Pleasant for several reasons. Commercial development provides convenient locations for Mount Pleasant residents to work and to shop. In addition, commercial and industrial development helps to increase the property tax base and shifts some of the property tax burden away from homeowners. The Town of Mount Pleasant and its surrounding area (referred to as East Cooper) is one of several major markets for commercial development within the Berkeley-Charleston-Dorchester region.

Economic Base and Major Industries

Major Industries

To see the importance of different industries to the Town of Mount Pleasant, it is most helpful to compare the percent of employment with comparison areas. The Town of Mount Pleasant has a strong concentration of employment in the Professional, Scientific, and Management industries in comparison with the State of South Carolina. The Town also has a concentration of employment in the Finance, Insurance, Real Estate, and Education, Health, and Social Services industries. On the other hand, the Town has relatively less employment in Manufacturing than the State of South Carolina.

The tourism industry – indicated by the Arts, Entertainment, Recreation, Accommodation, and Food Services – while significant in Mount Pleasant, is not as dominant as might be expected. However, the tourism industry plays a special role for the Town of Mount Pleasant. Tourism helps shape the Town’s identity and helps sustain the Town’s fiscal base through the Hospitality Tax. The Town has an Office of Cultural Affairs & Tourism and has the task of increasing tourism dollars and marketing the image of the Mount Pleasant community. The goal is to put the Town of Mount Pleasant on the map when people think of visiting the Charleston region or when thinking of places to relocate their business or residence. In addition to projecting a distinct and memorable image for Mount Pleasant, the Office of Cultural Affairs & Tourism organizes a number of well-attended events that highlight the Town’s history and heritage.

The overall picture of employment in the Town of Mount Pleasant that emerges is an attractive environment for the professional, management, tourism, and health-related industries. It should specifically be noted that one-quarter of Mount Pleasant employment in 2012 was in the Education, Health, and Social Service industries. This is due to employment in hospitals, other medical employment, local schools, and industries providing support services for the retiree population.



Table 20: Employment for Persons 16+ in the Town of Mount Pleasant, 2012

Industry	Town of Mount Pleasant	City of Charleston	South Carolina
Agriculture, Forestry, Fishing, Hunting, and Mining	0.2%	0.8%	1.0%
Construction	4.6%	3.7%	6.3%
Manufacturing	9.5%	6.4%	13.8%
Wholesale Trade	3.9%	1.9%	2.6%
Retail Trade	10.2%	10.8%	12.0%
Transportation, Warehousing, and Utilities	2.8%	3.3%	4.5%
Information	1.6%	2.0%	1.7%
Finance, Insurance, Real Estate, Rental, and Leasing	10.0%	6.7%	6.0%
Professional, Scientific, Mgmt., Administrative, and Waste Mgmt. Services	11.4%	11.8%	9.7%
Educational, Health, and Social Services	24.4%	25.1%	21.4%
Arts, Entertainment, Recreation, Accommodation, and Food Services	12.1%	18.9%	10.9%
Public Administration	3.9%	4.7%	5.0%
Other Services	5.5%	4.0%	5.1%

Source: American Communities Survey, 2012.

Top Employers

In addition to retail and food service industries, the largest employers in the Town include Government, Professional, Retirement Care, and Health Care industries. From this, the Town appears to have strengths in the professional and healthcare industries. Among these major employers, a broad grouping can be made into those that provide primarily higher wage professional and management employment versus those that provide primarily lower wage service employment. For those service employment industries, many of the employees of these industries may not be able to find affordable housing locally and therefore may be driving relatively long distances to work in Mount Pleasant.

Some of the larger employers in the Town include: Charleston County School District, Town of Mount Pleasant, East Cooper Regional Medical Center, Roper St. Francis Healthcare, Mediterranean Shipping Co., Franke at Seaside, Sandpiper Retirement Community, Motley Rice LLC, Vibra Healthcare, Mount Pleasant Manor, Patriots Point Authority, Mount Pleasant Waterworks, Somerby of Mount Pleasant, and the Palms of Mount Pleasant.

Economic Development District

The Town of Mount Pleasant Zoning Code includes an Economic Development District (ED) designated for the purpose of promoting economic development in the Town. The Economic Development District is intended to attract businesses and operations which meet the following criteria:

- Are minimally dependent on local economy for sources of revenue;
- Promote the diversity of the economic base in the town; and
- Support a healthy and sustainable economic environment;

Businesses and operations specifically permitted in the ED District include corporate headquarters, research and development facilities, non-polluting industry, tourist lodging, and higher education institutions.

Regional Target Industries

The Charleston Regional Development Alliance is a professional economic development organization representing the three county Berkeley, Charleston, and Dorchester region. The organization promotes the Charleston region worldwide as a top location for business investment, and assists companies with relocation or expansion projects and the creation of new, quality jobs in the region.

The Charleston Regional Development Alliance has adopted a cluster strategy for its economic development efforts. The cluster strategy focuses economic development efforts on a series of four target industries determined to be the most suitable for the Charleston region based on extensive analysis. These industries have been selected because they capitalize upon the competitive advantages of the region and because they provide high quality, high wage employment and entrepreneurship opportunities. The four regional target industry sectors are:

- **Advanced Security & IT-** The Charleston region is home to nearly every U.S. Department of Defense and Department of Homeland Security agency, including the Space & Naval Warfare Systems Center (SPAWAR Atlantic). These agencies engage complex information systems to respond to current military security needs and to build the next generation of weapons, security and monitoring systems. High-tech systems and installations developed by the U.S. military often find a home in private industry. As such, Charleston sustains strong, innovative software development and information technology industries.
- **Aerospace-** The Charleston region is one of only three places in the world assembling & delivering wide-body commercial aircraft, and is also home to the world's largest wind turbine drivetrain testing facility. Given the shared synergies of aerospace and wind energy, the Charleston region's objective is to become a global manufacturing hub and an innovative R&D leader for these target industry clusters.
- **Biomedical -** Charleston is garnering international recognition as an emerging biomedical market, and the Medical University of South Carolina's world-class research is key to this region becoming a globally competitive location for biomedical business and talent. Charleston is home to more than 35 medical device and pharmaceutical manufacturers, and more than 50 research laboratories and development companies. This region offers the resources and network of support businesses need to thrive, as well as incentive programs to facilitate the location/expansion of biomedical companies and venture investment.
- **Energy Systems -** South Carolina has a significant wind energy manufacturing and renewable energy industry, and is ranked the second highest U.S. state for wind energy manufacturing according to *Business Facilities* magazine. Due to Charleston's strategic location and market strengths, including the construction of the world's largest and most advanced Wind Turbine Drivetrain Testing Facility, the region is uniquely positioned to support this growing clean jobs industry.

It is appropriate for the Town of Mount Pleasant to build upon the region's economic development efforts. The Town can benefit from the work of regional organizations, and the Town's economy is inherently integrated into the larger regional economy in terms of major employers, workforce, infrastructure, and other key economic features. A healthy regional economy will provide strong support for a healthy local economy for Mount Pleasant.

When considering the unique conditions of the Town of Mount Pleasant, some of the preferred regional target industries are more suitable than others. Manufacturing industries, such as Aerospace and Energy Systems, which require large areas of land, are probably economically unfeasible for the Town of Mount Pleasant. Industries that focus on creative talent and professionals and that favor a high quality environment are most suitable for the

Town of Mount Pleasant. Therefore, appropriate high wage target industries for the Town of Mount Pleasant would include advanced security, biomedical, and IT.

Labor Force and Employment

Whereas an industry analysis focuses on employers in the Town of Mount Pleasant, a labor force analysis focuses on the residents in the Town and their current occupations and skills. Residents in the Town of Mount Pleasant are predominantly employed in Management, Business, Science, and Arts, with 46% in these occupations as compared with just 33% statewide. Likewise, a smaller proportion of Town residents find employment in Production, Transportation, and Moving occupations than in South Carolina as a whole.

Table 21: Town of Mount Pleasant Occupations, 2012, Employed Persons Aged 16+

Occupation	Town of Mount Pleasant	City of Charleston	South Carolina
Management, business, science, and arts occupation	46.3%	44.3%	32.8%
Service Occupations	19.1%	20.9%	18.4%
Sales and office occupations	24.4%	23.8%	25.0%
Natural resources, construction, and maintenance occupations	4.1%	4.8%	9.1%
Production, transportation, and material moving occupations	6.1%	6.2%	14.7%

Source: American Communities Survey, 2012.

Unemployment Rates

The following chart displays unemployment rates for the Town of Mount Pleasant and the State of South Carolina from 1990 to 2010. Unemployment rates have long been very low in the Town of Mount Pleasant, i.e. below 2.5% for until the recent economic crisis. This reflects the skilled nature of the workforce residing in the Town. This data suggests that the Town does not have a major employment issue – residents in the Town have virtually full employment. This would imply that economic development efforts in the Town could serve other objectives – such as an improved fiscal standing for the Town or a focus on quality of life amenities – rather than focusing on traditional job-based economic development objectives.

Table 22: Unemployment Rates for the Town of Mount Pleasant, 1990-2010

Year	Town	State
1990	1.9%	4.7%
1995	2.0%	5.1%
2000	1.3%	3.6%
2005	2.3%	6.7%
2010	5.1%	11.2%

Source: SC Department of Commerce; US Census Bureau

Community Facilities

Introduction

The Community Facilities element reviews the current inventory and state of major publicly owned facilities in the Town of Mount Pleasant. This element has been organized into the following major categories: Potable Water, Wastewater, and Stormwater; Public Safety; and Educational, Recreational, and Cultural Facilities. Some of the community facilities in the Town are maintained by independent and/or autonomous public entities, such as the Charleston County School District, Mount Pleasant Waterworks, and Charleston County Park and Recreation Commission, so intergovernmental coordination is an important aspect of the Community Facilities element. Issues related to the current state of community facilities are discussed. Future plans for community facilities are addressed in a separate element – the Priority Investment element – of the Comprehensive Plan. Facilities specific to transportation are covered in the Transportation element.

Mount Pleasant Waterworks

Introduction

The Commissioners of Public Works for the Town of Mount Pleasant, Mount Pleasant Waterworks (MPW) an independent entity from the Town, was established to acquire and distribute water for domestic and commercial use and to construct, operate and maintain wastewater treatment and collection facilities within its service area. MPW's operating revenues are derived from three principal sources: water system revenues, wastewater system revenues, and miscellaneous fees and charges.

MPW was originally designated to provide water and wastewater services within the corporate limits of the Town of Mount Pleasant. In accordance with the Water Quality Management Plan required by PL92-500, Section 208, MPW's wastewater service area, as designated by the local Council of Governments, was expanded in 1985 to include all areas within Charleston County bounded by the Wando River, the Intracoastal Waterway, the Cooper River, and the Town of Awendaw, which includes the Town of Mount Pleasant. With the merger of the Bulls Bay Rural Community Water District in March 1990, the water service area was extended from the Santee River to the Cooper River.

Water System

With the Safe Drinking Water Act amendments of 1986 and concern for drinking water quality, MPW became the first municipal water system in the State of South Carolina to provide reverse osmosis (RO) treated water to its customers in August 1991.

As of 2009, the water system has the capacity to deliver groundwater up to 10.72 million gallons per day (mgd) from six deep wells in the Middendorf Aquifer. MPW currently operates four RO plants with a total daily treatment capacity of 7.5 mgd. MPW also has an agreement with Charleston Water System (CWS) to purchase capacity in increments of 100,000 up to 12 mgd as needed to serve the East Cooper population over the next twenty years. CWS currently supplies 5.5 mgd, through two connections from Daniel Island. The first connection crossing under the Wando River near I-526 and the second connection crosses the Wando River near Highway 41.

In addition, MPW has eight ground storage tanks and one elevated tank with a total capacity of 12.3 million gallons, and aquifer storage and recovery facilities with a total stored capacity of 130 million gallons. MPW owns and operates a water system that consists of over 530 miles of waterlines ranging in diameter from one to thirty inches.



Wastewater System

Wastewater collection was first provided in the early 1940's through a gravity collection system which discharged to the Charleston Harbor. Construction began on the first wastewater treatment facility located off Center Street in 1969, with operations initiated in 1971. In the 1980's, MPW expanded the Center Street Wastewater Treatment Facility to its present permitted capacity of 3.7 mgd. In 1993, construction was completed on a second wastewater treatment facility, Rifle Range Road Wastewater Treatment Plant, designed for a capacity of 6 mgd. The permitted treatment capability of both plants is 9.7 mgd. The combined outfall for these two plants which discharges into the Charleston Harbor has a hydraulic capacity of 16 mgd. Serving over 28,000 customers, MPW presently treats 2.34 billion gallons of wastewater and 1,659 dry tons of bio-solids annually.

The elevation of Mount Pleasant ranges from zero feet above mean sea level (MSL) to approximately twenty-five feet above MSL. Due to the relatively flat terrain, the existing MPW wastewater collection system consisted in 2009 of a network of over 154 pump stations, 105 miles of force main, and 330 miles of gravity sewer. The system is divided into pump station service areas ranging in size from five acres to over 500 acres. Most of the developed areas within the Town of Mount Pleasant are currently sewered by MPW. However, some properties within the town limits and within unincorporated areas of Charleston County are still served by septic systems.

Current Planning Reports

The following list of planning reports provides a through engineering review of the current system elements and projected future water and wastewater infrastructure needs for the Town and surrounding areas.

- Aquifer Storage and Recovery (ASR) Master Plan – March 2008
- East Cooper Wastewater Management Study - September 2008
- Wastewater Treatment System Master Plan – February 2009
- Reuse Study Update – April 2009
- Utility Master Plan – January 2010

Recommendations resulting from these planning reports have been incorporated in MPW's 10-Year Capital Improvement Plan. The current FY2009 - 2018 Capital Plan results in a budget of nearly \$130,000,000.

More information, including maps of MPW's service area and major facilities, can be found on MPW's website: www.mountpleasantwaterworks.com.

Public Services

Overview

The Town of Mount Pleasant Public Services Department provides many tangible services to the residents of Mount Pleasant. This department consists of 128 employees and is divided into five divisions: Administration, Sanitation, Streets and Drainage, Facilities and Grounds, and Stormwater Management. The Administrative offices and Stormwater program operate out of the Municipal Complex, but the other divisions operate mainly out of the 22-acre facility on Six Mile Road. This facility houses offices, Fleet Maintenance, material storage areas, and a washing area to maintain the Town's fleet of vehicles and equipment.

Presently, the Sanitation, Streets and Drainage, and Facilities and Grounds Division (to include Stormwater) provide specific levels of services.

Sanitation

The Sanitation Division provides once per week garbage and trash collection to approximately 26,000 Town properties. This division also operates and maintains a working transfer station at the Six Mile Road Complex. Recycling is provided by Charleston County.

Facilities and Grounds

The Facilities and Grounds Division is responsible for maintaining all public buildings (total 25), including but not limited to landscape maintenance, janitorial services, and building maintenance. The Facilities and Grounds Division maintains all public recreation athletic complexes and passive parks (total 27). This division also supports the logistical setup and cleanup of all special events (Bridge Run, Blessing of the Fleet, Christmas Parade, Farmers' Market, etc.) for the Town.

Streets and Drainage

The Streets and Drainage Division maintains the road system within the Town, including but not limited to pothole repair, sign repair, and removal of debris obstructing traffic. This division also maintains all Town owned sidewalks. This division makes necessary repairs to existing drainage infrastructure and, at times, installs new drainage infrastructure.

Stormwater

The Stormwater Division is tasked with managing the Town's public drainage systems and generally dealing with stormwater impacts, such as localized flooding and water quality from public drainage ways. Community Rating System compliance activities and National Pollutant Discharge Elimination systems (NPDES) compliance are the guiding federal and state programs that influence the level of service for these activities.

The goals of the Stormwater Division are to reduce flooding and improve water quality in local waterways through a proactive maintenance program. Flooding can damage private property and infrastructure. Water pollution damages local ecosystems and impacts quality of life issues related to the public and private uses of these waterways such as economic, recreation, and health.

The Town's drainage system includes over 100 miles of storm drain pipes, 6,000 storm drain inlets, and 20 miles of drainage ditch systems. Day-to-day operations consist of a combination of system maintenance, inspections, and other regulatory activities to mitigate flooding and reduce water pollution.

Day-to-day operations for NPDES programs consist of the administration, development, and implementation of the Town's Public Education and Participations Programs, Illicit-Discharge and system mapping program, Construction Program, Post-Construction Program, and Good-Housekeeping activities. Staff performs site inspections, provides education and outreach, training, and public participation programs as well as code enforcement for non-compliance. These activities are specifically targeted at reducing the transportation of pollutants from public and private areas through the Town's drainage system to local waterways.

Public Safety

Mount Pleasant Police Department

The Mount Pleasant Police Department currently employs 173 personnel, of which 147 are sworn officers and 26 are civilian personnel. The command structure is comprised of a Chief, Deputy Chief, and three Captains. The department is organized into three bureaus: Field Operations, Criminal Investigations, and Support Services. A Captain commands each Bureau and the Captains report to the Deputy Chief. The Town is divided into seven patrol districts and at least one officer is assigned to each district on a 24-hour basis.

The Mount Pleasant Police Department is a full service law enforcement agency and the Field Operations Bureau consists of Uniform Patrol, Traffic Services, Animal Control, Crime Prevention, Marine Patrol, Special Weapons and Tactics, K-9, and School Resource Officers.

The Criminal Investigative Bureau includes Criminal Detectives, Vice and Narcotic Detectives, Crime Scene Investigators, Crime Analysis, Computer Crime Analysis, Crime Prevention, and Victim and Senior Advocates.

The Support Services Bureau includes Records Management, Telecommunications, Budget and Property Management, Career Development, and Technology Management.

In 1992, the Mount Pleasant Police Department became the third law enforcement agency in the State to become internationally accredited. The department successfully completed required on-site inspections in 1997, 2000, 2003, 2006, and most recently in 2009 to maintain its international status of accreditation.

Mount Pleasant Police Headquarters is located at Town Hall at 100 Ann Edwards Lane. Current substations can be visited at Towne Centre, Bank Street, and Park West. A new substation will be added in Fire Station 6 at Carolina Park.

There is a 38-acre site in Awendaw was acquired for training exercises by the Fire and Police Departments. The facility will eventually include a smoke tower, an indoor firing range, classroom space, a driving course, and a practical problems range. The site will be used as a joint training center for other law enforcement and fire departments.

The Mount Pleasant Police Department takes great pride in working cooperatively with other agencies. For example, the School Resource Officer Program at Wando High School and middle schools is partially funded by the Charleston County School District and the Police Department has a Memorandum of Understanding on file showing each agency's responsibilities in the partnership. In addition, Mount Pleasant has law enforcement responsibilities in unincorporated areas in Mount Pleasant from Venning Road to Hamlin Road. This area, through an agreement with the Charleston County Sheriff's Office, gives Mount Pleasant Police authority to enforce state law in these areas.

Mount Pleasant is one of the largest communities in the state and has grown at a fast rate since 1990. Growth, of course, will create or amplify challenges. Traffic issues and juvenile crimes are among the most pressing law enforcement issues facing the Mount Pleasant community. However, this community is one of the safest in the state and nation.

Mount Pleasant Fire Department

The Mount Pleasant Fire Department is a top-performing fire department which currently has accreditation from the Commission on Fire Accreditation International and Insurance Service Office (ISO) Fire Protection Class 2. The ISO rating is a measure of fire risk to a community with Protection Class 1 being the best and 10 being the worst. The department strives diligently to maintain first class facilities and well trained personnel. Also, the Fire Department keeps excellent records on its performance and issues annual strategic master plans to maintain its level of service.

The Fire Department operates out of five stations and is staffed by 110 paid staff and 14 volunteer staff, including 35 licensed paramedics.

The services of the Fire Department span an array of public safety tasks beyond firefighting and fire prevention. The largest call volume for the Fire Department is actually emergency medical calls, which constituted 63% of the call volume for the department in 2013. The Fire Department is also trained in general disaster response, including during natural disasters. The Fire Department engages in regular building and plan inspections to ensure that buildings meet required fire codes. Also, the department engages in continuous public education efforts to raise awareness about fire safety in the community. Regular training is

also essential to maintain a high level of preparedness and professionalism among the firefighting staff.

As with other departments, the Fire Department has struggled to keep pace with the fast growth of the Town of Mount Pleasant. One of the primary goals of the department is to maintain low response times, which are made more difficult by the need to serve a growing area with increased traffic congestion. The department is continually evaluating the adequacy of its service and has a capital improvements program to plan to meet the needs of the Town's anticipated growth.

The Fire Department's Capital Improvements Program contains a variety of proposed projects to enhance performance and extend service, including:

- Design and construction of a new training Facility in coordination with Police Department
- A new fire station (#6) in north Mount Pleasant with a new fire truck
- Potential renovation or expansion of one existing fire station
- Regular replacement of firefighting equipment and vehicles

The Fire Department faces other issues, such as serving unincorporated portions of the planning area. For example, the East Cooper Fire District is a separate first response service area that covers some of the unincorporated areas within the Mount Pleasant planning area. The Town of Mount Pleasant Fire Department is the first responder to calls that occur within the East Cooper Fire District. However, there are areas in the unincorporated portions of the planning area that are not in East Cooper Fire District where the Mount Pleasant Fire Department cannot respond first even though they may be closest to the incident. Another concern of the department is that new "traditional neighborhood developments" with narrow roadways and small distances between buildings may hamper firefighting efforts and increase the spread of fire between buildings.

The performance and changing demands on the Fire Department are evaluated through its regular strategic master plans, the latest of which was revised in 2013. The Strategic Master Plan covers the department's vision, mission, and goals. The plan also includes a thorough review of emergency response data and data on other activities. This data is analyzed over time to ensure that the department maintains adequate performance and continues to upgrade its capabilities. The Strategic Master Plan also contains an annual budget and a capital improvements plan. The department also delegates the evaluation of various specialized activities to subcommittees, whose input is integrated into the Strategic Master Plan.

Several projects have recently been completed that will enhance fire protection service provided by the department. The first phase of a joint fire and police training facility has been constructed and will include the opportunity for hands-on experience with fire-fighting and HAZMAT incidents. Mount Pleasant participates in the joint dispatch center headquartered at Charleston County, which streamlines and economizes the dispatch process. Construction of Fire Station 6 will begin in 2014.

Emergency Preparedness and Floodplain Management

The Town participates in the FEMA Community Rating System to reduce the required flood insurance premiums that Town residents must purchase. More than 1,000 municipalities receive flood insurance premium discounts based on the Community Rating System, whose activities are aimed at saving lives and reducing property damage. The Town recently improved its rating, thereby affording residents a reduced insurance rate.

The Town of Mount Pleasant has an Emergency Preparedness Plan to address all types of potential natural or man-made emergency events. The Town also maintains an Emergency Preparedness webpage which provides basic guidance to residents on how to prepare for hurricanes, tornadoes, and floods. The Town conducts an annual emergency preparedness drill with Charleston County to maintain a high level of preparedness in case of an actual emergency.

Educational, Recreational, and Other Public Use Facilities

Charleston County Public Schools

Public schools in Mount Pleasant are provided by the Charleston County School District (CCSD). Mount Pleasant sits within CCSD District 2. In the planning area, District 2 includes the following schools, including seven elementary schools, three middle schools, one high school, and one charter school:

- Belle Hall Elementary
- James B. Edwards Elementary
- Jennie Moore Elementary
- Laurel Hill Primary
- Mount Pleasant Academy Elementary
- Charles Pinckney Elementary
- Mamie P. Whitesides Elementary
- Thomas Cario Middle
- Laing Middle
- Moultrie Middle
- Wando High
- East Cooper Montessori of Mount Pleasant (Charter)

CCSD puts together a Master Plan every five years, the most recent of which covers the years 2011 to 2016. *Vision 2016* focuses on achieving several goals by 2016: closing the achievement gap, elevating achievement overall, and raising the graduation rate. Steps to achieve this goal are laid out in the plan.

Parks, Recreational, and Public Use Facilities

Parks and Recreation

In addition to Town facilities, the Town benefits from park facilities provided by multiple entities, most notably the Charleston County School District (CCSD) and Charleston County Park and Recreation Commission (CCPRC). CCSD provides access and use of facilities at their schools, with limited access to the multiple school gyms, and CCPRC provides the Palmetto Islands County Park. The Town continues in its effort to partner with CCSD and area churches/businesses/private schools to augment basketball and volleyball floor space as well as working with PRC to acquire new park land.

In the Mount Pleasant/East Cooper area, there are a total of 1,349 acres of park/recreation land. This includes 378 acres of park/recreation land owned by the Town of Mount Pleasant; 245 acres co-owned by the Town and CCPRC: 27.6 acres co-owned by the Town, CCSD, a private school, and a local business; and 943 acres owned by CCPRC. CCPRC also holds a long-term lease on Laurel Hill Plantation comprised of over 750 acres. The Town's current assets include one mini-park, five neighborhood parks, five sports field parks, three civic parks/facilities, two recreation complexes, five passive natural parks, and two special purpose parks. Future plans include additional phases of Carolina Park Recreation and also the development of the Hamlin-Brewer Tract with Charleston County PRC. CCPRC's existing assets within the Town include one regional park and two special purpose parks/boat landings. Partnered facilities include eight neighborhood parks and two sports field parks. The Existing Parks and Facilities Map identifies existing and proposed trails.

The first tables below lists the recreational facilities provided by the Town of Mount Pleasant Recreation Department, while the second table lists recreational facilities available to the public but managed by other entities.

Table 23: Town of Mount Pleasant Recreational Facilities

Recreational Facility	Size (acres)	Types of Facilities
Alhambra Hall	4.0	Playground, picnic tables, multi-purpose building, picnic shelter, shuffleboard and horseshoes.
Duffy Complex	5.0	3 lighted ball fields, playground and batting cage
G.M. Darby Building	0.5	Theatre, multi-purpose rooms and administrative offices
Green Hill Park Community Center	1.1	Playground, basketball courts, picnic tables and community center building
James B. Edwards Park	3.2	Multi-purpose field and police substation
R.L. Jones Center	23.0	5 lighted fields, gymnasium, swimming pool, multi-purpose rooms, administrative offices, playground, 2 lighted batting cages and skatepark
Julian Weston Tennis Center	0.5	3 lighted tennis courts
Miriam Brown Community Center	0.8	Lighted basketball courts, playground, computer room and community center building
Park West Recreation Complex	59.0	7 lighted fields, multipurpose room, 8 lane track, dance room, playground, administrative office, police sub-station, batting cages, trail, lake pavilion, 3 picnic shelters, indoor pool, ponds and dog park
Cheryll Woods-Flowers Soccer Complex	15.0	5 lighted soccer fields, playground and shelter
Pickett Bridge Recreation Area	3.0	Fishing pier and bike path
Remley's Point Community Center	1.9	Lighted basketball courts, playground, and community center building
Joe Gawrych Baseball Complex/ Sloan Park	11.0	3 lighted ball fields, playground, picnic tables and shelter, and batting cage
Speight's/ Reid Street Fields	2.3	2 ball fields
Town Hall Gym/Track	4.0	Gymnasium and lighted track and football/soccer field
Mugsy Kerr Tennis Complex	15.0	15 lighted tennis courts, picnic tables, playground, tennis center building, 1 picnic shelter, 1 lighted baseball field and 1 light multi-purpose field.
Dorothy B. Kearns Park	10.0	Passive Park
Wando South	3.0	1 baseball field and 2 batting cages
Thomasena Stokes-Marshall Senior Services Center	1.0	Exercise machine room, aerobics room, card room, multipurpose room, horseshoe pit and passive garden
Carolina Park Sports Fields	77.0	4 lighted multi-purpose fields
Memorial Waterfront Park	27.0	Fishing pier, visitor's center, pavilion and passive park
Patriots Point Nature Trail	2.5	Nature trail and overlook
Hamlin Interpretative Trail	60.0	Nature trail and overlook
Mathis Ferry Road Passive Park	4.9	Passive park and pond
Blue Line Kayak Trail	N/A	water trail
Shem Creek Park	43.5	Pavilion and boardwalk
Future Rifle Range Road Park	245.0	Future
TOTAL ACREAGE	623.2	

Source: Town of Mount Pleasant Recreation Department, May 2009.

Table 24: Other Recreational Facilities Available to Town of Mount Pleasant Residents

Recreational Facility	Size (acres)	Types of Facilities
James B. Edwards Elementary	2.0	Multipurpose field, baseball field
Whitesides Elementary	2.0	Multipurpose field, baseball field
Laing Middle	3.0	Multipurpose field, gymnasium*
Moultrie Middle	3.0	Football field, practice field, softball field, gymnasium*
Cario Middle	3.0	Baseball field, gymnasium*, multipurpose field
Trident Academy	3.0	Soccer field, gymnasium*
Wando South	2.1	Track, gymnasium*
Wando High	7.5	Track, baseball and softball field, gymnasium*
Longpoint	2.0	Soccer field
TOTAL ACREAGE	27.6	

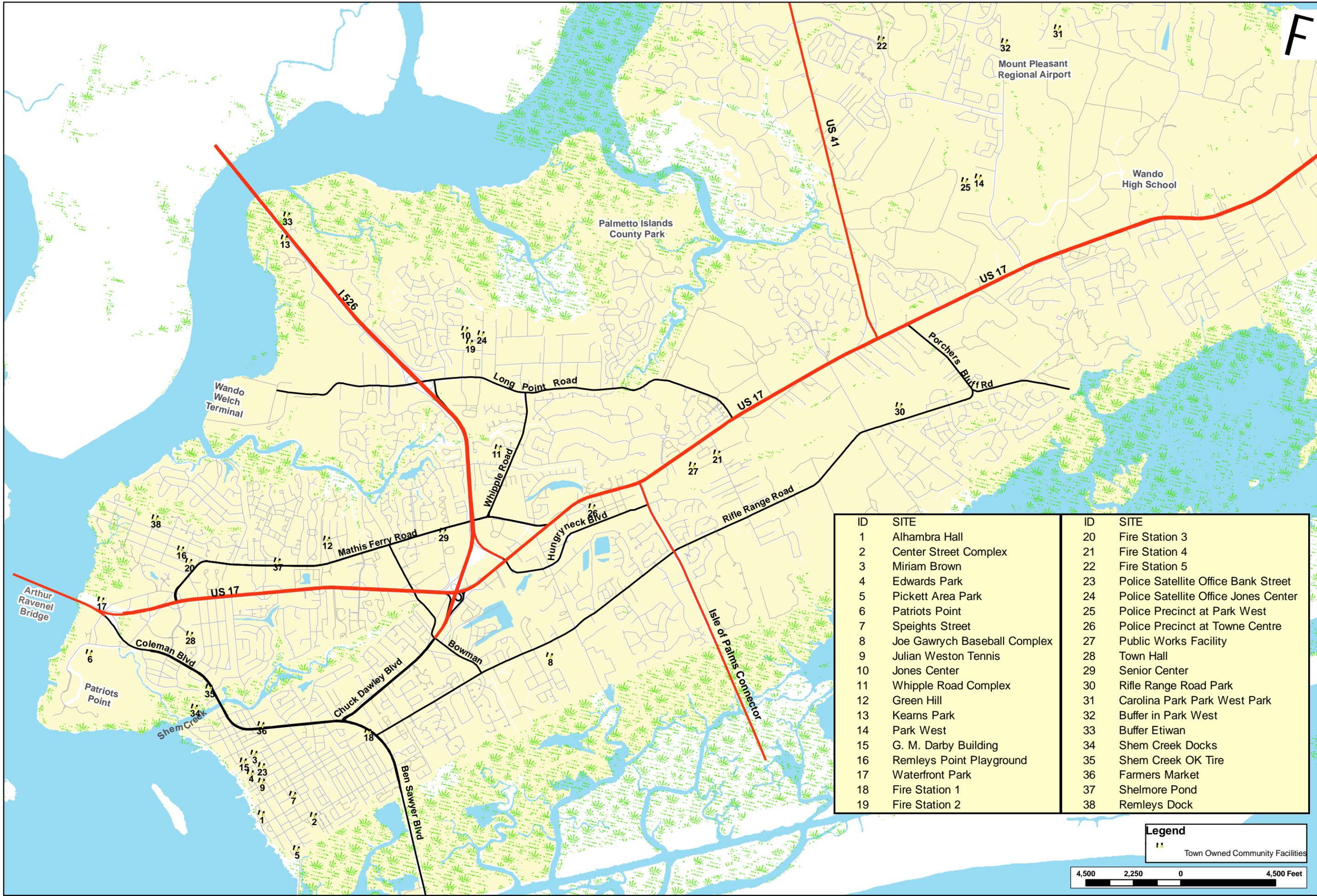
Source: Town of Mount Pleasant Recreation Department, May 2009.

* Please note that the Recreation Department has limited access to all Charleston County Schools gymnasiums east of the Cooper due to increased school programming.

Public Use Facilities

Alhambra Hall, maintained by Public Services, is a much sought after location for various functions such as weddings and banquets. It is located in the Old Village and overlooks the Charleston Harbor. Available space in Alhambra Hall is 3,280 square feet and it can accommodate a maximum of 350 people.

Most of the Town's recreation facilities are available for public use outside of scheduled Recreation Department and Town sponsored events. Guidelines and rental fees are established by Town Council for each type of facility available for public use.



**Town of Mount Pleasant
Town Owned Community Sites**

1	Alhambra Hall	20	Fire Station 3
2	Center Street Complex	21	Fire Station 4
3	Miriam Brown	22	Fire Station 5
4	Edwards Park	23	Police Satellite Office Bank Street
5	Pickett Area Park	24	Police Satellite Office Jones Center
6	Patriots Point	25	Police Precinct at Park West
7	Speights Street	26	Police Precinct at Towne Centre
8	Joe Gawrych Baseball Complex	27	Public Works Facility
9	Julian Weston Tennis	28	Town Hall
10	Jones Center	29	Senior Center
11	Whipple Road Complex	30	Rifle Range Road Park
12	Green Hill	31	Carolina Park Park West Park
13	Kearns Park	32	Buffer in Park West
14	Park West	33	Buffer Etiwan
15	G. M. Darby Building	34	Shem Creek Docks
16	Remleys Point Playground	35	Shem Creek OK Tire
17	Waterfront Park	36	Farmers Market
18	Fire Station 1	37	Shelmore Pond
19	Fire Station 2	38	Remleys Dock

Legend
 Town Owned Community Facilities



ID	Site	ID	Site
1	Belle Hall Elementary	16	Village Library
2	Charles Pinckney Elementary	17	Mt. Pleasant Library
3	James B. Edwards Elementary	18	Charleston County Offices
4	Jennie Moore Elementary	19	Palmetto Islands County Park
5	Laing Middle	20	Patriots Point
6	Moultrie Middle	21	MP Waterworks Site
7	Mt. Pleasant Academy	22	MP Waterworks
8	Thomas Carlo Middle	23	Gadsenville Boat Landing
9	Wando High	24	Paradise Island Boat Landing
10	Whitesides Elementary	25	Remleys Point Boat Landing
11	New Laing Middle Location	26	Shem Creek Boat Landing
12	New Wando High	27	Town Kayak Launch
13	New Whitesides Elementary Location	28	Town Kayak Launch
14	Laurel Hill Primary	29	County Kayak Launch
15	Mt. Pleasant Post Office		



**Town of Mount Pleasant
Community Sites**

Legend
 Community Facilities



Transportation

Background

The Priority Investment Act (PIA), signed into law in May 2007, requires that a Comprehensive Plan include a stand-alone transportation element. The PIA includes a list of core requirements including an existing conditions analysis, a future conditions analysis, land use considerations, and coordination with transportation plans and projects implemented by other jurisdictions or agencies. The Town's Long Range Transportation Plan was adopted in late 2006 prior to the creation of the PIA standards and meets most of these standards.

CHATS Long Range Transportation Plan, 2010 / 2011

The Berkley-Charleston-Dorchester Council of Governments hosts the region's Metropolitan Planning Organization (MPO), which is responsible for transportation planning in urban areas. The CHATS (Charleston Area Transportation Study) is the name for the MPO and is the organizational body overseeing the long range transportation planning process. The planning area for CHATS covers over 800 square miles, including the Town of Mount Pleasant. CHATS maintains and regularly updates a Long Range Transportation Plan (LRTP) with a planning horizon of twenty-five years; the most recent plan update was in 2010/ 2011. This plan identifies long-term transportation needs.

Because the funding sources vary by project type, roadway projects, bike/pedestrian projects, freight, and transit projects are all considered separately. The plan lists major projects that are prioritized and highlights recommended policy improvements. The Implementation Plan includes policy recommendations for each topic area subdivided into short-term (3-5 years) and mid-term goals (5-10 years). Major recommendations that could affect the Town of Mount Pleasant include pursuing funding for a regional greenway system, improving coordination with regional partners, and adopting "complete street" standards on all transportation projects, which is current Town policy.

Charleston County Comprehensive Transportation Plan

Charleston County's plan follows many of the same processes as the CHATS plan by identifying current deficiencies in the roadway network and modeling future deficiencies. The plan identifies the projects requested by the local municipalities and screens them for mobility benefit and constructability. The County plan also identifies funding sources for the projects and makes a list of policy recommendations for the municipalities. These recommendations include:

- Require traffic impact studies (minimum size to be determined by local jurisdiction)
- Require adequate transportation infrastructure for new developments including sidewalks and bike paths
- Adopt an access management policy
- Adopt a "complete streets" policy

Town of Mount Pleasant Long Range Transportation Plan

The Town adopted a Long Range Transportation Plan in 2006 and then participated with CHATS in 2010 / 2011 on their update for the region. The model is based on the CHATS model and is updated with the Town's population and employment estimates. Recommendations from regional plans and corridor plans are also considered and incorporated.

A great deal of effort was spent aligning the goals and objectives from the previous transportation plan and the Town's Comprehensive Plan. Transportation planning elements are aligned with planning goals, and then enhanced with specific performance measures to allow planners to track the Town's success in implementing the plan.

The plan follows traditional transportation planning techniques by assessing the current condition of the transportation network, identifying current deficiencies, and projecting future deficiencies based on approved and planned developments.



Although the plan was adopted prior to the Priority Investment Act (PIA), the planning team compared it against the new standards. Except for a few notable instances, the plan meets all of the PIA requirements. Additional items that could be addressed are:

- Additional maps:
 - Map of activity nodes. Activity nodes can include bicycle and pedestrian attractors such as schools, parks, major retail, major employment centers, event centers, or major residential developments.
 - Map of hurricane evacuation routes
 - Map of railroad, airport, or seaport facilities
 - Map of roads by number of lanes and functional classification
- The general intent of the PIA is that land use and transportation planning be conducted simultaneously in an integrated fashion. This would mean considering land use and transportation alternatives at the same time and evaluating the impacts of each on the other.

Existing Conditions

Much of the Town's assessment of the existing transportation network is garnered from the Long Range Transportation Plan (LRTP). Please refer to this document for specific performance measures. This document is available on the Town's website (tompsc.com).

Roadway

Travel patterns within Mount Pleasant are predominantly north-south, using Johnnie Dodds Boulevard and US 17 as the primary spine within the Town. Other major north-south roads are Mathis Ferry Road, Coleman Boulevard/Chuck Dawley Boulevard, Rifle Range Road and Hungryneck Boulevard. The majority of work-related travel occurs at peak times during the morning and evening commute periods. Over 66% of Mount Pleasant residents work outside of Mount Pleasant.

Increasingly, the transportation network within Mount Pleasant will serve through-trips generated outside the Town. These trips will serve employment located in downtown Charleston and the North Charleston area. All indications show a continuing trend for new development in the northern section of the Town and redevelopment within the southern part. This growth will affect the transportation network with respect to providing mobility at a level of service expected by Town residents. The plan notes roadway segments that are deficient in terms of their ability to handle congestion, defined as level of service E or F (with the highest level of service being A and the lowest being F).

Transit

CARTA operates three fixed routes in Mount Pleasant:

- 1) #2 Mount Pleasant-West Ashley Express
 - Runs weekdays during peak AM and PM travel times
 - Park and ride lots located at Super Wal-Mart and Wando Crossing Wal-Mart
 - Four stops downtown, but only West Ashley stop is Citadel Mall
- 2) #40 Mount Pleasant
 - Runs daily
 - Stops at Wando High School, Mt. Pleasant Hospital, The Market at Oakland, Mt. Pleasant Towne Centre, Wando Crossing, Houston Northcutt Blvd, and the downtown Visitors Center
- 3) #41 Coleman Blvd.
 - Runs weekdays and Saturdays

- Stops at Rifle Range Rd/Ben Sawyer Blvd., Sea Island Shopping Center, Coleman Blvd./Mill St., Houston Northcutt, Waterfront Park, Patriots Point, and the downtown Visitors Center

Bicycle and Pedestrian System

The Town has adopted a Bike and Pedestrian Master Plan that identifies sidewalks and bicycle facility locations. Existing pedestrian facilities along major roadways within the Town include:

- Coleman Boulevard
- Chuck Dawley Boulevard
- Ben Sawyer Boulevard
- Hungryneck Boulevard
- Isle of Palms Connector
- Rifle Range Road
- Long Point Road
- Venning Road
- Six Mile Road
- Hamlin Road
- Johnnie Dodds Boulevard
- Park West/Dunes West Boulevard
- SC 41 in the Phillips Community
- Mathis Ferry Road
- Whipple Road

Bicycle facilities within the Town include the Coleman Boulevard bicycle lanes, a multipurpose lane along the Ravenel Bridge, and bike lanes or shared facilities along Johnnie Dodds Boulevard and Highway 17 . Other improvements are currently being made along Ben Sawyer Boulevard as part of the Battery2 Beach project. All new and future residential developments will include sidewalk construction based on the current Mount Pleasant Land Development Regulations.

In 2013, the Town of Mount Pleasant adopted a Master Bicycle and Pedestrian Plan which provides an overview of existing routes and includes recommended improvements along with an Action Plan.

The South Carolina State Trails Plan (2002) identifies several trails within the vicinity of Mount Pleasant. This includes the East Coast Greenway hiking/mountain biking trail that connects Florida to Maine, running through Mount Pleasant and Charleston County.

Battery2Beach is a twenty-four mile route linking the Isle of Palms through downtown Charleston to Folly Beach. A portion of the route runs along Coleman and Ben Sawyer Boulevard.

Freight and Ports

The Wando Welch Terminal, located in the southwestern section of town, is designated as one of thirteen Official National Highway System Intermodal Connectors within South Carolina by the Federal Highway Administration. The projections for intermodal traffic and the positive prospectus for international trade connected to the ports ensure that truck traffic will continue to be a substantial portion of traffic traveling through the Town.

Planned and Funded Projects

Projects Planned in the Town's LRTP

In its Implementation Plan chapter, the LRTP identifies recommended transportation projects based upon the goals and measures developed during the LRTP process. The LRTP employed a Town-specific travel demand model to evaluate the effectiveness of various proposed projects for meeting the Town's goals. Projects were advanced based upon their effectiveness as well their inclusion in other major planning efforts, such as the previous LRTP. The transportation projects in the Implementation Plan will help mitigate many of the transportation issues and maintain an acceptable level of network mobility.

Projects with Identified Funding

Transportation projects are mostly funded through the expenditure of federal dollars allocated to each state. While the Long Range Transportation Plan contains a list of desired long range transportation projects for the region, projects must graduate to the short term list, or Transportation Improvement Plan (TIP), before they can access state and federal funding. The TIP is a five year list of funded transportation projects. The TIP includes those transportation projects identified by the region as having the greatest importance which should be constructed within that five year planning horizon. An updated list of funded transportation projects, including those from the 2009 CHATS TIP, is included below:

Table 25: Summary of Committed Funds and Project Costs by 2006 Long Range Transportation Plan Update Recommended Projects¹ (see notes next page)

L RTP Project ID	Project Description	Committed Funds		Project Cost Estimate	Uncommitted Cost Remaining
		PE, ROW, and/or CONST	Source		
Phase I (2006-2011)					
1	US 17 widening (COMPLETED)	26,357,000	CHATS Guide Share	\$26,357,000	\$ -
2	IOP widening (COMPLETED) ²		CHATS Guide Share		\$ -
3	HNB II ³ (TOWN PORTION COMPLETED)	5,942,000	TOMP and Developer Commitment	\$5,942,000	\$ -
4	HNB III ⁴	3,553,000	TOMP	\$3,553,000	\$ -
5	Whipple Road (COMPLETED)	3,285,000	TOMP	\$3,285,000	\$ -
6	Wingo Way extension (COMPLETED)	1,194,000	TOMP/SCDOT	\$1,194,000	\$ -
7	Bowman Road widening (Mathis Ferry to US 17) (COMPLETED)	3,000,000	TOMP/Fed Earmark	\$3,000,000	\$ -
8	Bowman Road widening (US 17 to HNB II) (COMPLETED)	9,100,000	TOMP/Fed Earmark	\$9,100,000	\$ -
9	Porchers Bluff (COMPLETED)	1,000,000	Developer Committed	\$1,000,000	\$ -
10	S. Morgan's Point Road extension (COMPLETED)	1,629,000	Developer Committed	\$1,629,000	\$ -
11	Park Blvd (COMPLETED)	1,900,000	Developer Committed	\$1,900,000	\$ -
T13	Rifle Range Road / Ben Sawyer			\$600,000	\$600,000
T14	Rifle Range Road / Bowman Road			\$600,000	\$600,000
T15	Rifle Range Road / IOP			\$600,000	\$600,000
T16	Rifle Range Road / Hamlin Road			\$600,000	\$600,000
T17	Rifle Range Road / Six Mile	376,000		\$576,000	\$200,000
Phase II (2012-2030)					
12	I-526/US 17 Interchange (COMPLETED)	51,400,000	State Infrastructure Bank	\$51,400,000	\$ -
13	Park West Boulevard Widening			\$1,800,000	\$1,800,000
15	US 17 Widening IOP to Darrell Creek Trail (COMPLETED)	14,375,000	TOMP, Charleston County, FED Earmark, Developer Commitment	\$28,000,000	\$ -
17	SC 41 Widening (US 17 to Bessemer Rd.)			\$9,220,000	\$9,220,000
20	IOP Widening (COMPLETED)			\$1,500,000	\$1,500,000
21	IOP Bridge Restriping Study (COMPLETED)			\$15,000	\$15,000
T3A	HBN III and IV to 5L ⁵	3,214,000		\$16,380,000	\$13,166,000
T5	JDB Widening to 6-lanes with 4-lane Urban Interchange at Bowman Road (COMPLETED)	70,000,000		\$82,000,000	\$ -
T9	US 17 I-526 to HNB ⁶ (COMPLETED)				\$ -
T10B	SC 41 Widening (Bessemer to DWB)			\$3,500,000	\$3,500,000
T12	SC 41 to Porchers and frontage road			\$12,500,000	\$12,500,000
TOTAL		196,325,000		\$266,251,000	\$44,301,000

Source: Town of Mount Pleasant Transportation Department, 2009.

Notes:

- 1) Costs in 2009 Dollars
- 2) Funds and costs included as part of Project 1
- 3) Funds and costs reflect Town completing entire portion of Hungryneck Phase II with potential to reduce this cost through a development agreement
- 4) Cost reflects 3L improvement based on Town Council decision
- 5) Cost reflects maintaining Hungryneck Phase III as 3L and Hungryneck Phase IV as 3L improvement based on Town Council decision
- 6) Funds and costs included as part of Project 12

Other Initiatives of the Mount Pleasant Transportation Department

The Town of Mount Pleasant's Transportation Department is engaged in a number of other initiatives to improve mobility, increase the efficiency of the transportation system, and offer greater transportation alternatives. Some of the primary initiatives currently under way are as follows:

- Expansion of bicycle and pedestrian facilities, both along existing roadways and by developing new facilities along their own alignments
- Integrating better transit design into roadway improvement projects
- Developing enhanced pedestrian crossing treatments for safer roadway crossings
- Developing a Town-wide wayfinding sign program

Land Use

Background

New development will continue to come to the Town of Mount Pleasant as the population grows, new households are formed, and new businesses are opened. Although previously projected to be at a more moderate rate when compared to previous years, the pace of development in Mount Pleasant has recovered to a pre-economic crisis rate. The Town also continues to annex new properties at a moderate rate. Since 2009, the Town has annexed more than 2,000 acres including new developments known as Oyster Point, Stratton Place, and Pepper Plantation, which alone have added almost 800 developable lots.

Existing Land Use Inventory

This section explores the Town's current land use patterns and consumption. Land Use categories from the 2009 Comprehensive Plan are carried forward for consistency. These land use categories describe in broad terms how land is currently being used.

It is important to distinguish the difference between these land use categories and zoning. Zoning is regulatory language that prescribes what types of development and uses are permitted on a specific property. In many cases, the property is used as it is currently zoned, but in some instances, zoning may permit a different use or a greater intensity than what is currently on the parcel. The 2014 Future Land Use Map, shows how land in the Town is used.

Current Future Land Use Categories

Natural Open Space: This category depicts areas of the Town that are intended to remain in a natural state. These lands include floodplains and saltwater marshes which are habitat to much of the area's wildlife and marine resources.

Recreation Open Space: This category depicts areas intended for public or private recreation, including parks and Town recreational facilities.

Rural Conservation: This is land intended for either agricultural or rural residential uses and may include areas of the Francis Marion National Forest with very low densities and limited access to urban services provided by the Town.

Community Conservation: The primary purpose of the Community Conservation land use is to protect and recognize the importance of the unique development characteristics of historic African-American areas in the planning area and sustain the strong sense of community found therein. Generally, these communities contain low density residential uses with few to no commercial uses.

Low Density Neighborhood: This designation is for low density, single family residential development patterns that range between suburban and rural densities.

Medium Density Neighborhood: This designation is for medium density, single family residential areas typical of urban neighborhoods with small lots, or attached residential structures like duplexes and townhomes.



High Density Neighborhood: This designation is for high density, attached housing such as townhouses, row houses, or apartments in the two to three-story range.

Commercial: This is an inclusive economic or business designation involving retail, service, and office uses. The objective is to concentrate general commercial development and economic activity in these areas and to minimize the impact of such uses on neighboring properties, the transportation network, and environmental resources.

Business/ Light Industrial/ ED: These land uses include a range of activities intended to promote business development, economic development, job growth, and increased tax base to the Mount Pleasant community.

Public/Institutional: This land use category is used to designate lands that are intended for use by federal, state, and local government agencies, houses of worship, and schools and educational facilities.

Urban Corridor: This land use category is intended to foster an active, pedestrian-oriented commercial environment with a variety of uses, activities, and scales.

Cultural Landscape: This land use category is intended to recognize existing agricultural and other traditional landscapes in their historic form and/or historic uses. Development in the Cultural Landscape area should complement and be compatible with existing land uses.

Waterfront Gateway: This land use category identifies two areas highlighted for special consideration due to the importance of waterfront access opportunities. Land uses should be mixed.

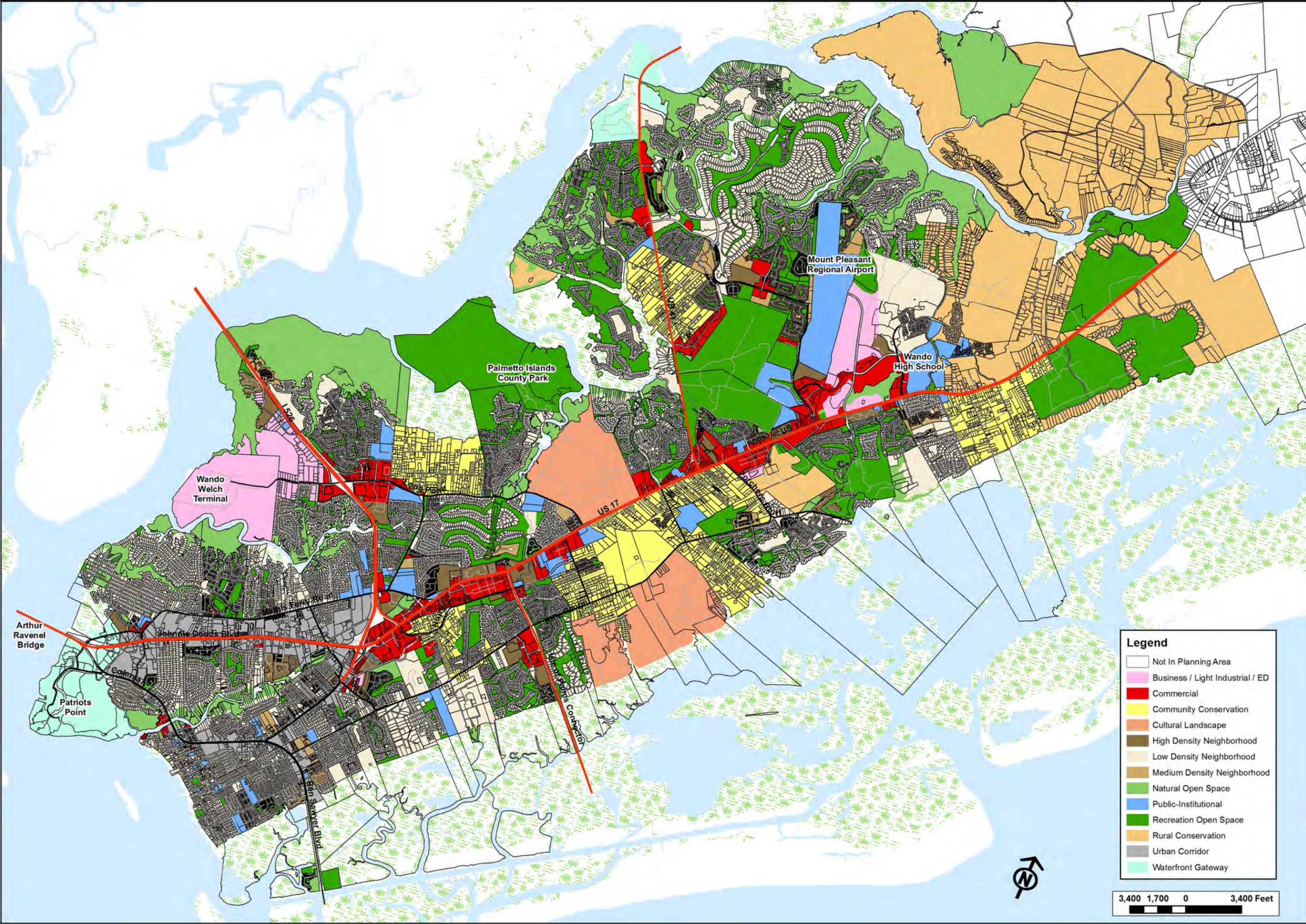
Current Land Use Patterns

The current land use summary table provides an overview of land use patterns for the 2009 planning area. Although from its main roadways it may appear that Mount Pleasant has seen substantial development, current land use is dominated by Conservation lands (some of which are not developable), followed closely by Low Density Neighborhood. The largest land use category within the planning area is Conservation, which includes Natural/Undisturbed, Open Space/Recreation, and Rural Conservation land uses. The second largest land use category is Residential with the largest subcategory being Low Density Neighborhood. The next major category of land use is Commercial.

Table 26: Current Land Use Summary Table, Total Acres

Current Land Use	Developable	Developed	Restricted	Undevelopable	TOTAL
Business/ Light Industrial/ ED	460	757	0	3	1,220
Commercial	430	802	0	45	1,277
Community Conservation	1,229	1,349	239	33	2,850
Cultural Landscape	797	658	0	0	1,455
High Density Neighborhood	165	592	0	9	766
Low Density Neighborhood	1,564	8,524	0	323	10,411
Medium Density Neighborhood	21	427	0	47	495
Natural Open Space	217	376	2	3,184	3,779
Public-Institutional	106	1,113	11	24	1,254
Recreation Open Space	245	2,708	1,259	1,523	5,735
Rural Conservation	3,653	1,264	1,111	190	6,218
Urban Corridor	142	824	0	27	993
Waterfront Gateway	236	488	0	15	739
TOTAL	9,265	19,882	2,622	5,423	37,192

Source: Town of Mount Pleasant Current Land Use data

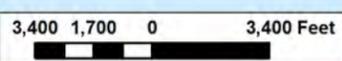


Town of Mount Pleasant 2009 Future Land Use Map

As amended by Town Council through April 2014

Legend

[White Box]	Not In Planning Area
[Pink Box]	Business / Light Industrial / ED
[Red Box]	Commercial
[Yellow Box]	Community Conservation
[Orange Box]	Cultural Landscape
[Dark Brown Box]	High Density Neighborhood
[Light Brown Box]	Low Density Neighborhood
[Medium Brown Box]	Medium Density Neighborhood
[Light Green Box]	Natural Open Space
[Blue Box]	Public-Institutional
[Dark Green Box]	Recreation Open Space
[Light Orange Box]	Rural Conservation
[Grey Box]	Urban Corridor
[Light Blue Box]	Waterfront Gateway



This land use summary includes developed acreage as well as undeveloped land. By comparing developed and undeveloped acreage, one can estimate whether the Town has set aside adequate land to accommodate future growth. Estimates for population growth over the next ten years vary from a 10% to 18% increase. Estimates for employment growth vary from a 5% to 25% increase. An aggressive estimate (i.e. ensuring adequate land for growth) would assume a 20% increase in each; undeveloped land must be set aside for future population and employment growth

Given the continuation of current land use patterns, there may not be adequate land set aside for Low Density Residential and High Density Residential. Commercial categories generally appear to have adequate land for the ten year growth horizon. The Urban Corridor land use category does not need developable land for the ten year horizon, as this area is planned for primarily infill and redevelopment.

Special Land Use Areas

Patriots Point

Patriots Point includes a large and well situated area immediately south of the Ravenel Bridge landing, with excellent views and access of Charleston Harbor. Much of the land at Patriots Point is owned and managed by the Patriots Point Development Authority which is governed by a Board of Directors, but there are also a variety of other private landowners. The Board's primary responsibility is managing the Naval and Maritime Museum located on the site. Besides the museum, the primary land use on Patriots Point is recreational, including a golf course and the College of Charleston recreational complex. Patriots Point is also home to a resort and a marina. Some high-rise residential development is located along the northern edge of the point.

Wando Welch Terminal

The South Carolina State Ports Authority operates the Wando Welch Terminal, a port container terminal, in the southwestern part of the planning area outside of incorporated Mount Pleasant. The terminal is located off of Long Point Road, just west of I-526 and north of Hobcaw Creek. Due to its proximity to the interstate, most truck traffic to the terminal can be routed along the interstate and avoid local roads. Hobcaw Creek provides a nice buffer from neighborhoods to the south, and the terminal is screened along its southern edge by a small forested area. There are some land use conflicts between the Wando Terminal and adjacent neighborhoods, which is located east of the terminal and south of Long Point Road.

Palmetto Islands County Park

Palmetto Islands County Park is a 943-acre park operated by Charleston County Park and Recreation Commission, located west of US 17 and on the southern banks of the Wando River and its tributaries. The park is largely in a natural state with predominantly passive recreational facilities, and is one of few parks in the planning area that provides public access to a water body. Access to the park is provided by Needlerush Parkway, which runs through a single family residential neighborhood.

Laurel Hill Plantation

Laurel Hill Plantation is a 781-acre tract of undeveloped land at the northern corner of the intersection of US 17 and US 41. The plantation presently consists primarily of forests and wetlands and contains only a single residential structure for those who maintain the property. The plantation is governed by John Muller's will, who requested that the property remain in a

predominantly natural state and be used for religious, charitable, scientific, literary, and/or educational purposes. The property is now under a long-term lease with Charleston County Parks and Recreation Commission.

Planned Communities

A large proportion of land in the Town of Mount Pleasant has been developed in planned communities under one of the Town's planned development district designations. Planned developments have many benefits, especially for residents of these communities. Recently planned communities have also been successful in including commercial, civic, and economic development elements as well as residential, resulting in more successful mixed use communities. In some cases, school sites and public parks have been dedicated for use of the general public.

Overlay Districts

A number of special land use areas are governed by Overlay Districts that protect their distinctive character or manage unique land use situations.

Urban Corridor Overlay District

The purpose of this zoning district is to foster an active, pedestrian-oriented commercial environment with a variety of uses, activities, and scales; where form is as important as use. The district governs land use, density bonuses, permitted outdoor uses, height and bulk requirements, buffers, the relationship of buildings to the street, sidewalks and activity zones, plazas, and various other requirements.

Old Village Historic Overlay District

The Old Village Historic District ordinance establishes the Old Village Historic District Commission as a review body for protecting the historic structures and overall character of the Old Village area of Mount Pleasant. The overlay defines the boundaries of the district and provides general regulations pertaining to the Commission and development.

Shem Creek Waterfront Overlay District

The Shem Creek area is a unique cultural and historical resource for the community, and it has been used for water dependent uses, such as shrimping, for decades. The Shem Creek Overlay was developed in order to protect water dependent uses in the area and to permit small-scale mixed use development that is compatible with the marine industry and adjacent neighborhoods. Residential and retail uses are permitted, but only as a conditional use.

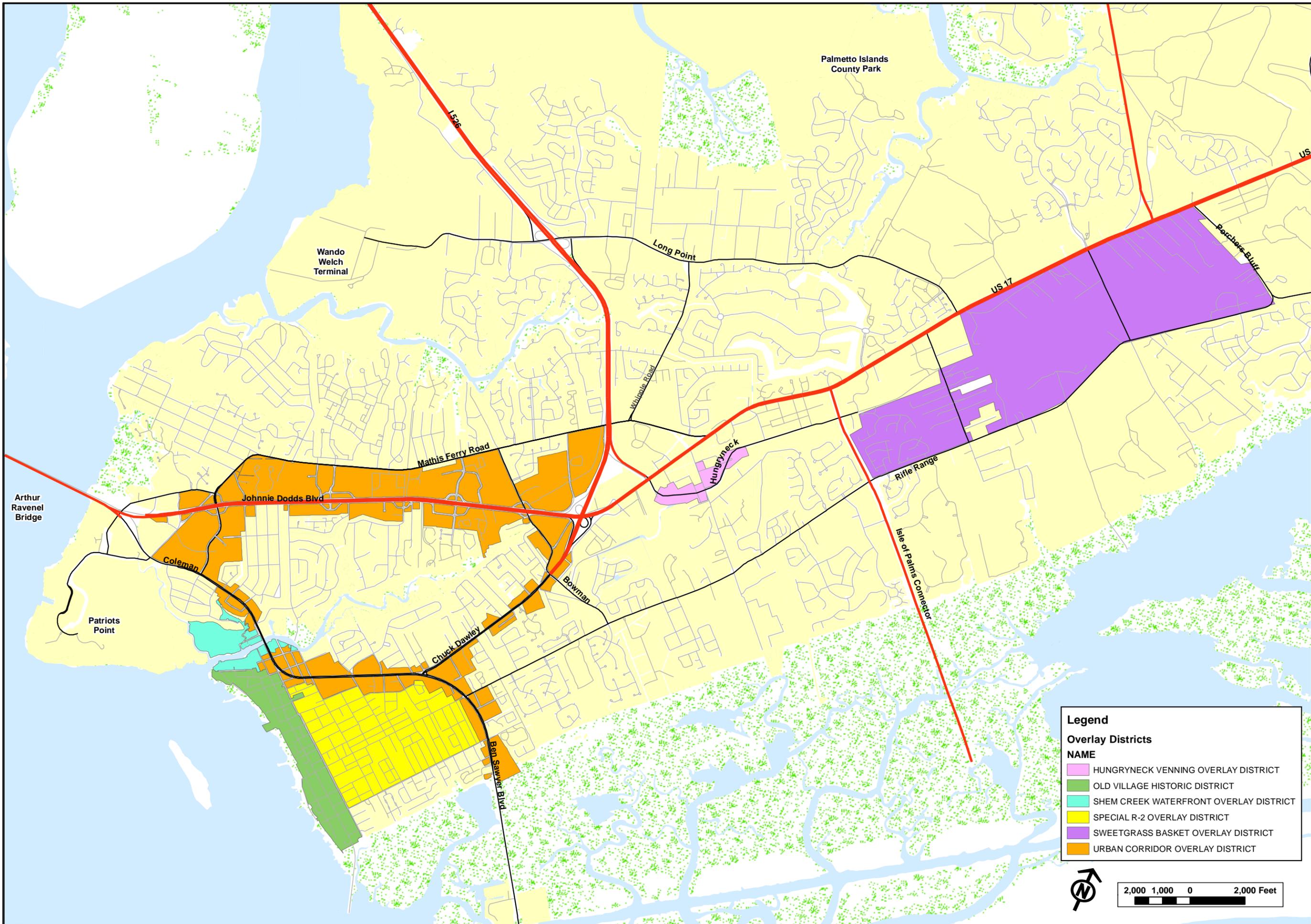
Hungryneck Boulevard - Venning Road Overlay District

The purpose of the Hungryneck Boulevard-Venning Road Overlay district is to protect the historic African-American settlement known as the Four Mile community, which was affected by the extension of Hungryneck Boulevard. The overlay protects the existing and historical uses native to the Four Mile community and also limits the impacts of proposed new developments to the overlay area. Specifically, new development is limited in size and must be buffered from adjacent existing residential properties. The overlay also requires compliance with Hungryneck's access management plan.

Sweetgrass Basket Overlay District

The purpose of the Sweetgrass Basket Overlay District is to create consistency between the Town of Mount Pleasant and Charleston County on land use and planning matters for this area. Properties in this area are mostly unincorporated. This district also protects the

tradition of selling sweetgrass baskets in roadside stands also in addition to protecting the general rural character of this particular community. The overlay permits minor subdivisions and accessory dwelling units to foster historic settlement patterns for this community. Commercial development is permitted areas along Highway 17 North only, but is limited in type and/or intensity, and buffers are required.

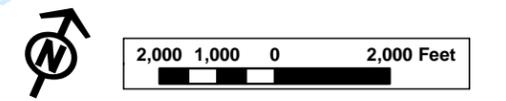


Town of Mount Pleasant Overlay Districts

Legend

Overlay Districts

NAME	Color
HUNGRYNECK VENNING OVERLAY DISTRICT	Pink
OLD VILLAGE HISTORIC DISTRICT	Green
SHEM CREEK WATERFRONT OVERLAY DISTRICT	Cyan
SPECIAL R-2 OVERLAY DISTRICT	Yellow
SWEETGRASS BASKET OVERLAY DISTRICT	Purple
URBAN CORRIDOR OVERLAY DISTRICT	Orange



Major Land Use Issues

The following is a brief summary of the major land use issues currently facing the Town of Mount Pleasant.

Level of Service

One of the primary purposes of land use planning is to provide coordinated and efficient government services. Service provision is more efficient when the incorporated area is compact and connected, without service gaps or leapfrogged areas. Mount Pleasant faces level of service issues on two fronts. The unincorporated areas within Mount Pleasant can make service provision less efficient. Having multiple service providers - sometimes the Town, sometimes the County, sometimes other entities - serve a single connected area is less efficient than establishing the Town as the primary service provider for the entire planning area. This issue has led to the Town's current policy that seeks annexation of unincorporated areas within the current planning area.

The second issue is how far to extend Town boundaries in order to plan for future growth and development and how to plan for the extension of services in an efficient manner. The Town is also expanding its planning area and considering annexing areas in order to preserve their rural character. Consideration must be given to the level of service provided to these areas.

Infill and Redevelopment

Most of the Town's growth in recent years has been outwards or northwards along US 17 and SC 41. For a number of reasons, infill and redevelopment have become more compelling as a policy issue for the Town. As traffic congestion has grown in the Town with new development, and as gas prices have risen, market demand has increased for living in more accessible locations closer to employment, services, and other major destinations. There is a great deal of interest among Town stakeholders in creating more pedestrian-oriented destinations within the Town, as is reflected in the Urban Corridor – Overlay District. In addition, the Town is looking to bolster its tax base by replacing underutilized land with more intensively developed, higher value, mixed use developments. All of these forces suggest a greater need for the Town to promote infill development and redevelopment in targeted areas. At the same time, quality of life in the Town's residential areas is generally prized, therefore infill and redevelopment should occur in such a way as to preserve the character of nearby residential areas, with buffers and transition zones where appropriate. The Town's redevelopment studies so far have incorporated transition zones to scale down from higher density redevelopment to nearby residential areas.

Economic Development

Business and employment growth requires that sufficient land in suitable locations is set aside for these purposes. Business and employment growth are in the interest of the Town, as businesses provide significant revenues to the Town through business license fees, property taxes, sales taxes, and hospitality revenues. Businesses also provide employment opportunities for Town residents. In addition to other commercial zoning districts, the Town also includes an Economic Development District in order to promote business development in suitable locations. The Town is interested in continuing to provide suitable locations for existing and new business growth. One area of focus for these efforts is to promote suitable locations for tourism in the Town, building upon the Town's existing cultural and tourist amenities, such as Patriot's Point, Shem Creek, and Boone Hall (unincorporated).

Transportation - Land Use Connection

Although historically transportation and land use plans have been developed separately, planners have long known that transportation and land use planning efforts strongly influence each other and should ideally be linked. The South Carolina Priority Investment Act requires that future planning efforts integrate transportation and land use planning.

While all population growth brings increased traffic, traffic increases most rapidly when new development occurs primarily on the fringe of the urbanized area. New residents at the edge of the urban area drive the longest distances to work and shop and contribute the most to added traffic congestion. Oftentimes when transportation improvements add capacity, they incidentally make the most outlying land more suitable for development, thereby attracting more development and greater congestion. Ironically, transportation improvements can often induce additional development and traffic, and therefore it is very difficult to improve congestion through road improvement projects alone.

The best way to combat congestion is to link transportation investments with land use planning. If road capacity is widened, densities on the outer edge of the urban area must be reduced at the same time to prevent congestion-producing sprawl. Also, new residential development should be targeted in those areas closest to major destinations, such as employment centers and shopping centers, and in areas with the most existing transportation infrastructure. A strategy that both improves transportation infrastructure and shortens trip lengths through land use planning is most likely to be effective.

Water Quality

As US environmental standards have improved, water pollution from point sources – i.e. from industrial plants or other major facilities – has decreased dramatically. In today's world, the main source of water pollution is nonpoint sources located on developed and agricultural lands. Water running off rooftops, roads, parking lots, and other impervious surfaces eventually makes it way into natural waterways such as the Wando River. As the water runs over various impervious surfaces, the water temperature rises, the volume and speed increases, and the water picks up pollutants and debris. As this stormwater flows into natural waterways, the waterways become polluted and their normal ecological function becomes disturbed. Some types of wildlife may have trouble surviving, and the number of undesirable bacteria may increase. In short, the greatest threat to water quality today is the sheer amount, type, and location of developed and disturbed land.

To comply with federal water quality standards, the Town has taken several measures, including enacting a Stormwater Management and Water Quality ordinance. In addition, land use planning can contribute to or detract from water quality. General land use strategies used to promote water quality include protecting undisturbed, natural areas adjacent to bodies of water and designing sites to retain water on site and to slow the flow of water off-site. There is a considerable volume of knowledge about how to develop land in a water-friendly manner; these techniques are often referred to collectively as "Low Impact Development." The Town also operates a Stormwater Utility to construct stormwater improvements that prevent flooding and reduce water pollution. For more on the Town's Stormwater Utility, please see the Community Facilities chapter of this Community Profile.