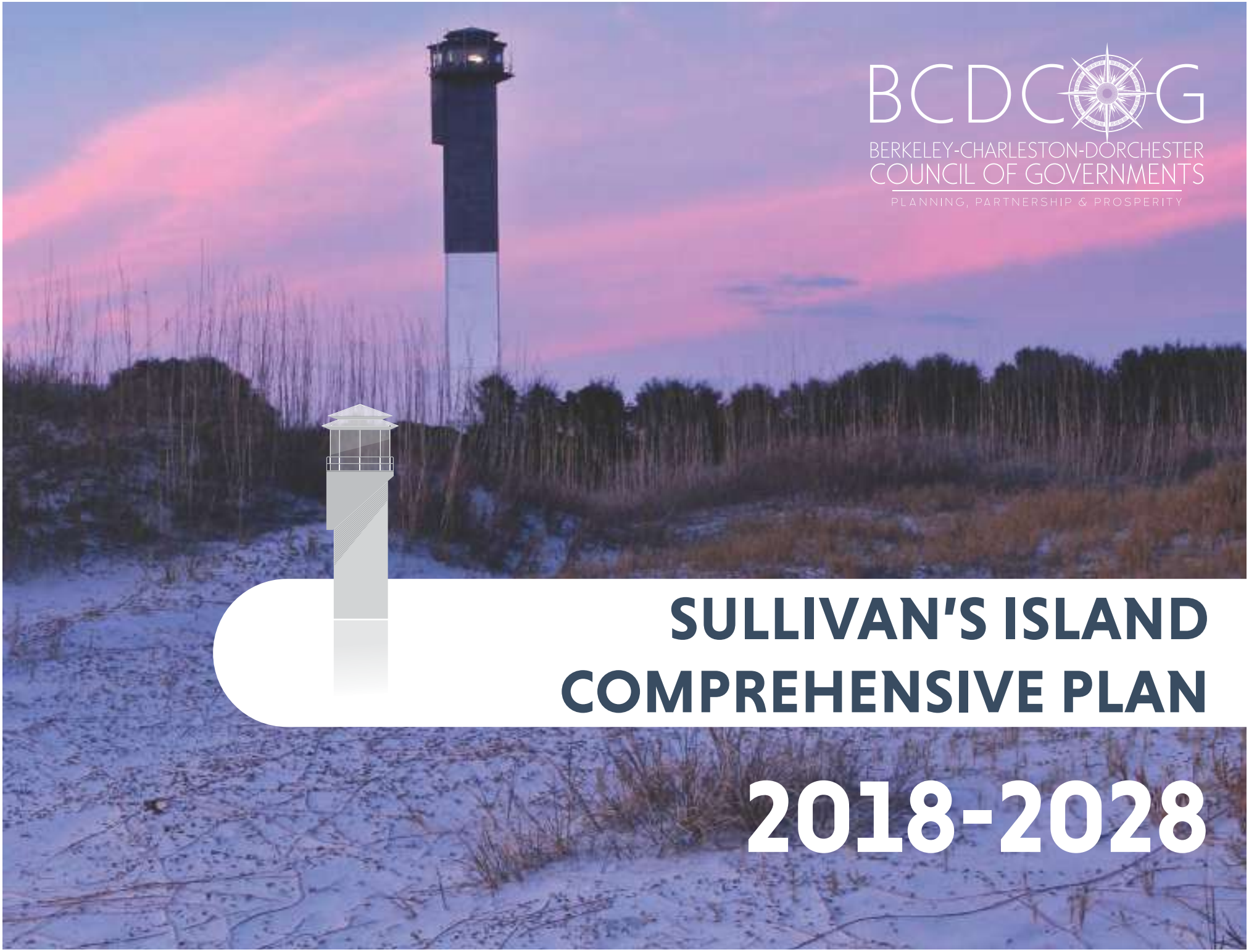

BCDCOG

BERKELEY-CHARLESTON-DORCHESTER
COUNCIL OF GOVERNMENTS

PLANNING, PARTNERSHIP & PROSPERITY

SULLIVAN'S ISLAND COMPREHENSIVE PLAN

2018-2028

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CHAPTER 1: INTRODUCTION

How We Begin

Source: Charleston CVB

"Make big plans; aim high in hope and work."

~Daniel Burnham

The Comprehensive Plan is a "living" document that guides the long-range physical development of the Town. The Plan is developed through a robust public process that involves citizens, staff, and the elected and appointed bodies for the Town of Sullivan's Island.

Each revision of the plan offers Island residents an opportunity to create a framework for guiding future growth and development in the Town over the next 10 to 20 years. Although visions may be different over time, they share common qualities. As stated in the vision statement, Sullivan's Island is an exceptional community that focuses on livability, environmental and historic preservation and a place where citizens are true partners in their Town government.

The basis of the comprehensive planning process is in the South Carolina Local Government Comprehensive Planning Enabling Act of 1994 (SC Code §6-29-310 through §6-29-1200), which repealed and replaced all existing state statutes authorizing municipal planning and zoning. The 1994 Act established the Comprehensive Plan as the essential first step of the planning process and mandated that the plan must be systematically evaluated and updated. As such, elements of the plan must be re-evaluated at least once every five years, and the entire plan must be rewritten every ten years. This document is the ten-year update to the 2008 Comprehensive Plan.

A comprehensive plan provides a vision, clearly stated and shared by all, that describes the future of the community. It protects private property rights and also encourages and supports economic development. The plan inventories the Town's existing conditions and amenities and assesses their functionality and relationship to one another. This inventory enables the Town to take stock of where they are today (strengths and weaknesses) and where they want to go (opportunities and challenges).

This plan was developed through a collaborative effort involving the Sullivan's Island Planning Commission, community leaders, citizen input, and ultimately approved by Town Council. Based on a study of existing conditions and public workshops, the Town has identified and defined its vision, goals, and objectives.

Source: Charleston CVB

PURPOSE

The Comprehensive Plan provides a primary basis for evaluating all future development, redevelopment and land use decisions in Sullivan's Island, and assists the community in achieving the development patterns it desires, such as traditional neighborhoods, infill development, and those creating/maintaining a sense of place, providing transportation alternatives, protecting natural resources and accommodating economic growth.

The plan is "long-range" in that it has a planning horizon of 20 years, and is "comprehensive" in that it covers the entire Town and its boundaries. Furthermore, it encompasses all the functions that make a community work and considers the interrelatedness of these functions. The Comprehensive Plan is based on the principle that if the Town knows what it wants to become, it possesses a framework for getting there. It is intended to generate local pride and enthusiasm about the future of the community, thereby ensuring that citizens are involved with the implementation of the plan.

As directed by the South Carolina Planning Enabling Act, the following nine elements are included:

1. *Population*
2. *Housing*
3. *Economic Development*
4. *Natural Resources*
5. *Cultural Resources*
6. *Community Facilities*
7. *Transportation*
8. *Land Use*
9. *Priority Investment*

An additional Chapter, Resiliency and Sea Level-Rise, was added to the plan to address the emerging importance of climate change and its effects on coastal communities. The 2018 Comprehensive Plan recognizes the long and rich history of Sullivan's Island, its tradition as a residential community, its nature as a barrier island, its historic structures and its special sense of place.

The most important issues identified by residents at the public kickoff meeting, as well as throughout the planning process by the Planning Commission, continue to be of primary consideration during the planning process. These issues include:

- *Maintaining the small-town atmosphere*
- *Preserving open space*
- *Protecting the natural environment*
- *Preserving historic buildings and sites*
- *Protecting the single-family residential character*
- *Preserving the integrity of the island way of life*

The final draft of the Comprehensive Plan will be reviewed by Town Council and presented to the public after Council's initial review. Council will approve any final document after a public hearing and ordinance process wherein Council may make modifications to any or all of the components of the Plan.

PUBLIC ENGAGEMENT

An essential component to any plan is public engagement. Public engagement helped to inform this Comprehensive Plan by providing an avenue for citizens to communicate their ideas and needs for the future of the Town. Every meeting from the Open House to each month's Planning Commission meeting, provided an opportunity for citizen input. Online surveys were used to provide an avenue for citizens who could not attend in-person meetings to provide feedback. Appendix A has fully detailed the public engagement process which lists all of the meetings and feedback that was provided for each online survey. This information was used to help write the plan.

VISION

Through its long history, Sullivan's Island has become an exceptional community on the coast of South Carolina that focuses on livability, promotes preservation of the natural environment and its historic character, and fosters a small-scale and unique business district.

GUIDING PRINCIPLES

The guiding principles will help influence the writing for each chapter and the goals and objectives throughout the 2018 Comprehensive Plan. They are intentionally concise and provide clear direction for the future of Sullivan's Island.

1. *Sullivan's Island will strive to maintain a small-town feel that originated from its past and which continues to this day.*
2. *Sullivan's Island will work to remain a predominately low density,¬ single family community.*
3. *Sullivan's Island will work to promote its historic districts and maintain a small and unique business district.*
4. *Sullivan's Island will continue to maintain and preserve the natural environment including, but not limited to trees, beaches, sand dunes, marshes, creeks, public vistas and access points, as well as the accreted lands to the benefit of all of the residents and wild life it preserves.*
5. *Sullivan's Island will protect and maintain public amenities, such as parks and town facilities to sustain the town's sense of community and connectedness.*
6. *Sullivan's Island will ensure that the architecture is compatible with the existing Island character, neighborhoods and historic fabric.*
7. *Sullivan's Island will promote and expand public open spaces with a commitment to sustainability for the benefit of future generations.*

CHAPTER 2: POPULATION

FIGURE 2.1

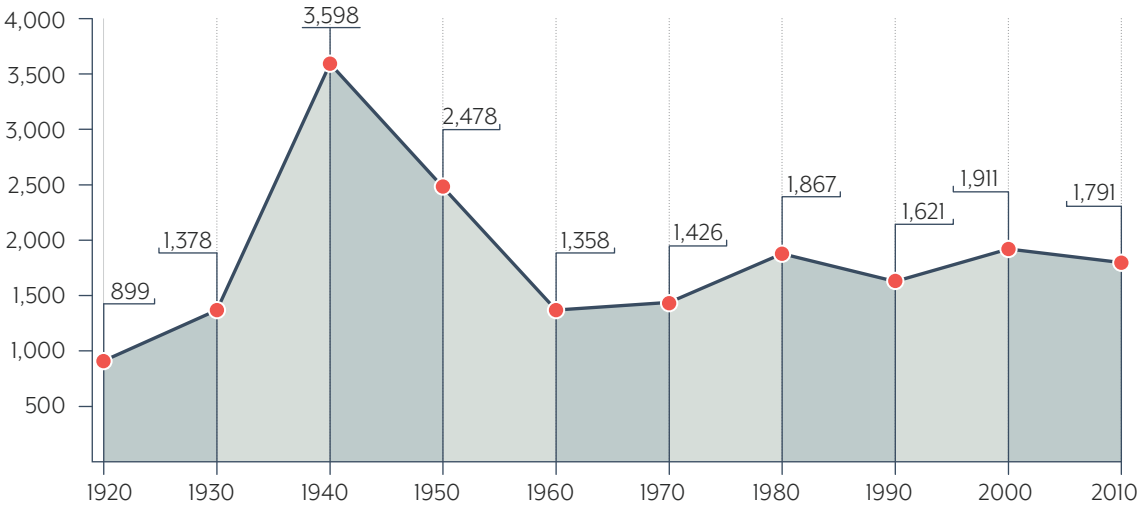
The Population Element provides an important key that unlocks an understanding of historical and projected growth on Sullivan's Island. Without understanding demographics, the Town of Sullivan's Island would not be able to create initiatives or policies that are effective for the citizenry. Knowing who the constituents are will help the Town effectively provide services and efficiently analyze issues that need to be addressed for the community.

The information for the existing Population Element was obtained through the United States Census Bureau, the Town of Sullivan's Island, and the Berkeley-Charleston-Dorchester Council of Governments (BCDCOG). In 2017, the Town of Sullivan's Island consists of Census Tract 48 (Figure 2.1).

HISTORY

Sullivan's Island has seen a steady population growth pattern since the 1920s barring a few generations that encompassed a war and a natural disaster (Figure 2.2 - see next page). There was a population explosion in the 1940s due to the increased use of the military facilities located on Sullivan's Island during World War II. During the 1950s, the population declined as Fort Moultrie was closed and the military population was rescinded after the war. The population finally levelled off to its pre-World War II levels in the 1970s. Then, the population on the Island grew steadily until 1989, when Hurricane Hugo hit the South Carolina coast and caused another sharp drop in population. After Hugo, the population returned to its previous pattern of gradual growth.

FIGURE 2.2: HISTORICAL POPULATION TREND



PROJECTIONS

Figure 2.3 (next page) shows that during the 2010 Census, Sullivan's Island's population dropped to 1,791 from the previous decennial census. This estimate was a 6.3% decline from the 2000 Census, which estimated the population at 1,911. Since 2010, the Town has grown by 15.4% to 2,067 people, according the 2015 American Community Survey (ACS) estimates. The 2015 ACS data uses a different methodology than the decennial Census, so a more conservative estimate was used by BCDCOG to project 2020, 2030, and 2040 estimates. BCDCOG provided estimates for 2020, 2030, and 2040, which are created by the region's travel demand model. The travel demand model is forecasting tool that bases vehicular trip generation on population projections. The most accurate information will come when the 2020 Census is released, but for now, these projections will suffice for future growth. Due to the relatively low availability of developable land, laws established to prevent subdivision, and the preference for single-family-oriented development, the population should stay relatively flat for the foreseeable future.

Table 2.1 (next page) shows the historical population trend for Sullivan's Island with both the 2015 ACS and BCDCOG projections for the years 2020, 2030, and 2040 in tabular format. This information illustrates the Net Population Change by whole number and percent change. Cumulatively, between 1990 and 2040, the projected growth of the population is positive by an addition of 222 citizens. This growth rate represents about a 12% increase over a 50-year period if all estimates remain on-track. This growth rate should be extremely manageable for the Town of Sullivan's Island as it represents only an annual increase of about 4 people per year, spanning to 2040. Again, these are projected estimates but the growth rate is nowhere near that of the BCDCOG region which is growing much more rapidly. Logically, this makes sense as there is only a finite amount of land on the island and there are restrictions that prevent subdivision.

FIGURE 2.3: POPULATION PROJECTION

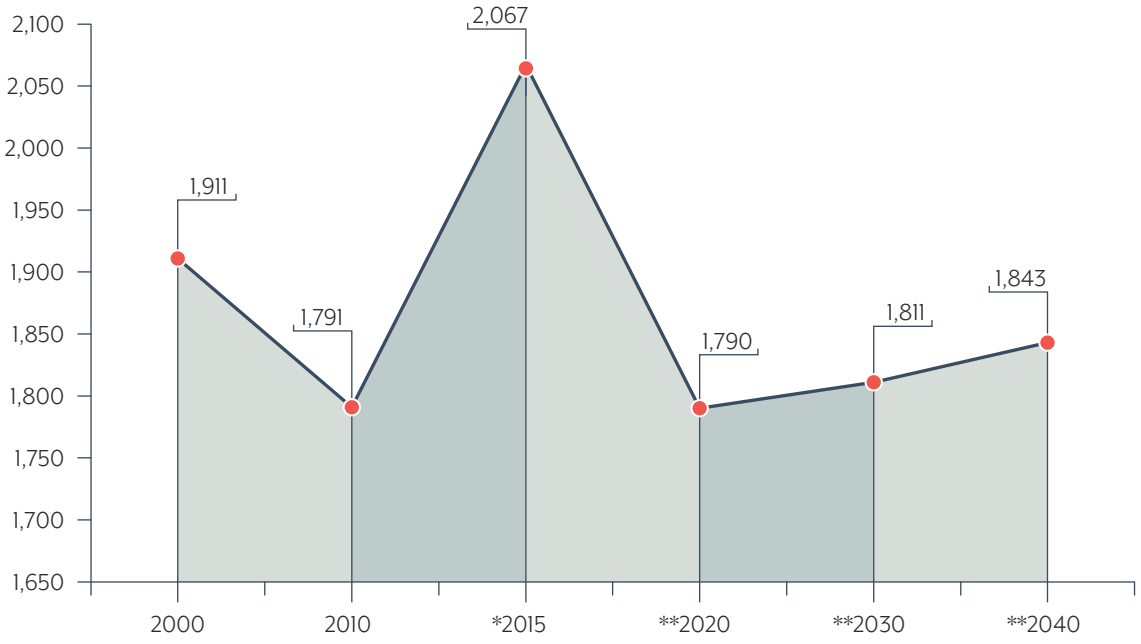


TABLE 2.1: POPULATION TREND/PROJECTION FOR THE TOWN OF SULLIVAN'S ISLAND (1920-2040)

		NET POPULATION CHANGE	
YEAR	POP.	NUMBER	%
1920	899	-	-
1930	1378	479	53.28%
1940	3598	2220	161.10%
1950	2478	-1120	-31.13%
1960	1,358	-1,120	-45.20%
1970	1,426	68	5.01%
1980	1,867	441	30.93%
1990	1,621	-246	-13.18%
2000	1,911	290	17.89%
2010	1,791	-120	-6.28%
*2015	2,067	276	15.41%
**2020	1,790	-277	-13.40%
**2030	1,811	21	1.17%
**2040	1,843	32	1.77%

*Estimated Population by American Community Survey

**Population Projection by BCDCOG

Source: US Bureau of the Census, American Community Survey, BCDCOG

DEMOGRAPHICS

It is important for the Town to understand who resides on the island so that policies and programs can effectively be set for the benefit the citizens. The median age on Sullivan's Island has remained relatively the same from 2010 to 2015, only increasing about 1.9% from 47.1 in 2010 to 48 in 2015 (Table 2.2 - next page). According to the U.S. Census Bureau, households may include families or they may include individuals who live by themselves. Families are counted as those who are related and live with each other. From 2010 to 2015, the total households grew by 5.6%, while families grew at roughly double that pace at 11.8%. The average household size is now 2.56 people per household, which confirms the higher growth rate for families, and can be confirmed again by examining Table 2.3 (see page 13), where children under 5 years of age have increased by approximately 81% between 2010 and 2015.

TABLE 2.2 DEMOGRAPHIC INFO 2000, 2010, & 2015

	2000	2010	*2015	2000-2010 % CHANGE	2010-2015 % CHANGE
Population	1,911	1,791	2,067	-6.3%	15.4%
Median Age	40.9	47.1	48	15.2%	1.9%
Total Households	797	765	808	-4.0%	5.6%
Family Households	484	482	539	-0.4%	11.8%
Average Household Size	2.4	482	2.56	-2.5%	9.4%

RACE

The ACS 2015 5 year estimate shows that the majority of the Town residents are white, which totals approximately 98% of the population. The second largest group is African-Americans, which comprise .5% of the Town's residents. The remainder of the population was a smaller fractional combination of other races. This composition is not drastically different from previously recorded decades.

AGE

The largest age group on Sullivan's Island for both females and males is the bracket containing those who are "45 to 54" years old (Table 2.3 / Figure 2.4). There was no change from either the 2000 or 2010 Censuses as they both showed this particular age group as the largest population as well (Table 2.3). Generally, this type of shaped pyramid is considered a "stationary" population.[1] This means that the population is not growing, but does have a very high quality of life. However, the "Under 5 Years" age group has experienced a considerable spike in 2015 compared to 2000 and 2010. This data potentially illustrates that the number of families are regenerating and that there is room for the population to grow without aging out. The "45 to 54" year-old population should be monitored over the next few decades to ensure the pyramid does not change into a "constrictive" pyramid. In fact, many people on the island expressed concerns for a lack of opportunity for seniors during public comment periods. The National Aging in Place Council (NAIPC) is an excellent resource for learning about building communities that are amiable to an aging population.[2] With that said, "Aging In Place" is an important concept that needs to be evaluated as people 45 years and older represent 56% of the population. If most of the population is closer to 55 than 45, then a potential shift towards the constrictive pyramid may occur. If that happens, it will be important for Sullivan's Island and its residents to be prepared for the shift.

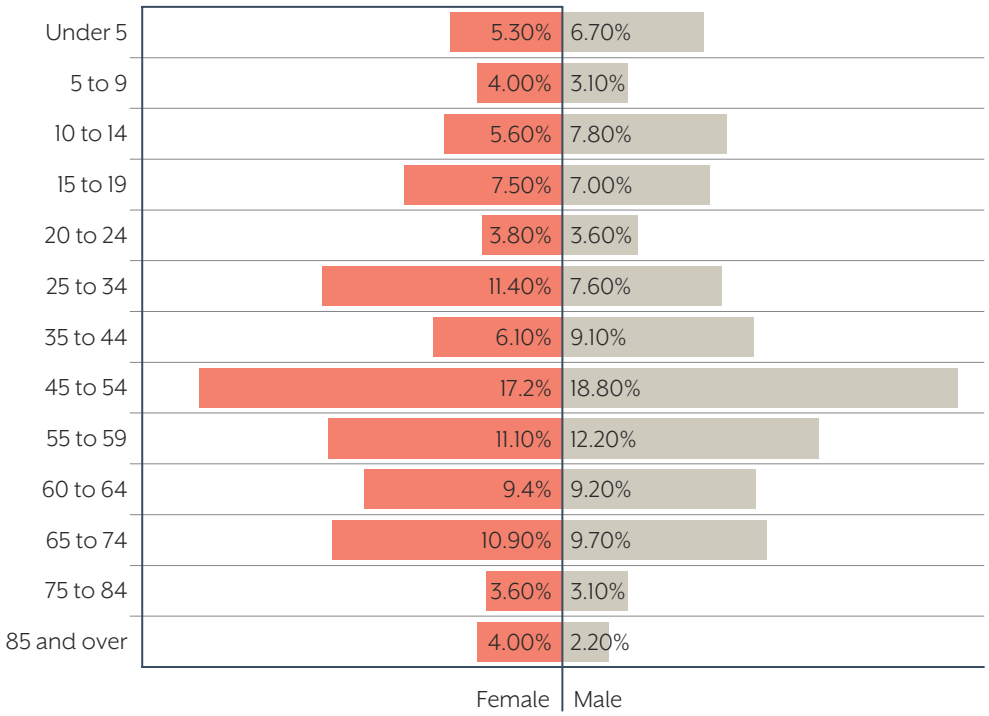
1. *Population Education (2016). "What are the different types of population pyramids?" https://www.populationeducation.org/content/what-are-different-types-population-pyramids*
2. *Age In Place (N.D.). http://www.ageinplace.org/*

TABLE 2.3: POPULATION BY AGE GROUP 2000, 2010, & 2015

AGE GROUP	2000	2010	*2015	2000-2010 % CHANGE	2010-2015 % CHANGE
Under 5 Years	87	68	123	-21.8%	81.2%
5 to 9 Years	145	126	74	-13.1%	-41.3%
10 to 14 Years	155	115	137	-25.8%	19.3%
15 to 19 Years	95	106	150	11.6%	41.7%
20 to 24 Years	72	80	77	11.1%	-4.3%
25 to 34 Years	228	152	199	-33.3%	30.9%
35 to 44 Years	327	196	155	-40.1%	-20.9%
45 to 54 Years	373	316	371	-15.3%	17.4%
55 to 59 Years	144	197	240	36.8%	21.8%
60 to 64 Years	76	172	192	126.3%	11.6%
65 to 74 Years	103	168	214	63.1%	27.4%
75 to 84 Years	73	60	70	-17.8%	16.7%
85 Years and Over	33	35	65	6.1%	85.7%

Source: US Bureau of the Census, American Community Survey

FIGURE 2.4 POPULATION PYRAMID



Source: US Bureau of the Census, American Community Survey,

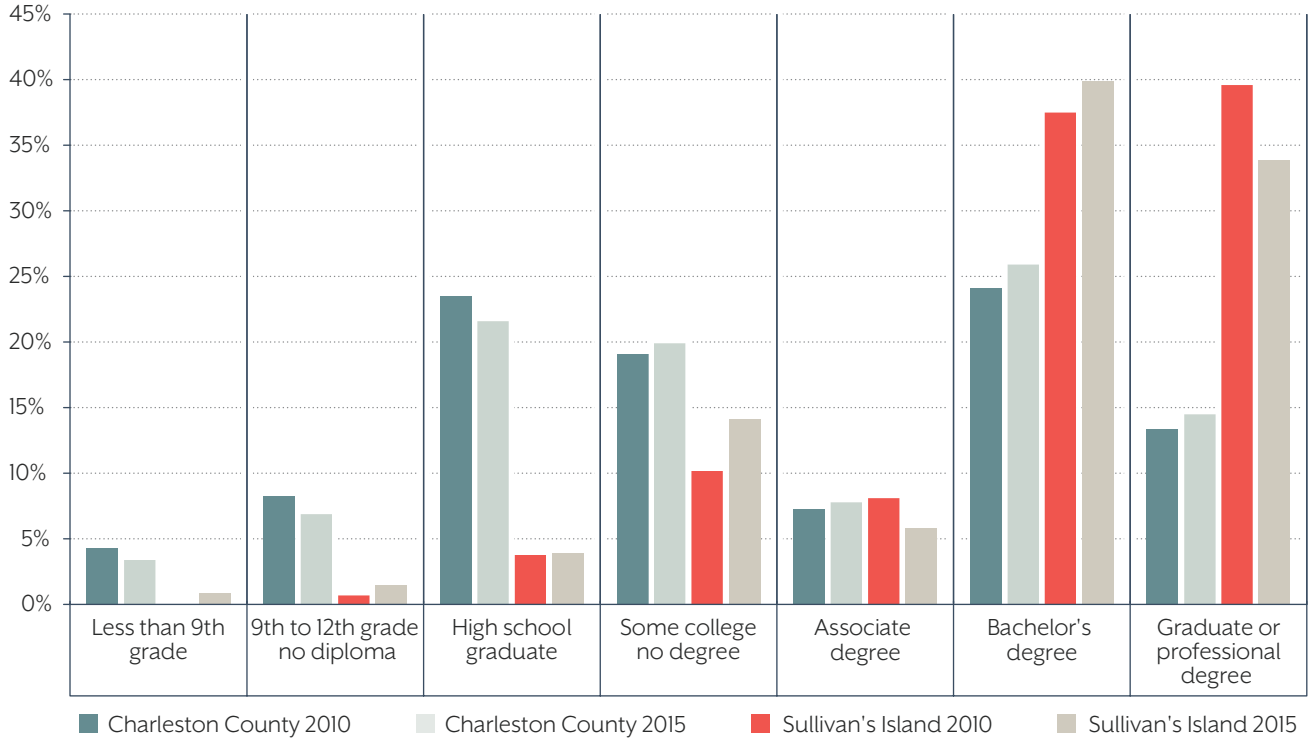
EDUCATIONAL ATTAINMENT

With some of the highest-valued land per acre in the BCDCOG region, incomes needed to purchase and maintain properties on Sullivan's Island are greater than other areas within the region.[3] As a result, the education levels, at least over the past 30 years, have remained high for the Town. This is to be expected as higher education levels are positively correlated with higher incomes.

Figure 2.5 (see next page) shows residents with "some college, no degree" to "Less-than-9th-grade" educations are lower than Charleston County's averages, which further highlights Sullivan's well-educated population. This is further evidenced by that fact that residents of Sullivan's Island have much higher percentages in both those with "Bachelor's degrees" and "Graduate or professional degrees."

3. *Urban 3. "The Value of Placemaking: The Cost and Impact of Development Patterns on the Tri-County Region." https://issuu.com/scbiz/docs/the_value_of_placemaking*

FIGURE 2.5: HIGHEST LEVEL OF EDUCATION ATTAINED (2010-2015)



Source: US Bureau of the Census, American Community Survey

CHAPTER 3: HOUSING

Sullivan's Island has remained successful in maintaining the unique single-family character of a quaint, small beach town since its inception. One of the methods used in the Housing Element to identify how the single-family character will remain is by examining multiple sources of data with regards to primary owner occupied units and those with second homes or rentals. Since differing data sources will be used, not all counts for housing units will be exactly the same (ex. Table 3.1, Figure 3.1, and Figure 3.3). These differences between data sources are nominal and help show that the data collected is relatively accurate. In addition, the historical buildings on Sullivan's Island give the Island architecture a variety and richness that is not found on many of the surrounding barrier islands. In an effort to maintain the character of the Island, the Housing Element will provide details on existing conditions and future considerations.

HOUSING

Sullivan's Island has a total of 1,116 housing units, of which, 790 were surveyed as occupied and 326 were vacant. Occupied housing thus represents approximately 71% of the total housing units, whilst vacant units represent approximately 29%. Housing units are considered vacant by the American Community Survey (ACS) after a three month contact period by regular mail (1st month), phone (2nd month), and in person (3rd month). If they are unsuccessful at reaching the resident during the three-month correspondence period, they will declare the unit vacant. It should be noted that vacant does not mean abandoned. There is room for error in this methodology, but the three-month period allows for a concerted effort in confirming who may be a part-time resident or full-time. The difference between the ACS data and Charleston County data will be examined further within this section.

Further analysis regarding full-time and part-time residents in the Town has provided a few data points of value. Table 3.1, provided to the Town by the Charleston County Tax Assessor, shows the number of parcels that have been assessed with a 4% tax versus those with a 6% tax. The 4% assessment represents residents who live full-time on the Island, while 6% represents those who are part-time residents. Approximately 54% of the Island residents are considered full-time while 46% are part-time residents.

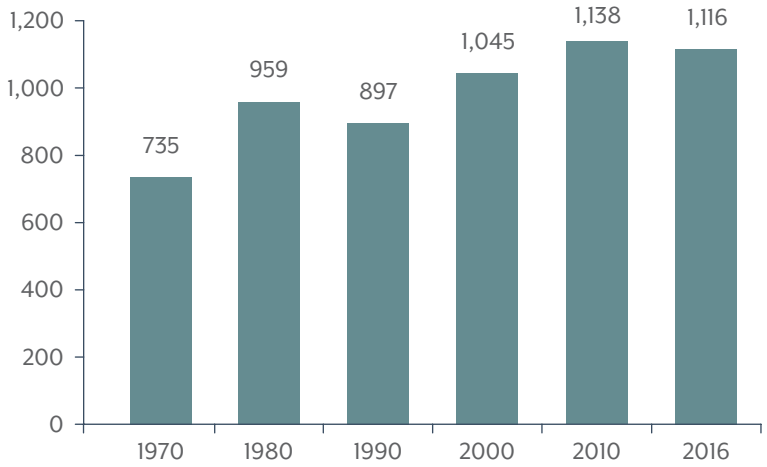
Both the ACS and the Charleston County Assessor's office data present similar information that has some noticeable variability between the two data sets. As stated before, the ACS shows that 29% of the homes are vacant, which can be tied to part-time residential status (Figure 3.1 - next page) Likewise, the Assessor data shows a greater number of part-time residents on the Island (46%). A possible explanation for this discrepancy would

TABLE 3.1: ASSESSED PARCELS

4% Assessment	610
6% Assessment	524
Total Assessed Parcels	**1,134**
Single Family Residential	882
Mulit-Familiy	172
Total Dwelling Units	**1,054**
Vacation Rentals	51
Long Term Rentals	82
Total Confirmed Rentals	**133**
ADU Special Exceptions	15

Source: 2017 Charleston County Assessor / Sullivan's Island

FIGURE 3.1: TOTAL HOUSING UNITS



Source: US Bureau of the Census, American Community Survey 2016

"I think it important to retain the essentially single-family home predominance."

Sullivan's Island Resident

"We need to continue to encourage single-family housing on the island, with emphasis on the retention of the historical feel of the island, while recognizing each property owner's right to utilize their property in a manner they deem appropriate for them."

- Sullivan's Island Resident

be that the ACS does not do a good job of communicating with part-time residents in their three month contact period. The main question asked by the ACS, if the resident is in the home more than two months of the year, shows where the ACS would consider the home is occupied. This would drastically increase the amount of full-time residents as a result, so the numbers seem to be nearly correct.

The Town also keeps records on the types of units (single-family and multi-family), vacation rentals and long term rentals, as well as Accessory Dwelling Unit (ADU) which are considered Special Exceptions and not granted by right. Single-family residential represents roughly 84% of the dwelling units on the Island (Table 3.1). Through various public input opportunities for the Comprehensive Plan, the general consensus has been geared toward maintaining the single-family home character of the Island. Below are a few public comments from online surveys that were collected throughout the planning process.

Table 3.2 is data collected by the Town of Sullivan's Island for those properties that report whether they are short or long term rentals. This table helps to show average monthly rents for each category across the Island.

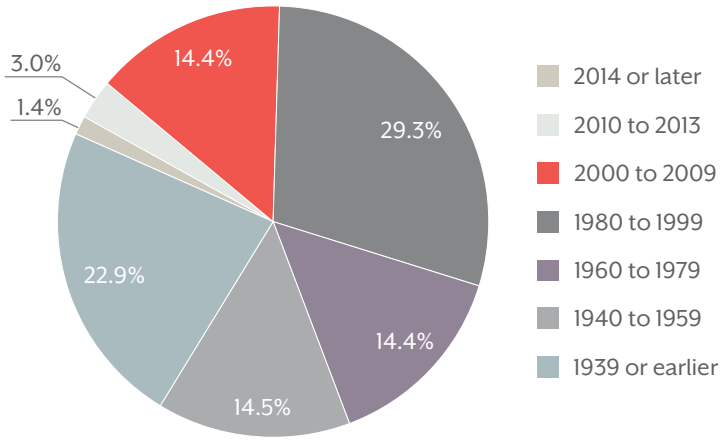
Overall, Sullivan's Island has built homes at a fairly consistent rate, with the exception of this current decade (2010+). Compared to other municipalities in the region that are currently experiencing large housing booms, the trend is an anomaly. However, the limited supply and overall high cost of land are most likely what affects the trend. There were two main eras that housing was built on Sullivan's Island. Before 1939, approximately 23% of the housing stock was built. However, the largest bulk

TABLE 3.2: AVERAGE RENTS

	2012	2013	2014	2015	2016
LONG TERM RENTALS	89	92	85	64	79
AVERAGE MONTHLY GROSS	$2,424.93	$2,364.26	$2,551.93	$3,079.07	$2,912.29
SHORT TERM RENTALS	60	54	53	53	53
AVERAGE MONTHLY GROSS	$3,443.53	$3,687.69	$4,336.56	$5,009.71	$4,898.96

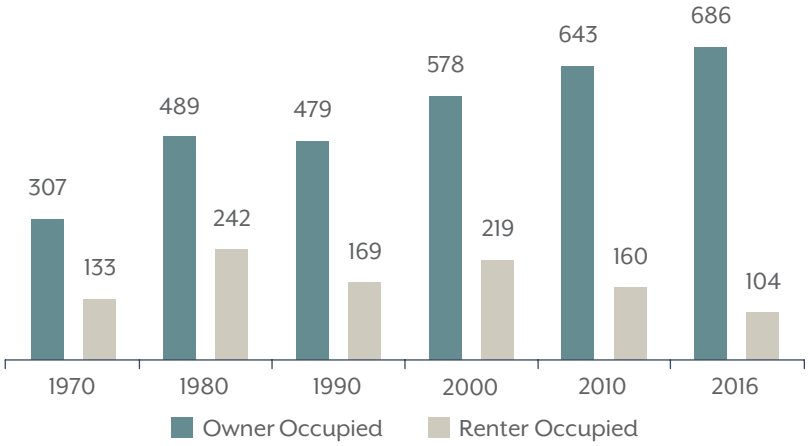
Source: Sullivan's Island

FIGURE 3.2: YEAR STRUCTURE BUILT



Source: ACS 2016

FIGURE 3.3: HOUSING TENURE (1970-2016)



Source: Census / ACS 2016

of existing housing stock (29.3%) was built between 1980 and 1999 (Figure 3.2). The spike in growth from 1939 or earlier could either be from a housing stock that just accumulated over the Town's layered past or the military presence that was built up over time around Fort Moultrie. The larger spike, 1980 to 1999 is due to Hurricane Hugo, which decimated the Island in 1989. The remaining three periods, 1940 to 1959, 1960 to 1979, and 2000 to 2009, all had roughly the same growth rate (approximately 14.5%).

HOUSING TENURE

Housing tenure is defined by the U.S. Census as a binary status, which means a housing unit is either owner-occupied or renter-occupied. Of the 790 occupied-housing units, 686 units (86.8%) are owner-occupied. The remaining 104 housing units (13.2%) in the Town are renter-occupied.

HOUSEHOLD TYPE

The majority of household types on the Island are comprised of family households (70.1%) as shown in Table 3.3 (next page). The U.S. Census defines family households as a group of two people or more (one of whom is the householder) related by birth, marriage or adoption who reside together. Of the total family households, the largest age range of married householders (39.4%) are those who fall between the ages of 35 to 64 years old.

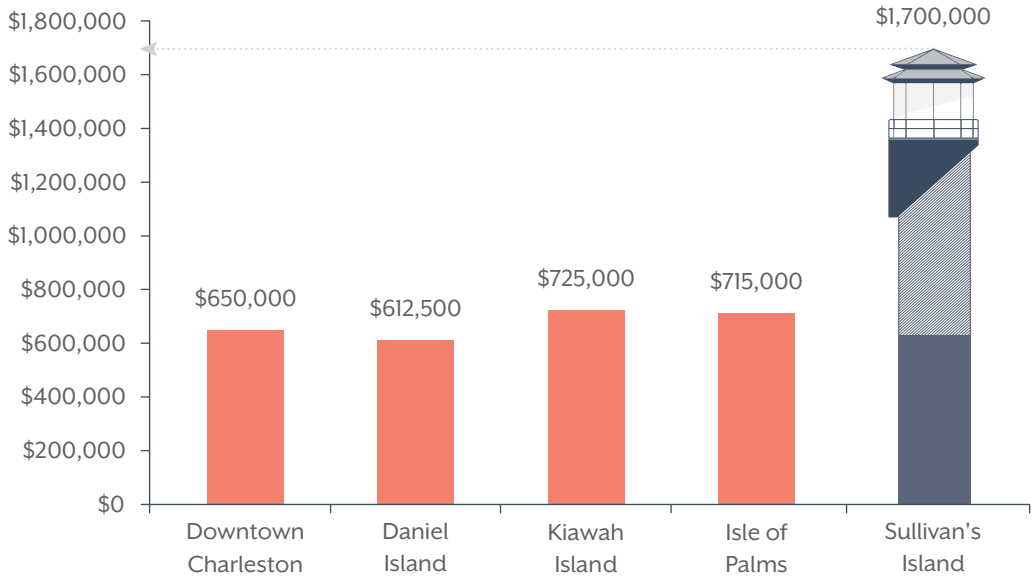
There are household types in the Town that are considered non-family households and make up almost 30% of the category. Non-family households are defined by the Census as households that consist of people who live alone or who share their residence with unrelated individuals. Of the total non-family households, the largest age range percentage (13.2%) is the same as married householders, ages 35 to 64. These are householders whom live alone. For a more detailed breakdown see Table 3.3 (next page).

TABLE 3.3: HOUSEHOLD TYPE AND AGE OF HOUSEHOLDER

Family Households	**70.1%**		**29.9%**	**Non-family Households**
Married-couple family	**57.5%**		**25.8%**	**Householder living alone**
Householder 15 to 34 years	3.0%		2.5%	Householder 15 to 34 years
Householder 35 to 64 years	39.6%		13.2%	Householder 35 to 64 years
Householder 65 years and over	14.8%		10.1%	Householder 65 years and over
Male householder (no wife present)	**3.8%**		**4.1%**	**Householder not living alone**
Householder 15 to 34 years	0.4%		0.3%	Householder 15 to 34 years
Householder 35 to 64 years	2.7%		3.0%	Householder 35 to 64 years
Householder 65 years and over	0.8%		0.8%	Householder 65 years and over
Female householder (no husband present)	**8.9%**			
Householder 15 to 34 years	1.3%			
Householder 35 to 64 years	5.1%			
Householder 65 years and over	2.5%			

Source: ACS 2016

FIGURE 3.4: MEDIAN HOME PRICES IN CHARLESTON AREA (2017)

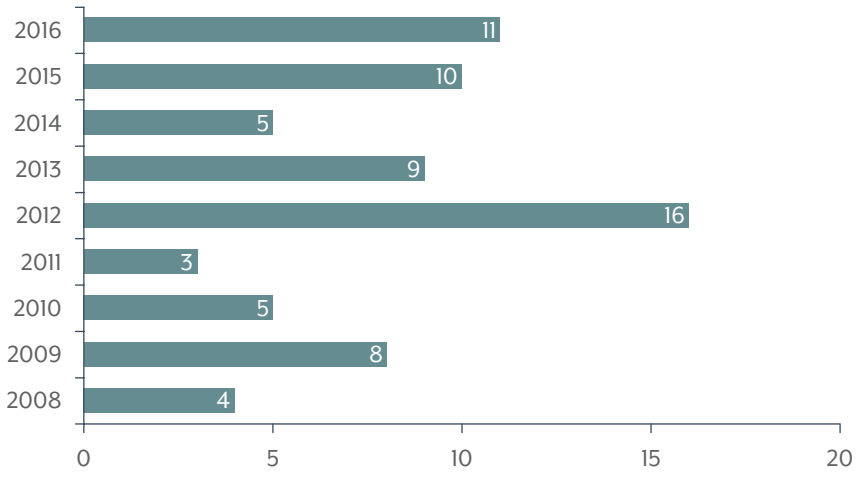


Source: Charleston Trident Association of Realtors 2017

MEDIAN HOME PRICE

According to 2016 ACS data, the median home price in the Town is $1.21 million. More updated real estate sources, such as the Charleston Trident Association of Realtors' (CTAR) Annual Report (2017), estimate the median home price as closer to $1.7 million. Compared to other select Multiple Listing Service (MLS) areas in the Trident Region, Sullivan's Island maintains the highest median home price (Figure 3.4 - previous page).

FIGURE 3.5: NEW HOME CONSTRUCTION (2008 -2016)



Source: 2017 Town of Sullivan's Island

BUILDING PERMITS FOR NEW HOME CONSTRUCTION

From 2008 to 2016, the Town has averaged 7.8 newly constructed homes on the Island (Figure 3.5). Within this time period, the year with the most residential construction was 2012, followed by 2015 and 2016. The rest of these years have all maintained similar levels. Given the relatively small size of the Town and its geographical constraints, these construction activity levels are normal.

DESIGN REVIEW BOARD

Convened for the first time in 2004, the Sullivan's Island Design Review Board (DRB) was created with the intent to "enhance the Island's character, preserve property values and protect the unique island identity of Sullivan's Island" (Town Ordinance Section 21-106). Board members are appointed by Town Council and chosen from those in the community who exhibit knowledge and interest in a variety of fields related to architecture and design as spelled out in the ordinance section cited above. To achieve this goal, the DRB maintains jurisdiction with respect to 1) certain new construction and alteration to existing structures, 2) design appeals, 3) implementation of the historic overlay district, and 4) enforcement of design regulations.

In these areas, the DRB is charged with more specific objectives. Among these responsibilities, the Board considers "neighborhood compatibility" (Sec. 21-111) in regard to allowing elements inconsistent with zoning and design standards outlined in Sec. 21-11 of the Town's Zoning Ordinance; maintains updated historic overlay districts on the Official Zoning Map, and initiates all

applications to nominate town structures for consideration on the National Register of Historic Places. The DRB may submit their comments to the State Historic Preservation Office for consideration by the State Board of Review.

Maintaining a well-trained and vibrant local historic preservation board is also a requirement of the Town's membership in the Certified Local Government (CLG) Program, overseen by the SC State Historic Preservation Office.

FUTURE HOUSING NEEDS AND OPPORTUNITIES

Chapter 2 (Population) delineates a slow, but steady population growth in 2030 (1,811) and 2040 (1,843). Given the rate of growth, as well as the small-town character of the Island, accommodating for future housing needs will not be needed in a large-scale, coordinated effort. An incremental approach will be sufficient for future growth patterns on the Island. With the data given being projections, population growth in conjunction with housing stock capacity will need to be closely monitored and is brought to task in the Goals and Objections section for Chapter 2. One area of concern for the Town is the increased costs of rents for housing on the Island. Workforce housing is affordable housing for those who work on the Island. Demonstrable benefits of workforce housing would include lower traffic congestion, lower parking congestion, better quality of life, diversity among residents, and the ability to get exercise by either walking or biking to work.

WORKFORCE HOUSING

Workforce housing may be achieved through a number of differing policy recommendations. The basic concept from a market perspective is to increase the supply of housing units in an effort to lower the costs of housing. This is a very arduous task in a coastal town that has a very limited supply of land to offer. However, residential densities may be increased by allowing more Accessory Dwelling Units (ADUs) or mixed-use businesses (ground floor retail with residential units built on top). Either scenario may work to help with workforce housing, but it should be noted that most of the communication received from public input for this plan seems to be geared towards keeping the business district the same, as well as limiting the number of ADUs island-wide. The existing character and fabric of the Island is therefore valued more importantly than an egalitarian ideal for workforce housing.

The Town could also work with a local jurisdiction, such as Mount Pleasant, which has more developable land available to build workforce housing. However, this too, during the current writing seems to be a long shot as Mount Pleasant has implemented several moratoriums on building apartments which are limiting the supply of housing and driving up rents simultaneously. Infrastructure concerns are certainly a driving force for slowing the pace of development until infrastructure can be improved that can handle new developments.

CHAPTER 4: COMMUNITY FACILITIES

The Community Facilities element describes the activities and services that support the overall quality of life on Sullivan's Island. This chapter will summarize the function of Town government, including emergency services, public works and water and sewer infrastructure. Other community assets such as libraries, parks and educational facilities will be incorporated as well. Evaluating the current state of Town facilities and public infrastructure is critical in addressing existing needs for services and how those services will be provided to meet future needs.

TOWN GOVERNMENT AND DEPARTMENTS

Town Council

Town Council serves as the governing body for the Town of Sullivan's Island. Operating under the council-administrator form of government, the Town's system of governance combines the political leadership of an elected mayor and council members with the managerial experience of a professionally trained administrator who oversees the day-to-day delivery of public services. The Council is a seven-member elected body, including a voting mayor.[1] Each council member serves a staggered four-year term with regularly held meetings at the Town Hall, located at 2056 Middle Street.

Town Administration

The Town's municipal complex is located in the center of the Island and serves as the epicenter of Town government operations. The campus includes the newly constructed Town Hall, Fire Station, Water and Sewer facilities, and Stith Park.

Town Hall is the newest addition to the municipal campus, which held its ribbon cutting in the fall of 2016. Town Hall is a 10,000-square foot, state-of-the-art facility, housing a majority of the Town administrative departments. Town Hall also houses the Police Department, municipal court, and serves as the meeting venue for all regularly held community boards and commissions.

1. *Municipal Association of South Carolina, 2014*

The Town Administrator serves as the chief executive officer for all Town business working to implement the various policies and decisions adopted by Town Council. The Administration Department includes the Town Administrator, Deputy Administrator/ Comptroller, Assistant to the Town Administrator/ Personnel Administrator, Town Clerk, Accounting Clerk and Town attorney.

With the expansion of Town facilities in recent years, several administrative positions have been added to the Town's staff. A front-counter receptionist position was created upon the opening of Town Hall to assist the public with daily Town services.

Building and Planning Department

The Building and Planning Department is located in Town Hall and is comprised of a Building Official, Director of Planning and Zoning and one permitting and licensing specialist who manages all planning and development related services.

The department's primary responsibilities are handling the day-to-day building and permitting activities such as issuing building permits, business licenses, performing plan review, and performing zoning and building code enforcement.

Additionally, the Building and Planning Department is responsible for all long-range planning activities. Long-range planning activities include: writing zoning text amendments, implementation of special projects, and management of long-range planning studies such as the Comprehensive Plan, Beachfront Management Plan, Island-wide Parking Plan and assisting Town Council with the crafting of other relevant policies. The Director of Planning and Zoning staffs all standing Boards and Commissions:

- *Board of Zoning Appeals: Appeals of staff decisions, considers dimensional variances.*
- *Design Review Board: Historic preservation board, design reviews for new construction and renovations (within commercial and residential districts).*
- *Planning Commission: Writing and updating the Town's Comprehensive Plan, writing text amendments, approving subdivisions and rezoning.*
- *Tree Commission: Handles review of large specimen removals, tree related policy, special projects with the Sullivan's Island Tree Fund.*
- *Construction Appeals Board: Appeals of staff decisions related to Building Permits, Building Code interpretations (Building Official as key staff member).*

COURT SERVICES

The Sullivan's Island Municipal Court system is comprised of a Town Council appointed municipal judge, one part-time substitute judge and is staffed by the Clerk of Court. The Town retains the services of a part-time prosecuting attorney for professional legal assistance with various court proceedings. Court is held in Town Hall on the first and second Tuesday of the month.

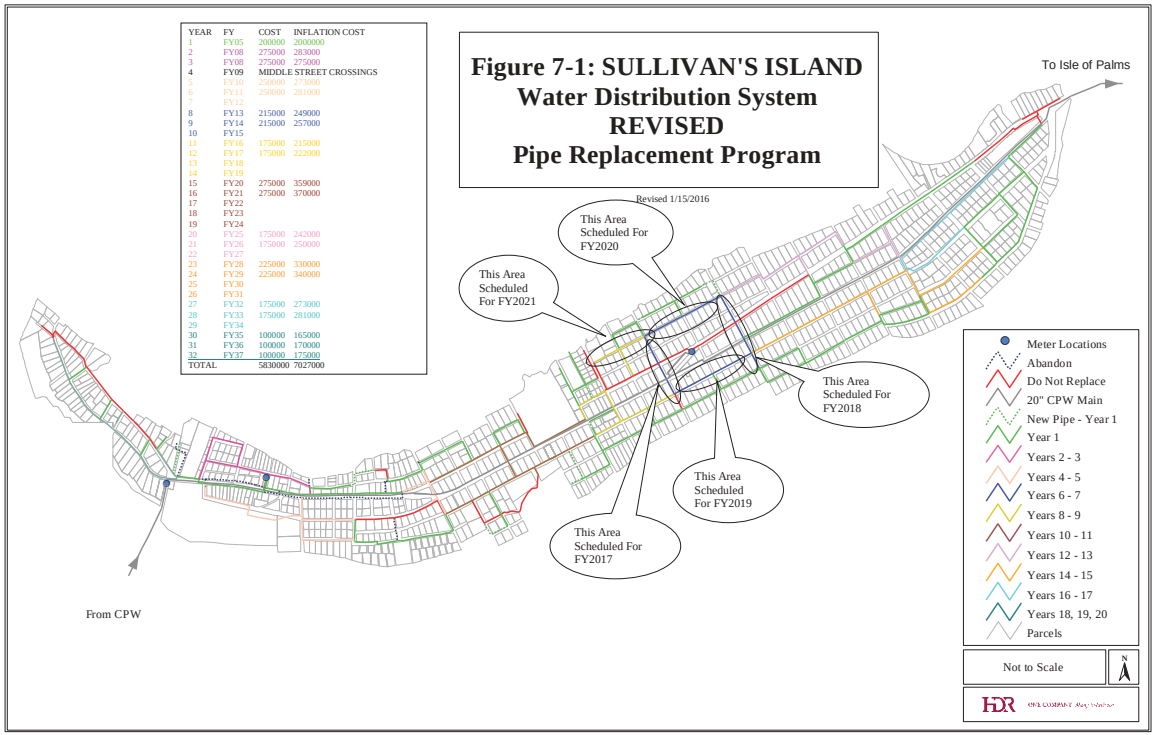
Water and Sewer Utilities

Drinking water supply and wastewater treatment are managed under the Town's Water and Sewer Department. The Department consists of seven (7) full-time employees, including one departmental manager and one full-time billing clerk who operates from Town Hall. There are five (5) licensed water and sewer operators holding South Carolina Department of Health and Environmental Control (DHEC) certifications in the area of water treatment, water distribution and wastewater treatment. All employee certifications are maintained through continuing education, training and are geared to meet the facility's state permitting requirements.

Water Supply

Since the Town's inception, shallow and deep-water wells served as the primary water supply to Island inhabitants. However, following Hurricane Hugo in 1989, and the widespread water quality problems in the early 1990s, the Town initiated a $1.9 million-dollar contract to begin purchasing water from Charleston Water System (CWS), the primary water distribution agency for the greater Charleston area. CWS currently supplies water to Sullivan's Island and the Isle of Palms by way of a 24-inch water line that runs under the Charleston Harbor and is accessed from the western tip of Sullivan's Island. This water main runs along the Middle Street right-of-way for the entire length of the Island.

The water discoloration problems experienced in the late 1990s and into the early 2000s led to a long-term phased program for replacing the Island's 80,000 linear-foot water distribution system at a



cost estimated to be more than $7 million dollars. The first phase of the water line replacement program was completed by hired contractors in 2004, which accounted for nearly half the system. The remaining portion of the initial 20-year program is being completed "in-house" by the Town's Water and Sewer Department. To date, the Department has completed the replacement of 18,000 feet of pipe, 30 valves and 15 hydrants. The work that has been completed has resulted in successful mitigation of the discolored water and helped with the long overdue need of replacing aged and failing water pipes. These efforts have increased fire flow to all hydrants island-wide, resulting in better insurance rates for homeowners and increased public safety. In recent years the Department has approved a new 32-year water line replacement plan. The Water Distribution System Pipe Replacement map shows the Department's five-year focus area, as of 2017.

The Town's current contract with CWS provides a limit of 750,000 gallons of water per day for Sullivan's Island's use. However, the Island maintains an emergency water agreement with the Isle of Palms Water and Sewer Commission in the event of a CWS failure from the Charleston Harbor pipeline. Additionally, the Town maintains two (2) deep wells for water pressure in the event of an emergency.

Residents' water usage data is maintained by a touch-read computerized meter reading system that allows meters to be accessed easily and downloaded for automatic billing. The Town uses a progressive rate structure, meaning that the unit cost of water increases as more water is used. Current water and sewer rates and fees are passed by Council via resolution. Water testing is accomplished on a regular basis in accordance with DHEC standards. Annually, a report is mailed to all users summarizing the water tests and results in compliance with regulations.

Wastewater

The Town owns and operates a wastewater treatment facility and its associated gravity collection system. This collection system consists of nearly 80,000 linear feet of gravity collection mains, 25,000 feet of service lateral lines, over 325 manholes, and six (6) pump stations. In 1968, construction was completed on the wastewater treatment facility that is still in operation today. Currently, the plant has a capacity of 0.57 million gallons per day (MGD) and a daily average flow of 0.58 MGD, which meets current DHEC operating and discharge standards. The plant is located on Gull Drive with a permitted effluent discharge point into the Intercoastal Waterway (ICWW) via an unnamed creek.

Although a plant upgrade was made in 2003, the main oxidation ditch and its associated structures have deteriorated over the years, resulting in an antiquated tank which is at a high risk of failure. Town Council has long recognized the realities of repairing and replacing this critical, yet vulnerable community facility.

In 1996, the Town committed resources to performing a three-phase Wastewater Treatment Plant (WWTP) upgrade project and even considered pumping wastewater off Island to be treated, which was ultimately deemed to be cost prohibitive. The Town then passed a local referendum that supported the Town remaining an independent WWTP operator. In 2017 the Town approved a plan for the reconstruction of a new oxidation ditch and associated structures that will comply with all state and federal regulatory standards.

Perhaps the most significant concern for the Town's wastewater system relates to the occurrence of Inflow and Infiltration (I&I). I&I occurs when groundwater and stormwater enter the sanitary sewer system through a variety of ways. Inflow refers to water that enters the sewer collection system through improper connections, such as downspouts and groundwater sump pumps and infiltration is ground water that enters the system through damaged or leaking pipes.

In 2015, the Town began the first phase of a $3 million dollar I&I reduction program, resulting in a 36% reduction of I&I. This process included the grouting of 13,000 feet of the existing system. The second phase of the project will be completed as part of the 2017-2021 Water and Sewer Capital Improvement Program and will utilize both in-house and contracted services.

Water and Sewer Planning Reports & Projects

The following list of projects and planning reports have been developed by various consultants and the Town's Water and Sewer Manager as part of the 2017-2021 Water and Sewer Capital Improvement Program. This program considers the current and projected water and wastewater needs for the Town.

- **WATER DISTRIBUTION REPLACEMENT PROGRAM:** *Continuation of 2004 study to replace remaining 22,000 linear feet of unlined cast iron pipe, valves, hydrants.*
- **WASTEWATER TREATMENT FACILITY REPLACEMENT**: *2017 Town Council approved plan to reconstruct existing oxidation ditch, treatment plant headworks, treatment plant generator, drying beds, and other associated accessory structures.*
- **PUMP STATION IMPROVEMENTS**: *Retrofit all six (6) pump stations to become submersible pumps which will make them flood proof.*
- **POE AVENUE SEWER REPLACEMENT**: *Relocate 1,400 linear feet of 8-inch pipe and install five (5) new manholes in the Poe Avenue right-of-way.*
- **STATION 17 TO CITADEL SEWER REPLACEMENT**: *Relocate 382 linear feet of 8-inch pipe and install two (2) new manholes in the Middle Street right-of-way.*
- **INFLOW AND INFILTRATION (I&I) REHABILITATION PROJECT**: *Phase II will address the remaining sewer collection system subsections via the process of chemical grouting and cured in place point repair (CIPPR) and cured in place liners (CIPPL).*
  - **PHASE I**: *Completed. Two of the most damaged sections of I&I areas $1.6 million.*
  - **PHASE II**: *Replace remaining subsections $4.5 million estimated.*

Potential I&I Sources (www.rdn.bc.ca)

PUBLIC SAFETY & EMERGENCY SERVICES

Public Safety Services are offered through the Police and Fire Departments. The Police Department maintains animal control, fleet management, beach patrol services, and parking enforcement. The Fire Department includes full-time firefighters on permanent rotating shifts and public works personnel, who handle Island-wide maintenance activities. The Fire Department also maintains a large volunteer firefighting force of more than 50 individuals.

TABLE 4.1
POLICE DEPARTMENT'S ANTICIPATED NEEDS (10-YEAR HORIZON)

PERSONNEL NEEDS
• One new full-time officer (Part time investigative/ part school resource officer)
• Four seasonal officers (two beach patrol officers, two parking enforcement officers)
EQUIPMENT NEEDS
• Two new Kubotas (all-terrain vehicles for beach and parking enforcement)
• Continue vehicle replacement program
• Taser replacement 3 -5 years
• Radio replacement (Motorola 800 will be obsolete in 3-5 years)
• Weapon replacement 5-10 years
• Body cameras replacement every 5 years
• Body armor replacement every 5 years
• Continue emergency helicopter evacuation program
• Continue consolidated 911 dispatch program

Police Department

The increasing popularity of the Island's beaches can be attributed to both the explosive population growth of the Charleston region and the area's limited access to public beaches. What was once a seasonal increase of beachgoers has now become a year-round presence of visitors to the Island's beaches, restaurant district, and other cultural attractions such as Fort Moultrie. The year-round impact of traffic congestion and other law enforcement activities has subsequently led to a need for both seasonal beach security and parking enforcement personnel, as well as regular patrol officers. In the fall of 2016, a public parking plan was implemented by the Town, which increased the Department's need for additional technical equipment, patrol vehicles, and all-terrain vehicles.

Currently, the department is comprised of ten (10) full-time uniformed officers, one (1) full-time animal control officer (fleet manager) and two (2) part-time seasonal beach services officers. The uniformed officers consist of a Police Chief, an Assistant Chief, Capitan, four (4) sergeants, and four (4) patrol officers, typically working 12-hour shifts. The Department occasionally uses reserve officers and constables during the peak of tourist season.

The Department has also attempted to keep abreast of technological advancements in the field of law enforcement through the acquisition of updated Police vehicles adapted with Geographic Information Systems (GIS), guided laptop computers and updated radio equipment. Body cameras, tasers, and body armor, now considered standard issue for local government law enforcement, will now require ongoing maintenance and regular replacement. Table 4.1 identifies the various projects and capital improvements for the Police Department.

Fire Department

The Fire Department holds the responsibility of providing two separate and distinct public services: 1) Fire protection and emergency first responders 2) Public works and facility maintenance.

The Sullivan's Island Fire and Rescue Department consists of eleven (11) paid full-time shift firefighters: one (1) chief, one (1) assistant chief & training officer, two (2) captains, three (3) lieutenants, one (1) engineer and three (3) firefighters. The full-time staff is supported by 43 on-call volunteer fire fighters who are available for structure fires, as well as disaster recovery from emergency weather events. The Department provides emergency first response to all areas of Sullivan's Island and provides fire protection for the Fort Sumter National Park and associated structures. Assistance is provided from the Town of Mt. Pleasant and the City of Isle of Palms by way of a consolidated 911 dispatch service operated by Charleston County. Fire hydrants are maintained regularly by the department and are available throughout the Town.

The Town's fire station is located at the corner of Station 20 ½ and Middle Street and is a cornerstone of the Town's municipal complex. The fire station was constructed during the aftermath of Hurricane Hugo with the intent of serving as the Island's Municipal Emergency Operations Center (MEOC) for emergency storm events. Powered by an emergency generator, the building is also an elevated, steel-frame construction.

The facility is fully-equipped with phone and fiber optic connections that serve as an emergency support facility to Town Hall with the capacity and space to house all emergency response operations. Currently, the building houses the Town's Fire and Rescue and Public Works Departments.

In 2016, the Fire Department received the highest possible protection rating of Class 1, which is determined by the Insurance Service Office (ISO). The ISO is a nationally recognized entity that evaluates a community's firefighting preparedness on a scale of 1 to 10.

Many rural areas and small towns in Charleston County maintain a relatively low rating of Class 9 due to response times and general level of service. The Sullivan's Island Fire and Rescue Department has received the Class 1 by continually updating its firefighting equipment, water supply and distribution, maintaining trained personnel and through dedication to timely responses during emergency events.

Additionally, the fire department maintains a boat landing at Station 9 and Osceola Avenue. Membership is sold to Town residents and non-residents, with residents' fees being less than half of what non-residents pay. The fire department also operates and maintains a training center at Battery Thompson, which is used by Mt. Pleasant and the Isle of Palms Fire Departments.

Table 4.2 lists the various departmental needs within a 10-year planning horizon. Being a coastal community, the Sullivan's Island Fire and Rescue Department is not only charged with fire protection, but also water rescue. An offshore fire rescue boat was purchased in 2014.

TABLE 4.2
FIRE DEPARTMENT'S ANTICIPATED NEEDS (10-YEAR HORIZON)

FIRE DEPARTMENT NEEDS
• Maintain all firefighter certifications and training
• Construct new building & shop for the
• Maintenance Department
• Replace 2 fire engines
• Architectural up-fit of fire station, incorporate similar design to Town Hall
• Maintain watercraft
• Maintain boat landing- emergency water response
• Maintain adequate firefighter staff
• Maintain volunteer staff and training facilities
PUBLIC WORKS NEEDS
• Four new lawn mowers ($10,000-$12,000 apiece)
• Replace Kubotas (all-terrain vehicles for beach maintenance and enforcement)
• Replace tractors
• Construct new public works building
Continue vehicle replacement program

PUBLIC WORKS (MAINTENANCE DEPARTMENT)

The Public Works Division is managed by the Fire Department and is charged with assisting with the regular maintenance of public parks and rights-of-ways. The staff consists of one (1) full-time supervisor and three (3) full-time maintenance workers. Seasonal part-time employees are retained as needed.

With increased building and development in the past 10 years, there has been an increased citizen demand for park maintenance, recreational courts and availability of open spaces for special events. This increased demand in facilities and services has led to more frequent use of Public Works equipment by departmental staff with an increased demand on maintenance staff. The Public Works Division currently lacks a permanent facility for storage of maintenance equipment and operation of personnel. A new facility will be needed in the coming years.

EMERGENCY OPERATIONS CENTER

As a barrier island, Sullivan's Island shares a unique set of challenges when beset with emergency storm events. It is essential that community residents and visitors understand that the entire Island is located within a flood hazard area and is prone to catastrophic damage and loss of life if confronted with extreme weather events. Town government must continually stress the importance of evacuation plans if confronted with tropical storms, hurricanes, tsunamis, floods and fires.

The primary Municipal Emergency Operations Center (MEOC) is located within Town Hall at 2056 Middle Street and is equipped with an elevated generator capable of sustaining operations in the event of a power outage. Town Hall also maintains all phone, radio and internet communications necessary to handle the function of Town government.

Emergency services have greatly expanded for the Island in the past 10 years. In 2011 the Sullivan's Island Remote Emergency Notification System (SIRENS) was implemented and is comprised of two (2) sirens located at Station 24 and Station 15. This audio notification will activate should residents become unresponsive to telephone, mobile devices, and internet. The Town also manages an emergency alert system through "Nixle," (www.nixle.com), which allows residents to register phones and mobile devices to receive text messages and e-mails from the Police and Administration Departments.

Annually, the Town participates in the Charleston County Emergency Operations Plan and the Charleston County Hurricane Preparedness Guide in addition to the Town's Hurricane Plan.

PARKS AND RECREATION FACILITIES

Both passive and active recreational opportunities are found throughout Sullivan's Island. Passive recreation is generally defined as an undeveloped space or environmentally sensitive area that requires minimal development. Active recreation, on the other hand, includes structured or organized recreational activities, most often associated with developed sports fields, playgrounds, and boat landings. The recreational activities on Sullivan's Island can be divided into these two distinct areas of recreation.

Sullivan's Island Recreational & Natural Assets
Mount Pleasant
Pickett Bridge Recreation Area
Tolers Cove
Long Island Yacht Harbor
Isle of Palms
Station 26
Station 19
Patrick, Dr. John B., House
Battery Gadsden
Battery Thomson
Fort Moultrie National Park
U.S. Coast Guard Historic District
Sullivan's Island Lighthouse
Fort Sumter National Monument
Point of Interest
Historic Structure
Kayak Launch
Boat Dock
Boat Landing
Marina
Paddling Trails
Proposed Bike Path
Beach Access Point
Beach Path
Nature Path
Path Bench
Sullivan's Island Boundary
Intact Wildlife Habitat
Buildings
0
0.5
1
Miles
Coordinate System: NAD 1983 UTM Zone 17N
Projection: Transverse Mercator
Datum: North American 1983
False Easting: 500,000.0000
False Northing: 0.0000
Central Meridian: -81.0000
Scale Factor: 0.9996
Latitude Of Origin: 0.0000
Units: Meter
Map created by: Alex Smith, East Cooper Land Trust / College of Charleston, July 2016

Active Recreation Areas: Parks, Sporting Facilities

- **TOWN HALL MUNICIPAL CAMPUS:** *The Town Hall municipal campus is a host to multiple recreational opportunities:*
  - **J. MARSHALL STITH PARK:** *Located in the heart of Town, the park includes three (3) tennis courts (one practice court), one (1) full basketball court, younger and older children's playground and historic bandstand (community gathering place).*
  - **FISHING PIER:** *Located behind the water treatment facility, this small pier extends 160' into the creek and is open to the public.*
  - **MULTIPURPOSE SPORTS FIELDS:** *Used year-round for general public use, soccer, lacrosse and other organized sports.*
  - **BATTERY CAPRON/BUTLER:** *Better known as "the mound," this hill top is the highest elevation on Sullivan's Island. Battery Capron/Butler is located behind Stith Park and was originally an Endicott Period military fortification that was filled for being a danger to public safety due to its forty-foot deep mortar pits.*[2] *Occasionally, special events are held on the grass plateau atop the mound and is well known for its "bamboo forest," growing on the eastern face of the mound. In 2017 Town Council established a maintenance program for re-grading the hill facing Stith Park and containing the proliferation of bamboo to just the eastern face of the mound.*
  - **HISTORIC BANDSTAND:** *Located in the J. Marshall Stith Park adjacent to Town Hall at 2056 Middle Street. The U.S. Army built the bandstand in 1905 to complement the parade ground. When the U.S. Army withdrew from the Island in 1947, the bandstand was sold to a resident who used it as an apartment structure. In the mid-1980's, the structure was donated to the Town. The Town restored the structure to its original design and relocated it to J. Marshall Stith Park where it serves as a gathering place for picnics, birthday parties, musical concerts, and community activities.*
- **POE PARK:** *Located on Middle Street between Artillery Drive and Citadel Street, Poe Park underwent multiple renovations in 2016 and 2017, including resurfacing of two (2) tennis courts, adding new fencing, adding one (1) basketball goal and installing new playground equipment.*
- **FISH FRY SHACK:** *Used as a training and fundraising facility for the Sullivan's Island Volunteer Fire and Rescue organization.*
- **ISLAND CLUB:** *Used as a venue for various community events.*
- **BATTERY GADSDEN CULTURAL CENTER:** *The Battery Gadsden Cultural Center is a local organization comprised of residents and nonresidents, who host an array of community and civic events annually:*
  - **FARMERS MARKET:** *Operating from April through June, the Farmers Market hosts 25-30 vendors, food trucks and live entertainment.*
  - **POE LIBRARY:** *In March 1977, the Sullivan's Island Library ---located in Battery Gadsden—was named The Edgar Allan Poe Library in honor of the author, who was stationed on Sullivan's Island as a U.S. Army private from 1827 and 1828. Poe used the island setting as the background for his famous story, "The Gold Bug." Many of the Island's streets are similarly named after Poe's stories and literary themes.*
  - **ARBOR DAY:** *Sullivan's Island was awarded Tree City USA status in 2016 and has held regular Arbor Day celebrations and tree giveaway events at Battery Gadsden.*

2. *Sondermann, Karl 2013*

- **THOMSON PARK INTERPRETIVE MEMORIAL:** *The memorial is a small interpretive pocket park at Breach Inlet on Middle Street, initially dedicated in June 2011. The Park's purpose is to commemorate a historic military event that occurred at Breach Inlet during the Battle of Sullivan's Island during the American Revolution on June 28, 1776 (Carolina Day). During the Battle of Sullivan's Island, Colonel William "Danger" Thomson and his 780 forces on the bank of Breach Inlet repulsed the British Army's attack on Sullivan's Island from ocean and land invasion from the neighboring island, which is now the Isle of Palms. This battle at Breach inlet, in concert with Colonel William Moultrie and his forces' actions inside Fort Sullivan's (now known as Fort Moultrie), defeated the British force, with its superior firepower and man power, and protected Charles Towne and its important port from British occupation at an early, critical time in the Revolutionary War. Primarily, private funds developed and currently maintain the Park, but it is available to the public for free.*[3]
- **FORT MOULTRIE VISITOR'S CENTER AND FISHING PIER:** *Located at 1214 Middle Street, Fort Moultrie is an historic National Monument site with various recreational activities. Touring the monument is primarily self-guided through the various interpretive wayside exhibits however daily tours and programs are available depending upon the season. A fishing pier and open space with picnic shelters are open to the public.*

Trolley Bridge - Late 1800's

Passive Recreation Areas:

- **OLD DUMP KAYAK LAUNCH:** *The old dump is a deed restricted property located at Station 19, which now serves as an open space for general public use. Mainly serving as a wildlife viewing area and canoe and kayak access to Cove Creek, this property is held in a perpetual conservation easement through the East Cooper Land Trust.*[4]
- **OLD TROLLEY BRIDGE:** *The trolley bridge predates the Revolutionary War and served as Sullivan's Island's only connection to the mainland. Also held in a perpetual conservation easement through the East Cooper Land Trust the remnants of the bridge are open to the public and accessible by a short trail that opens to a scenic overlook of the Charleston Harbor, Mount Pleasant, and Cove Inlet.*[5]
- **TOWN PROTECTED LAND & BEACH ACCESS PATHS:** *There are 26 public access paths to the Island's beaches, of which, there are seven (7) ADA-accessible and 10 emergency access enabled paths. Two (2) beach wheelchairs are available at the Fire Department and may be used for beach access throughout the day.*

3. *Doug MacIntyre, June 1, 2010. http://thomsonpark.wordpress.com*
4. *East Cooper Land Trust, http://eastcooperland.org/conserved-land/*
5. *East Cooper Land Trust, http://eastcooperland.org/conserved-land/*

- **STATION 16 NATURE TRAIL:** *The trailhead is located off of the Station 16 beach access. Opened in June 2015, the 650-foot nature trail offers two (2) observation decks and benches along a partially elevated boardwalk*
- **STATION 26 KAYAK & CANOE LAUNCHING AREA:** *The landing was restored by the Town in 2016 as a small-scale boat launching area for non-motorized boats. Provides direct marsh access.*

OTHER UTILITIES

Electric

Electric power is provided by South Carolina Electric and Gas (SCE&G), however, natural gas is currently unavailable to Island residents. Natural gas must be purchased from private vendors. SCE&G provides tree pruning maintenance on a three-year cycle and cable television is provided by Comcast Cable.

Phone, Cable and Internet Services

Primary cable and internet service providers are AT&T U-verse, Comcast Xfinity, Dish network, Direct TV and Verizon.

The Town has also considered the merits of establishing a municipal wireless network, which would offer broadband services to Island residents. This type of system would require multiple Wi-Fi access points throughout the Town.

Solid Waste

Sullivan's Island contracts with a third party, privately-held company to provide weekly solid waste collection. This service includes household trash and garbage collection via roll container, bulk waste (large furniture, appliances, carpet, mattresses, etc.) and yard waste. During the three summer months, when beach traffic and rentals are at the highest, the regular household trash is picked up twice a week and bulk trash/yard debris once per week. The refuse is taken to the Charleston County landfill.

In 2015, Charleston County Environmental Management Department (CCEMD) began providing all-in-one (single-stream) residential recycling services to the Island. This allows the convenience of placing all recycled materials into one container instead of pre-sorting. Recyclables are picked up once every two weeks by way of 55-gallon roll carts.

Emergency debris collection from major storms and extreme flooding events has long been a critically important issue for Island residents. Because the Town does not operate its own solid waste collection authority, debris collection following these events must be retained by private contractors, which is often seen as an unfunded liability from a budgetary standpoint. The Town must rely on Federal Emergency Management Agency (FEMA) reimbursements for these expenditures and assistance from CCEMD.

SCDOT Traffic Cameras

Two traffic cameras were installed in 2017 providing live video streaming of traffic flow conditions on both the Sullivan's Island side of the Ben Sawyer Boulevard (Highway 703) and Mount Pleasant sides of the Causeway. This feed can be viewed from a smart phone or other mobile device at http://www.511sc.org/ .

HEALTH CARE AND EMERGENCY SERVICES

Medical Offices

There is one primary care facility on Sullivan's Island offering a wide range of family care services including pediatric, adolescent and adult medicine. Additional medical facilities are located in Mt. Pleasant, Isle of Palms, and downtown Charleston. Three major hospitals are easily accessible from the Island including East Cooper Regional Medical Center, Roper Saint Francis Hospital, and the newly opened Medical University of South Carolina (MUSC) East Cooper facility, offering a wide array of clinical and same day (outpatient) services. All facilities are located within 10 miles of Sullivan's Island, the closest being East Cooper Medical Center at a distance of 6 miles, by way of the Isle of Palms connector.

EMERGENCY MEDICAL SERVICES (EMS)

The Fire and Rescue Department has long provided first responder services to the Island since its founding in 1948. Initially organized as a volunteer fire department, today's firefighters are cross-trained in emergency first responder care and work 24-hour shifts. Additional emergency first responders are provided through the Charleston County 911 Consolidated dispatch service consisting of a nine (9) member intergovernmental agreement, of which Sullivan's Island, IOP and Mount Pleasant are a part.

In 2016, Town Council also initiated an agreement with Air MedCare Network (Meducare) to provide citizens and Town employees with ambulatory air service. Any insured resident of Sullivan's Island may receive paid air medical transport, if they are within Charleston County.

EDUCATIONAL FACILITIES

Schools

Charleston County School District (CCSD) completed construction of the new Sullivan's Island Elementary School in 2015 and maintains an annual enrollment of approximately 500 students, serving the Isle of Palms and Sullivan's Island. The school offers pre-kindergarten through fifth grade and is one of the top-ranked public elementary schools in South Carolina. In 2011, Sullivan's Island Elementary earned the Palmetto Gold Award for student achievement and maintains the highest achievable rating on its School Report Card.

In the 2011-2012 school year, Sullivan's Island Elementary achieved partial magnet status, focusing on math and science, with an emphasis on the coastal environment.

Other public schools that serve Sullivan's Island include Laing and Moultrie Middle Schools for grades 6, 7 and 8, and Wando High School for grades 9, 10, 11 and 12.

Libraries

The Edgar Allan Poe/Sullivan's Island Library, located in Battery Gadsden, is a branch of the Charleston County Public Library system. The library is located at 1921 I'On Avenue in the renovated military installation dating to the Spanish-American War. The library is named for author Edgar Allan Poe, who was stationed on Sullivan's Island as a private in the United States Army in 1827 and 1828, and who used the Island setting as the background for his famous story, "The Gold Bug."

The 2,000-square foot branch houses a collection of more than 6,800 materials, including fiction and non-fiction, juvenile and young adult books, periodicals, books on CD and DVDs. Library cardholders also have access to downloadable materials including e-books, audiobooks, magazines, music and more and can request more than 250,000 additional titles from other branches. The branch circulated 25,919 materials in FY 2017 and provides its visitors with four internet-connected computers and free Wi-Fi. The branch also hosts hundreds of educational and entertaining programs throughout the year. In 2017, more than 9,000 attended nearly 500 sponsored events, which included children's programs, lectures, games, writing groups, book club discussions, and crafts.

YEAR	CIRCULATION	PROGRAMS	PROGRAM ATTENDANCE
2017	25,919	491	9,458
2016	20,037*	310	5,932*
2015	28,254	433	8,934

**Note: The decrease in circulation, number of programs and program attendance in FY 2016 is attributed to the two-month closure of the library branch, which was caused by the severe flooding in October of 2015.*

STORMWATER MANAGEMENT

In 2007, the Town entered into an intergovernmental agreement with Charleston County to administer and enforce all Island stormwater utility regulations. These regulations are codified under Chapter 25, Sections 1-12 of the Town Code of Ordinances. In addition to serving as the regulatory authority for enforcement, billing and collecting the Town's stormwater fees, the Charleston County Stormwater Management Division is charged with conducting regular maintenance of all inlets, conduits, manholes, channels, ditches, waterways and infiltration facilities.

Although the Town does not operate its own stormwater utility, Town officials have taken great strides to lessen the impact of stormwater inundation during rain events by implementing various policy and regulatory initiatives. Many of these stormwater management initiatives are part of the larger strategy for mitigating the future effects of sea-level rise and are discussed in greater detail as part of the sea-level rise and resiliency section of the Natural Resources Element.

In response to the catastrophic flooding events of 2015 (Hurricane Joaquin), the Planning Commission performed a detailed study of the effects of Island development at the neighborhood scale and subsequently created a Zoning Ordinance regulation requiring an onsite stormwater management system for any residential or nonresidential development. This regulation can be found in Section 21-17 of the Zoning Ordinance and mandates that a

plan be developed with any substantial construction project that prevents adverse impacts to adjacent or downstream properties. This plan must be developed by a professional engineer or landscape architect.

Town staff also received approval of a FEMA grant in 2017 to study the existent stormwater drainage deficiencies Island-wide. This grant authorized a two phased approach of first, identifying the problematic areas and secondly, improving the drainage infrastructure along Station 18, one of the worst areas affected during heavy rain events.

Although stormwater conveyance and drainage systems are owned by SCDOT, Town staff and County officials continue performing regular maintenance of ditches and providing jet-vac services on an as needed basis.

CHAPTER 5: CULTURAL RESOURCES

Our History

Cultural resources can be broadly defined as the sites, structures and features within a community that have been given significant meaning or social value.[1] This element is intended to capture both the natural and human forces that have shaped the Island's character and culture by outlining first its history, then describing the various historical sites, national monuments and cultural events that give the Island its unique sense of place.

Sweetgrass basket weaving is a one of many lowcountry traditions featured during the Sullivan's Island Farmers Market

The restored Fort Moultrie Gates gives visitors a snapshot into the Island's past.

Early depiction of a "Black Drink Ceremony" common to Southeastern tribes such as the Sewee Indians of Sullivan's Island

HISTORY

Native American Settlement

Long before the arrival of white European settlers, Sullivan's Island was a territorial stronghold of the Sewee, a Native American tribe found in the region between the Charleston Harbor and the Santee River.[2] The Sewee Indians were a semi-agrarian people that relied on harvesting crops as much as hunting and fishing. Although there is very little physical evidence of their life on the Island, it is believed that the Sewee would migrate to the barrier islands during the warm seasons for the exceptional fishing along the Island's shallow waters.

Historical accounts as early as 1670 describe that the Sewee offered an enthusiastic welcome to the first English settlers, offering food, trade and education in agricultural practices and customs. Sadly, in as little as 20 years, the Sewee all but vanished from the barrier islands to escape the threat of war and disease.[3]

European Settlement and Revolutionary War

Throughout the late 1600s and early 1700s, the Island was inhabited by men serving as watchmen or scouts, whose primary duty was to guide ships through the treacherous waters at the mouth of the Charleston Harbor. Some

1. *Thomas F. King, A Companion to Cultural Resource Management (Cha. 24)*
2. *Suzannah Smith Miles, The Islands Sullivan's Island and Isle of Palms: An Illustrated History (12)*
3. *Suzannah Smith Miles, The Islands Sullivan's Island and Isle of Palms: An Illustrated History (15)*

of the Island's earliest buildings were the timber platforms and towers designed to keep the warning fires burning throughout the night. At that time, only a few rustic huts and a handful of people occupied the Island.

In 1674, an Irish settler named Captain Florence O'Sullivan was appointed as the colony's first Surveyor-General and given the great responsibility of guarding the Charleston Harbor from attack by enemy vessels. Along with his new title, O'Sullivan was granted a large tract of land comprised of what is now the Old Village in Mount Pleasant and the small barrier island that would later be known as "O'Sullivan's Island."[4]

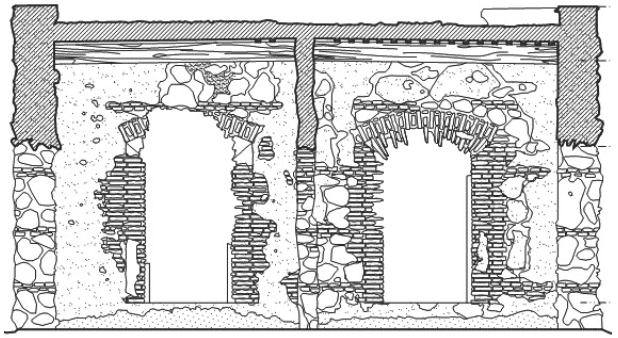
Pest Houses or Lazarettos

By the early 1700s the colony's booming rice and indigo industry created a newfound demand for labor to help harvest the plantations of the Lowcountry. This new agricultural industry would come to rely exclusively on the labor of enslaved Africans for the next 160 years. The importation of Africans and European immigrants would subsequently lead to frequent outbreaks of deadly diseases and epidemics documented throughout the history of Charles Town Colony.

Following the yellow fever epidemic of 1706, an act was passed to protect the colony from these foreign diseases by deeming Sullivan's Island as a quarantine station for incoming passengers who posed a potential risk for the spread of disease.[5] Initially, four pest houses (lazarettos) were constructed of rustic brick and lacked finished walls, ceilings, or windows. Although their exact location remains unknown, these structures were likely located west of Fort Moultrie. If the ships containing enslaved Africans and immigrants showed signs of illness, the vessel was either required to ride at anchor, be quarantined in a pest house or would occasionally be moored on boats anchored in what is now known as Cove Inlet. The pest houses remained on the Island until 1796 when Charlestonians petitioned to abandon the quarantine mandate and instead use the island as a summer retreat. In the 1880s the pest houses were then relocated to Morris Island.

Much of the prevailing information from the National Park Service claims that "nearly half of all those of African descent in the US, had ancestors that passed through the quarantine structures

The Island's pest houses were open-air structures made of brick and timber as exemplified by this English plague pest house from the mid-19th Century. deddingtonhistory.uk/buildings/pest house.



This cross-section details the methods of construction for a Spanish lazaretto in San Juan, Puerto Rico. nps.gov

4. *Suzannah Smith Miles, "The Islands Sullivan's Island and Isle of Palms: An Illustrated History" (22,29)*
5. *David Schneider, Historical Survey 1987*

"Bench by the Road" is a memorial to honor enslaved Africans that spent time on Sullivan's Island during the Middle Passage.

Sergeant William Jasper raises the Moultrie Flag to rally the troops during the Battle of Sullivan's Island

on Sullivan's Island."[6] This figure infers that most of the 200,000 enslaved Africans transported through the Charleston Harbor were actually quarantined on the island.

However, emerging historic research suggests that there may have been far fewer Africans quarantined on the Island than originally thought. One theory estimates that only 5,000 to 16,000 Africans were documented to have spent time on Sullivan's Island during the time of the Middle Passage, accounting for approximately 5 to 15 percent of the 107,000 transported.[7] This theory is based upon a chronicled timeline identifying three areas of historical research, 1) South Carolina's quarantine laws, 2) the rise and fall of the pest houses in the Lowcountry, and 3) shipping documentation of African captives through Charleston Harbor.[8]

In acknowledgement of Sullivan's Island's role as an entry point for this population, a monument has been erected near Fort Moultrie to commemorate the struggles, successes and contributions of these African captives.[9] In addition, a memorial bench located near Cove Inlet at Fort Moultrie was dedicated to the memory of those Africans who passed through Sullivan's Island during the quarantine period of 1707 to 1796.

From emancipation through the mid-1900s, Sullivan's Island maintained a sizeable African American population who thrived as watermen, farmers, house-keepers, soldiers and various professionals and in the trades. Some of these original families still reside on the Island today. Indeed, many African American Islanders helped build and maintain the historic structures that contribute to the uniqueness of the Island.

Revolutionary War

Prior to the Revolutionary War, Sullivan's Island was rather sparsely populated until Colonel William Moultrie identified the Island as ideally situated to protect Charleston Harbor from British naval invasion. Leading up to the First Siege of Charleston on June 28, 1776, Colonel Moultrie ordered the construction of Fort Sullivan, the Island's first substantial military fortification. It consisted of sixteen-foot-thick palmetto log cribbing filled with sand, capable of absorbing the impact of British cannon fire. It was the Island's native sabal palmetto trees that enabled the Americans to fend off an armada of ten British warships and also helped in

6. *National Park Service*
7. *Wood, Mimi. "Challenging Sullivan's History," Island Eye News (Sullivan's Island, SC) 2016*
8. *Lucas, Jake. "Doubt cast on S.I. as slave landing point," Moultrie News (Mt. Pleasant, SC) 2016*
9. *Sullivan's Island Plaque*

the amphibious attack in the Battle of Breach Inlet. The Battle of Sullivan's Island would mark the first major victory over the British in the American Revolution.

As tribute to its historical significance, the Sabal Palmetto has been designated as South Carolina's State Tree and is featured on the State Flag, State Seal, and gives South Carolina its nickname- "the Palmetto State."[10]

Town Incorporation to Modern Era

In 1817, the Island was incorporated as Moultrieville. Almost immediately after incorporation, Moultrieville mandated that residents build proper houses and restricted building to one dwelling per half-acre lot. In 1850, the Moultrie House, the Island's first grand hotel opened, further encouraging residents of downtown Charleston to escape the summer heat and diseases that flourished in the City. People traveled to and from the Island by boats that landed at a public boat dock located in "The Cove," a small marsh creek to the north of the Island.

Sullivan's Island also served as a critical defensive position for the Confederacy during the Civil War and served as a launching point for the H. L. Hunley (the Hunley), the first submarine to sink a warship.

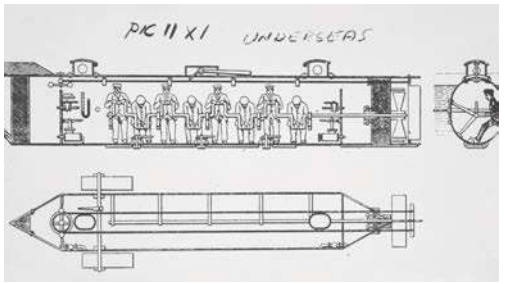
Named for her inventor, Horace Lawson Hunley, the submarine was shipped by rail from Mobile, Alabama to Charleston, SC in August 1863. For a time during the Civil War, the Hunley, was stationed on Sullivan's Island in order to keep its development and existence a secret from the Union forces. On February 17, 1864, the Hunley attacked and sank the 1800-ton steam sloop USS Housatonic in Charleston harbor. During the attack, the Hunley sank off the coast of Sullivan's Island, drowning all eight crewmen. More than 136 years later, on August 8, 2000, the wreck was recovered, and on April 17, 2004, the DNA-identified remains of the eight Hunley crewmen were interred in Charleston's Magnolia Cemetery, with full military honors.

During the time from 1878 through 1895, the jetties were built just off of Sullivan's Island in an effort keep the Charleston Harbor shipping channel open and to re-route the main channel into Charleston Harbor.

From the 1900s to the present, the Island continued to be a summer resort and became accessible by a trolley-line that ran from Mt. Pleasant to Sullivan's Island and then to the Isle of Palms. This original trolley service moved from west to east, and the stops or "stations" became the namesakes of most of the island's north and south streets.

In 1989, the eye of Hurricane Hugo passed over Sullivan's Island and the Charleston peninsula causing catastrophic damage to the Island's infrastructure. Estimates of wind speeds on Sullivan's Island were in excess of 120 miles per hour. During the first year after the hurricane, more than $15,700,000 in repairs occurred on Sullivan's Island.

The Thompson Interpretive Park commemorates the Breach Inlet Naval Battle which occurred on June 28, 1776.



The H.L. Hunley: The first successful combat submarine vanished for over a century until it was discovered in 1995.

10. www.scstatehouse.gov

The Hunley is now exhibited at the Warren Lasch Conservation Center in North Charleston.

Fort Moultrie Visitors Center

The seaward view of Fort Moultrie

Although Sullivan's Island was established as the Town of Moultrieville in 1817, formal incorporation did not occur through the South Carolina Legislature until 1975. One of the first tasks of the newly appointed Town Council was adoption of the Island's first zoning ordinance in 1977. Today, many of these original zoning regulations still exist with the objective of separating land uses and preserving of historic structures, sites and significant archeological features throughout the Island. Of the approximately 992 residential structures, nearly 25% are deemed historically significant.

Town Council supports multiple events to commemorate the Island's historical contributions, such as the annual Carolina Day Celebration. Additionally, the Battery Gadsden Cultural Center has compiled a comprehensive record of the recollections of long-time residents on the Island. This record continues to be a valuable resource for local historians studying the area.

HISTORIC SITES AND NATIONAL MONUMENTS

Fort Moultrie National Monument

Fort Moultrie is part of the Fort Sumter National Monument, a unit of the National Park Service. A visitor center museum is located at 1412 Middle Street and is open to visitors year-round. Because of its importance in American history, Fort Moultrie's future protection is of the utmost importance to maintaining the cultural identity of Sullivan's Island.

In 1960, South Carolina transferred ownership of the Fort to the federal government. In 1976, renovations and archeological studies were completed for the nation's bicentennial, which resulted in funding for the new visitor's center. At that time, there were plans to have boat trips from the park property to Fort Sumter; however, Island residents expressed concern about additional traffic onto the Island resulting in an abandonment of the idea. Access to Fort Sumter now originates in downtown Charleston and Mount Pleasant.

Fort Sumter National Monument has completed a long-range plan, which includes Fort Moultrie and the Charles Pinckney National Historic Site in Mount Pleasant.

From 2009 to 2017, Fort Moultrie attracted an average of 95,000 visitors per year and has adopted a small entrance fee of $3 for adults age 16-61, and $1 for seniors. Admission for children 15 or younger remains free.

The National Park Service offers special programs throughout the year and allows educational and community groups to rent the park facilities. Additional information about Fort Moultrie has been provided in the Community Facilities Element.

One of Fort Moultries many ground level entrances

Sullivan's Island Light House circa 1962

TABLE 5.1

BATTERY NAME	CONSTRUCTION DATE	ADDRESS
Capron-Butler	1898-1942	2056 Middle St
Jasper	1898-1942	1201 Poe Ave
Thompson	1906-1945	2051 I'On Ave
Gadsden	1906-1917	1921 I'On Ave
Logan	1899-1904	1515 Poe Ave
Bingham	1899-1919	Fort Moultrie
McCorkle	1901-1920	Fort Moultrie
Lord	1890s	Removed
Fort Marshall Batteries 1-3	1930-1944	3004-3031 Brownell Ave

Endicott Program Batteries of Fort Moultrie and Fort Marshall.

Sullivan's Island Light House and U.S. Coast Guard District

Constructed on June 15, 1962, the Sullivan's Island Lighthouse was the last functional lighthouse built by the United States federal government. In 2008, the lighthouse conveyed ownership from the U.S. Coast Guard to the National Park Service, becoming a part of the Fort Sumter National Monument.[11] The lighthouse is best known for its unusual triangular shape and unique architectural features. Due to its unique design, the lighthouse can withstand wind gusts up to 125 miles per hour. Additionally, it was once touted as the second most powerful lighthouse in the western hemisphere with a 28-million candlepower, which was later reduced to 1.5-million to accommodate Island residents. The lighthouse is located at 1815 I'On Avenue.

Postbellum and Endicott Period Fortifications

Some of the more distinctive characteristics of the Island's built environment are the various military batteries and fortifications scattered throughout the Island. These batteries, armories and ammunition storage fortifications were constructed during two major periods of the military's occupancy of the Island: 1890 to 1910 during the Endicott Period and the Harbor and coastal defense improvements during World War II. The U.S. Army remained on Sullivan's Island until the decommissioning of Fort Moultrie in 1947.[12] Table 5.1 lists the Endicott Program batteries of Fort Moultrie and the Marshall Reservation armaments constructed in the 1940s.

11. National Park Service Website https://www.nps.gov/fosu/learn/news/lighthouse-transfer.htm

12. https://www.sciway.net/sc-photos/charleston-county/battery-gadsden.html

HISTORIC DISTRICTS

The historic districts of Sullivan's Island are located in the central and western portions of the Island. Their location primarily corresponds with the residential and support facilities of Fort Moultrie. There are three (3) Local Historic Districts which encompass the four (4) National Register Historic Districts (NRHD) noted below:

- *Moultrieville NRHD*
- *Sullivan's Island NRHD*
- *Fort Moultrie Quartermaster and Support Facilities NRHD*
- *Atlanticville NRHD*

Map 5.1 provides an overview of local historic districts with their underlying National Register Historic District (NRHDs) boundaries. Also included in this section, is a brief description of the characteristics within each district and an inventory of prominent historic resources.

A "local historic district" is a type of zoning that applies to entire neighborhoods or individual properties which give the Town police protectionary powers over demolition and appearance. NRHD provides no regulatory protections; however, the designation may qualify a structure or property for state or federal preservation incentives.

The Sullivan's Island Design Review Board (DRB) serves as the overseeing authority of the Town's Local Historic Districts and is charged with the protection of all designated properties within the Historic Preservation Overlay. The DRB duties and powers include reviewing and approving projects within all local historic districts and individually designated properties. The DRB also approves contemporary infill construction within a given historic district. Ensuring the size, scale and location of newly constructed homes within historic districts is of the utmost importance to the Town. Combined, there are approximately 240 historic properties Island-wide, accounting for approximately 25% of the houses on Sullivan's Island.

MAP 5.1

Moultrieville
Local Historic
Moultrieville
NRHD
STATION 30TH ST
STATION 31TH ST
OCEAN AV
MIDDLE ST
POE AV
Moultrieville's Historic Districts
Local Historic District
National Register Historic District
Streets

Moultrieville Historic Districts

The Moultrieville Historic District, located on the west end of the Island, is composed of a relatively small collection of Island houses. These homes were approximately constructed between 1830 through 1930 and consist of the earliest period of resort housing on the Island. The most notable nonresidential historic resource within the district is the Stella Maris Church, which is located at 1204 Middle Street.

Originally constructed around 1873, Stella Marris has sustained structural damage multiple times over the years, including the earthquake of 1886 and the hurricane of 1893. The church was said to have been rebuilt with the rubble of Fort Moultrie in 1873.

The Moultrieville area also contains many modestly sized summer cottages and homes, many of which are not contributing to the district. A row of eleven small cottages that served as the homes for the fort's non-commissioned officers lies just outside the district's boundary.

Although these homes were built in 1910, they were either poorly altered over the years with nontraditional construction materials or damaged significantly during Hurricane Hugo.

Stella Maris Church, circa 1873

The Nathaniel Barnwell home at 1023 Middle Street exemplifies the vernacular summer cottages of the island

The Torpedo Storehouse of Moultrieville

The Sullivan's Island Historic Districts
Local Historic District
National Register Historic District
Streets
Quartermaster Support Facilities NRHD
Sullivan's Island NRHD
Sullivan's Island Local Historic
THOMPSON AV
MIDDLE ST
POE AV
ATLANTIC AV
STATION 18 1/2 ST
STATION 19 1/2 ST
STATION 20 1/2 ST
STATION 21 1/2 ST
STATION 22 1/2 ST
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Quartermaster Support Facilities NRHD
Sullivan's Island NRHD
Sullivan's Island Local Historic
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The Commandant's House of Officer's Row

Bachelor's Officer's Quarters

The Quartermaster's Dock, a support facility, was fully restored in 2015 by private owners.

The Sullivan's Island Local Historic District

Sullivan's Island Local Historic District contains the Fort Moultrie Quartermaster Support Facilities NRDH and the Sullivan's Island NRHD. Sullivan's Island Local Historic District is generally located on Middle Street, Thompson Avenue and I'On Avenue, between Station 14½ and 18½.

Fort Moultrie Quartermaster and Support NRHD

Developed between 1900 and 1930, the Quartermaster Support Facilities District consists of ten (10) nonresidential military buildings intended to serve as facilities for Fort Moultrie. Many of these buildings included entertainment venues, shopping facilities, and recreational opportunities, which improved the quality of life for soldiers and their families on what was previously a sparsely populated military outpost. Nearly all of the buildings are visible from Middle Street and are within walking distance of most residential neighborhoods.

In the years following the Civil War, Fort Moultrie fell into disrepair and was largely abandoned until the United States Congress passed the Fortifications Bill of 1871. Only minor repairs were performed on the base until William Endicott began implementation of the Plan for Coastal Defenses in 1885. This base expansion included the Non-Commissioned Officers' Club, the Post Theater, Commissary Storehouse, a Barracks, Ordnance Storage and Office, two Quartermaster Warehouses, Dispensary/Provost Marshall's Office, Quartermaster's Office, and the Quartermaster's Dock.

The Sullivan's Island NRHD

The Sullivan's Island NRHD is located east of the Fort Moultrie Support Facilities NRHD. The district was intended to serve as the core administrative and residential area for commissioned and non-commissioned officers stationed at Fort Moultrie. Distinctive features of this district include the single-family military dwellings constructed around 1900 to 1905. These dwellings can be divided into three styles that corresponded with the military rank of the occupants. There were the Senior Officer's Quarters, the Junior Officer's Quarters, and multi-family Bachelor's Officer's Quarters.

The Senior Officer's Quarters (circa 1905) also known as "Officer's Row" is located along I'On Avenue and includes the famous "Commandant's House" at the far west end of I'On Avenue. These homes showcase an Antebellum-Georgian architectural style with two-storied wrap around porches. The Junior Officer's Quarters are Located along Middle Street and Central Avenue and include ten (10) similarly constructed structures with two-tiered porches on brick foundations. The district also includes the multifamily Bachelor's Officer's Quarters, the Administrative Building, a Post Exchange, and the electric shop on Thompson Avenue.

Atlanticville Historic Districts

The Atlanticville Local Historic District contains the Atlanticville NRHD. The District is located east of the island's commercial area and was developed as part of a civilian resort development of the late 19th and early 20th centuries.

The neighborhoods of Atlanticville once included boarding houses, several luxurious hotels, a post office, and two churches. The homes were typically smaller vacation cottages that were serviced by the trolley, which would deliver goods and services to the seasonal visitors and soldiers of Fort Moultrie.

Perhaps the most notable structure within the Atlanticville Historic District is the Sullivan's Island Graded School, which was built in 1925 and later became the Presbyterian Church. This structure was converted to multifamily dwellings in 1977 and underwent a full historic restoration in 2018. Unlike the western portion of the Island, many of the historic homes within Atlanticville sustained severe damage during Hurricane Hugo leaving only fifty-six (56) contributing structures.

Junior Officer's Quarters

African-American Cemetery located in the Atlanticville Historic District.

The Sullivan's Island Graded School circa 1925, later became Sunrise Presbyterian Church.

Atlanticville's Historic Districts
Local Historic District
National Register Historic District
Streets
Atlanticville
Local Historic District
Atlanticville
NRHD
MYRTLE AV
QUARTER ST
STATION 25TH ST
STATION 27 1/2 ST
JASPER BLVD
MIDDLE ST
STATION 22ND ST
STATION 24TH ST
ATLANTIC AV

OTHER ISLAND CULTURAL RESOURCES

Because of the Island's long military history and early use as a resort for downtown Charlestonians, there still remains many interesting architectural styles and cultural features. Some of these sites are listed individually below.

RESIDENTIAL AREAS

Most of Sullivan's Island consists of historic residential neighborhoods, however, there is a constant flow of new residential infill construction taking place. Midcentury and modern contemporary architecture can be found in most neighborhoods, which express the eclectic culture of the Island.

- **UNIQUE ARCHITECTURE:** *Dome and cylindrical shaped houses can be found on the front beach along Marshall Boulevard. These homes were built after Hurricane Hugo and are constructed to be more tolerant of high winds from tropical storms and hurricanes.*
- **HISTORIC POST STATION MARKERS:** *From the 1890s until the mid-1930s, the trolley was the primary method of transportation to Sullivan's Island, linking travelers from Mount Pleasant to Sullivan's Island and the Isle of Palms. The station stops became the unofficial street names for most of the Island, being designated the official street names in 1968. It is believed that the original stations were marked in the early 1900s by the same style concrete markers that now identify the Town's major intersections. Although not officially on the National Historic Register, these concrete posts are a part of the Island's history.*
- **CEMETERY, STATION 22½:** *Few grave markers remain on this site that was used until the mid-1900s primarily for those of African American descent. Many of those interred were from nearby Mount Zion A.M.E. or the Stella Maris Catholic Church. The cemetery was significantly damaged during Hurricane Hugo, but recent efforts have been made to update records and maintain the site. A historic marker was erected in 2004 to commemorate the site and the contributions of those buried there.*
- **CEMETERY, STATION 22 AND MYRTLE STREET:** *Similar to the cemetery located at Station 22½, few grave markers remain on the site, but some are still legible.*

The unique architecture of the Island can be found scattered through the Island. As seen in the architecture of the Dome House on Breach Inlet.

Historic trolley station markers

Restaurants and offices along Middle Street

The Ravenel Bridge from Star of the West, or Hagerty's Point.

The Trolley Bridge overlook provides views of the old bridge, Cove Creek and Ben Sawyer Bridge.

COMMERCIAL AREA

The Sullivan's Island commercial district runs along Middle Street, from Station 22½ to just beyond Station 20½. The commercial district creates a unique community center for Sullivan's Island residents. The area is best known for its quaint sense of a low-key sea-side village.

NATURAL AND SCENIC AREAS

Sullivan's Island is known for its ubiquitous natural and scenic areas. Its location affords plentiful sunrise and sunset views. There are the expansive ocean views, marsh views, views of Charleston Harbor, the Charleston Peninsula, and Breach Inlet. The following is a listing of some of the unique natural and scenic areas that are available to all residents and visitors to the Island.

- **BREACH INLET:** *Broad views of the ocean, Isle of Palms, and features Thomson Park, a small arrangement of interpretive sign boards describing the Battle of Breach Inlet during the Revolutionary War.*
- **STAR OF THE WEST:** *Views of Downtown Charleston and Ravenel Bridge over the Charleston Harbor*
- **THE TROLLEY BRIDGE OVERLOOK:** *Used as a fishing pier and scenic overlook of Cove Inlet.*
- **BATTERY CAPRON (THE MOUND):** *The highest point on Sullivan's Island which provides expansive views of the Charleston Harbor, Arthur Ravenel Bridge, Atlantic Ocean and the marsh.*
- **OLD LANDFILL SITE:** *Serves as a public canoe and kayak launching area to Cove Creek and the marsh.*

RELIGIOUS SITES

Chapel of the Holy Cross: Circa 1907

There are several churches on the Island. Some of them have a long history, while others are relatively new. Many of the community's churches function both as places of worship and as outposts for community events, thus contributing to the array of various community facilities available to Sullivan's Island residents.

- **CHURCH OF THE HOLY CROSS:** *The Episcopal Church built the stone church at 1401 Middle Street near Fort Moultrie in 1891. The Army immediately decided to expand the reservation and acquired the building for $6,000 as the Post Chapel. The Episcopal Church was then moved to its present location at 2520 Middle Street. A large new church and parish hall were constructed in 2006. When Fort Moultrie was decommissioned, the Lutheran congregation acquired the original building. The original granite building, located on Middle Street, is now a private residence.*
- **SUNRISE PRESBYTERIAN CHURCH:** *The Presbyterian Church was originally located at 2302 Middle Street within the historic Sullivan's Island Graded School from 1957 to 1977. Sunrise Presbyterian is now located at 3222 Middle Street.*
- **STELLA MARIS CATHOLIC CHURCH**: *Located at 1204 Middle Street in the Moultrieville Historic District, the church is the most notable nonresidential historic resource in the district.*
- **SULLIVAN'S ISLAND BAPTIST CHURCH:** *The Sullivan's Island Baptist Church occupies an old fort chapel near the former gates of Fort Moultrie at Station 18.*

Carolina Day -Steve Rosamilia

Annual Arbor Day Celebration. The Town was awarded Tree City USA Status in 2016.

ENTERTAINMENT AND COMMUNITY ACTIVITIES

Sullivan's Island offers many types of recreational activities for its residents and visitors. These events and resident participation are important to the social vitality of the community, as they offer opportunities for getting to know the members of the community and foster community interaction. The following is a listing of some of the activities offered on Sullivan's Island.

- **SULLIVAN'S ISLAND VOLUNTEER FIRE DEPARTMENT OYSTER ROAST AND FISH FRY:** *These yearly fundraisers, which occur in the fall, winter and summer, attract residents from the Town and surrounding area. The fire department has constructed a large shelter near Fort Moultrie to accommodate large events.*

A featured junior vendor at the Island's Farmers Market.

The market hosts an array of local vendors and activities including produce vendors, local crafts, live acoustic music, food trucks, and educational opportunities. -Steve Rosamilia

- **ARBOR DAY:** *Sullivan's Island was awarded Tree City USA status in 2016 and has held regular Arbor Day celebrations and tree giveaway events at Battery Gadsden.*
- **CAROLINA DAY:** *On June 28th each year, the Island commemorates the defeat of the British attempting to occupy Charleston in the early days of the American Revolutionary War. The day is commemorated in several ways around the community including a reenactment and a parade downtown.*
- **J. MARSHALL STITH PARK:** *J. Marshall Stith Park is a community gathering place and is the location for many community concerts and festivals. This park is located on Middle Street in the commercial district of Town. The park contains a large open field for public use and two separate playgrounds, one for children under the age of six and one for older children. The historic Fort Moultrie bandstand provides shade for picnics and a site for entertainers to perform during various community activities. The J. Marshall Stith Park Foundation, an active group of Island residents who raise money to provide landscape improvements, resurfacing basketball and tennis courts, and hosts several events throughout the year.*
- **SULLIVAN'S ISLAND COMMUNITY ACTIVITIES:** *Town Council routinely organizes family-oriented events for most major holidays. These events include the annual tree lighting ceremony during the December holidays, St. Patrick's Day Children's Fest, and a fireworks display on Independence Day. These events take place at the J. Marshall Stith Park.*
- **FORT MOULTRIE:** *The Fort's historic status combined with its preserved location on the coast make the site an ideal place to visit. Annually the National Park Service hosts multiple events.*
- **STATION 26 KAYAK & CANOE LAUNCHING AREA:** *The landing was restored by the Town in 2016 as a small-scale boat launching area for non-motorized boats. Provides direct marsh access.*

St. Patrick's Day Children's Festival -Steve Rosamilia

New Year's Day Polar Plunge - Post and Courier

- **TOWN BOAT LANDING:** *The Town offers a boat landing for Sullivan's Island residents and non-residents for a fee.*
- **FARMERS MARKET:** *Operating from April to June, the Farmers Market hosts 25-30 vendors, food trucks and live entertainment.*
- **NEW YEAR'S DAY POLAR PLUNGE:** *Although not a Town sponsored event, the New Year's Day Polar Plunge is a fundraiser for the Special Olympics that attracts thousands of visitors to the Island each year.*

CHAPTER 6: ECONOMIC

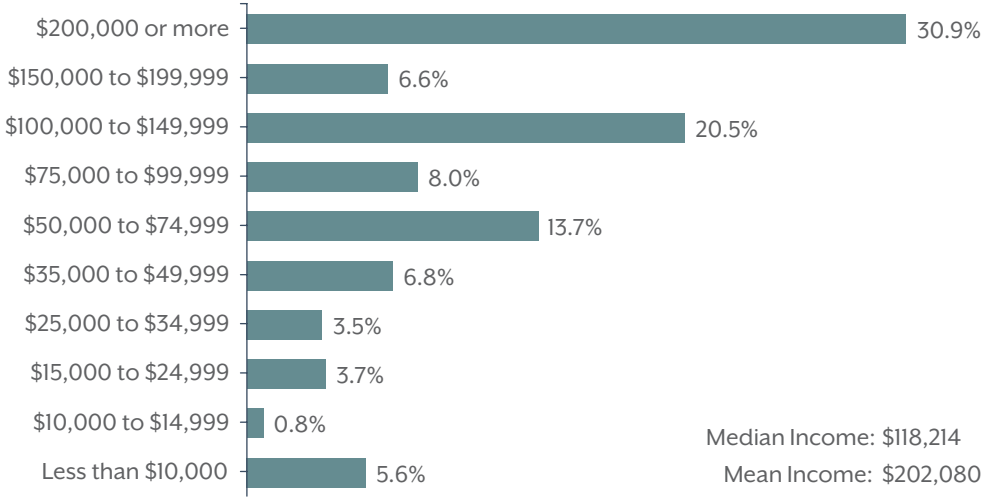
Sullivan's Island occupies a unique economic space because of the blend of residents, visitors, and businesses within the Town. Each of these interest groups should be considered when making economic policy decisions within the Town.

INCOME

Household and Family Incomes

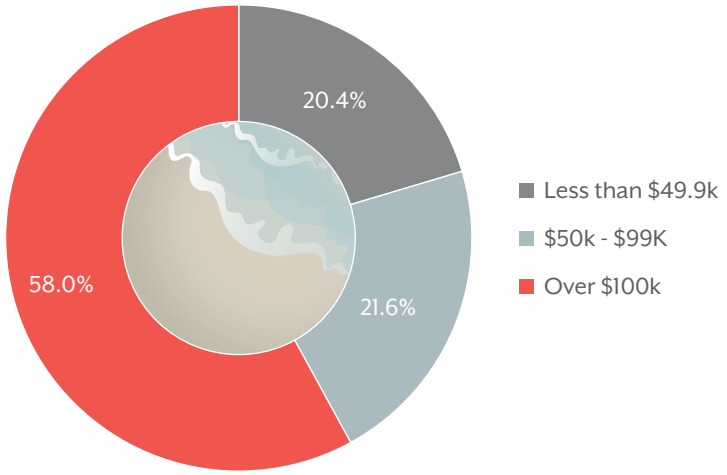
The American Community Survey (ACS) "considers the combined earnings of individuals who either live alone or with other non-family members as "Household Income." Figures 6.1 and 6.2 show the trends for residents' "Household Incomes in 2016 on Sullivan's Island. Those individuals who earn $200,000 or more represent almost one-third of the population on the Island. The median income is $118,214 for households on the Island, whereas the average income is significantly higher at $202,080. When the average income is considerably higher than the median, there must be very significant salaries that skew the average positively.

FIGURE 6.1: HOUSEHOLD INCOME



Source: 2016 American Community Survey

FIGURE 6.2: HOUSEHOLD INCOME



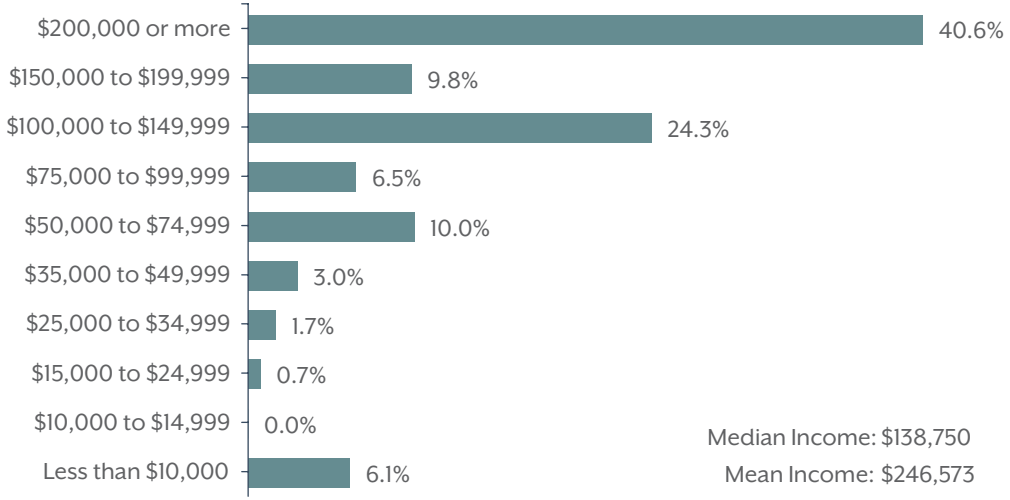
Source: 2016 American Community Survey

Figure 6.2 takes the analysis of household income data slightly further. Those who make over $100,000 represent 58% of the residents on the Island. Those who make $99,000 or less, represent 42% of the population. With a median income of $118,214, these percentages are in line with the average by positively increasing it.

"Family Income" consists of individuals who are related and live together; their incomes are then combined for ACS reporting purposes. As to be expected, Figure 6.3 shows that dual incomes increase dramatically for the residents on the Island with almost 41% of the residents earning $200,000 or more. The average and median incomes follow a very similar pattern to household income as well. The median income is almost $139,000, while the average income is almost $247,000. The gap between the two is larger, which signifies that both family members who are reporting have large salaries and are pushing the average in a positive direction.

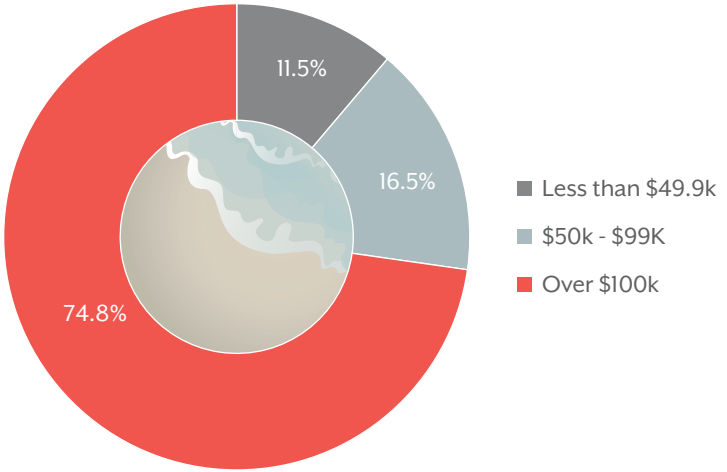
Figure 6.4 illustrates family members reported dual incomes. Roughly 75% of the Island reported that they make $100,000 a year or more. To put these numbers in perspective, the next section on Regional Income will show a comparison where Sullivan's Island stands among Charleston County, Mt. Pleasant, and Isle of Palms.

FIGURE 6.3: FAMILY INCOME



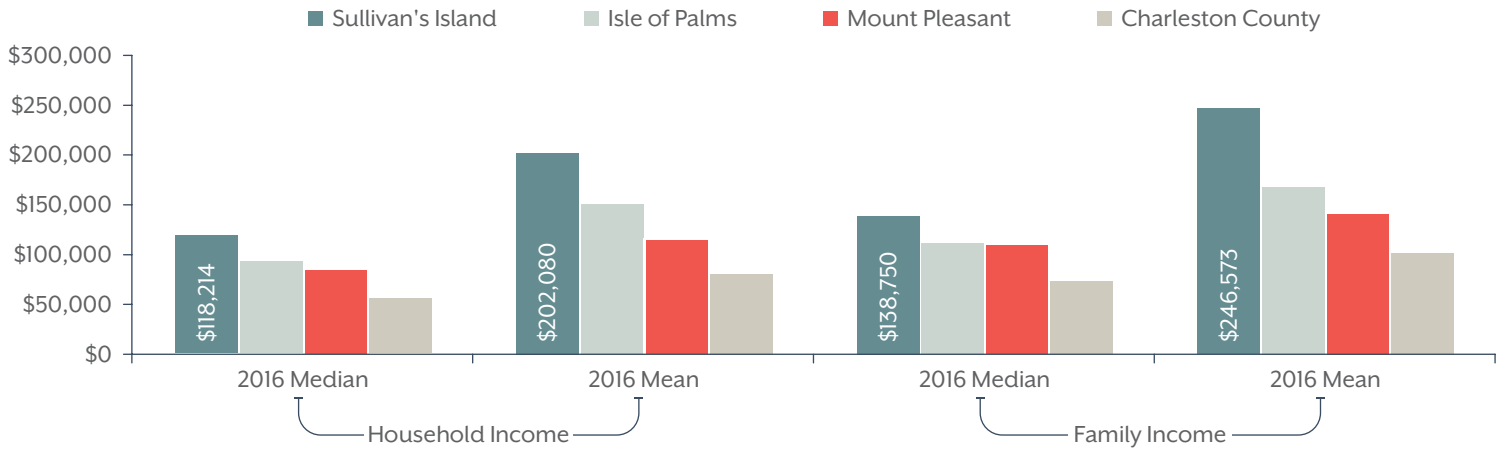
Source: 2016 American Community Survey

FIGURE 6.4: FAMILY INCOME



Source: 2016 American Community Survey

FIGURE 6.5: REGIONAL INCOME



Source: 2016 American Community Survey

TABLE 6.1

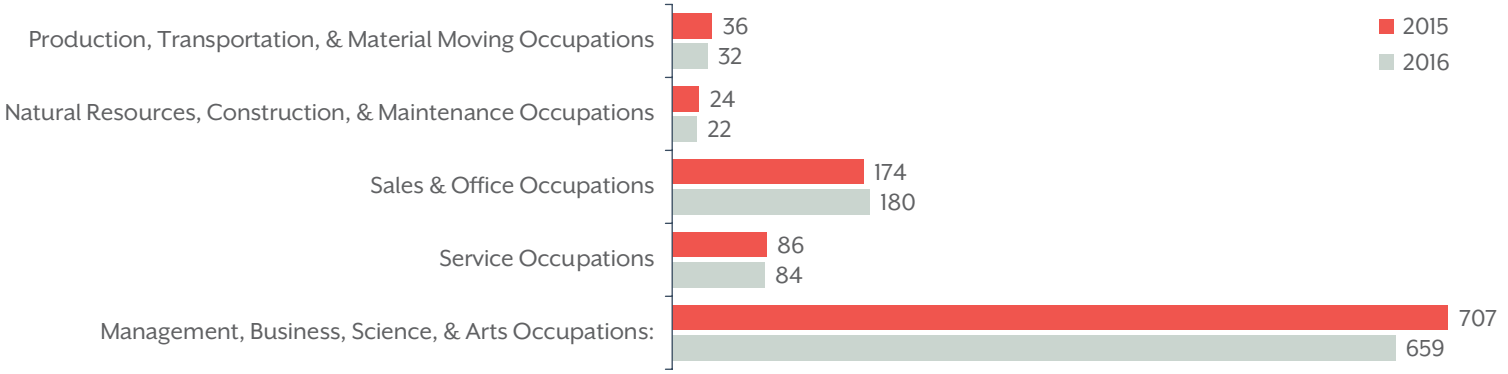
	MEDIAN HOUSEHOLD INCOME	MEAN HOUSEHOLD INCOME	MEDIAN FAMILY INCOME	MEAN FAMILY INCOME
SULLIVAN'S ISLAND	$118,214	$202,080	$138,750	$246,573
ISLE OF PALMS	$92,222	$150,507	$111,920	$167,560
MT. PLEASANT	$83,490	$114,328	$109,313	$140,746
CHARLESTON COUNTY	$54,931	$81,013	$72,836	$101,722

Source: 2016 American Community Survey

Regional Income

Chapter 2 (Population) showed that Sullivan's Island contains a highly-educated population. As one would expect, the correlation between those with higher education and higher incomes shows positive results on Sullivan's Island. Sullivan's Island has always performed well with regards to regional income over the past 30 years. Both Table 6.1 and Figure 6.5 depict how well Sullivan's Island does in comparison to its peers regionally. In fact, in 2016, Sullivan's Island led each category for household income and family income. With the high cost of a limited supply of land and housing on Sullivan's Island, these numbers project to remain on top for the foreseeable future.

FIGURE 6.6: OCCUPATIONS



Source: 2015/2016 American Community Survey

LABOR FORCE

Sullivan's Island residents have a large base of differing occupations. The ACS has broken them down into five broad categories as shown in Figure 6.6. High wage earners came in a variety of fields on Sullivan's Island, but it should be no surprise that most of the residents work within the category of "Management, Business, Science, and Arts Occupations." This category contains jobs such as Chief Executives, General/Operations/Architecture/Engineering Managers, Computer Programmers, Network Administrators, Architects, Engineers, Scientists, Dentists, Doctors, and Therapists.

Sullivan's Island Business District

The epicenter of local business that is conducted on Sullivan's Island happens in the Community Commercial District (CC-District) on Middle Street between Stations 20 and 22½. The compact CC-Distric is composed of small, service-oriented businesses that serve both the local community and a large number of visitors to the Island. Businesses include restaurants, doctors' offices, contractors, real estate, Spa/Salon services, small retail, and child care. Having a local business District is essential to creating a great place. Every vibrant

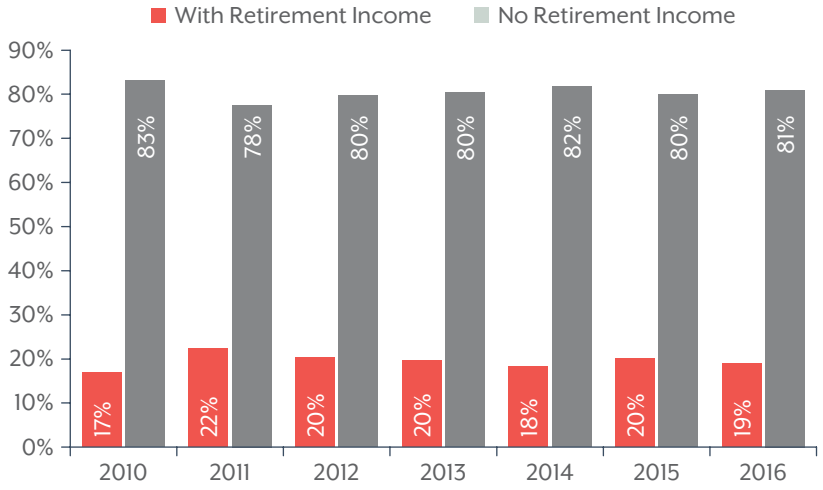
community that exists has a commercial core where residents can visit and build relationships with their neighbors and the visitors that come to the Island. The CC-District is part of the draw that attracts residents and visitors to the Island. As such, it should be cherished and valued extensively.

A master plan for the CC-District was created in 2008 that divided the CC-District into three districts. The plan addressed zoning, parking, traffic, pedestrian safety, and building design within the CC-District. The plan can be found on the Sullivan's Island website.

The Natural and Historical Environment as an Economic Asset

Just like the CC-District, the natural environment plays a significant role in Sullivan's Island economy, drawing people to live and explore the Island. The surrounding ocean and marsh, expansive views, and recreational opportunities attract visitors and residents alike. Economic benefits from these amenities include: beach house rentals, increased property values, and seasonal support of local businesses. These benefits add to the Town's wealth in two ways. First, they provide business and property owners opportunities to make personal financial gains and assist in protecting their individual investments. Second, the economic benefits of the beach provide the Town increased income through business licenses and higher property assessments.

FIGURE 6.7: RETIREMENT INCOME



Likewise, the history of Sullivan's Island draws future residents and visitors to either live or visit the Island. From the storied 17th century military post of Captain Florence O'Sullivan, to the local designation for the historic districts of Moultrieville, Sullivan's Island, and Atlanticville, the economic benefits to the community are great. A longer, more detailed historical narrative can be viewed in Chapter 7-Cultural Resources or a very succinct narrative may be viewed here:

http://sullivansisland-sc.com/Files/Historic%20Preservation/Historical%20Summary.pdf

Retirement Income

Table 2.3, in Chapter 2 (Population), shows that there are 781 residents who are age 55 or older for Sullivan's Island. This represents approximately 38% of the entire population. Similarly, the trend as shown in Figure 6.7 shows that roughly 20% of the Island's population uses retirement income. This suggests that there may be a growing population of retirees on the Island. There will be a need to monitor these trends for future policy considerations.

CHAPTER 7: TRANSPORTATION

Mobility and connectivity are integral to any community's quality of life. In order for its residents to have the ability to access the broader local and regional transportation networks, a Town's local network must be safe, efficient and serve various modes of transport. This element will survey and analyze the existing conditions of the Island's local transportation networks, transportation patterns and other key aspects that contribute to residents' movement within the Town and outside of it.

TRANSPORTATION

Roads

As a barrier island, Sullivan's Island has two points of access by land. The first point of access to Sullivan's Island is through Mt. Pleasant via South Carolina Highway 703 (Coleman Boulevard/Ben Sawyer Boulevard) and the Ben Sawyer Bridge. The second point of access is through Isle of Palms across Breach Inlet on Jasper Boulevard.

Sullivan's Island's road system is comprised of a loose grid network of low-intensity streets typical of a beach community. The road network on Sullivan's Island follows a pattern set forth originally by trolley lines between Sullivan's Island, Isle of Palms, and Mount Pleasant and ferry docks in Mount Pleasant that provided access to downtown Charleston. All of the roads on Sullivan's Island are designed for short, low-speed trips across the island.

Source: Charleston Moves

Bicycle and Pedestrian Facilities

Bicycle

The Island is fortunate to be at the intersection of two major bicycle pathways, one regional and one national. The first major trail is the Battery 2 Beach (B2B) route. Created by local advocacy group Charleston Moves, the B2B route is approximately 32 miles of mixed-use paths, connecting three Charleston-area beaches (Folly Beach, Sullivan's Island, and Isle of Palms) and five local municipalities. The second major trail is the East Coast Greenway, which is a 2,600 mile long multi-use, urban spine trail system, extending from the northeast corner of Calais, Maine (Calais, Maine) to the southern Florida Keys. Local bicycle facilities include the Ben Sawyer Bikeway, which runs from Mt. Pleasant, over the causeway and into Sullivan's Island. Additionally, the Island's grid network lends itself to easy navigation for cyclists and pedestrians alike.

Source: CARTA

Pedestrian

As mentioned in the previous section, the Town has an extensive and efficient grid network of local roads that stretches from each end of the island. This grid allows for easy navigation, a diversity of routes to traverse the island, and fosters a human-scaled built environment. Low-speed local roads and sidewalks also add to the pedestrian network throughout the Island. Similar traits are reflected in the Town's commercial center located along Middle Street, from Station 22 ½ to Station 20. The proximity of businesses, parks, residences and recreational opportunities all increase walkability within the commercial district, as well as provide character to the area.

Public Transportation

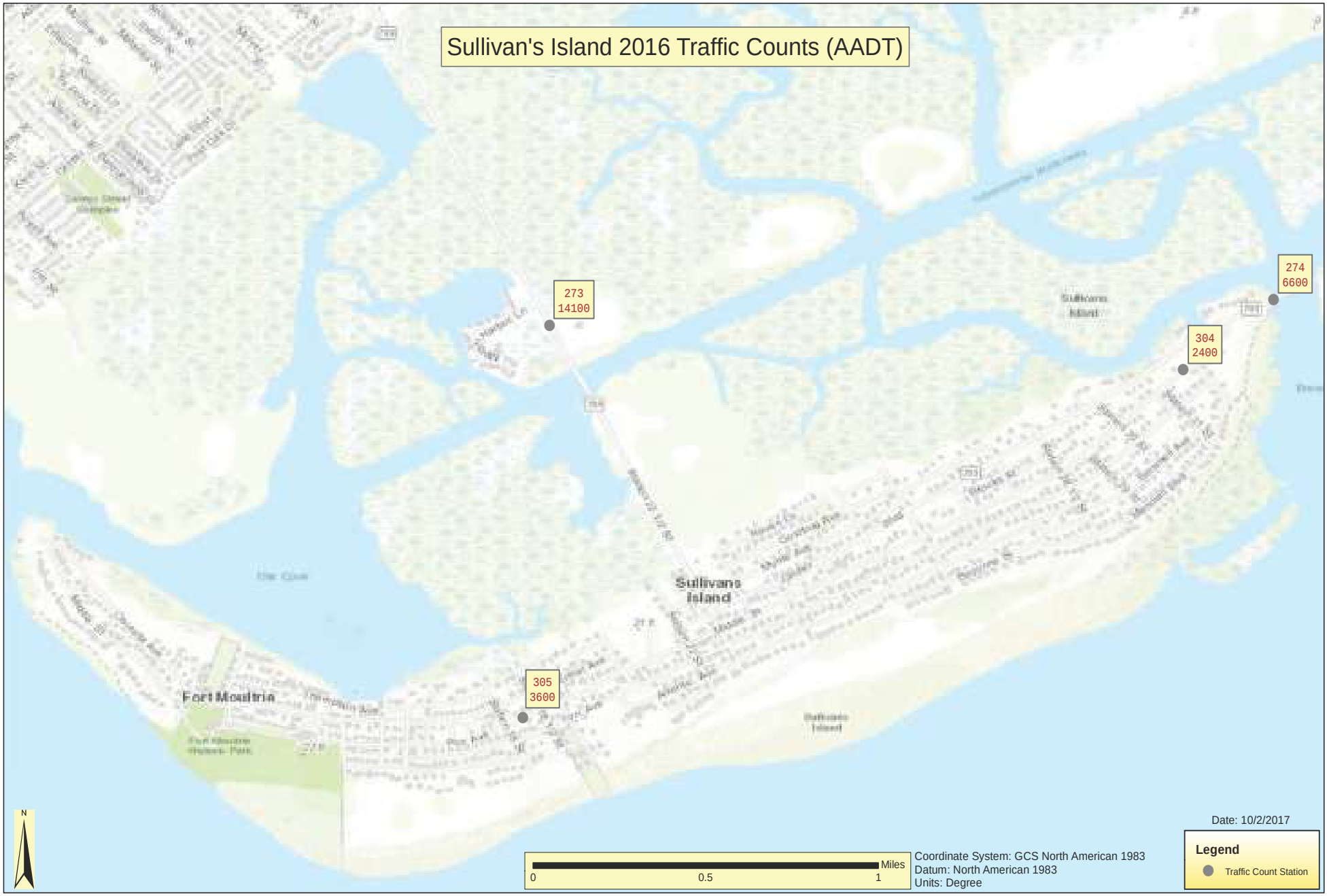
The Island is not directly served by the Charleston Area Regional Transportation Authority (CARTA) through regular route service, but residents have access to the "flex-route" call-ahead bus service, Tel-A-Ride. Tel-A-Ride was set up to meet the Americans with Disabilities Act (ADA) mandated service levels. There are no restrictions on trip purposes and riders must have a specific impairment which restricts their mobility.

Mobility Management

The BCDCOG implemented a regional mobility management program to address the transportation needs of the community. Mobility Management is a strategic approach to designing and delivering transportation services that starts and ends with the customer. It begins with a community vision in which the entire transportation network - public transit, private operators, bicycling and walking - works together with customers, planners, and stakeholders to deliver the transportation options that best meet the community's needs.

As part of the regional mobility management program, the BCDCOG also launched the Lowcountry Go commuter services program with South Carolina Department of Transportation (SCDOT), the Federal Highway Administration (FHWA) and employers and stakeholders in the Tri-County region. The program focuses on reducing traffic congestion and improving quality of life for the region by connecting people with mobility management solutions like carpools, vanpools, public transit, walking, biking, emergency ride home and many other programs that encourage behavior changes among commuters. In order to further this initiative, Lowcountry Go created a web application, Ride Low Go, which provides an interactive dashboard for commuters to identify an improved commute. More information can be found at the program's website: http://www.lowcountrygo.com/

MAP 7.1



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Data Source: ERSI, SCDOT, East Cooper Land Trust, SC DHEC

Average Daily Traffic Volumes

As a coastal community, Sullivan's Island experiences higher traffic volumes in the summer months than any time of the year. Seasonal traffic volume data are no longer maintained, so Average Annual Daily Traffic (AADT), collected by SCDOT, has been utilized. Sullivan's Island has four traffic counters which are depicted on the map (previous page) and Figure 7.1.

Figure 7.1 shows that AADT is fairly constant between 2007 and 2016 on the Island. This does not take into account seasonal traffic congestion where peaks may vary vastly from off season times. Although it should be noted that seasonal traffic patterns are included in the annual numbers. Table 7.1 shows the numbers that were used to derive Figure 7.1.

FIGURE 7.1: AADT COUNTS FOR SULLIVAN'S ISLAND

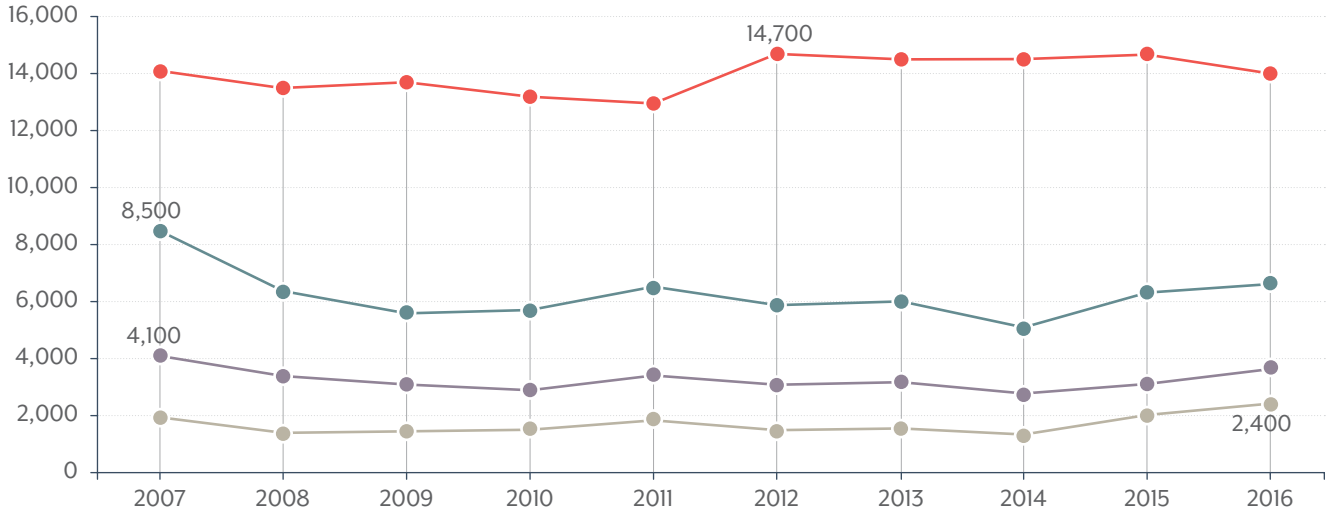
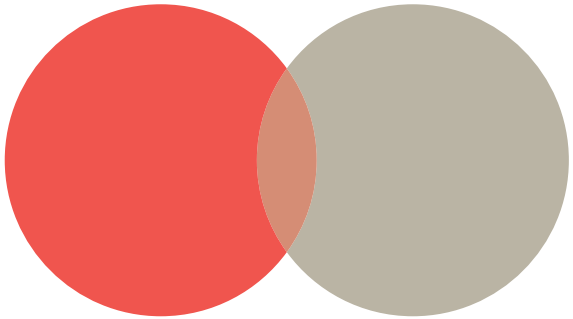


TABLE 7.1: AVERAGE ANNUAL DAILY TRAFFIC COUNTS

TRAFFIC COUNTER #	LOCATION	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
273	Before Ben Sawyer Bridge (Mt. P side)	14,100	13,500	13,700	13,200	12,900	**14,700**	14,500	14,500	14,700	14,100
274	Before Breach Inlet (SI Side)	**8,500**	6,400	5,600	5,700	6,500	5,900	6,000	5,100	6,300	6,600
304	Middle St - East of Commercial Area	1,950	1,400	1,450	1,500	1,850	1,500	1,550	1,350	2,000	**2,400**
305	Middle St - Near Commercial District	**4,100**	3,400	3,100	2,900	3,400	3,100	3,200	2,800	3,100	3,600

FIGURE 7.2: INFLOW/OUTFLOW JOB COUNTS IN 2015



672: Employed in Selection Area - Live Outside
747: Live in Selection Area - Employed Outside
60: Employed and Live in Selection Area

Source: Census on the Map

Sullivan's Island Resident's Transportation Patterns

Where Residents Live and Work

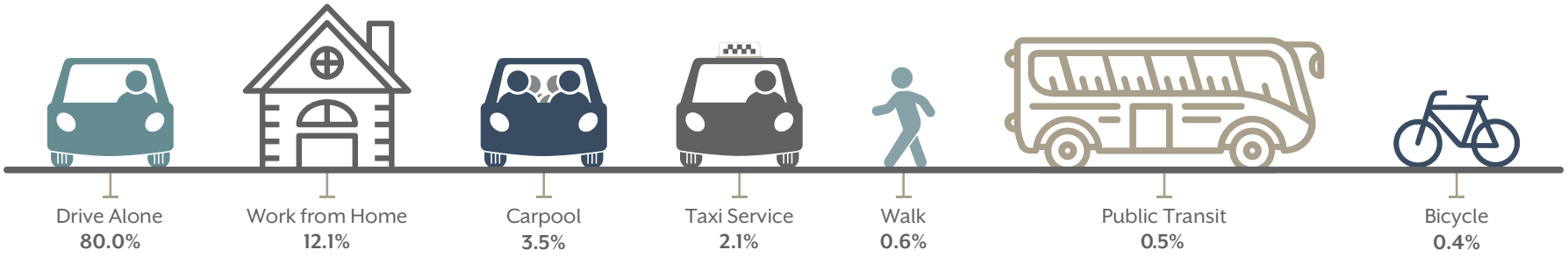
According to Census On The Map (Figure 7.2), an estimated 747 workers who live on the Island commute out of the Town to their place of work. 672 workers commute to Sullivan's Island daily for their jobs and only 60 workers live and are employed in the Town.

Transportation to Work

The primary mode of transportation for Sullivan's Island residents is the automobile. This mode comprises 84.3% of the population. Of the residents who drive to work, 80% drive alone and 3.5% carpool. For workers 16 years or older, 15.2% of drivers have one (1) vehicle, 45.4% have two (2) vehicles and 39.4% have three (3) or more vehicles available.

Concerning alternative modes of transportation, 0.5% of the Town's population used public transportation, 0.6% walked, 0.4% rode their bicycles, 2.1% used taxi services and 12.1% worked from home.

FIGURE 7.3: PRIMARY MODES OF TRANSPORTATION TO WORK BY RESIDENTS OF SULLIVAN'S ISLAND



Travel Time to Work

The mean commute time to work for residents is 22.2 minutes. The most common commute time for residents is 10 to 19 minutes. Only a small percentage of commuters travel an hour or more to work. Concerning when workers leave for their work destination, this greatly varies. The largest percentage of work commutes (31.7%) began in the range of 9:00 a.m. and 11:59 a.m., with the second largest time window (31.5%) being from 8:00 a.m. to 8:59 a.m.

FIGURE 7.5: TIME LEAVING HOME FROM WORK

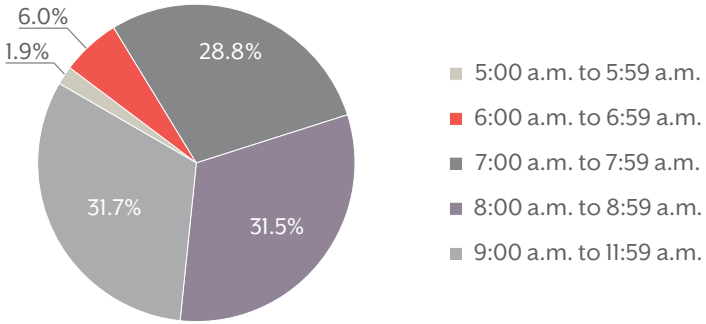
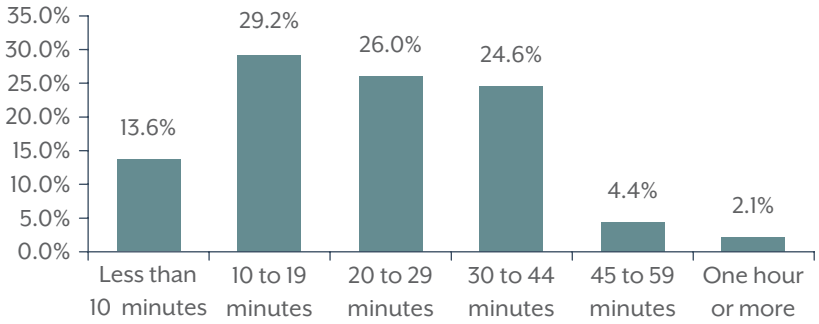


FIGURE 7.4: TRAVEL TIME TO WORK



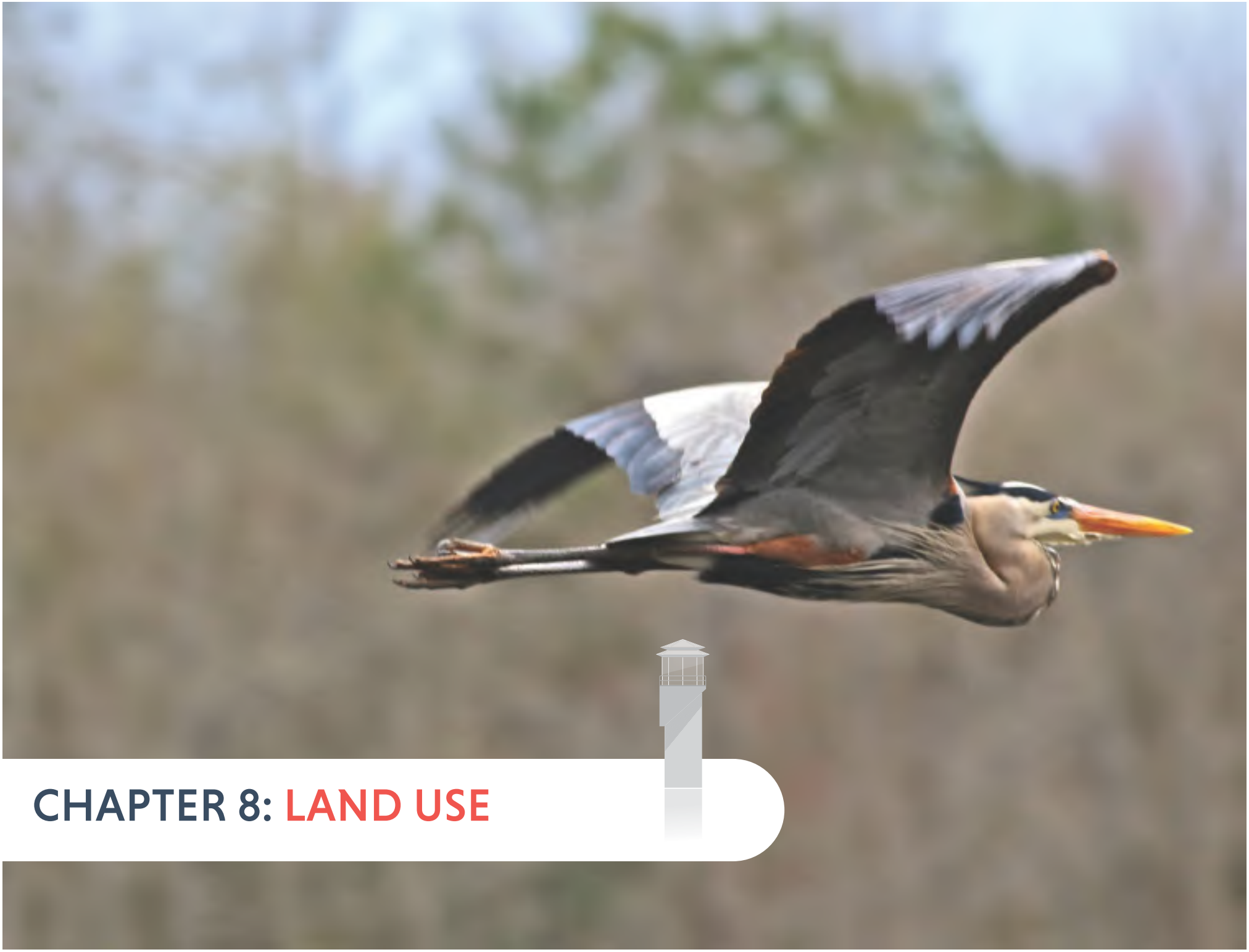
Parking Management

In April 2017, a new parking plan was put into effect and enforced in order to improve public safety throughout the Island. Even though 1,700 parking spots were eliminated, parking facilities still exceed demand during peak season.[1] The Town previously allowed day visitors to park on both sides of the street, but now, only one side will be available for parking in order to allow for emergency vehicles to easily access the beach or residences.

Additional sites in the commercial district should be identified as potential parking management projects. One such site includes parking along Middle Street from Station 22 to Town Hall. Both residents and visitors alike are currently parking in the parallel parking stalls for extended periods of time and occupying spaces, thus depleting the parking stall inventory during peak hours such as lunch or the summer season. Potential management for this would be an enforceable two-hour only free parking period. Similar management has been enforced along the Battery, adjacent to White Point Gardens in downtown Charleston.

New "No Parking" signs implemented in the Town. (Source: Grace Beahm, Post & Courier)

1. *Findlay, Prentiss. 2017. "Sullivan's rolls out new parking rules for visitors." The Post & Courier. https://www.postandcourier.com/news/sullivan-s-rolls-out-new-parking-rules-for-visitors/article_8a60a3e8-fe8d-11e6-ae32-d35ca9fb78ca.html*



CHAPTER 8: LAND USE

Source: Charleston Magazine

In the Land Use Element, existing growth and land use patterns are researched and analyzed in order to guide the Town through the 20-year planning horizon established by the Comprehensive Plan. Even though the plan is required to be updated every five years, the 20-year planning horizon sets a standard for casting visionary goals and objectives, as well as sound projections. Analysis of the current land use patterns are conducted by developing existing and future land use maps. These maps are created to show any predicted changes, within the Town.

TOWN CHARACTER

The planning process identified four major points that define the character of Sullivan's Island. These are:

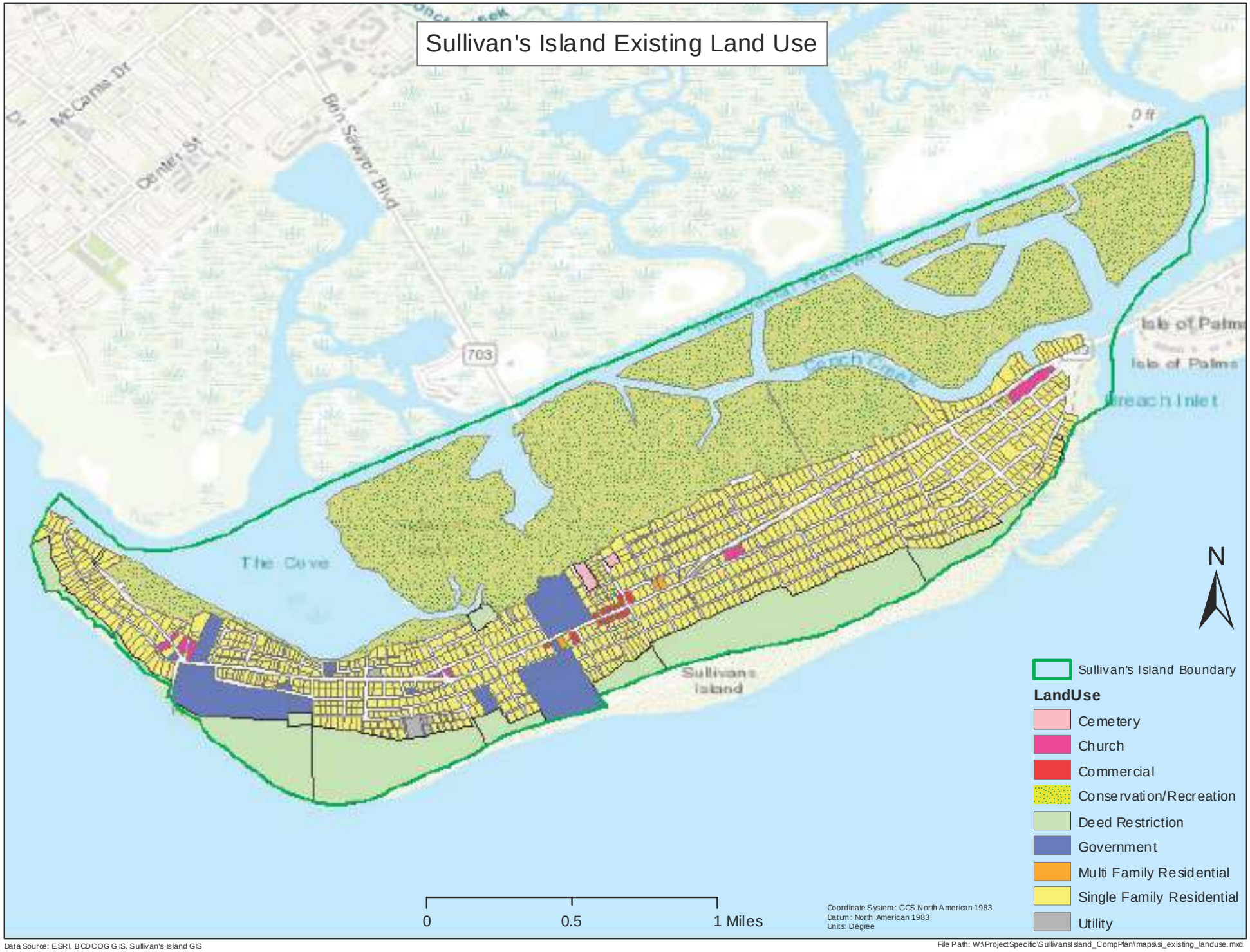
- *Informality*
- *Openness of the landscape*
- *Residential and family oriented in scale and nature*
- *Small commercial area as a community focus.*

The importance of the informality of the Town has long been recognized by residents as well as Town officials. Some homes have a subtle landscape that utilizes native vegetation and wildflowers. The streetscape is informal, and there are only a few roads with curbs and sidewalks. In many areas of the Island, houses are set informally on large lots. In some areas, houses do not line up along a common setback.

Related to this informality is the openness of the landscape on the Island. Many yards do not have tall hedges or tall fences common in some other island communities. The Island exhibits a park-like appearance with expansive views and openness. In the past, the Sullivan's Island's landscape has been characterized by large expanses of spring and summer wildflowers on both public and private land. This feature added substantially to the concept of Sullivan's Island's special sense of place and informality.

Sullivan's Island features a strong residential character. The Island's activities and mainly single-family housing create a family-oriented atmosphere. The small commercial district is built at a pedestrian scale that does not diminish the residential atmosphere of the Island. In addition, Sullivan's Island has protected itself from the development of hotels, including bed and breakfast businesses that would detract from the residential nature of the Island.

The small commercial district and the adjacent Sullivan's Island J. Marshall Stith Park acts as a primary community focus. The commercial area is centrally located near the Ben Sawyer Bridge entrance to the Island. The Sullivan's Island J. Marshall Stith Park is the location for many community events, as well as a nice recreational facility where residents can come together and visit with each other.


Sullivan's Island Existing Land Use
McCarma Dr
Donnelly St
Ben Sawyer Blvd
703
Off
Isle of Palms
Isle of Palms
Breach Inlet
The Cove
Sullivans Island
N
Sullivan's Island Boundary
LandUse
Cemetery
Church
Commercial
Conservation/Recreation
Deed Restriction
Government
Multi Family Residential
Single Family Residential
Utility
0
0.5
1 Miles
Coordinate System: GCS North American 1983
Datum: North American 1983
Units: Degree
Data Source: ESRI, BCDCOG GIS, Sullivan's Island GIS
File Path: W:\Project Specific\Sullivans Island_CompPlan\maps\si_existing_landuse.mxd

EXISTING LAND USE

Since its transition from a military base to a residential island community more than sixty years ago, the evolution of Sullivan's Island's various land uses have changed very little. The current existing land uses on the Island include (in alphabetical order): cemetery, church, commercial, conservation, conservation/recreation, deed restriction, government, multifamily residential, single-family residential and utility. Below is a breakdown of the land uses and what constitutes each use:

CEMETERY: There are two properties on Sullivan's Island that are cemeteries.

CHURCH: Land that is used for religious activities, including a sanctuary and parish hall. Additionally, new churches are only allowed as a RS district special exception, per the Town Zoning Ordinance.

COMMERCIAL: Commercial property is land designated for office, retail or service businesses in the defined Community Commercial District (CCD). These uses continue to be restricted mainly to the business district located on Middle Street, between Station 20 ½ and Station 22 ½. The CCD consists of two Community Commercial Overlay Districts (1 & 2) that benefit Sullivan's Island by: (1) recognizing the unique nature of particular areas in the CCD; (2) allows the Town to be very specific with regard to construction, design and other criteria; (3) clearly differentiate the areas from the balance of the Island with regard to subdivision and development.

CONSERVATION: Town marsh that cannot be improved and should be maintained in its natural state.

RECREATION/CONSERVATION: Recognizes limited use of land for recreational purposes (i.e. docks where otherwise permitted by applicable laws and regulations), but otherwise envisions long-term preservation of the land without commercial activity or subdivision, with minimal impact on the view corridor. This land use pertains to both marsh and ocean front areas (RC1 and RC2).

DEED RESTRICTION: Property owned by the Town of Sullivan's Island and is subject to conservation easement.

INSTITUTIONAL/GOVERNMENT: Institutional/government property covers a broad range of government and public uses.

SINGLE-FAMILY RESIDENTIAL: Residential land uses are defined as locations intended for occupants to live together as a single house-keeping unit. Single-family residential property is defined as one residentially zoned parcel with no more than one dwelling unit.

MULTIFAMILY RESIDENTIAL: Multifamily residential land use is defined as more than one dwelling unit located in the same building or structure as a non-conforming use.

UTILITY: Property that is classified as utility is property with infrastructure uses on it. These include power substations and water.

"Provide a zoning designation for Town-owned, non-residential property, as in front of Poe Library, Battery Gadsden, and maybe Stith Park, that provides for public areas to include non-profit fundraising, etc. with Town permit."

- Anonymous resident (providing feedback at the November Open House)

More information pertaining to these terms can be found within the *Town's Zoning Ordinances.*

In order to form the Existing Land Use Map, percentages of land used are determined in order to give a clear idea on how the Island is developing. Table 8.1 shows the breakdown, by percentage, of how much each land use takes up. The percentages have been compared with the 2013 Comprehensive Plan update below. Overall, the majority of the land uses experienced little to no growth. There were only two land uses that experienced decreases, which include government/institutional and vacant. Part of this decrease was under the government/institutional land use because of the Town's sale of six (6) RS properties in the past five years.

COMMERCIAL DISTRICT

The commercial land uses of the Town are relegated to a small area on the Island. This area, which runs along Middle Street, consists of commercial businesses and office space primarily for the benefit of Sullivan's Island residents.

In 2008, the Town of Sullivan's Island and a team of consultants (Seamon Whiteside + Associates, LS3P Associates Ltd, and Kimley-Horn and Associates, Inc.) drafted and adopted the Sullivan's Island Master Plan: Community Commercial District. As stated in the plan, the final goal statement is to "develop a master plan that promotes sustainable commercial activity while protecting the safety of residents and visitors, minimizing the impact of that activity on the surrounding residential neighborhoods and retaining the vernacular of island architecture."

As a result of the planning process, the plan proposed recommendations for the commercial district. These included:

- *Create a Commercial Area Overlay Zone District*
- *Allow parking on one side of I'On Street only*
- *Resident/Guest parking permits only on I'On, Jasper, Atlantic, and Myrtle after 8 p.m. (or other reasonable time)*
- *Consider cabaret ordinance similar to the City of Charleston*
- *Require shared parking provisions for off-street parking at office/retail businesses*
- *Institute a "Livability Court" to handle issues of litter, lack of maintenance, etc.*

TABLE 8.1: LAND USE BY PERCENT

	2013	2018	% CHANGE
SINGLE FAMILY RESIDENTIAL	21.4%	21.5%	0.5%
MULTI FAMILY RESIDENTIAL	0.6%	0.6%	0.0%
COMMERCIAL	0.3%	0.4%	33.3%
GOVERNMENT/INSTITUTIONAL	5.0%	4.9%	-2.0%
DEED RESTRICTED PROPERTY	11.4%	11.4%	0.0%
CHURCH	0.4%	0.4%	0.0%
CEMETERY	0.1%	0.2%	100.0%
UTILITIES	0.3%	0.3%	0.0%
VACANT	1.6%	1.5%	-6.3%
CONSERVATION/RECREATION	58.8%	58.8%	0.0%

- *Develop guidelines for commercial parking, lot subdivision, height, massing and scale, and setbacks with Overlay District*
- *Modify split zoning to allow parking to support existing businesses while limiting expansion of current commercial uses*
- *Explore options for increasing police presence/code enforcement in the commercial area*

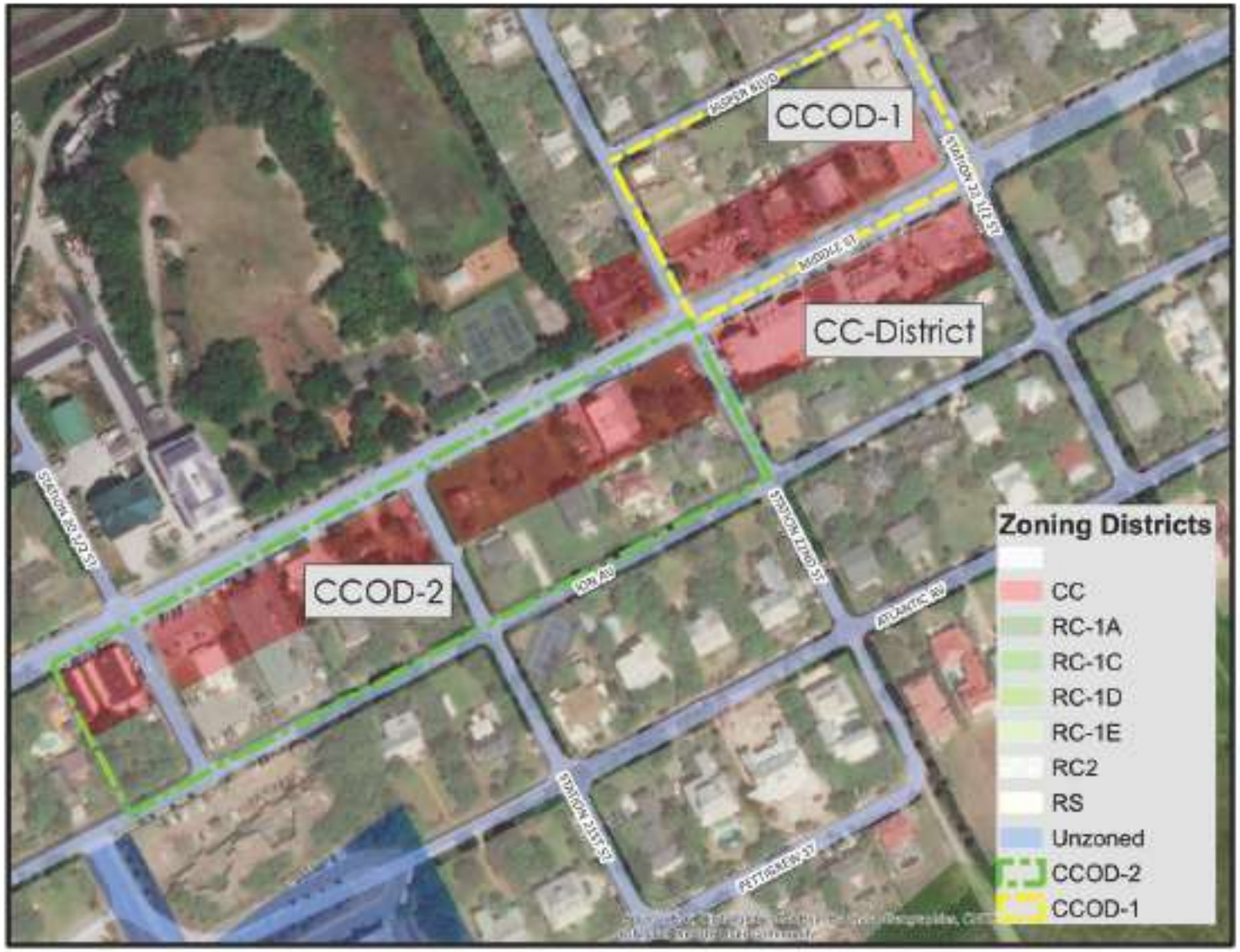
The master plan was set up to be a "conceptual design study," which means that the design is very "broad brush" and all concepts would be subject to further design exploration at a later time. However, the master plan does reflect, in a purely illustrative manner, how the main tenets of design approach could be achieved.

For more detailed information, the CCD plan is available on the Town's website.

COMMUNITY COMMERCIAL OVERLAY DISTRICTS (CCOD)

As a result from the recommendations from the Commercial District Master Plan, two Community Commercial Overlay Districts were created. An overlay district is a regulatory tool that creates a special zoning district, which identifies special regulations and guidelines that are applied in addition to or above and beyond those in the underlying base zoning district(s). Where differences in regulations exist between base zones and the overlay zones, the regulations on the overlay zone prevail.

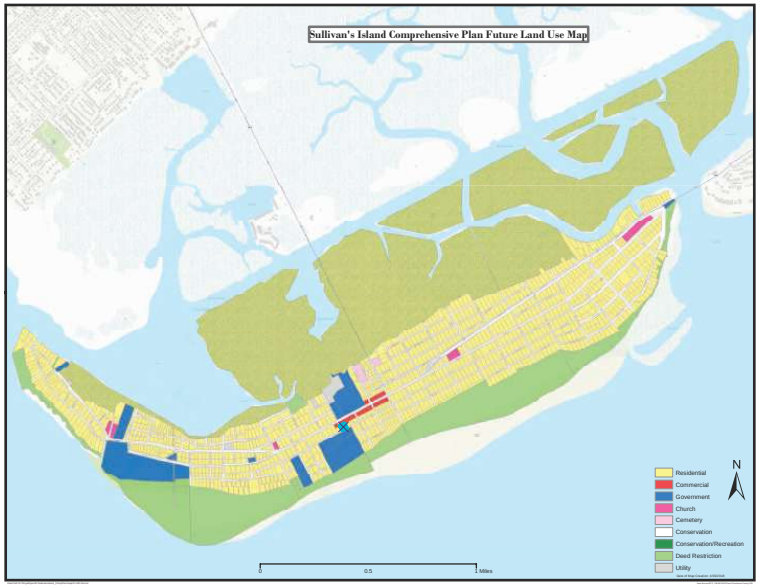
CCODs #1 and #2 has a defined area along Jasper Boulevard and Middle Street, between the blocks of Station 22 ½ and 2019 Middle Street. CCOD #1 consists of lots between Middle Street and Jasper Boulevard, from Station 22 ½ to Station 22. CCOD #2 consists of lots between I'On Avenue and Middle Street from Station 22-2019 Middle Street (currently Sullivan's Restaurant and other businesses) to 2120 Middle Street.



RESIDENTIAL DISTRICT

Most of the Island is developed as single-family residential. Many desination beach areas face the threat of becoming commercial resort areas. In an effort to preserve the residential character of the Town, the Residential District (RS) uses are limited to the following:

- *One single-family detached dwelling (other than manufactured homes such as trailers and mobile homes or industrialized facilities) per lot*
- *Publicly-owned facility or land*
- *Non-commercial horticulture or agriculture, but not including the keeping of poultry or animals other than for family use or as ordinary pets.*
- *Customary home occupation*
- *Accessory uses such as garages or tool sheds area allowed as a conditional use*
- *Churches, private kindergartens, public utility substations are allowed as a special exception in the Residential District*
- *Rental of rooms is not allowed in either the residential or commercial zoning districts*



See Full Size Map on Page 87

Given the history of the Island, there are various structures that still remain within the Residential District, such as old churches or fortifications. Some of these have been adaptively reused for housing or other types of spaces. In 2004, a review of the Zoning Ordinance led to the creation of historic preservation overlay districts to protect properties that have been determined to be architecturally, archeologically, culturally and historically significant to the Town.

FUTURE LAND USE

Given the Island's desired character and geographical constraints, existing land uses for the foreseeable future will undergo incremental and small changes, as are necessary. Therefore, the Future Land Use map (below), illustrates a continuation of the established land uses set forth in the previous Comprehensive Plan.

LAND USE AND DEVELOPMENT STANDARDS

Zoning Ordinance

The Sullivan's Island Zoning Ordinance, last amended August 15, 2017, aims to provide "a comfortable home at the beach, safe and friendly, where individuality and diversity are celebrated, neighborhoods are respected, Island resources are appreciated, history intertwined, and families and neighbors seek to thrive." This ordinance was a result of a substantial process of public involvement during 2002-2004, in response

to residents' growing concerns over the increasing amount of residential construction that was incompatible in scale and mass with existing Island development. The Town's original ordinance was enacted in 1977.

Changes to the Zoning Ordinance occur as needed through a public process. One future change that should be examined is adding a zoning classification for Government uses that preserve and protect the historical institutions on the island.

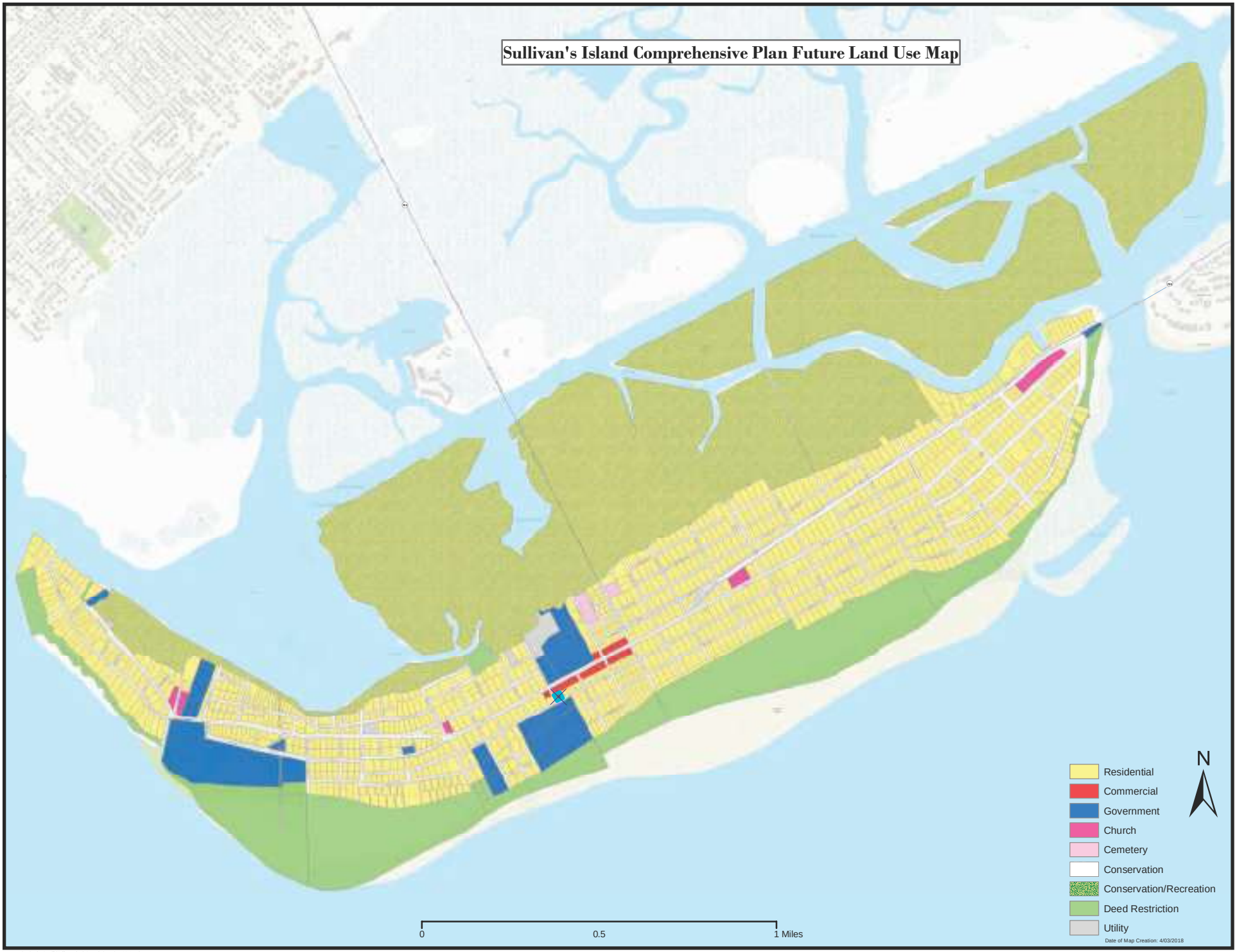
Parking Plan/Ordinance

In an effort to promote public safety for Island residents and visitors alike, the Town of Sullivan's Island created a new Parking Plan. This newly enacted plan allows vehicular parking on only one side of the street, which will allow a clear and unobstructed path to homes and beach access for emergency vehicles.

Historic District Overlays

In 2003, the Town of Sullivan's Island established three (3) historic overlay districts in the Town. The three districts are: Moultrieville Historic District, Sullivan's Island Historic District and the Atlanticville Historic District. These three distinct, separate areas comply with the Zoning Ordinance defining the district as, "architecturally, archaeologically, culturally, or historically significant to the Town of Sullivan's Island." Keeping oversight of the historic district is the Design Review Board, which guides new construction, alteration, demolition, moving and removal of structures within the historic overlay district.

Sullivan's Island Comprehensive Plan Future Land Use Map



CHAPTER 9: NATURAL RESOURCES

How We Sustain

Scenes of Sullivan's Island - Photos Courtesy of Mark Howard

Natural resources refer to living and non-living things that exist independently from human intervention. Residents of Sullivan's Island have long held that recognizing and preserving its rich diversity of natural resources is one of the central components of developing the Town's Comprehensive Plan.

This element will describe not only the Island's physical and natural characteristics, but also consider various environmental challenges of life on a barrier island. Additionally, this element will strive to develop a policy framework to ensure future development on the Island remains sustainable and resilient in the face of impending adverse environmental conditions. Achieving this goal will require a multifaceted planning effort between community stakeholders and Town elected officials with collaboration of the Town's administration.

In developing the goals and objectives for the Natural Resources element, sustainability and resiliency were two key concepts used by the Planning Commission and Steering Committee.

These terms are broadly defined as...

Sustainability *"meeting the needs of the present without compromising the ability of future generations to meet their own needs."* [1]

~Our Common Future

Community Resilience *"the ability to prepare and plan for, absorb, recover from, and more successfully adapt to adverse events."* [2]

~Urban Land Institute

By maintaining the core values of sustainability and community resilience, the goals and objectives of this plan can help in preparing Sullivan's Island when facing future storm events and the stark realities of sea-level rise.

1. *Brundtland Report Commission in 1987*
2. *Urban Land Institute: Building the Resilient City: https://uli.org/wp-content/uploads/ULI-Documents/BuildingtheResilientCity.pdf*

BARRIER ISLAND CHARACTERISTICS

Sullivan's Island is a 3.8-mile-long barrier island located in the outer coastal plain, a geographically unique feature of the southeastern coastline. As a barrier island, it maintains an unusual orientation with most of its southern shoreline facing the Atlantic Ocean and its northern shoreline facing the Intracoastal waterway and marsh.

In geographic terms, the Island is rather young, having formed within the past 5,000 years. Sullivan's Island is characterized by a beach and dune ridge system to its southern side, and tidal marsh along its northern side. There are approximately 190 acres of Town owned property that divides the residential areas of the island from the active beaches that is most commonly referred to as the "accreted" or "protected" land.

When comparing Sullivan's Island to other barrier islands in Charleston County, the Island has a unique orientation from east to west instead of north to south. It is because of this unusual orientation that the Island has accumulated sand and has grown seaward along most of its shoreline. In contrast, Folly Beach, Isle of Palms and Edisto Island have experienced higher rates of erosion along their eastern facing beaches. The underlying process responsible for Sullivan's Island's accretion is largely a result of sediment bypassing the Isle of Palms across Breach Inlet. This creates a resultant sand flow atypical of other coastal barrier islands. More sand reaches Sullivan's Island along its east end than leaves at the west end. Some sand trapping by the Charleston Harbor north jetty may have contributed to accretion a century ago, however, this structure is currently buried and nonfunctional. As such, the north jetty no longer contributes to the build-up of sand bars along the Island's beaches.

The eastern end of the Island at Breach Inlet is experiencing regular rates of erosion while the middle and western end is stable and experiences regular accretion. The southwest facing end of the island is stabilized by the engineered structures, which would be experiencing erosion if the structures and accreted lands were not in place.

A comparison of Figure 9.1[3] (mosaiced aerial photographs from 1941) and Figure 9.2[4] (2017 aerial photographs) show the Island's dramatic accretion over the past 75 years. The two highlighted areas in yellow show the western end (from Station 16 to Station 18) and central portion (from the Station 20 to Station 28) which in some areas has accreted more than 1,500 feet seaward.[5]

The effect of salt spray on the Town's Protected land

Eastern end of Sullivan's Island at Breach Inlet

Western end: View of Star of the West and the Protected Land

3. *Norm Levine, "Sullivan's Island Maritime Forest Conservation Study," College of Charleston 2006: 6.*
4. *Google Earth: 2017*
5. *Accreted Land Management Plan, Town of Sullivan's Island (2010): 3*

FIGURE 9.1: SULLIVAN'S ISLAND - 1941 MOSAIC

FIGURE 9.2: 2017 AERIAL PHOTOGRAPH - GOOGLE EARTH

This sand accretion has led to the formation of new dune ridges, which have gained significant elevation. Vegetation in this area has naturally adapted to poor soils, salt spray, and occasional flooding which is followed over time by a succession of land stabilization and other pioneering plant species. The new dune development has ultimately given way to a maritime forest. A diverse set of grass, shrub, and forest communities coexist within the accreted land and interior areas of Sullivan's Island, providing ecological niches attractive to a wide range of plant and animal species.[6]

BEACH AND MARSH ECOLOGICAL HABITATS

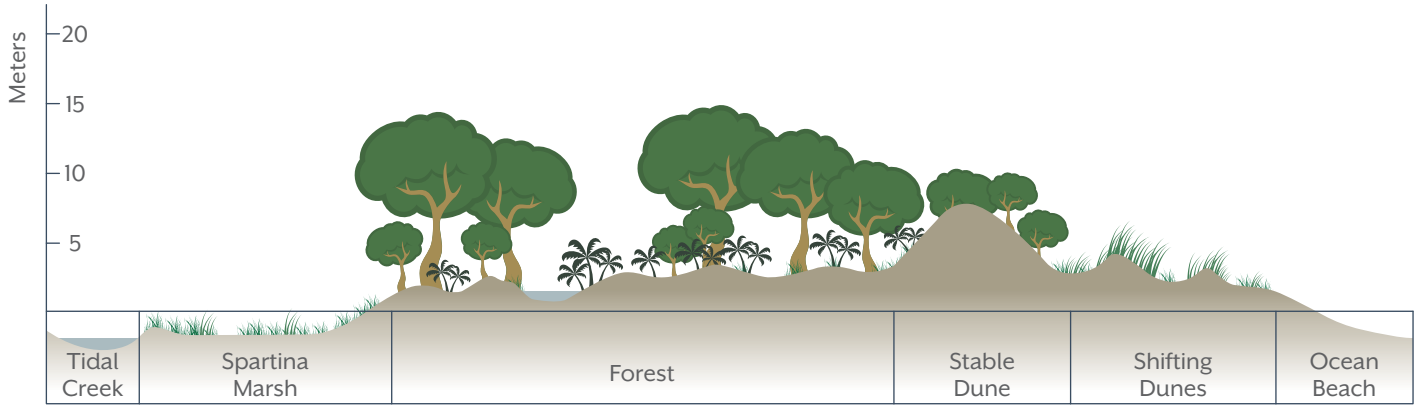
Sullivan's Island has three distinct ecosystems, which are described below: (1) coastal marine, (2) maritime, and (3) estuarine.[7] Distinct geological, biological and botanical features characterize each ecosystem type. Factors such as wind, salt, tides, currents and soil nutrients control their geographic position across the Island. Figure 9.3 is a hypothetical transect of a barrier island and how each ecosystem transitions by physical characteristics and its vegetative and wildlife activity.

6. *Norm Levine, "Sullivan's Island Maritime Forest Conservation Study," College of Charleston 2006: 33*
7. *Accreted Land Management Plan, Town of Sullivan's Island (2010): 44*

A green heron pictured above. A variety of wildlife can be found in the Maritime Ecosystem, which constitutes most of Sullivan's Island.

FIGURE 9.3: CROSS-SECTION OF A BARRIER ISLAND TRANSECT

ESTUARINE ECOSYSTEM	MARITIME ECOSYSTEM	COASTAL MARINE ECOSYSTEM
Oyster beds, tidal marsh, mud falts (young fish and sealife)	Dune Community, transitional shrub zone, maritime forest (Decidous, coniferous, palmetto trees, sea oats)	From primary dune to 3 miles off shore (berm activity: sea turtle nesting, shorebirds)



Coastal Marine Ecosystem

The coastal marine ecosystem extends from the seaward side of the primary dune to 3 miles offshore. Due to the physical factors characterizing this harsh environment (winds, currents, salt, tides, etc.), this area supports few terrestrial plants. Although this habitat provides a harsh environment for terrestrial vegetation, many faunal species are known to inhabit the area. Sea turtles use the dune area for nesting while feeding and mating occurs offshore. In addition, many birds (such as terns, skimmers, ducks, pelicans, gulls, and shorebirds) exploit the area's food resources.[8]

Maritime Ecosystem

The Island's residential areas and protected land occurs within this ecosystem and is bound by the primary oceanfront sand dune on the seaward side and extends to the mean high-tide mark on the bay side of the Island. The center of a barrier island is usually characterized by the presence of a dense forest made up of a mixture of pine, palmetto, and deciduous trees. As a result of tree preservation and residential property development, a mature urban forest has developed over the years.

The maritime ecosystem on Sullivan's Island type is generally divided into three distinct sections: dune community, transitional shrub zone, and maritime forest, which each contain a range of flora and fauna species.[9]

- *The dune community is found from the primary dune to the transitional shrub zone. This area typically contains a variety of salt and wind tolerant species such as dune grasses and forbs, which account for the majority of primary productivity in this area. Avian species are the main fauna found here.*
- *The transitional shrub zone occurs between the dune community and the maritime forest. Due to the vegetation structure in this community, a high number of avian, mammalian and herpetofauna species can be found. Specific vegetation communities documented at Sullivan's Island within the transitional shrub zone are maritime shrubland and manipulated maritime shrubland.*
- *The maritime forest occurs inland of the transitional shrub zone and extends across the barrier island to the transitional shrub zone which fronts the marsh.*[10]

Primary Dune

Wax myrtles within the transitional shrub zone of the Town's Protected Land.

Freshwater wetlands are scattered throughout the maritime forest.

8. *Accreted Land Management Plan, Town of Sullivan's Island (2010): 45*
9. *U.S. Fish and Wildlife Service; Endangered Species. https://www.fws.gov/endangered/species/us-species.html*
10. *Accreted Land Management Plan, Town of Sullivan's Island (2010): 46*

Estuarine Ecosystem

This ecosystem occurs between the upper reaches of saltwater influence on the bay side of the barrier island and the upper reaches of saltwater influence on the mainland.[11] The importance of the back of the Island cannot be overlooked. Tidal salt marshes are very productive places, however are often the most vulnerable to sea level rise. They are the nursery for young fish and sea life, they assimilate runoff from the upland, and they assist in controlling flooding. These marshes accomplish these services due to the vegetation such as Spartina grasses and the micro-organisms that grow in these marshes.[12]

WILDLIFE AND VEGETATION

The Island serves as a critical habitat to a variety of animal and plant species. The flora of the Island has adapted physiologically to thrive under the harsh conditions. For example, many salt-tolerant plants possess small, waxy, flexible leaves to resist the damaging effects of salt spray and wind conditions. In addition, many grass species have the ability to produce asexually by means of rhizomes or root runners, which is a characteristic of the ubiquitous wax myrtle found throughout the Town protected land. This vegetation also serves to stabilize and trap sand in oceanfront dunes, particularly where dunes are fronted by a dry sand beach.

TABLE 9.1: ENDANGERED SPECIES

COMMON NAME	FEDERAL STATUS	STATE STATUS
Bald Eagle	Recovered	Recovered
Wood Stork	Endangered	Endangered
Kirtland's Warbler	Endangered	Endangered
Least Tern	Not Listed	Threatened
Wilson's Plover	Not Listed	Threatened
Piping Plover	Threatened	Threatened
Rafinesque's Big-eared Bat	Not Listed	Endangered
Red Knot	Threatened	Threatened
Kemp's Ridley Sea Turtle	Endangered	Endangered
Leatherback Sea Turtle	Endangered	Endangered
Loggerhead Sea Turtle	Threatened	Threatened
Green Sea Turtle	Threatened	Threatened
Shortnose Sturgeon	Endangered	Endangered

Animal and plant species having federal and state legal protection

Made famous by Edgar Allan Poe's short story, the "Gold Bug Tree" on Raven Drive is protected by the Town's Tree Preservation Ordinance.

11. *Norm Levine, "Sullivan's Island Maritime Forest Conservation Study," College of Charleston 2006: 33.*
12. *Accreted Land Management Plan, Town of Sullivan's Island (2010): 46*

TREE PRESERVATION

The Island's first tree preservation ordinance was created in the early 1990s following the catastrophic loss of trees during Hurricane Hugo. Its purpose was to preserve the natural landscape by enhancing tree mass and canopy area throughout Island. The tree preservation ordinance is codified in the Town's Zoning Ordinance and is regulated by the Tree Commission and Town staff.

In addition to protecting their natural beauty, the ordinance protects trees to improve surface drainage and water quality and to prevent erosion, wind damage and to minimize flooding. Trees also serve to improve air quality, lessen air pollution, protect wildlife, and help to sustain property values island-wide.[13]

BIRDS

The dispersed wetlands and marshes provide a transition area which is an ideal habitat for nesting and roosting for many types of birds. Near-arctic migrant birds also use Sullivan's Island as a resting and feeding point during their annual migration routes.

Table 9.1 (previous page) presents a list of animal and plant species that have state or federal legal protection and are known to reside on Sullivan's Island.[14]

SEA TURTLES

Sullivan's Island is a nesting ground to a varying population of sea turtles each year. The nesting statistics in Table 9.2[15] was generated from a centralized database which works to aggregate data from multiple sea turtle conservation organizations. Additionally, the South Carolina Department of Natural Resources Marine Turtle Conservation Program provides research, monitoring and education for all sea turtles along the coast. The Town also supports the "Turtle Team," a dedicated group of Sullivan's Island and Isle of Palms volunteers who monitor the critical habitat and nesting of loggerhead turtles. They regularly provide advocacy services and outreach materials along with nesting information on their website.

Turtle Team members of Sullivan's Island and IOP partner with the SC DNR biologists to track and document annual nesting trends.

13. *Town of Sullivan's Island Zoning Ordinance, "Tree Commission" Article 17. 80.*
14. *U.S. Fish and Wildlife Service; Endangered Species. https://www.fws.gov/endangered/species/us-species.html*
15. *South Carolina Department of Natural Resources: Marine Turtle Conservation Program, 2018 http://www.dnr.sc.gov/news/2017/may/may1_turtle.html*

TABLE 9.2 SEA TURTLE NESTING ON SULLIVAN'S ISLAND 2010-2017

	2010	2011	2012	2013	2014	2015	2016	2017
Number of Nests	2	4	6	3	6	5	15	8
In Situ (not moved)	0	3	1	1	2	3	5	3
Nest Relocated	2	1	5	2	4	2	10	5
False Crawls	1	---	3	9	9	5	18	3
Estimated Eggs	155	335	730	408	642	252	1305	865
Eggs Lost	2	3	7	3	7	99	23	9
Hatched Eggs	113	201	657	377	602	---	901	766
Emerged Hatchlings	108	190	616	350	576	---	825	738

PHYSIOGRAPHY AND TOPOGRAPHY

Geology

There are three types of geologic deposits located in the Town of Sullivan's Island (Map 9.1). The newest deposit is artificial fill covering the center of the Island, made of sand and clay sand that is of diverse origin and ranges in depth from 3 to 10 feet. The original deposit of the Island is beach and barrier island sands from the Holocene period made of quartz sand, which is very light gray, fine grained, well-sorted, shelly, and abundant with minerals. The deposits are less than ten thousand years old, and those on the surface are probably less than one thousand years old and range in depth from zero to 35 feet.

Portions of the Island are made up of tidal marsh deposits from the Holocene period, which are composed of clay and soft, organically-rich sand colored gray to black, dominated primarily by the mineral kaolinite. The deposits are zero to 10 feet thick and support marsh grasses. These deposits are most likely less than five thousand years old.

Sullivan's Island Soils and Natural Assets
Mount Pleasant
Isle of Palms
Cg Capers silty clay loam
Co Coastal beaches and dune land
CvC Crevasse-Dawhoo complex
Ma Made land
Mp Mine pits and dumps
Te Tidal marsh, soft
W Water
Sullivan's Island Boundary
Soil Series
Intact Wildlife Habitat & Tree Canopy
Wetlands
0
0.5
1
Miles

MAP 9.1

Soils

Soil information given here is not for use on a site-specific basis and should only be used for planning on a community scale. Soil suitability assessments for individual sites require an independent, detailed soil survey.

While Sullivan's Island's soils are mainly classified as tidal marsh association soils, six different soil series have been identified. Since artificial fill is the predominant geologic formation on the island, 'made land' is the dominant soil series. Made land consists of variable amounts of sand, silt, and clay, or mixtures of these materials. New suitability assessments are important for this series because of the wide range of variation that can occur over time.

A small area located on the south side of the Island is characterized by the Capers series. Formed on tidal flats that are inundated with sea water once or more each month, these soils are very poorly drained and are saturated with salt water. The Capers series is well-suited for wildlife, and normally supports marsh grasses, but if drained, the soil becomes very acidic and can no longer support plant life. Coastal beaches and dune land make up the shoreline and dunes of Sullivan's Island. The shoreline areas are nearly-level, fine sand beaches that are flooded twice daily by the tidal currents. The dunes formed by the wind are mounded areas of dry, loose, very pale brown to yellow sand. The sand is dry and there is sparse protective ground cover, leading to wind erosion of the dunes. The loss of this sand is a constant problem on the South Carolina coast, especially on the eastern end of Sullivan's Island, which is battling natural erosional forces while the western end continues to accrete. In an effort to combat wind erosion, wind breaks of American Beach Grass and Sea Oats can be used to stabilize the dunes. Because of their instability, coastal beaches and dune lands are generally poorly suited for most kinds of development, though much of this area on Sullivan's Island is zoned for recreation and conservation in an effort to restrict development in the area. Across most of the accreted lands, healthy dune ecosystems thrive with the bare sandy dunes beginning at the ocean and progressing to hearty vegetation such as wax myrtles that grow as large as many trees.

The eastern portion of the Island is made up of the Crevasse-Dawhoo soil complex. These soils occupy a ridge-and-trough landscape bordering the Atlantic Ocean. Crevasse soils are excessively-drained, sandy soils along the length of the long, narrow ridges, while Dawhoo soils are very poorly-drained, sandy soils that occupy the troughs between the ridges. Both soils have rapid infiltration and permeability, low available water capacity, low organic matter content, and low levels of inherent fertility, with the main difference between these two soils being that the Dawhoo soil has a high-water table for at least part of the year. Though much of this area is forested, neither of these soils is rich in nutrients, nor does either support cultivation.

The soil in the marsh is classified as tidal marsh, soft. This is a miscellaneous land type occurring on the coast and along tidal streams and rivers between the ocean and the uplands. It is in broad, level tidal flats that are covered by 6 to 24 inches of salt water at high tide.

WATER QUALITY (HYDROLOGY)

Sullivan's Island is located in the Ashley-Cooper Watershed, which is part of the larger Catawba-Santee Watershed Basin.

The Intracoastal Waterway (ICW) passes behind Sullivan's Island, and maintains views of The Cove, Cove Creek, Inlet Creek, Swinton Creek, and Conch Creek. The Cove and Cove Creek feed into the Charleston Harbor, while Inlet Creek, Swinton Creek, and Conch Creek drain into the Atlantic Ocean through Breach Inlet.

Some of the waters surrounding Sullivan's Island are approved for shellfish harvesting, some offer restricted harvesting, and some areas are closed to harvesting. The South Carolina Department of Health and Environmental Control (SCDHEC) regulate these waters depending on a host of factors pertaining to safety, seasonal conditions, and shellfish management. Current information on shellfish harvesting is available at:

http://www.scdhec.gov/FoodSafety/ShellfishMonitoring/.

Urban runoff appears to have a significant impact on the lower portion of the watershed. A series of ditches carry stormwater directly into the ICW, together with spoil from containment areas, which discharge into the ICW and its tributaries (Conch Creek, Inlet Creek, and Swinton Creek) during storm events.

In order to implement a comprehensive and economical approach to prevent and control water resource impacts from non-point source pollution, the Town in 2007 partnered with Charleston County and other local jurisdictions. This partnership focuses on water monitoring, developing best management practices, education, public participation, and implementing solutions. The result of this program will ensure compliance with the Clean Water Act and provisions of the National Pollutant Discharge Elimination System (NPDES) Phase II requirements for the Town.

CLIMATE AND PRECIPITATION

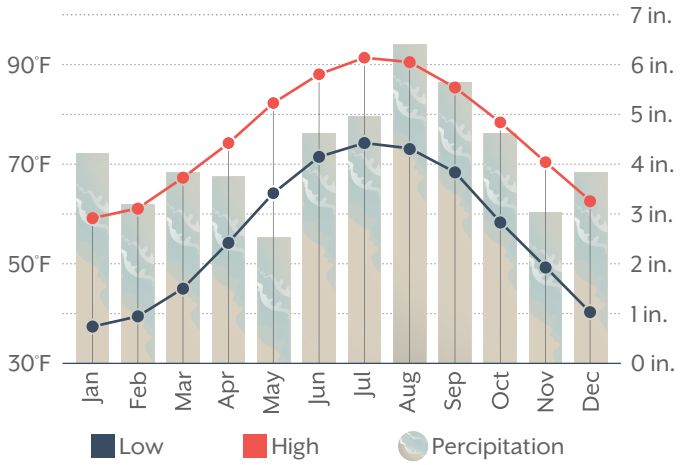
Sullivan's Island has a year-round temperate climate that averages temperatures range from 89 degrees Fahrenheit in July to 48 Fahrenheit in January. The Town's average annual precipitation is 49.79 inches, however, for several years extreme rain events have skewed this figure.

Because of the Island's proximity to the Atlantic Ocean, average monthly temperatures are mild in the summer and winter. Table 9.3 illustrates the highest rate of rain fall corresponds with the hottest summer months.

PREVIOUS PLANS, POLICIES AND INITIATIVES

Over the years the Town has developed multiple standalone plans that are intended to provide long-range and short-range policy guidance for the protection and preservation of

FIGURE 9.4: SULLIVAN'S ISLAND CLIMATE



Source: US Climate Data

The Sullivan's Island Nature Trail was constructed in 2015 and is part of the management strategy for the Town's Protected Land.

Windswept native live oaks of the Town's Protected Land are protected by way of zoning and deed restrictions.

natural resources, conservation, public access and Town owned property. Some of these plans are listed below and are accessible at:

http://www.sullivansisland-sc.com/government/CURRENTTOWNPROJECTS.aspx.

TOWN PROTECTED LAND MANAGEMENT PLAN

A comprehensive land management plan was initiated by Town Council in 2007 to address the ongoing protection and maintenance of the 190 acres of oceanfront property (accreted land) located seaward of the Town's residential district. This property has been protected by deed restrictions since 1991 when the Low Country Open Land Trust established prohibitions to commercial or residential development on the property.

This acreage includes beach, dunes, interdunal wetlands, shrublands, early successional maritime forest and maritime hardwood depression. Town Council regularly conducts public meetings to develop the long-term strategy for maintenance of the Town's protected land. Recent modifications to the plan have included a strategy for active maintenance of vegetation within 100-foot wide transition zones between the residential areas and most densely vegetated areas of the property.

LOCAL COMPREHENSIVE BEACH MANAGEMENT PLAN

In accordance with the South Carolina Beachfront Management Act, the Town has maintained a local comprehensive beach management plan since 1992. This plan provides information relating to current beach profile data, structure inventory, and establishes a beach assess management strategy. The plan also outlines that zoning regulations, stormwater drainage and land use planning patterns are consistent with the Act. This Plan is reviewed and approved by SCDHEC-OCRM.

Conservation easement structure on Marshall Boulevard

Beach access is key feature of the Town's Local Comprehensive Beach Management Plan Boulevard

GREEN INFRASTRUCTURE AND CONNECTED CONSERVATION PLAN

In 2016 the Town collaborated with the East Cooper Land Trust and area municipalities to adopt a "green infrastructure" plan that identifies and maps connected natural systems, wildlife habitats, and passive recreational assets of the greater Charleston area. The goal of the plan was to identify core habitats by using an ArcGIS data model, which was then used to encourage connectivity of various regional pedestrian trails and local recreational assets. An online GIS web application was created for use by the individual municipalities, which is located at:

http://eastcooperland.org/conserved-land/#map

Single-Family Residential Conservation Easements

In October of 2015, the Planning Commission developed a Zoning Ordinance regulation that proactively incentivizes shoreline retreat from beachfront development by encouraging the removal of single-family homes from buildable Island properties. Approvable only as a special land use exception, the "conservation easement uses and structures" ordinance recognizes that all properties on Sullivan's Island are part of a dynamic and ever-changing barrier island environment, which are predisposed to erosion, loss of critical dune vegetation and potential structural damage.

By creating the ordinance, the Town has provided an incentive to preserve environmentally sensitive properties zoned for residential purposes. A property owner (grantor) may now establish a permanent conservation easement on a beachfront parcel while still maintaining certain recreational uses and structures upon the property. These non-residential uses may include construction of a beach-side cabana, or other recreational use structure, with an agreement to retain and protect the natural or open-space values of the property. Specific development standards were created to ensure a low-scale and low-impact structure is built on the property. Currently, there is one conservation easement structure located on Marshall Boulevard.

Sullivan's Island is the first beachfront municipality or community ever to provide this type of incentive to actively retreat from the beachfront area.

Trolley Bridge and Dump Properties

Both the trolley bridge and dump properties are held in a perpetual conservation easement through the East Cooper Land Trust. Both areas are open to the public as a scenic overlook and kayak and canoe launching site. Detailed pictures and access maps can be found at the East Cooper Land Trust Website at:

http://eastcooperland.org/conserved-land/

CHAPTER 10: RESILIENCY

RESILIENCE PLANNING AND ADAPTATION TO SEA-LEVEL RISE

Since the adoption of the 2008 Comprehensive Plan, Sullivan's Island has taken great strides in promoting sustainable planning initiatives as a means of protecting its natural resources and the quality of life of residents and visitors. The Town began considering local impacts of sea level rise in the summer of 2010 by participating in a series of discussions to identify management challenges associated with adopting hazard mitigation policy. Although few local policy decisions were made, these discussions brought together a collaborative group of organizations and Town decision makers, including National Oceanic and Atmospheric Administration (NOAA), South Carolina Sea Grant, the Social Environmental Research Institute (SERI).

This section of the Comprehensive Plan is intended to revive a robust public engagement process to develop a series of adaptation actions that will produce two overarching goals: 1) develop mitigation strategies to prepare for future hazards associated with sea level rise; and, 2) align these strategies with existing local and regional plans to enable eligibility of future federal and state grant opportunities (for capital improvement projects: drainage, water/sewer, renourishment, etc.).

It is important to note that these recommendations and actions are not intended to produce a complete vulnerability and risk assessment or contain an exhaustive list of all potential risks for Sullivan's Island. Instead, it is geared toward providing an initial strategy and guiding framework for producing a future comprehensive sea-level rise adaptation plan. These recommendations will also provide a planning projection for accommodating a 2-foot sea level rise within the next fifty years and provide a process for prioritizing these mitigation actions.

RESILIENCY PLANNING...

- Collaboration
- Coordination
- Community engagement

Sustainability- "meeting the needs of the present without compromising the ability of future generations to meet their own needs."

~Our Common Future

Community Resilience- "the ability to prepare and plan for, absorb, recover from, and more successfully adapt to adverse events."

~Urban Land Institute

LOCAL CHALLENGES

Sea level rise can impact not only homes and private property but also local streets, public utilities, beaches, wetlands, and community facilities, potentially increasing risk to the public's health and safety. Since 2015, there have been several major weather events that have caused severe and prolonged island-wide flooding. Each of these events has served as a stark reminder of the low-lying topography of the Island and the imminent dangers of sea-level rise. These events include the extreme rain event from the remnants of Hurricane Juaquin in October 2015; Hurricane Matthew in September 2016; and, Hurricane Irma in October 2017.

Damage assessments conducted after these events estimated private property impacts of just under $3 million dollars. In addition to the impacts of private property owners, local roads, stormwater infrastructure, water and sewer utilities and public open spaces were affected. Some of these impacts included:

- *Tidal backup of stormwater drainage systems in low-lying areas; saltwater intrusion and flooding of neighborhoods, roads and yards;*
- *Increased coastal erosion in the Marshall Boulevard area, however major erosion in all areas of the active beach;*
- *Hurricane Irma's peak wind speeds occurred at high tide creating saltwater intrusion on the western portion of the Island from Station 18 and Thompson Avenue to Star of the West. Massive amounts of debris washed across the western 1/3 of the Island;*
- *Roads flooded and were impassable in areas most severely affected.*

Hurricane Matthew 2016

Hurricane Irma 2017

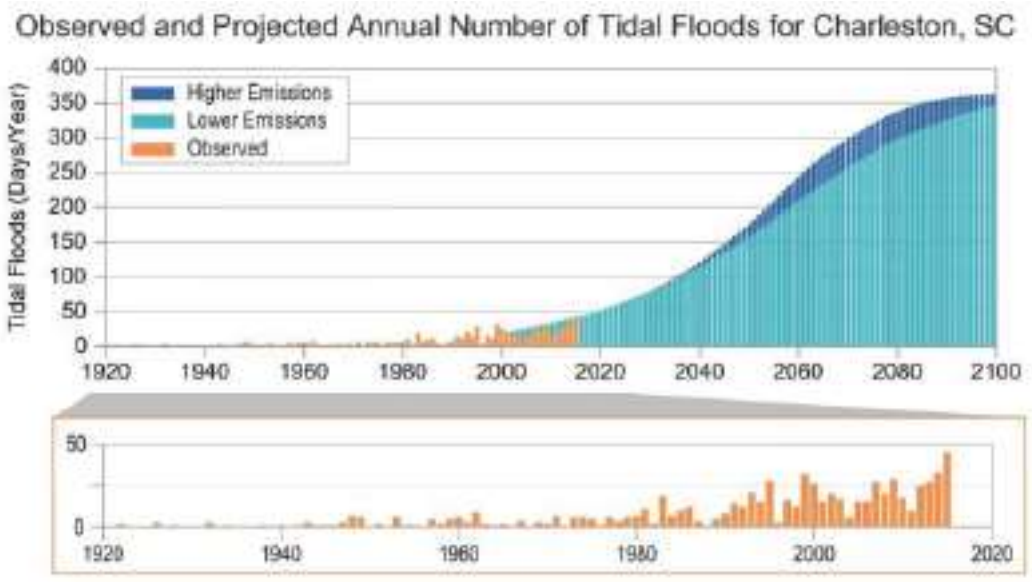
SULLIVAN'S ISLAND NEEDS ASSESSMENT

Table 10.1 reflects NOAA's observed record from 1920 to 2015 (orange bars), and the projected exponential increase of these changes (blue bars) through 2100.[1]

According to the City of Charleston Sea Level Rise Strategy, tidal flooding in the Charleston area averaged two (2) times per year in the 1970s and increased to eleven (11) times per year in the 2000s. This number has increased exponentially to 50 tidal floods in 2015. The NOAA report also describes that these observed and projected increases of nuisance flooding, are reliable indicators of local sea level rise.

NOAA also makes the startling projection that up to 180 tidal floods per year will occur within the Charleston area by 2045. Additionally, long-range scientific predictions indicate that "sea level may rise two (2) to seven (7) feet in the next 100 years."[2]

TABLE 10.1



1. *Folly Beach Sea Level Rise Adaptation Report, March 2017: 6. NOAA, Sea Level Rise and Nuisance Flood Frequency Changes around the US, Technical Report NOS CO-OPS 073. 2014*
2. *"City of Charleston Sea Level Rise Strategy" (2015): 1-5*

Historic homes were commonly elevated to avoid rising waters from king tides and storm events.

New construction is required to be elevated over the flood elevation.

MAPPING SEA LEVEL RISE

It is clear that sea level rise increases the potential damage to stormwater systems, the wastewater system, public streets and private property. Sullivan's Island maintains an average upland elevation of 7.9 feet (mean high water) with multiple manmade earthen structures that exceed well over 30 feet in height, according to current GIS topographical data.[3] Because of the Island's low-lying elevation and its proximity to the ocean and marsh, homes and nonresidential structures of the Island have historically adapted to the rising waters of major storm events and king tides by elevating their first stories 2 to 4 feet from natural grade as depicted in the photographs.

Today, FEMA base flood elevation mapping regulations require homes to be elevated, on average, 6 to 10 feet from grade. However, a sole reliance on elevating homes cannot be the Town's only strategy for addressing sea level rise.

A multifaceted approach should be taken when preparing for long-term rising sea levels inclusive of home design (regulatory compliance), public and private stormwater improvements, and right-of-way improvements.

NOAA's Sea level Rise Viewer application allows the depiction of various scenarios of rising water levels, which can then be used to conduct a visual assessment of areas on the Island that may be impacted by king tides and localized flooding.

Figure 10.1 (following page) shows a potential tidal flood impact under a 2-foot sea level rise. This model would severely damage private properties, public roads, and pump stations on all marsh and fronting streets and along Marshall Boulevard. Severe saltwater inundation would also be felt across much of the western portion of the Island; from Middle Street to Osceola Avenue, from Star of the West to Station 13.

3. *FEMA's CRS Data: Provided in GIS format: https://www.fema.gov/faq-details/GIS-Data*

FIGURE 10.1 – TWO (2) FOOT SCENARIO

ADAPTATION STRATEGY

Building a resilience framework for Sullivan's Island should be coordinated, planned and integrated among all Town Departments and across other agencies, and communities in the region.[4] A multifaceted strategy should include the following adaptation actions for addressing rising waters:

- **ACTION 1:** *Stormwater infrastructure improvements*
- **ACTION 2:** *Drainage outfall improvements*
- **ACTION 3:** *Regulatory compliance with SI Floodplain Ordinance*
  - *Residential stormwater plans (SWP)*
  - *Deed restrictions – Non-conversion Agreements*
- **ACTION 4:** *Outreach and community engagement (Community Rating System)*

4. *City of Charleston, Sea Level Rise Strategy December 2015*

Action 1: Stormwater Infrastructure Improvements

One of most effective strategies for community resilience will involve investment and planning for physical infrastructure improvements. In the next fifty years, the Town should commit to prioritizing stormwater drainage improvement projects to enhance drainage and protect against sea-level rise and flooding. The Town has begun the process of identifying where these island-wide stormwater collection deficiencies are located by working with a local engineering firm. This project is intended to identify critical areas of the Island that experience decreased stormwater drainage for lack of maintenance or a complete lack stormwater conveyance facilities. Major areas identified are the facilities and outfall of the Station 18 and Station 28 watershed basins. Map 10.1 and 10.2 depict the major watershed areas of the Island, which are now being considered under a FEMA grant.

South Basin Improvement: Station 17 to 20 watershed: This project will study the available conveyance system from Station 17 to 20, and between Middle Street and Atlantic Avenue. Severe flooding frequently occurs between Atlantic Avenue and Middle Street during all major flooding events since 2015.

MAP 10.1

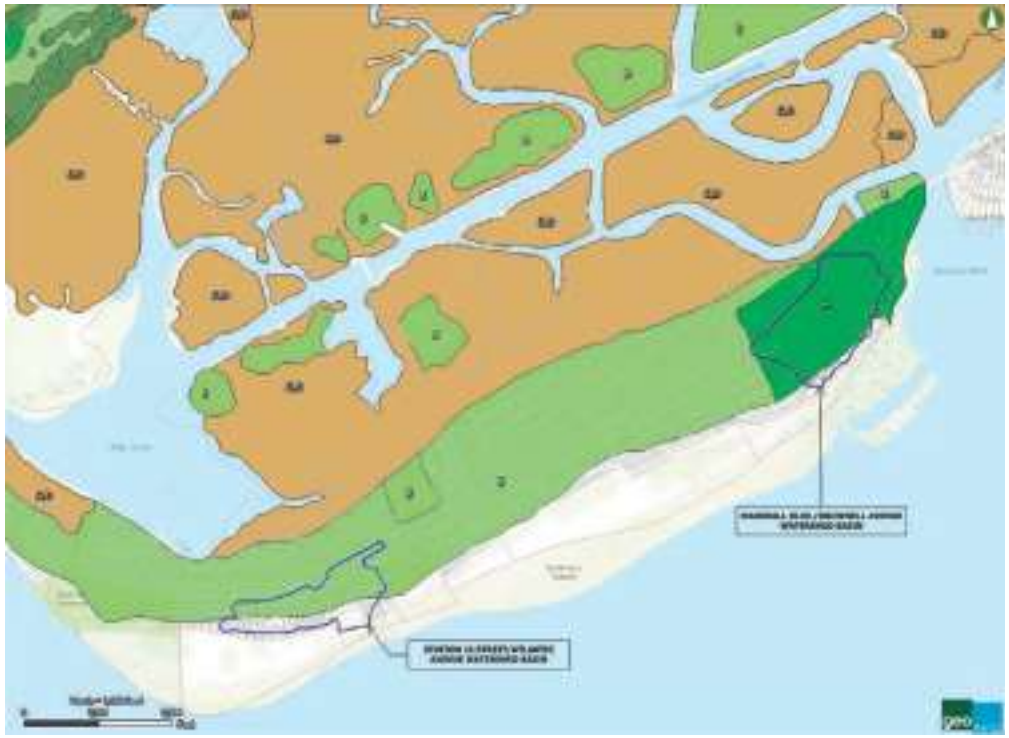
North Basin Drainage Improvement: This project will capture the Station 28 ½ to Station 32 water shed, which falls between Middle Street and Marshall Boulevard. Severe flooding has occurred in this area for each of the above-mentioned storm events and very little drainage is currently available.

MAP 10.2

Action 2: Drainage Outfall Improvements:

Most of the Island's surface drainage has long relied upon the major outfalls adjacent to the marsh. The two major watershed basins drain water from highland areas through reinforced concrete pipes (RCP), open ditches, and surface sheet-flow. The Town should encourage SCDOT and Charleston County to improve all pipes, ditches, and outfall junction devices to prevent leakages; and, retrofit pipes with backflow prevention devices to prevent the counter flow of stormwater drainage during king tides, storm surge and rising sea levels.

MAP 10.3



Stormwater outfalls:
A damaged and cracked pipe on the right is located well below the water level creating problems with drainage.

Open ditches:
Unmaintained ditches can obstruct water flow and overall functionality of the storm drainage system.

Action 3: Enforcement of Local Regulations

Non-conversion Agreements: Non-conversion agreements are a Town strategy for ensuring newly constructed projects remain in compliance with local regulations. Each agreement is considered mandatory prior to allowing the use of a new facility. The agreemeent serves as a deed restriction on the property that confirms no modifications or conversion of enclosed space will occur below the FEMA Base Flood Elevation.

Stormwater plans: In 2016 the Town began requiring property-wide stormwater management plans for any new development proposing an impervious surface of 625 square feet or more. Most new home construction projects and additions select from a variety of best management practices which may be designed as part of their overall building-permit application. A professional civil engineer or registered landscape architect must certify that these plans are constructed correctly and maintained.

Action 4: Community Outreach Strategies (Community Rating System)

In addition to taking action on Island-wide drainage projects, the Town participates in the National Flood Insurance Program (NFIP). As part of its longtime participation, the Town enforces regulations and building codes that require flood resistant construction and requirements for stormwater quality and control.

The Town has adopted a "freeboard" requirement that mandates all new structures or substantial improvements be built an additional one foot above the designated base flood elevation (BFE). Nearly the entire Island is located within the floodplain or Special Flood Hazard Area (SFHA), so compliance with these standards is of the utmost importance. The Town is also a member of the NFIP Community Rating System (CRS). This program recognizes community outreach practices that make properties more resistant to flood damage and aware of the impacts of sea level rise. The Town recently received an improvement in its ISO flood class rating from a 6 to a 5. This class 5 rating lowers the cost of flood insurance for all citizens and businesses by 25%. In June 2016, the FEMA released a draft of the new FIRM data indicating substantial changes to the Island's SFHAs. Town staff anticipates adoption of this new data in early 2019.

As described in the Charleston Sea Level Rise Strategy, "Part of resilience is knowing one can't plan for everything that may occur but instead being able to deal with and adapt to unexpected situations." The above noted actions will improve the Town's "response to, communication during, and management of flooding and related events to minimize service disruptions and to ensure public safety and quality of life. Resilience is not only about reacting to events but identifying how one can be ready.[5]

5. *City of Charleston, Sea Level Rise Strategy December 2015*

CHAPTER 11: PRIORITY INVESTMENT

South Carolina Priority Investment Act

"South Carolina Priority Investment Act by amending section 6-29-510, relating to comprehensive plans of local planning commissions, so as to amend the housing element and to provide for transportation and priority investment elements of comprehensive plans; to amend section 6-29-720, relating to regulation of zoning districts, so as to allow local governments to develop market-based incentives and elimination of nonessential housing regulatory requirements to encourage private development, traditional neighborhood design, and affordable housing in priority investment areas; to amend section 6-29-1110, relating to definitions, so as to defined "affordable housing", "market based incentives", "traditional neighborhood design", and "nonessential housing regulatory requirements"; to amend section 6-29-1130, relating to regulations of a local governing body governing the development of land upon the recommendation of the local planning commission, so as to further provide for the content of these regulations relating to land development; and to provide that local governments amend their comprehensive plans to comply with these provisions."

The purpose of this element is to enhance coordination of local government and public service planning in the Town of Sullivan's Island. The Town can synchronize public and private investment in land and infrastructure if they are able to think strategically about how those improvements will affect the Island. Increased coordination between the Town and other jurisdictions will help conserve culturally and environmentally sensitive resources as well. This element also serves to show what local revenues are collected and why the Town must work to find other revenue streams to invest in large, impactful projects.

The Priority Investment Act legislation requires an additional comprehensive planning element, which instructs local government entities to analyze the likely federal, state and local funds available for public infrastructure and facilities during the next ten years. These entities are encouraged to prioritize projects for expenditure of those funds during the next ten years for needed public infrastructure and facilities such as water, sewer, roads and schools. Local government agencies should coordinate with adjacent and relevant jurisdictions such as counties, municipalities, public and private utilities, school districts, transportation agencies and other public entities affected by or that have planning authority over the public project. Town Staff is responsible for seeking and monitoring aid, grants, and other opportunities that arise.

FINANCIAL PORTFOLIO

To better understand how priority investments may occur, the Town can outlay revenues and potential financial opportunities. Revenues consist of the total operating budget and can be tracked and monitored closely in the Town's annual budget process. Financial opportunities are contingencies that occur like grants or regional, state, or federal assistance programs. Financial opportunities may occur at random intervals or on scheduled occurrences.

REVENUE

The Town of Sullivan's Island annual budget provides a funding timeline for public facility improvements including public safety, culture/recreation, general government, and public service. These projects include maintenance for fire and police stations, Town parks and other supporting facilities. An annual budget is prepared by the Town and the process is open and transparent for the citizens through public notice and public meetings. This section is only a snapshot of the budget and more in-depth information can be found at the Town's website:

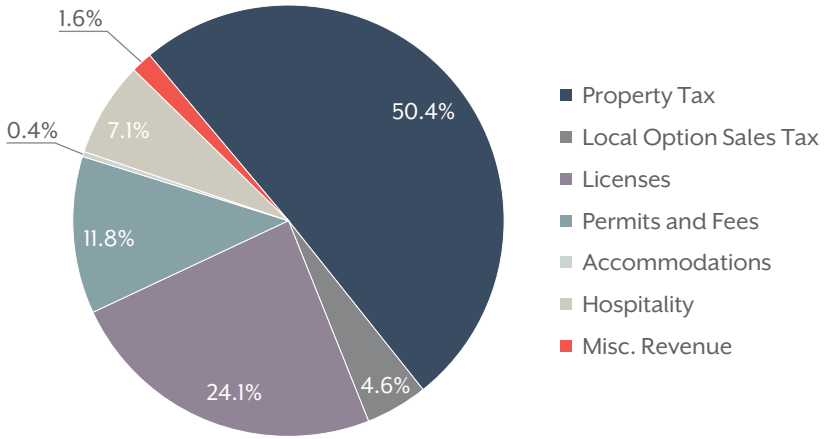
http://sullivansisland-sc.com/departments/Financial.aspx.

The Town's fiscal year runs from July 1st to June 30th, which means that a budget must be prepared and approved by Town Council before July 1st. The budget process begins in January and it is a time in which priority expenditures should be made. Figure 11.1 shows an approximate snapshot of the Town's 2016/2017 annual revenue stream. It should be pointed out, that the Town should strive to obtain regional, state and federal grant/funding sources for many of the 10-year capital improvement, infrastructure and Town facility projects, because of the nature of the Town's land use and business structure.

Sullivan's Island is considered a bedroom community with the preponderance of the Town's land zoned primarily for single-family residential. Business activity is limited to a two-block Community Commercial District with a handful of allowed home-based business uses. As a beach community close to the City of Charleston, which is a nationally-ranked tourist destination, Sullivan's Island could potentially generate more traditional tourism and hospitality business revenue streams, such as hotel and vacation rental accommodations; restaurant or nightlife activities; front beach business; and Island festivals and events. Sullivan's Island, however, receives nominal revenues from accommodations and hospitality taxes. The Town is different from other coastal communities in the area, such as Folly Beach and the Isle of Palms, because it prohibits new vacation rentals (only 50 units exist) and also prohibits new restaurants. As a result, accommodations revenue accounts for approximately less than a ½ a percent (.4%). Likewise, there are fewer than ten (10) food and beverage establishments in the town and hospitality revenue only accounts for approximately 4.6% of the entire general fund.

Additionally, the Town continues its historical focus on natural resource conservation, specifically by deed restricting the 100+/- acre front beach to recreation-conservation space use only with no business activity on the beach. As such, the Town does not receive revenue from the typical business activity often found on popular beaches: equipment rentals, photography, refreshment sales, beach sports lessons and/or fitness camps, to name a few.

FIGURE 11.1 SULLIVAN'S ISLAND REVENUE SOURCE



LOCAL REVENUES: A quick snapshot of local revenues for the Town of Sullivan's Island are shown below.

- *General Fund Revenue*
  - *Licensing (Business License, Building Department, etc.)*
  - *Fees*
- *Tax-Increment Financing (must be planned and implemented prior to the redevelopment)*
- *Accommodations tax*
- *Property tax*
- *Municipal Bond Market – Town pays for most capital improvements with this funding source*
- *Selling Town-Owned Properties for Residential Development*

Station 16 – Nature Trail, Sullivan's Island

EXPENSES

Towns that are largely residential incur high service costs that are only offset by property taxes or special use taxes paid by the residents. Sullivan's Island does not pass along exorbitant expenses related to heavy tourism to its visitors and receives nominal to no funding offset by Charleston County or the State of South Carolina.

FINANCIAL OPPORTUNITIES

In an effort to prioritize how investments are made, financial opportunities should be presented so that Town staff can explore them as they arise. The Town should explore all opportunities to fund facilities and larger infrastructure projects.

Charleston County Funding

CHARLESTON COUNTY TRANSPORTATION COMMITTEE (CCTC): CCTC selects projects on an annual basis to fund within Charleston County. The funds are derived from 2.66 cents per gallon of the state user fee, which is allocated into a County Transportation Fund. The CCTC consists of members who are appointed by the State Legislation. 80% to 90% of the funds go toward preservation, rehabilitation, and reconstruction of the current network. Up to 10% may be awarded to new projects. The Town received $20,000 from the CCTC for Crosswalks in 2018. More information can be found at *http://charlestonctc.org/.*

TRANSPORTATION SALES TAX (TST): TST is a funding source that is obtained by Charleston County successfully holding a referendum. Charleston County Transportation Development plans, programs, and administers the transportation projects throughout the County. More information can be found at *https://roads.charlestoncounty.org/index.php*.

URBAN GREENBELT FUNDING: Urban Greenbelt Funding is provided by Charleston County and can be used to conserve and protect the natural environment. Sullivan's Island was able to secure funds from Charleston County to build the Station 16 Nature Trail. More information on Greenbelt Funding can be obtained from *www.charlestoncounty.org*.

Station 16 – Nature Trail, Sullivan's Island

Regional Funding

Berkeley Charleston Dorchester Council of Governments (BCDCOG) – BCDCOG is one of ten regional planning councils in South Carolina. BCDCOG primarily assists local governments develop local and regional plans within the tri-county region, as well as providing local governments with planning and technical support to improve the quality of life in the region. Funding opportunities exist through partnerships with BCDCOG in grants. More information can be located at *www.bcdcog.com*.

CHARLESTON AREA TRANSPORTATION STUDY (CHATS): CHATS is the Metropolitan Planning Organization (MPO) for the urbanized areas of Berkeley, Charleston, and Dorchester counties. Funding opportunities exist through:

- *Guideshare Funding – Federal dollars used for transportation improvements*
- *Transportation Alternatives – Federal dollars used to help fund bicycle and pedestrian projects*

More information regarding CHATS can be found at: *www.bcdcog.com/transportation-planning/*

State Funding

COASTAL ACCESS IMPROVEMENT GRANTS: The South Carolina Department of Health and Environmental Controls (DHEC) Ocean and Coastal Resource Management (OCRM) division offers opportunities to improve ADA accessibility to beach access points. These are pass-through Federal funds that are managed by the OCRM division. Sullivan's Island was awarded funding for Station 29 (pictured) beach access improvements in 2015. More information regarding funding opportunities can be located at *http://www.scdhec.gov/HomeAndEnvironment/Water/CoastalManagement/*.

SOUTH CAROLINA DEPARTMENT OF PARKS, RECREATION AND TOURISM (SCPRT): SCPRT offers opportunities to local jurisdictions through a Parks and Recreation Development Fund (PARD). PARD is State funding that can be used for the development for new park and recreation trails or facilities, or an enhancement of existing facilities. The Town has used PARD grants for projects ranging from historic bandstand renovation to beach access boardwalk enhancements. More information can be found at *www.scprt.com*.

Image: Station 29 Sullivan's Island

SOUTH CAROLINA RURAL INFRASTRUCTURE AUTHORITY: The State offers a Basic Infrastructure Grant Program, which helps to offset infrastructure projects such as drainage repair or enhancements. More information can be obtained from *https://www.ria.sc.gov/*.

MUNICIPAL ASSOCIATION OF SOUTH CAROLINA (MASC): MASC is a non-profit organization that offers funding to participating members. The money can be used for safety related items such as police protective gear or safety cones. More information regarding MASC and the opportunities can be viewed from *www.masc.sc*.

SOUTH CAROLINA FORESTRY COMMISSION: The South Carolina Forestry Commission offers an Urban/Community Forestry Grant to local jurisdictions. The grant can be used to improve Geographical Information System (GIS) studies, tree surveys, and environmental protection projects. More information regarding the grant can be located at *www.state.sc.us/forest*.

Federal Funding

FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) HAZARD MITIGATION GRANT (HMP): FEMA helps communities declare disaster relief and provides guidance with hazard mitigation measures in an effort to get communities back on track after major events. FEMA also helps individual property owners with elevating of noncompliant/non-elevated homes to protect against flooding. In the unfortunate event of a natural disaster, FEMA will have opportunities for the Town to receive federal funds. More information can be found at *www.fema.gov.*

US ARMY CORPS (USACE): Opportunities exist that could help fund beach re-nourishment projects. Folly Beach recently received $10 million dollars to re-nourish the beach, which will place approximately 750,000 cubic yards of material along 2.5 miles of the east side of the beach. The project was funded with emergency management money from Hurricanes Matthew and Irma. Please visit *www.usace.army.mil* for more information.

RECREATION TRAILS PROGRAM (RTP): Federal funding that is administered through the State of South Carolina's Parks, Recreation and Tourism (SCPRT) Department. The funds can be used for parks or vehicular/multi-modal trails. More information on the RTP program can be found at *www.scprt.com.*

COORDINATION

To achieve the goals of this Comprehensive Plan Element, the Town of Sullivan's Island should facilitate communication between public service and infrastructure providers. The Town of Sullivan's Island's Planning Staff should provide written notification to relevant jurisdictions and public service authorities to coordinate the municipal approval of significant project proposals including emergency and wastewater services. The purpose of this notification process is to increase government efficiency and remove avoidable duplication of tasks.

The Town of Sullivan's Island's Planning Staff should facilitate a yearly review of service planning coordination with representatives from utility providers, school districts, SCDOT, SCE&G, CARTA and other entities. This meeting will facilitate an increased level of dialogue, reduce administrative overlap and ultimately increase efficiency throughout all levels of the municipal approval structure. The Town continues to work in conjunction with Charleston County to provide a 911-consolidated dispatch program to serve the residents and visitors of the Island.

Sullivan's Island continues to evaluate its current essential services for maximum efficiency and value to the residents: garbage collection, water and wastewater treatment, fire suppression and law enforcement. All services remain a function of Town services with individual departments and staff with

one exception, waste collection. Council deemed the most economical way to provide residential garbage collection is by contracting these services with a garbage collection vendor. Town Council and Staff will continue seeking opportunities to serve on regional and statewide boards to improve Town services.

The Mayor and Council members serve on agency boards providing regional services: CARTA, CHATS, and BCDCOG. Sullivan's Island and neighboring coastal communities, like Folly Beach and Isle of Palms, hold annual mayor/administrator meetings to discuss and strategize shared solutions to mutually-shared issues unique to area coastal communities.

Town Staff are members of regional and statewide industry related groups, such as SC City County Manager's Association and various affiliate groups with the Municipal Association of South Carolina (MASC).

Transportation Coordination

The Town of Sullivan's Island, through coordination with Charleston County and SCDOT, should continually review and analyze existing and alternative funding sources for transportation infrastructure improvements. The municipal boundaries of the Town of Sullivan's Island, Isle of Palms, and the Town of Mt. Pleasant are closely tied and thus further necessitating the need for inter-governmental coordination across municipal boundaries.

The Town of Sullivan's Island is also a member of the Charleston Area Transportation Study (CHATS) and participated in the composition of the CHATS Long Range Transportation Plan (LRTP) for the Berkeley-Charleston-Dorchester Region, in order to prioritize regionally significant transportation projects. The CHATS LRTP schedules road construction and enhancement projects with subsequent funding sources. Scheduled transportation projects with corresponding funding sources are identified on the region's Transportation Improvements Program (TIP). Federal funds for transportation infrastructure improvements are channeled through CHATS.

APPENDIX A: PUBLIC ENGAGEMENT

INTRODUCTION

The Sullivan's Island Comprehensive Plan will help to shape the future of the community by offering numerous opportunities for public input to occur. It is essential that municipal leaders, residents, business owners and other stakeholders provide as much input to inform the plan. The vision statement and writing of the document were influenced and established through the public process. This appendix documents the public planning process that was undertaken and captures the community feedback that was received throughout.

PROJECT WEBSITE

At the onset of the Sullivan's Island Comprehensive Planning process, a project website was setup to provide information to the community. The project website (https://bcdcog.com/sullivans-island-comprehensive-plan/) detailed what the process was, why the plan exists, who wrote the plan, drafted documents as they were approved by the Planning Commission, and maintained links to online surveys for public input. The website also provided links to the 2013 Sullivan's Island Plan, the Existing Conditions document, and the boards that were presented at the Open House meeting in November.

Website Statistics Will be Placed Here.

OPPORTUNITIES FOR PUBLIC INPUT

Throughout the entire planning process, numerous opportunities were provided for public input in order to inform the writing of the plan. A Steering Committee was formed, which consisted of the Sullivan's Island Planning Commission. The Steering Committee met an hour before each regularly scheduled Planning Committee meeting. Each Steering Committee and Planning Commission meeting were advertised openly to the public. The Steering Committee meetings consisted of open dialogue, which discussed changes to each element within the plan. The Steering Committee then recommended revisions and considerations to the Planning Commission to approve each element based on conditional changes that were recommended during the meeting. The Planning Commission then voted at the end of each meeting for a conditional approval. The conditional approval was given, knowing that a final approval for the entire document would be needed prior to sending the plan on to Town Council. The entire process is documented in meeting minutes which can be found here: *http://www.sullivansisland-sc.com/planningcommision.aspx*.

A detailed list of the meetings that occurred can be found in Table 1. All of the meetings in Table 1 offered the opportunity for public input.

TABLE 1 - PUBLIC MEETING	DISCUSSION ITEMS	DATE
Open House	Existing Conditions	11/8/2017
Steering Committee & Planning Commission	Vision Statement & Guiding Principles	1/10/2018
Steering Committee & Planning Commission	Population & Community Facilities Elements	2/15/2018
Steering Committee & Planning Commission	Housing & Cultural Resources Elements	3/14/2018
Steering Committee & Planning Commission	Transportation & Economic Elements	4/10/2018
Steering Committee & Planning Commission	Land Use & Natural Resources Elements	5/9/2018
Steering Committee & Planning Commission	Priority Investment Element	6/13/2018
Public Meeting & Planning Commission	Planning Commission Final Approval to Town Council	8/29/2018
Town Council 1st Reading	Introduce Plan	TBD
Town Council 2nd Reading	Public Hearing	TBD
Town Council 3rd Reading	Final Approval	TBD

Likewise, online surveys were used to give those who were unable to attend the meeting, an opportunity to provide feedback for each element. The comments provided were reviewed during each Steering Committee meeting. Each survey attempted to record where the respondent was from in an effort to prioritize concerns based on full-time, part-time and non-residents.

TABLE - 2 ONLINE SURVEYS	TIME FRAME
Open House Online Survey	November
Individual Survey's for each Element	December - May
General Comment Survey	May - Ongoing

EXISTING CONDITIONS

An existing conditions document was developed to provide a baseline of information for the Town and its residents to review at the first open house. This open house provided an excellent opportunity for public comment and a great deal of time explaining information related to public facing boards that examined each future element within the plan itself. The open house occurred on November 8, 2017 as the kickoff meeting for the Sullivan's Island Comprehensive Plan and staff, appointed board members, elected officials, business owners, and the citizens provided a plethora of comments to work with when compiling the comprehensive plan. The Existing Conditions document was set up as chapters in a final comprehensive plan. For the Open House, all of the data for each chapter was placed on a visual board for the attendees to discuss with a facilitator and then provide written comments.

OPEN HOUSE FEEDBACK – NOVEMBER 8, 2017

**Please note that in order to accurately portray transcriptions and the survey responses, these items have NOT been edited.*

Community Facilities

1. *500 year plan would have been more forward thinking with accelerated flooding, potential for major surge, even earthquakes. Storm water will rapidly replace + cross over to sewer then no time require much bigger project. Integration into water use solution by islanders themselves: 1) grey water use for lawn and plants; 2) toilet – two button, low flow and shower with low volume shower head 3) could not read handwriting*
2. *Implement a W+S "impact" fee for new houses in keeping with IOP + Mt P*
3. *Improve Rate Structure with a REU-Type Basic Facilities Charge for all high lese properties*
4. *Plan improvement + maintenance of Public Facilities – Battery Gadsden + Island Club + Parks. Old bridge head park needs work.*
5. *Get Started!*

Natural Resources

1. *Concern about the trail to the old bridge (STA9) – it has been extensively eroded needs repair.*
2. *The Station 16 Nature trail is great! We need more so we can further enjoy the forest.*
3. *Is it possible to consider a senior center in some of the historical properties?*
4. *Nature trail continues to flood dramatically – if more trail is considered – it should be done on higher ground which does exist in the accreted land.*
5. *Is it possible to apply for grants to re-nourish the beach? Perhaps special tax districts.*
6. *Explore protection of the Protected Land Trust area – add teeth to the penalties – plant 2 trees for every 1 tree illegally removed. The value of the protected land should be in public knowledge via regular publication, etc. No new residents – especially front beach should be without awareness of this valuable asset. Nor should they be without knowledge of their Property lines.*

Cultural Resources

1. *Special exceptions – keep @ 1200 sq. ft*
2. *Careful review when granting DRB increases.*
3. *Limit lot coverage to improve drainage on site – no "pervious" pavement that is not really pervious.*
4. *Limit Lot coverage – stick to the original code instead of granting so many variances*
5. *Attention should be paid to adverse effect of invasive species taking advantage of neglected maintenance around all battery historic structures.*
6. *Don't grant so many variances. Have driveways permeable. Better upkeep of drainage ditches.*
7. *Review all properties that have taken advantage of the historical allowances to insure ordinance is properly written*
8. *Should there be cubic volume considerations & parameters for new construction in addition to square footage?*
9. *The properties – front beach – should be surveyed and the amount of protected land encroached upon should be noted. There must be more enforcement applied.*

Housing Board

1. *What provisions are being made for more affordable housing?*
2. *Average sq. footage*
3. *Average lot coverage*
4. *Impervious surfaces need to be addressed*
5. *Air B+B + illegal short term rentals need enforcement. No Air B+B in the future*
6. *So-called "pervious" pavement is often not really pervious!*

Economic Development

1. *Business District – Keep correct size + restrictions – no expansion.*
2. *Business District – go to parallel parking – eliminate nose-in parking for safety*
3. *Bus. District: keep as is. Maybe block to bicycles as its too crowded on the Business Block!*
4. *Look to compare Kiawah to SI*

Land Use

1. *Provide a zoning designation for Town-owned non-residential property as in front of Poe Library + Battery Gadsden + maybe Stith Park that provides for public areas to include non-profit fund raising etc.- with town permit.*
2. *Transportation*
3. *Remove parking on s. side of commercial + put in sidewalk*
4. *No nose in parking*
5. *Add sidewalk S. side of Middle/commercial*
6. *Summertime cones @ Middle and 22 ½ needs to be …*
7. *Improve maintenance of bike paths*
8. *Slower speed limit on Middle (15mph)*
9. *On bridge add bike/ped on side*
10. *Bike land on both sides of causeway*
11. *Why are cars being left on right ow ways?*
12. *Cars flying down Middle St (Station 18 ½ to past Ft Moultrie Catholic Church)*
13. *Racing bikes too fast*
14. *No bikes near restaurants / on Middle*
15. *Lower speed on Middle*
16. *Review potential paid parking island wide where school parking*
17. *Traffic flow through commercial area too slow*
18. *Ped movement through commercial too dangerous*
19. *More lighting in commercial*
20. *More golf parking at entrances to beach access*
21. *703 dangerous to bikes (x2)*

SULLIVAN'S ISLAND OPEN HOUSE ONLINE SURVEY

For those who could not attend the open house meeting in person, an online survey was developed to capture as much input as possible. There were a total of:

- *6 Total Respondents*
- *4 Full-Time Residents*
- *1 Part-Time Resident*
- *1 Non-resident*

Population Element

Full-Time Resident Responses

1. *Keep SI a low-density, single family residential community. No AirBNB and take legal action to enforce increasingly flagrant violations of short-term rental and airbnb regulations. If we need to budget a line item for cost of the Town suing a few offenders as examples, then do it. Otherwise, this problem will just grow.*

Part-Time Resident Responses

1. *Will review other sources of % retired persons since static 20% does not match an aging population and retired new residents.*

Housing Element

Full-Time Resident Responses

1. *The size of homes being built today on our island are not only covering more of the ground surface than what I think should be but also changing the overall atmosphere.*
2. *House size has increased substantially over the past few years in spite of the limits established. Perhaps the added footage allowed by the Review Board for various reasons should be investigated.*
3. *I'd be appreciative if the Commission would take note of the letter I had delivered to the Plng Comm 8 Nov. In it I suggested the building code be reviewed/revised to curb the building of massive houses out of proportion to the lot and incompatible with neighboring houses/neighborhood. This practice exasperated by the generous use of "variances" and "bonuses" awarded by the Design Review Board.*
4. *Eliminate the DRB bonuses for increases in heated enclosed space and lot coverage for homes. The result is just overbuilt new homes. This will also solve a current problem with special exceptions. At present bonuses are not allowed for the new home on lots with a historic cottage, so attached additions are being used for an overall larger (by bonuses) single house. If no bonuses are provided for any home, this will promote leaving the historic cottage free-standing. Keep the 1200 sq ft limit on cottages seeking special exceptions and a stringent process for reducing cottage size to*

meet this requirement. Instead of the original extimate of 12 cottages expected to qualify, we are already up to 17 and will likely end up with 50. This is enough. Reexamine "pervious" driveways and surfaces that are currently allowed and are prolifereating. To what extent are these sufficiently pervious? Over time? Are Driveways that need to be cleaned out every 3 years actually maintained? Vegetation promotes drainage in multiple ways that "pervious" pavers do not. The Protected Land Trust area (RC1) needs to be managed well to maintain its value in our current low ISO Flood rating.

Land Use Element

Full-Time Resident Responses

1. *Continue to restrict elimination of trees on property where houses are being developed or expanded.*
2. *House size has increased substantially over the past few years in spite of the limits established. Perhaps the added footage allowed by the Review Board for various reasons should be investigated.*
3. *Continue to protect historic homes and structures on the Island. The DRB should focus on this function. The DRB role in granting exceptions to new houses should be reviewed, especially the routine granting of size and lot coverage and setbacks. Nothing destroys the character of a neighborhood more than an outsized home that has been granted multiple bonuses because it is somehow "Neighborhood compaible" in design. Review demolition criteria. Review the Station ROWs to the marsh. Some of th ROWs that have been used by residents Island-wide to view the marsh have been taken over by homeowners to the point of actively blocking access. Preserve the valued green spaces on the Island. Implement the Transition Zone plan approved by Council within limitations set by DHEC and other agencies and proceed with the management plan for the Protected Land Trust area (RC1). Improve the Old Bridge protected area for better access and use by residents: improve the eroding path and with upgraded fishing access at the waterway end.*

Part-Time Resident Responses

1. *There are numerous areas not well maintained. This is not just aesthetic issue but problematic with loss of historic battery structures and invasive species in unmaintained premative ditch drainage systems, roadside rapid overgrowth of "Beggar Tick" from mound at B Gadsden to numerous sites SW of Ste 22*

Transportation Element

Full-Time Resident Responses

1. *Regarding bicycle lanes, try to maintain a consistent width when developing and maintaining the paths. Currently, bushes grow out to reduce the width along Jasper. It would be nice to have a trail along the beach area.*
2. *Eliminate nose-in (perpendicular) parking in the Commercial district and provide a sidewalk along the South side of Middle street in this area. Promote biking and walking on the Island. Enforce golf-cart ordinances with respect to underage drivers. SCEG continues to butcher our oaks. Handicap access to the beach should be maintained and where possible, improved.*

Part-Time Resident Responses

1. *Citizens need to have a Town site to collect CARTA usage data and incentives to use system*

Economic Element

Full-Time Resident Responses

1. *Keep current limits on the Commercial district.*

Part-Time Resident Responses

1. *Not an issue*

Community Facilities Element

Full-Time Resident Responses

1. *Storm water management needs improvement. Ditches and pipes need increased management. Probably surveys are needed to determine water flow across various parts of SI. We need some strategies to keep a variety of items which divert the flow.*
2. *I'm hopeful the new Comp Plan will take a clear and strong position relative to efficient and environmentally sound water and waste water infrastructure as a matter of priority for the Island and residents. Second, and not related: The access road and ramp at Sta 26 to a tidal creek is a gem of the community…I'd suggest treating it that way with long term commitment of attention and, when necessary, maintenance funding.*
3. *Proceed ASAP with the planned upgrade to the WWTP in conjunction with the I&I reductionss that are needed to avoid overloading the improved plant. Businesses and other high water users should contribute more to the W&S Basic Facility Charges that provide basic funding for our Island W&S Facility. This should include substantially higher hook-up sees for new homes. Rental and second homes (6% property tax hames) should have the BFC based on the highest 3 months because the 12 month average will seriously underestimate use and W&S demand. 4% users, as full-time Island residents, can be charged based on 12 month average. Continue with efforts to improve stormwater drainage on the Island in conjunction with DOT. Consider Island clearing of ditches since this is needed and not being done by DOT.*

Part-Time Resident Responses

1. *Park and Mound are not maintained. Lack of improvements to other green space and failure to encourage community garden and native Plant Park as resulted in poorly designed extra parking space*

Cultural Resources Element

Full-Time Resident Responses

1. *Regarding protecting and preserving scenic & historical sites, the path to the old bridge crossing from Mt Pleasant (STA-9) needs attention. There has been extensive erosion on the right side of the path while walking toward the marsh. This should be evaluated before an accidental fall of 20-30 ft occurs.*

2. *There are some updates that may be in order at historical markers...ie. number of enslaved Africans brought ashore for "pest houses"...also, perhaps better info now exist re location of "pest houses". Not sure who does such a great job maintaining the "Battle of Sullivans Isl" site at Breech inlet... anyway its worthy of ensuring the Town's long term attention and commitment if necessary. Finally, I had always heard "poor Irish (generally workers at Fort Sumter), and paupers (white)" were also buried at the site now referred to as African American Cemetery. If true, would be worth noting if nothing more than as matter of accuracy.*
3. *Develop a short-term and long-term plan for improving and maintaining Battery Gadsden, the Island Club and the Mound at Stith Park. Plan improvements to the Old Bridge site to make it more user -riendly for marsh viewing, photography and fishing.*

Part-Time Resident Responses

1. *Parks never looked into usage of IOP Rec and it was a simple matter now handled by citizens who will continue to develop, hopefully unimpeded*

Natural Resources Element

Full-Time Resident Responses

1. *Couldn't find a place to put this so I'm using this space. Something needs to be done about blowers used by landscape companies. Not only is the noise pollution off the charts but the air pollution is also. We live with our windows and doors open most of the year and are having to breath what is blown from one property to the one next door (hardly ever picked up) and also up into the atmosphere. Is there any hope ???*
2. *Continue to further reduce the mismanaged myrtle cutting which has caused the thick development in the Conservation area. As you are aware, there are ways to manage myrtle growth for protection while allowing scenic vision. Please develop methods to prevent the continual disregard by some of our citizens of vegetation management regulations in the Conservation area. A relative recent example is to the left of STA 25 while accessing the beach.*
3. *I think most residents would support a strong commitment of support for the maritime forest and accreted land.*
4. *Continue to recognize that our abundant natural resources are highly valued by our Island Community and need to be protected. Continue with the development of the Proposed Management Plan for the Town of Sullivan's Island Protected Land (approved Draft #3A November 22, 2011). Proceed with implementing the plan for Management of Transition Zone Within the Sullivan's Island Protected Land established by Town Council February 25, 2016 Special Council Meeting.*

Part-Time Resident Responses

1. *Ste 16 is under marketed. Jeff Jackson's overtures to NPS need to be followed up by full commitment from Town to support the opportunity to connect Ft Moultrie to the CG District*

Non-Resident Response

1. *More emphasis should be placed on Goal 7 of the SI Comp Plan from 2008: "The Town recognizes that Sullivan's Island is a major nesting and hatching site for migratory sea turtles and birds, and thus special protection efforts are required." If, as a town, you decide that you agree, please know that I am happy to give Audubon's recommendations as to how to achieve this goal.*

**Please note that in order to accurately portray transcriptions and the survey responses, these items have NOT been edited.*

ONLINE SURVEYS – INDIVIDUAL ELEMENTS

For those who could not attend the Steering Committee or Planning Commission meetings in person, online surveys were developed to capture as much input as possible.

Population Element

Part-Time Residents Response

1. *Please limit any future development. It is a beautiful town just as it is, not every lot has to be built on with an enormous house.*

Community Facilities Element

Part-Time Residents Response

1. *The Tennis courts look great and I love them!!! Thank you and thank you for having them lit at night!!!*

Housing Element

Full-Time Resident Responses

1. *We need to continue to encourage single family housing on the island, with emphasis on the retention of the historical feel of the island, while recognizing each property owner's right to utilize their property in a manner they deem appropriate for them. With the continuing development of many lots into second homes, the emphasis seems to have shifted from allowing building of new structures over renovation and preservation of old existing structures. We seem to allow movement of old structures on the lots willy nilly so that people can build new structures in front of the old ones.*
2. *I think it important to retain the essentially single family home predominance.*

Part-Time Residents Response

1. *Please don't allow the island to become all McMansions. There are some charming house, please try to keep some of them.*

Cultural Resources Element

Full-Time Resident Responses

1. *The island culture is an under developed aspect that we should preserve so that it does not decline further.*
2. *The historic features of the Island and active, participating residents provide sufficiently rich cultural resources without attempting to duplicate what is available close by already. The Island is what it is and has been and we do not need to be all things to all people.*

Part-Time Residents Response

1. *I am not sure restaurants and bars are cultural but please keep those accessible as well. If the bars and restaurants get too far out of reach for the average citizen, it will do horrible things to the community when none of the locals go out on the island and you only have high end Charleston tourists.*

Land Use Element

Full-Time Resident Responses

1. *A) Have the DRB approve ALL residential building plans regardless of size. B) Allow all non-conforming use dwellings to be enlarged at the discretion of the DRB in order to make these dwellings more livable. C) Allow the DRB to determine if a historic dwelling can be larger than 1,200 sq ft and still have another dwelling approved under the special exception rule. D) Allow historic dwellings to be rebuilt if destroyed even if a new structure was allowed to be built under the special exception rule. The DRB could make sure that the "new" historic dwelling was identical to the original. E) Make a determined effort to identify ALL of the non-conforming use dwellings that existed in 197*
2. *We need to Preserve the land we have left and take better care of our beaches including beach paths. Trash cans should be accessible for the residents and the hundreds of tourists we have ever year. Beautification of our community is lacking . Especially where all the businesses are.*

Part-Time Residents Response

1. *PLEASE PLEASE PLEASE dont ever expand Bayonne. The island does not need and can not handle more streets! WE have a lovely island and we can not let greed and the opportunity for a few people to make money, to overtake the rights and responsibilities of others. NO MORE BUILDING! Renovation on an exisitng property or even replacement of a current property is difficult enough to watch, but taking a natural space and crowding more people on it is so depressing.*

Transportation Element

Full-Time Resident Responses

1. *Traffic and visitor parking are problems. Specifically, the numerous motorists ignoring the stop sign at the intersection of Jasper Blvd. and Station 22 1/2 are creating a hazard that sooner or later will result in a major accident.*

Part-Time Residents Response

1. *Our streets can only handle what we have. The charm of the island is in the lack of traffic lights and mayhem, more cars and traffic will ruin what we have. The City Council needs to protect what is special, not seize opportunities to please a few or benefit from a few.*

Economic Element

Full-Time Resident Responses

1. *Where does the money from the Hospitality Tax go? At the very least some of it should go back into the businesses by fixing sidewalks , adding trash cans and bike racks. Curb appeal. Where do you spend hundreds and thousands of dollars you collect from local restaurants alone ? It's not right that residents don't know the answer.*

Part-Time Residents Response

1. *Please keep the shops and restaurants local. Chains, whether local or national hurt the integrity of what Sullivans is. Please be careful. Once it is ruined, you can never get it back.*

Natural Resources Element

Full-Time Resident Responses

1. *Save our beaches and creeks and parks!!!*

Part-Time Residents Response

1. *The committee for the Comprehensive Plan, in addressing guidelines for the accreted land, should take its cue from the existing Plan, which opens with a succinct Vision Statement listing the preservation of the natural environment and its historic character as the second of three fundamental contributors to the exceptionality of our beach community. Preservation is often mentioned in the body of the Comprehensive Plan: our historic small-town feel, the historic districts, historic structures and properties, the natural and historical environment as an economic asset, and the historical feel of single-family housing. Accreted land planners, however, have turned to growing trees instead of preserving historical views and breezes. Let's keep what is good from the past as we head forward.*

**Please note that in order to accurately portray transcriptions and the survey responses, these items have NOT been edited.*

GENERAL ONLINE SURVEY

The general online survey will be used until the final public meeting with Town Council (2nd reading). At this time, there have been no responses collected.

**Please note that in order to accurately portray transcriptions and the survey responses, these items have NOT been edited.*

FINAL PLANNING COMMISSION MEETING – OPEN HOUSE

Any changes requested will be placed here.

**Please note that in order to accurately portray transcriptions and the survey responses, these items have NOT been edited.*

TOWN COUNCIL PUBLIC HEARING

Any changes requested will be placed here.

**Please note that in order to accurately portray transcriptions and the survey responses, these items have NOT been edited.*

APPENDIX B: GOALS & OBJECTIVES

EXECUTIVE SUMMARY

Vision

Through its long history, Sullivan's Island has become an exceptional community on the coast of South Carolina that focuses on livability, promotes preservation of the natural environment and its historic character, and fosters a small-scale and unique business district.

Guiding Principles

The guiding principles will help influence the writing for each chapter and the goals and objectives throughout the 2018 Comprehensive Plan. They are intentionally concise and provide clear direction for the future of Sullivan's Island.

1. *Sullivan's Island will strive to maintain a small-town feel that originated from its past and which continues to this day.*
2. *Sullivan's Island will work to remain a predominately low density, single-family community.*
3. *Sullivan's Island will work to promote its historic districts and maintain a small and unique business district.*
4. *Sullivan's Island will continue to maintain and preserve the natural environment including, but not limited to trees, beaches, sand dunes, marshes, creeks, public vistas and access points, as well as the accreted lands to the benefit of the residents and wild life it preserves.*
5. *Sullivan's Island will protect and maintain public amenities, such as parks and town facilities to sustain the town's sense of community and connectedness.*
6. *Sullivan's Island will ensure that the architecture is compatible with the existing island character, neighborhoods and historic fabric.*
7. *Sullivan's Island will promote and expand public open spaces with a commitment to sustainability for the benefit of future generations.*

Goals & Objectives

Goals and objectives are the heart and soul of the comprehensive plan document and thus establish targets for a set of implementation strategies to achieve giving the Town a "work plan" for the future. Each element throughout the comprehensive plan has goals and objectives specific to its respective element.

Below, each element's goals and objectives will contain the following: Goals, strategies, responsible parties and a timeframe. The timeframes listed are: Short-term (0-3 years); Med-term (3-7 years); Long-term (7-10 years); On-going (Recurring)

POPULATION GOALS AND OBJECTIVES

The Town anticipates its population will remain on a very manageable growth pattern for the foreseeable future, gaining only approximately 4 people per year until 2040. As a result, the Town seeks to retain its character as a family oriented community that serves the residents with an exceptional level of resources and services. As such, it has adopted the following goals, policies and implementation strategies:

POPULATION GOAL: *The Town seeks to maintain the current population growth pattern while improving quality of life among its residents.*

OBJECTIVES	RESPONSIBLE PARTIES	TIMEFRAME
POPULATION POLICY 1: THE TOWN WILL PROMOTE AND FOSTER A SENSE OF COMMUNITY.		
P1.1 Promote an Island Farmers Market. Encouraging more produce vendors to participate.	Planning Commission; Town Council; Town Staff	Short-term
P1.2 Promote Holiday Festivals.	Planning Commission; Town Council; Town Staff	Short-term
P1.3 Promote a yard of the month club.	Planning Commission; Town Council; Town Staff	Short-term
POPULATION POLICY 2: THE TOWN WILL ENCOURAGE VOLUNTEERISM FOR BOTH RESIDENTS AND NON-RESIDENTS.		
P2.1 Promote and encourage beach (or other natural resource) cleanup days.	Planning Commission; Town Council; Staff	Short-term
P2.2 Promote park, bridge, and causeway clean up days.	Planning Commission; Town Council; Staff	Short-term
POPULATION POLICY 3: THE TOWN WILL MONITOR POPULATION AND DEMOGRAPHIC CHANGES.		
P3.1 Record annual population and demographic Census data.	Town Staff	Short-term
POPULATION POLICY 4: THE TOWN WILL INITIATE AN "AGING IN PLACE" CHAPTER.		
P4.1 Initiate Chapter but then step away once it has formed.	Planning Commission;Town Council; Town Staff	Medium-term

HOUSING GOALS AND OBJECTIVES

The Town strives to retain its character as a single-family oriented community that serves the residents with an exceptional level of resources and services. As such, it has adopted the following goals, policies and implementation strategies:

HOUSING GOAL: *Preserving the single-family lifestyle while promoting a diverse style of housing character on the island.*

OBJECTIVES	RESPONSIBLE PARTIES	TIMEFRAME
HOUSING POLICY 1: THE TOWN WILL PROMOTE AND FOSTER SINGLE FAMILY DEVELOPMENT.		
H1.1 Low Density – Maintain half-acre lot sizes and other regulations.	Planning Commission; Town Council; Town Staff	Ongoing
H1.2 Vacation/Short Term Rentals – Regulate restrictions that address number of tenants, parking, permitted activities, licenses, etc.	Planning Commission; Town Council; Town Staff	Ongoing
H1.3 Preserve/encourage the diversity of structure styles on the Island.	Town Council; Design Review Board	Ongoing
H1.4 Establish a task force to review zoning, administrative processes, and historical compatibility on Sullivan's Island. The goal will be to maintain a sense of place while being respectful of the Island's traditional mass, height, and scale within each neighborhood. An example of this would be to examine Form Based Codes.	Planning Commission; Town Council; Town Staff	Ongoing
H1.5 Conduct an evaluation of residential design guidelines to ensure consistency with the Island's open and informal character as it relates to landscape design, fences, site design, and other architectural elements.	Town Council; Town Administration; Planning Commission	Ongoing
HOUSING POLICY 2: THE TOWN WILL MONITOR THE NATIONAL FLOOD INSURANCE PROGRAM COMMUNITY RATING SYSTEM.		
H2.1 Monitor changes in federal policy.	Town Staff	Ongoing
H2.2 Monitor and adjust the Flood Damage Prevention Ordinance as needed.	Town Staff	Ongoing

HOUSING GOAL: *Preserving the single-family lifestyle while promoting a diverse style of housing character on the island.*		
OBJECTIVES	**RESPONSIBLE PARTIES**	**TIMEFRAME**
HOUSING POLICY 3: EXAMINE OPPORTUNITIES FOR WORKFORCE HOUSING.		
H3.1 Create a Workforce Housing Committee.	Planning Commission; Town Staff	Short-term
H3.2 Explore opportunities with Mt. Pleasant to build workforce housing.	Planning Commission; Town Council; Town Staff	Long-term

COMMUNITY FACILITIES GOALS AND STRATEGIES

The Town anticipates an increased demand for recreation facilities, maintenance and expansion of existing community facilities. The Town is committed to managing the development and expansion of its infrastructure to serve current and future residents as well as providing a diversity of recreation facilities. It is also committed to providing an exceptional level of safety and security for its residents. As such, the Town has adopted the following goal, policies and strategies:

COMMUNITY FACILITIES GOAL: *Maintain essential Town government facilities and other community assets to meet the future needs of the Island's citizenry, including Town Hall services, maintenance, recreation, and expansion of public infrastructure.*

OBJECTIVES	RESPONSIBLE PARTIES	TIMEFRAME
ADMINISTRATION- POLICY 1: THE TOWN WILL CONTINUE TO EXPLORE OPPORTUNITIES FOR EXPANDING COMMUNITY FACILITIES.		
CF1.1 Identify areas for expanding recreational opportunities.	Town Administration; Town Council	Ongoing
CF1.2 Consider the following when locating and improving community facilities: × *Accessibility to all citizens and visitors* × *Protecting the character of neighborhoods* × *Preserve natural resources* × *Cost effectiveness of improvements (Continue to assess Town-owned property as needed)*	Town Administration; Town Council	Ongoing
CF1.3 Establish and maintain Town entrance signage on Ben Sawyer Boulevard and Jasper Boulevard.	Town Administration; Town Council	Ongoing
CF1.4 Explore opportunities for public restroom facilities.	Town Administration; Town Council	Ongoing

OBJECTIVES	RESPONSIBLE PARTIES	TIMEFRAME
ADMINISTRATION- POLICY 2: MAINTAIN A FULLY STAFFED, CAPABLE AND PROFESSIONAL WORKFORCE WITH PRIMARY OBJECTIVE OF KEEPING CITIZENS AS INFORMED AND AS ENGAGED AS POSSIBLE.		
CF2.1 Continue to provide adequate staff support to all boards, commissions and committees.	Building Department; Town Administration; Town Council	Ongoing
CF2.2 Implement new Town website. Periodically assess new website and mobile application technology to keep citizens as informed as possible. Ensure emergency alerts correspond with the Town's website and written notices.	Town Administration	Ongoing
WATER AND SEWER- POLICY 3: MAINTAIN AND IMPROVE THE EXISTING WATER DISTRIBUTION AND WASTEWATER COLLECTION SYSTEMS.		
CF3.1 Continue pursuing the various goals of the Water and Sewer Capital Improvement Program. The program is periodically reviewed and updated through the oversight of the Council Committee for Water and Sewer.	Water and Sewer Dept.; Town Council (W&S Committee)	Ongoing
CF3.2 Continue pursuing replacement of critical facilities at the wastewater treatment plant.	Water and Sewer Dept.; Town Council (W&S Committee)	Ongoing
CF3.3 Continue pursuing repair of wastewater collection system to avoid I&I.	Water and Sewer Dept.; Town Council (W&S Committee)	Ongoing
WATER AND SEWER- POLICY 4: EXPLORE METHODS TO EDUCATE CITIZENS ON WATER USAGE AND ENCOURAGE CONSERVATION OF WATER SOURCES.		
CF4.1 The Town should evaluate use of advanced meter reading technologies to enhance consumer access to water usage information.	Water and Sewer Dept.; Town Council (W&S Committee)	Short-term
CF4.2 Explore rate structures that reflect water infrastructure and foster conservation.	Water and Sewer Dept.; Town Council (W&S Committee)	Short-term
CF5.1 Ensure appropriate staffing levels are maintained and that all staff, volunteers and reserve officers are adequately trained.	Police and Fire Dept.; Administration; Town Council	Ongoing

OBJECTIVES	RESPONSIBLE PARTIES	TIMEFRAME
CF5.2 Ensure all equipment and supplies are appropriate and up to date and evaluated on an annual basis. Reconstruction of Fire Station	Police and Fire Dept.; Administration; Town Council	Ongoing
CF5.3 Continue to explore innovative approaches to shared services through intergovernmental mutual aid agreements and pursue service excellence through technological advances.	Police and Fire Dept.; Administration; Town Council	Ongoing
MAINTENANCE- POLICY 6: CONTINUE TO SUPPORT OTHER GOVERNMENTAL AND PRIVATE ENTITIES PROVIDING COMMUNITY FACILITIES.		
CF7.1 Construct a new public works building	Administration; Town Council	Short-term
CF7.1 Continue regularly scheduled solid waste collection service to ensure a visually attractive for living environment for residents and visitors.	Administration; Town Council	Ongoing
CF7.2 Continue support for Sullivan's Island Elementary School.	Administration; Town Council	Ongoing
CF7.3 Continue to support the operation of Poe Library.	Administration; Town Council	Ongoing
CF7.4 Continue to support and keep a U.S. Post Office on Sullivan's Island	Administration; Town Council	Ongoing
CF7.5 Continue to support projects and initiatives for burying utility powerlines where economically feasible. (SCE&G power lines, cable, etc.)	Administration; Town Council	Ongoing
EMERGENCY PREPAREDNESS AND SERVICES- POLICY 8: ENHANCE THE EXISTING COMMUNITY-WIDE EMERGENCY REACTION TRAINING PROGRAM AND COMMUNICATION SYSTEM.		
CF8.1 Prepare appropriate informational sessions for community residents, providing particular focus on new coastal residents.	Administration; Town Council	Ongoing
CF8.2 Assist vulnerable members of the Island's populations during emergency situations. Ensure an up to date list is maintained for outreach.	Administration; Town Council	Ongoing
CF8.3 Continue to improve community-wide system of notification in case of emergency situations (consider all forms of mobile technology	Administration; Town Council	Ongoing

CULTURAL RESOURCE GOALS AND POLICIES

The cultural resources on Sullivan's Island are an essential link to the Town's rich history and family-oriented quality of life. Retention and preservation of these resources enable residents and visitors to understand what makes Sullivan's Island unique. As such, the Town has adopted the following goals, policies and implementation strategies:

CULTURAL RESOURCES GOAL: *The Town will continue to focus its efforts on protecting sites that are significant to the Town's history, uniqueness and natural beauty.*

OBJECTIVES	RESPONSIBLE PARTIES	TIMEFRAME
CULTURAL RESOURCES POLICY 1: THE TOWN WILL CONTINUE TO STRIVE TO PROTECT HISTORIC RESOURCES (SITES, STRUCTURES, ARCHEOLOGICAL FEATURES).		
CR1.1 Property owners of important sites and structures should be encouraged to place deed restrictions on these properties, thus protecting these sites for future generations.	Town Administration; Town Council	Ongoing
CR1.2 The Town should continue to encourage the local historical designation of properties and compliance with the Secretary of Interior's Standards for the Treatment of Historic Properties: Guidelines for Preserving, Rehabilitating, Restoring, and Reconstruction of Historic Buildings.	Design Review Board; Town Administration	Ongoing
CR1.3 Continue to support Design Review Board oversight of the historic overlay districts and individual historic structures and, through Town ordinances, protect historic properties on the Island. Continue efforts, where appropriate, for the inclusion of historical properties on the National Register of Historic Sites.	Town Administration	Ongoing
CR1.4 The Town should conduct or facilitate periodic educational opportunities for citizens to benefit from available tax or other incentives in the maintenance of historical properties	Town Administration	Ongoing

OBJECTIVES	RESPONSIBLE PARTIES	TIMEFRAME
CR1.5 The Town should make such efforts using best management practices and within its scope of responsibilities to protect and preserve scenic/historical sites and view corridors such as Breach Inlet, "The Mound," Cove Inlet, Battery Logan, Station 26 landing, the old dump site at Station 19 and wherever view corridors are available from public rights-of-way.	Town Administration	Ongoing
CR1.6 The Town should continue to support the preservation and historical records of the historic cemeteries on the Island. Island cemeteries should be researched and the grounds should continue to be maintained and protected.	Town Administration	Ongoing
CR1.7 The Town should continue membership of Certified Local Government Program through the State Historic Preservation Office (SHPO).	Town Administration	Ongoing
CR1.8 Continue applying zoning standards and SIS guidelines when elevating historic structures and adding additions.	Town Administration	Ongoing
CR1.9 Consider updating historic surveys for all properties not protected by the Historic Preservation Overlay District. Continue evaluating whether these properties embody a distinguishing character, time period and architecture, which could lead to historic designation.	Town Administration; Design Review Board	Ongoing
CULTURAL RESOURCES POLICY 2: ENCOURAGE THE PRESERVATION AND RESTORATION OF ALL ISLAND BATTERIES, INCLUDING BATTERIES CAPRON AND BUTLER.		
CR2.1 Support such groups as the Sullivan's Island Park Foundation, Battery Gadsden Cultural Center and others in efforts consistent with this goal.	Town Council	Ongoing
CR2.2 Support the creation of a new volunteer organization dedicated to the preservation and restoration of island-wide historic military structures.	Town Council	Ongoing

OBJECTIVES	RESPONSIBLE PARTIES	TIMEFRAME
CULTURAL RESOURCES POLICY 3: CONTINUE THE MUTUALLY BENEFICIAL AND SUPPORTING RELATIONSHIPS WITH THE UNITED STATES NATIONAL PARK SERVICE, FORT MOULTRIE.		
CR3.1 The Town should work to maintain a strong mutually cooperative bond with Fort Moultrie in support of activities such as Carolina Day and various other events conducted by the Park Administration.	Town Administration	Ongoing

ECONOMIC GOALS AND OBJECTIVES

The Town of Sullivan's Island maintains a quaint business district that provides both visitors and residents a place to congregate and patron. Likewise, the natural amenities* such as the beaches and water provide access for those same groups. The local economy depends on both the business district and the natural environment to thrive. As such, the Town has adopted the following goals, policies and implementation strategies:

ECONOMIC GOAL: *Preserve the business district size, scale, and local atmosphere.*

OBJECTIVES	RESPONSIBLE PARTIES	TIMEFRAME
ECONOMIC POLICY 1: THROUGH LANDUSE AND ZONING REGULATIONS, MONITOR EXISTING AND FUTURE BUSINESS USES.		
E1.1 Zoning – Maintain zoning regulations that do not change the fabric of the district.	Planning Commission; Town Council; Town Staff	Ongoing
E1.2 Design – Monitor and regulate design through the DRB.	Planning Commission; Town Council; Town Staff; DRB	Ongoing
ECONOMIC POLICY 2: REVISIT THE COMMUNITY COMMERCIAL DISTRICT MASTER PLAN		
E2.1 Update the Plan when needed.	Town Staff	Long-Term
E2.2 Re-evaluate parking within the Commercial District.	Town Staff	Long-Term
ECONOMIC POLICY 3: MONITOR CHANGES IN ECONOMIC DATA		
E3.1 Review ACS and Census Data Annually	Town Staff	Ongoing

**Natural Amenities Goals & Objectives will be located in the Natural Resources Section*

TRANSPORTATION GOALS AND OBJECTIVES

The purpose of Sullivan's Island transportation planning efforts is to ensure a safe, functional and well-maintained network that is consistent with the character of the Island and lifestyles of the population. The network and infrastructure should strive to make it feasible and safe for Town residents and visitors to enjoy various modes of transport, including automobiles, bicycles and walking, as well as to recognize the growing use of golf carts. In addition, as part of a larger metropolitan area, the Town should be an active partner in regional and public transportation discussions and policy making:

TRANSPORTATION GOAL: *?*

OBJECTIVES	RESPONSIBLE PARTIES	TIMEFRAME
TRANSPORTATION POLICY 1: THE TOWN WILL CONTINUE TO KEEP PROCESSES IN PLACE THAT ENSURE SULLIVAN'S ISLAND RECEIVES ITS FAIR SHARE OF FEDERAL, STATE AND COUNTY FUNDING TO ENHANCE THE ROADWAY AND PEDESTRIAN SYSTEMS		
T1.1 Continue exploration of federal, state and local funding opportunities to enhance Sullivan's Island's transportation network	Town Administration	Ongoing
T1.2 Coordinate with SCDOT and pursue funding through all funding sources, such as the Charleston County Transportation Committee (CTC) or other repaving or maintenance funding sources	Town Council; Town Administration	Ongoing
TRANSPORTATION POLICY 2: SUPPORT AND PROMOTE COMMUNITY BICYCLE AND PEDESTRIAN EFFORTS TO PROMOTE SAFETY AND ACCESS FOR BOTH RESIDENTS AND VISITORS		
T2.1 Encourage Bicycle Committee in its efforts to obtain Bicycle Friendly Community designation for Sullivan's Island	Town Administration	Ongoing
T2.2 Continue to support the needs of the East Coast Greenway Trail System	Town Administration	Ongoing
T2.3 Look for ways to improve pedestrian connectivity along Middle Street, especially the South side	Town Administration	Ongoing

OBJECTIVES	RESPONSIBLE PARTIES	TIMEFRAME
T2.4 Conduct a sidewalk and crosswalk assessment island wide (ex. Stations 23-27) and make sure appropriate signage is in place to enhance safety	Town Administration	Long Term
T2.5 Seek grants and resources to establish safe routes for students attending Sullivan's Island Elementary School	Town Administration; Town Council	Short Term
T2.6 When available, seek funding and opportunities to provide additional handicap parking spaces and improve beach path approaches	Town Administration	Ongoing
TRANSPORTATION POLICY 3: DEVELOP A COMMUNITY-WIDE EDUCATION PROGRAM REGARDING THE RULES AND REGULATIONS FOR OPERATING GOLF CARTS ON TOWN STREETS		
T3.1 Collect all applicable state and Town regulations regarding the operation of golf carts	Town Administration	Short-term
T3.2 Distribute printed copies of rules and regulations and post these on the Town website	Town Administration	Short-term
T3.3 Enforce the rules and regulations regarding golf cart usage	Town Staff; Law Enforcement	Ongoing
TRANSPORTATION POLICY 4: CONTINUE TO IMPROVE ROADWAYS ON THE ISLAND		
T4.1 Implement plans, as funding is available, for street tree planting, as well as pursuing a commitment from South Carolina Electric and Gas Company (SCE&G) to place all utility lines underground with decorative, environmentally sensitive lamp posts replacing the streetlights currently on the poles	Town Council; Town Administration	Long-term
T4.2 As part of the construction permitting process, assess the impact of proposed new construction projects on traffic flow, parking, safety and stormwater runoff onto roadways	Town Administration	Ongoing

OBJECTIVES	RESPONSIBLE PARTIES	TIMEFRAME
TRANSPORTATION POLICY 5: CONTINUE PARTICIPATION IN ALL OPPORTUNITIES FOR PUBLIC TRANSPORTATION		
T5.1 Remain active in CARTA	Town Council	Ongoing
T5.2 Work with BCDCOG Mobility Manager to discuss alternative transportation options through the Low Country Go program.	Town Administration	Ongoing
TRANSPORTATION POLICY 6: ADDRESS COMMUNITY PARKING NEEDS		
T6.1 Examine parking management solutions for Middle Street for the entire community commercial district	Town Administration	Ongoing
T6.2 Restripe parking lines within the Commercial District	Town Administration	Short-Term
T6.3 Ensure ADA compliance with all parking facilities on the island	Town Administration	Ongoing
TRANSPORTATION POLICY 7: FUTURE TRANSPORTATION ISSUES		
T7.1 Assess and create policies for Uber/Lyft transportation services (i.e. – specific drop-off/pickup locations that do not impede traffic)	Town Administration	Long-Term
T7.2 Monitor advancing technologies such as Connected/Autonomous Vehicles CAVs	Town Administration	Long-Term
T7.3 Review the potential need or desire for Gateway Signage to Sullivan Island	Town Administration	Long-Term

LAND USE GOALS AND OBJECTIVES

The purpose of Sullivan's Island land use planning efforts is to ensure that the Town maintains its small-town character and controls the land uses currently present on the Island, as well as maintain future growth. The following objectives and policies are a guiding framework to achieve these ends:

LAND USE GOALS:

OBJECTIVES	RESPONSIBLE PARTIES	TIMEFRAME
LAND USE POLICY 1: PRESERVE THE SINGLE-FAMILY RESIDENTIAL CHARACTER OF THE ISLAND		
LU1.1 Keep housing density low through maintaining half-acre lot sizes and other regulations	Town Council; Planning Commission	Ongoing
LU1.2 Continue to prohibit multifamily development	Town Council; Planning Commission	Ongoing
LU1.3 Continue to restrict the short-term rental market and enforce all policies pertaining to the regulations.	Town Council; Town Administration	Ongoing
LU1.4 Consider creation of an "institutional" or "governmental" zoning district to properly separate more intensive uses from residential properties by way of zoning standards.	Town Council; Town Administration; Planning Commission	Short-Term
LAND USE POLICY 2: PRESERVE AND MAINTAIN THE ECLECTIC NATURE OF THE ISLAND ARCHITECTURE		
LU2.1 Continue to implement policies and encourage building options that prevent demolition of structures that contribute to the historic fabric and eclectic sense of place.	Town Council; Town Administration; Design Review Board	Ongoing
LU2.2 Encourage training and certification of board members and staff involved with historic review.	Town Council; Town Administration	Ongoing
LU2.3 Explore advantages of tax incentives in historic preservation efforts.	Town Council; Town Administration	Ongoing

OBJECTIVES	RESPONSIBLE PARTIES	TIMEFRAME
LAND USE POLICY 3: BALANCE THE VIABILITY OF THE COMMERCIAL DISTRICT WITH THE RESIDENTIAL NATURE OF THE ISLAND.		
LU3.1 Support the implementation of a Master Community Commercial District Plan that addresses concerns such as on-street parking, street trees, design, landscaping, site placement of structures and parking.	Town Council; Town Administration; Planning Commission	Ongoing
LAND USE POLICY 4: DISCOURAGE LOSS OF HISTORIC COMMERCIAL STRUCTURES NOT LOCATED WITHIN THE COMMERCIAL DISTRICT DUE TO INABILITY TO USE THE STRUCTURES BECAUSE OF ZONING RESTRICTIONS AND MAINTENANCE REQUIREMENTS.		
LU4.1 Investigate methods to allow and encourage adaptive reuse of military era structures island-wide.	Town Council; Town Administration; Planning Commission	Ongoing
LAND USE POLICY 5: ENHANCE AND INCREASE PUBLIC AND PROTECTED OPEN SPACE WHENEVER POSSIBLE.		
LU5.1 Encourage the transformation of Town-owned property into public protected open space.	Town Council; Town Administration	Ongoing
LU5.2 Investigate protection, such as a conservation easement, on the designated conservation recreation space.	Town Council; Town Administration	Ongoing
LAND USE POLICY 6: ADDRESS NEIGHBORHOOD AND COMMUNITY DESIGN CONCERNS REGARDING SENSE OF PLACE ON THE ISLAND.		
LU6.1 Establish a task force that will revise land use regulations by review of the existing Zoning Ordinance to ensure that future construction is respectful of the Island's traditional mass, height, scale, proportionality to lot size, neighborhood compatibility, and historic resources.	Town Council; Planning Commission	Ongoing
LU6.2 Conduct an evaluation of residential design guidelines to ensure consistency with the Island's open and informal character as it relates to landscape design, fences, site design, and other architectural elements.	Town Council; Town Administration; Planning Commission	Ongoing

NATURAL RESOURCE GOALS AND POLICIES

As a low-lying barrier island, the Town of Sullivan's Island faces many benefits and challenges involved with living in such a dynamic ecosystem. This element strives to retain and preserve the Island's natural resources and also protect the community's health and quality of life. As such, the Town has adopted the following goal, policies and strategies:

NATURAL RESOURCES GOAL: *Retain and preserve all of the Island's natural resources including open-spaces, dunes and dune vegetation, tree canopy and native wildlife of front and back beaches through best management practices and public services.*

STRATEGIES	RESPONSIBLE PARTIES	TIMEFRAME
NATURAL RESOURCES POLICY 1: THE TOWN WILL ENSURE LOCAL ORDINANCES, ADMINISTRATIVE POLICIES AND PLANS PRESERVE THESE NATURAL RESOURCES.		
NR1.1: Identify existing public accesses needing constructed walkovers that include appropriate access and parking for handicapped visitors. Pursue funding through gifts and grants to construct and maintain beach accesses.	Town Administration; Town Council	Ongoing
NR1.2: Inventory and evaluate each beach access to determine ways to limit damage and mitigate environmental impacts.	Town Administration; Town Council	Ongoing
NR1.3: Town should install and maintain sufficient and appropriate signs at beach accesses to inform visitors of ordinances that protect natural dunes and beach resources	Town Administration; Town Council	Ongoing
NR1.4: Continue to provide for adequate animal waste, refuse and recycling resources at beach access paths.	Town Administration; Town Council	Ongoing
NR1.5: Update and incorporate into the Town's Beachfront Management Plan a program to stabilize, maintain and enlarge the dunes. Enforce ordinances pertaining to walking or climbing on the dunes.	Town Administration; Town Council	Ongoing

STRATEGIES	RESPONSIBLE PARTIES	TIMEFRAME
NATURAL RESOURCES POLICY 2: THE TOWN RECOGNIZES THE NEED TO PROTECT THE AREAS OF THE ISLAND VULNERABLE TO FLOODING AND EROSION THAT MAY JEOPARDIZE PUBLIC INFRASTRUCTURE AND PRIVATE PROPERTY.		
NR2.1 Identify and pursue funding sources, including but not limited to public and private grants	Town Administration; Town Council	Ongoing
NR2.2 Determine if "best practices" to control erosion are being utilized and, if not, seek to have best practices identified and implemented	Planning Commission; Town Council	Short-term
NR2.3 Seek methods to mitigate the erosion problems in the Island's most vulnerable areas.	Town Council	Ongoing
NR2.4 Collaborate with SCDOT, Charleston County, and DHEC-OCRM to establish and improve stormwater drainage improvements island-wide and improvements of all marsh outfalls. Where appropriate, use Town staff to facilitate and implement all improvement projects.	Town Council; Town Administration	Ongoing
NATURAL RESOURCES POLICY 3: THE TOWN WILL IDENTIFY AND IMPLEMENT STRATEGIES THAT CREATE AND ENHANCE GREEN SPACES AND PASSIVE PARKS WITHIN THE COMMUNITY.		
NR3.1 Complete the Sullivan's Island Accreted Land Management Plan with the broadest possible community participation and input, as an integral part of the Town's resiliency plan.	Town Council; Town Administration	Ongoing
NR3.2 Consider other opportunities for "pocket" parks, scenic overlooks and other passive recreational areas. Preserve public access to open-spaces and public lands community-wide.	Town Council; Town Administration	Ongoing
NR3.3 Continue to encourage conservation easements to protect open space on the Island and continue to encourage conservation easement structures as part of the Island's policy of retreat from beachfront development.	Town Council; Town Administration	Ongoing

STRATEGIES	RESPONSIBLE PARTIES	TIMEFRAME
NATURAL RESOURCES POLICY 4: ENCOURAGE THE USE OF NATIVE VEGETATION AND PROTECTION OF EXISTING TREES ON PUBLIC AND PRIVATE PROPERTY.		
NR4.1 Maintain existing ordinances to maximize the opportunities for the use of native vegetation.	Tree Commission; Town Council; Town Administration	Ongoing
NR4.2 Continue to set an example by planting native plants in public areas.	Planning Commission; Town Council	Ongoing
NR4.3 Review and update, as required, the existing tree protection ordinance.	Tree Commission; Town Council; Town Administration	Ongoing
NR4.4 Consider adopting policies and programs to keep the Tree City USA designation	Tree Commission; Town Council; Administration	Ongoing
NATURAL RESOURCES POLICY 5: CONTINUE TO RECOGNIZE THAT THE MARSHES, BEACHES AND WATERWAYS ON AND ADJACENT TO THE ISLAND ARE CRITICAL HABITATS THAT REQUIRE SPECIAL PROTECTION		
NR5.1 Continue supporting efforts to protect these areas, not only for the wildlife habitat that exists there but also for the enjoyment and safety of the residents of the Town.	Town Council	Short-term
NR5.2 Continue to participate in the ocean water quality monitoring program	Planning Commission; Town Council	Mid-term
NR5.3 Continue to participate in the ocean and marsh water quality monitoring program	Town Council	Short-term
NR5.4 Continue partnership with Charleston County to ensure full compliance with NPDES Phase II requirements and take any other steps necessary for timely permitting of stormwater systems.	Town Council; Town Administration	Ongoing

STRATEGIES	RESPONSIBLE PARTIES	TIMEFRAME
NR5.5 Continue to encourage the use of pervious surfaces with all public and private development.	Town Council; Town Administration	Ongoing
NR5.6 Continue to evaluate zoning regulations that limit the amount of impervious surface coverage for development. Standards	Town Council; Town Administration	Ongoing
NATURAL RESOURCES POLICY 6: THE TOWN RECOGNIZES THAT SULLIVAN'S ISLAND IS A MAJOR NESTING AND HATCHING SITE FOR MIGRATORY SEA TURTLES AND BIRDS, AND THUS SPECIAL PROTECTION EFFORTS ARE REQUIRED.		
NR6.1 The Town will continue to enforce existing ordinances that will support the protection of seasonal turtle and bird habitats.	Town Council	Short-term
NR6.2 Encourage and support community participation to protect turtle and seabird habitats.	Planning Commission; Town Council	Mid-term
NATURAL RESOURCES POLICY 7: MONITOR SILTING IN THE WATERWAYS ON OR ADJACENT TO THE ISLAND AND DETERMINE WHAT IF ANY ACTIONS SHOULD BE TAKEN TO PRESERVE THE WATERWAYS AND ENCOURAGE ADEQUATE DRAINAGE OF THE ISLAND-WIDE STORMWATER SYSTEM.		
NR7.1 Recognize strategies for maintaining drainage into the marsh and creek waterways while preserving this area as a vital habitat for birds and other marine life.	Town Council; Town Administration	Ongoing
NR7.2 Explore potential grants and other funding options to accomplish regular, reliable, effective dredging of the Intercoastal Waterway, Cove Creek and other waterway areas.	Town Council; Town Administration	Ongoing
NATURAL RESOURCES POLICY 8: IMPROVE ISLAND-WIDE MOSQUITO ABATEMENT AND EDUCATIONAL OUTREACH.		
NR8.1 Coordinate with County agencies to ensure regular, effective mosquito abatement treatment, and, useful public outreach to educate the general public on mosquito control.	Town Council; Town Administration	Ongoing

STRATEGIES	RESPONSIBLE PARTIES	TIMEFRAME
NATURAL RESOURCES POLICY 9: SULLIVAN'S ISLAND MUST BE PREPARED TO ADAPT TO THE EFFECTS OF SEA LEVEL RISE (SLR) AND KING TIDES.		
NR9.1 Coordinate with the Charleston Resilience Network, DHEC-OCRM, the City of Charleston, Sea Grant Consortium, NOAA, and other public and private organizations to consider policies that encourage resiliency towards the impacts of flooding and high water	Town Council; Town Administration	Ongoing
NR9.2 Continue participation in FEMA's Community Rating System (CRS) to reduce flood risk on Sullivan's Island and decrease flood insurance costs. Collaborate with the DHEC-OCRM working group	Town Council; Town Administration	Ongoing
NR9.3 Develop a comprehensive sea level rise adaptation strategy that explains high water impacts and identifies goals, needs, and strategies to ensure Sullivan's Island is resilient to flooding and high-water impacts in the future.	Town Council; Town Administration	Ongoing
NR9.4 Ensure the Comprehensive Plan's SLR adaptation strategies, and any future resilience and SLR adaptation plan, corresponds with all state and county plans. Ensure goals and strategies are updated and tracked to improve eligibility for state and federal grant opportunities.	Town Council; Town Administration	Ongoing
NR9.5 Complete the Accreted Land Management Plan as an integral part of the Town's comprehensive SLR and resiliency strategy.	Town Council; Town Administration	Ongoing

RESILIENCY AND SEA LEVEL RISE GOALS AND POLICIES

Sullivan's Island faces many challenges involving localized flooding from king tides and storm events. This section is intended to provide goals, policies and a series of initiatives that are designed to strengthen the Town's resilience to sea level rise.

RESILIENCY & SLR GOAL: *Identify initiatives that will improve the Town's ability to withstand the effects of sea level rise, resulting in more frequent tidal flooding and other flooding events.*

STRATEGIES	RESPONSIBLE PARTIES	TIMEFRAME
RESILIENCY AND SLR POLICY 1 ESTABLISH STORMWATER MANAGEMENT SYSTEMS TO REDUCE AND ADAPT TO THE EFFECTS OF SEA LEVEL RISE (SLR): STORM EVENTS, KING TIDES AND OTHER REGULAR FLOODING EVENTS. ENSURE PUBLIC SAFETY GIVEN FLOODING POTENTIAL.		
NR1.1 Coordinate with the Charleston Resilience Network, DHEC-OCRM, the City of Charleston, Sea Grant Consortium, NOAA, and other public and private organizations to consider policies that encourage resiliency towards the impacts of flooding and high water	Town Council; Town Administration	Ongoing
NR1.2 Continue participation in FEMA's Community Rating System (CRS) to reduce flood risk on Sullivan's Island and decrease flood insurance costs. Collaborate with the DHEC-OCRM working group	Town Council; Town Administration	Ongoing
NR1.3 Develop a comprehensive sea level rise adaptation strategy that explains high water impacts and identifies goals, needs, and strategies to ensure Sullivan's Island is resilient to flooding and high-water impacts in the future.	Town Council; Town Administration	Ongoing
NR1.4 Ensure the Comprehensive Plan's SLR adaptation strategies, and any future resilience and SLR adaptation plan, corresponds with all state and county plans. Ensure goals and strategies are updated and tracked to improve eligibility for state and federal grant opportunities.	Town Council; Town Administration	Ongoing
NR1.5 Complete the Accreted Land Management Plan as an integral part of the Town's comprehensive SLR and resiliency strategy.	Town Council; Town Administration	Ongoing