

TOWN OF
SUMMERVILLE



VISION PLAN

INFRASTRUCTURE & DEVELOPMENT STRATEGY

ADOPTED 7.9.2014

Town of Summerville

Madelyn Robinson, AICP

Director of Planning & Economic Development, Town of Summerville

Jessi Shuler, AICP

Zoning Administrator, Town of Summerville

Lisa Wallace

Director of Administrative Services, Town of Summerville

Russ Cornette, PE, CFM

Town Engineer, Town of Summerville

Consultant Team

Craig Lewis

Managing Principal, Lawrence Group

Monica Carney Holmes

Project Manager, Lawrence Group

Carolyn Reid

Assistant Project Manager, Lawrence Group

Amanda Huggins

Designer/Landscape Architect, Lawrence Group

Scott Curry

Designer, Lawrence Group

Alex Borisenko

Designer, Lawrence Group

Keihly Moore

Designer, Lawrence Group

David Walters

Senior Designer, Lawrence Group

James Wassell

Renderer, Rock Maple Studio

Bob Lewis

Economist, Development Strategies

David Burt

Architect, LS3P

Rick Day

Transportation Engineer, Stantec

Jenny Horne

Landscape Architect, Stantec

Bob Gibbs

Economist, Gibbs Planning Group

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A: FRAMEWORK

Laying the foundations for the Summerville of tomorrow

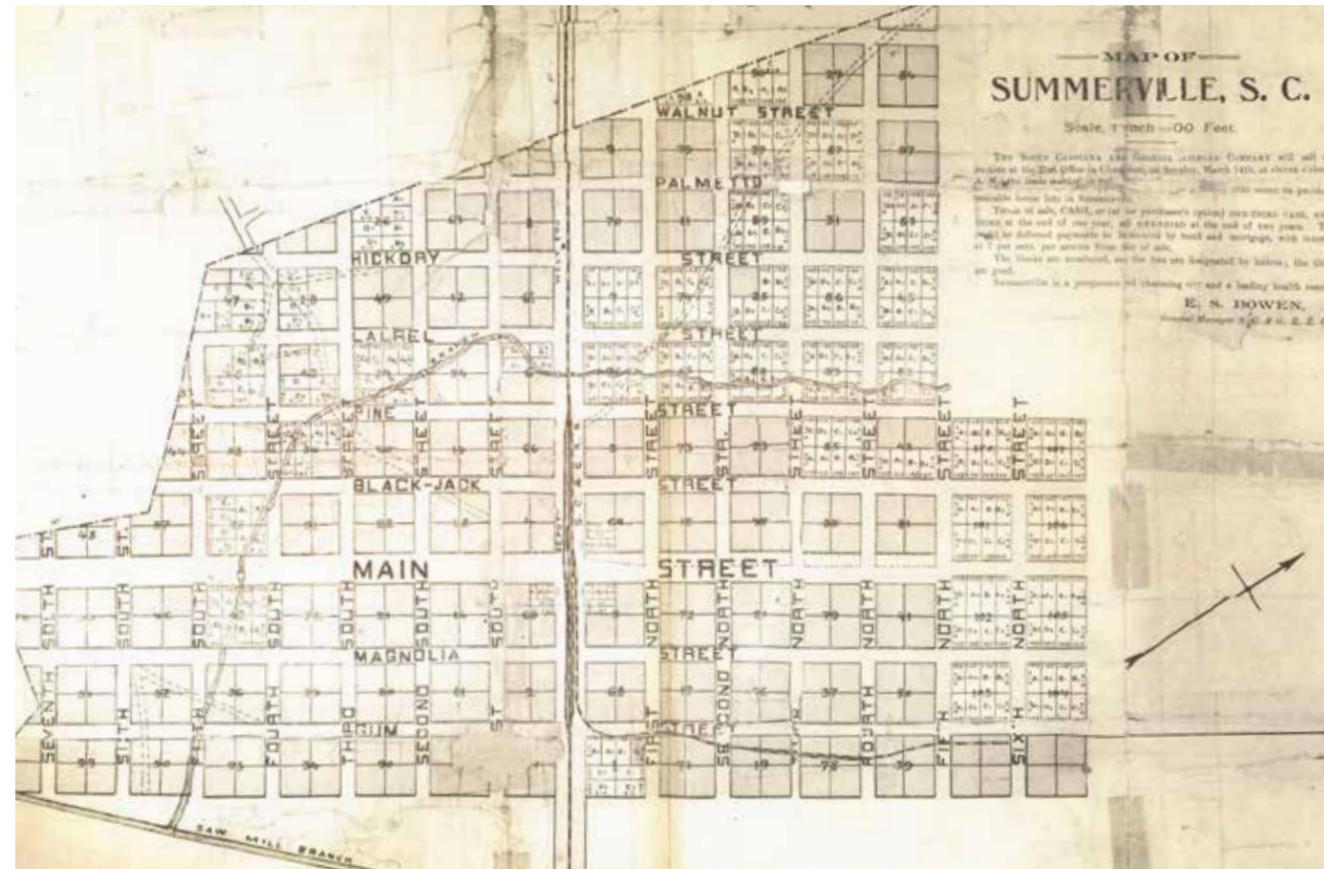
A PATH FOR GROWTH

As Summerville's population has increased significantly over the last several decades, the town has grown away from the order of its historic downtown. Instead, subdivision pods with disconnected road networks and commercial strip centers vying for visibility along busy arterial roads became the status quo for development.

At the beginning of the vision plan process, residents' overwhelming concerns were: 1) the growing traffic congestion that the town is experiencing, and 2) how the impending developments to the north and south of Summerville will affect their quality of life.

Given these considerations, the Vision Plan charts a new paradigm for future growth in Summerville that:

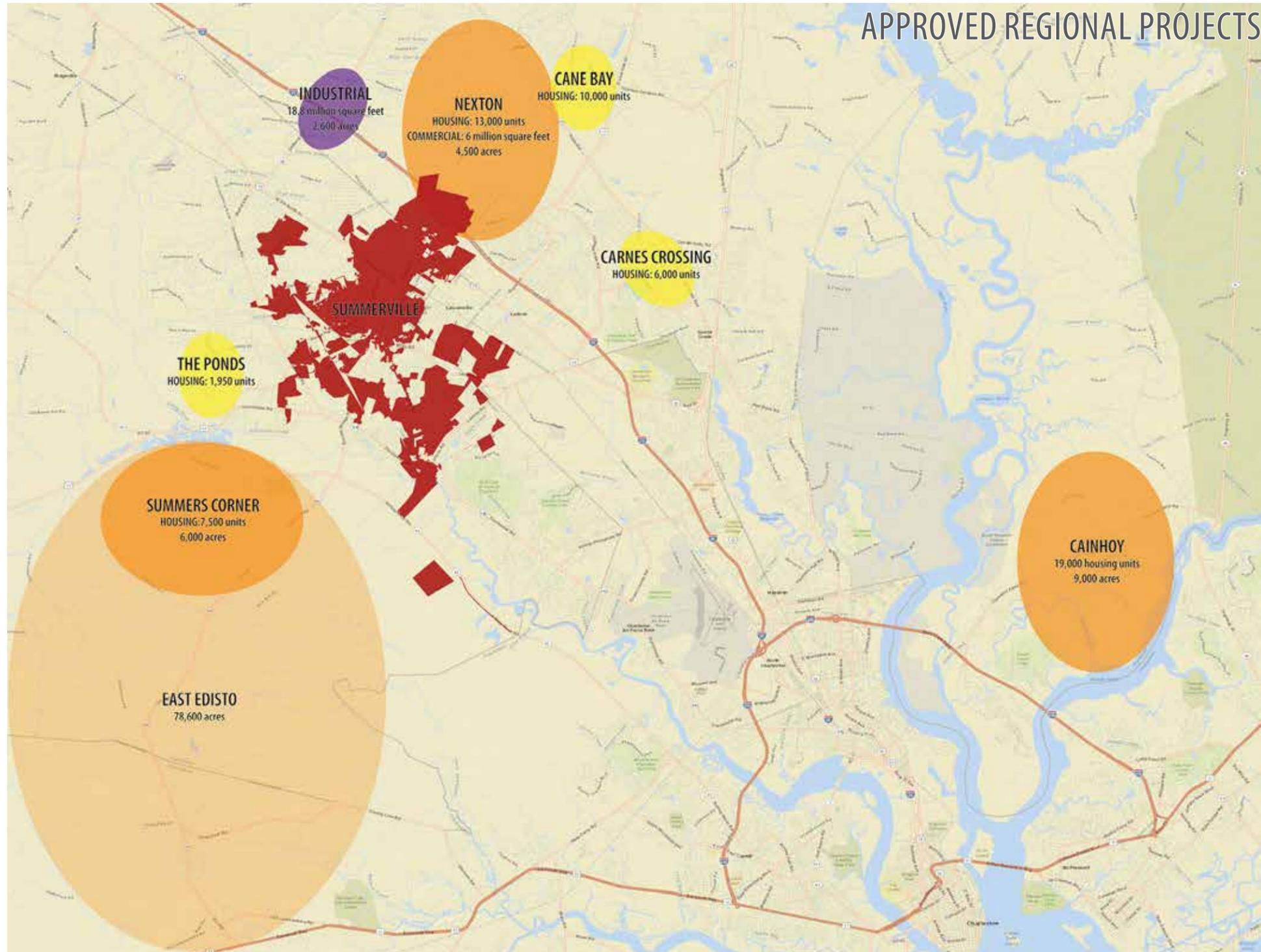
- » Focuses development density in activity centers that offer culture, recreation, entertainment, housing, and employment options; and
- » Connects these activity centers through a network of transportation choices, including streets and trails with comfortable sidewalks and bicycle facilities, new public transit opportunities, and reduced traffic congestion.



Detmold's Plan of New Summerville, 1832

Source: Panchucker Recollections, 1980, Linwood Press, Summerville, South Carolina.

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REGIONAL COMPETITION FOR GROWTH

Summerville is in the path of development pressure heading up I-26 from the Charleston peninsula. In fact, it has already started: town-sized developments have already been approved on all sides of Summerville, including Nexton, which will be partly within the town.

The excerpt below highlights the growing growth pressure in the region. This plan serves as Summerville's response to this impending growth, and proposes a strategy for making Summerville a competitive force in the regional competition to capture investment.

[The Charleston metropolitan] three-county region's economy is performing better than the state and the U.S. overall, and continues to strengthen since the launch of the Opportunity Next strategy in April 2011.

Employment in the region has grown two times faster than the U.S. since 2010. All of the region's jobs lost in 2009 have been recovered. Unemployment is lower than the national average and dropping at a faster pace. And Manufacturing, Professional Services, and Financial Activities are the region's fastest growing industry sectors.

Correlated with the region's healthy economy, attractive lifestyle, and international accolades, regional population growth since 2010 has been three times the national average, with 74% of that growth due to immigration. In fact, Charleston's regional population is projected to reach 1 million residents within the next 15 years.

This growth will escalate tough challenges on regional transportation infrastructure, housing affordability, and the skilled human capital needed to fill higher wage industry sectors such as Aerospace and Information Technology.

Regional leaders should continue to focus on long-term solutions to these issues critical to our economic success, in order to maintain positive momentum and build a globally competitive economy. We believe these key priorities should inform state and local policy decisions.

—Excerpt from "Regional Economic Scorecard 2013: Tracking Economic Progress in Berkeley, Charleston, and Dorchester Counties" by Charleston Regional Development Alliance and Charleston Metro Chamber of Commerce



1 GROWTH FRAMEWORK

A responsible pattern for growth that honors our past without limiting our future

1.0: Overview

When Summerville was first incorporated in 1847, it was a compact town of small blocks that still make up the heart of downtown today. Over the last several decades, growth and annexation have been haphazard as the grid pattern was discontinued in favor of cul-de-sac subdivisions, and the town's boundary became incoherent. This chapter both tries to make sense of the areas within the town's boundaries, and make recommendations for a more serviceable and cohesive future Summerville.

- **Growth Districts:** Classify the town's land by districts that designate a character and the type of town intervention necessary.
- **Annexation Analysis:** Determine areas to be considered for annexation based on geography.



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1.1: Growth Districts

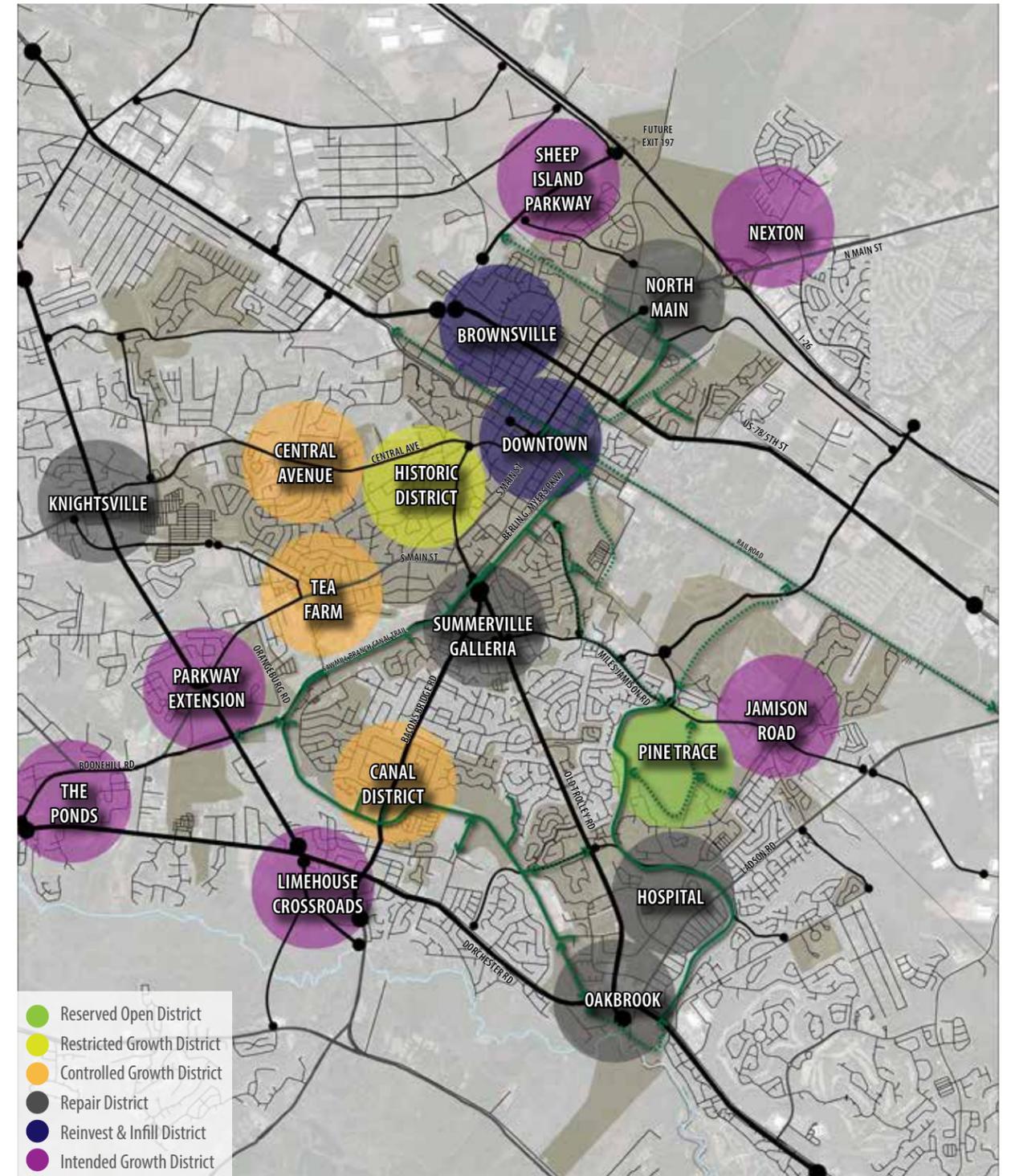
In order to better understand the overall growth potential for the whole Town of Summerville, the planning team completed a growth district analysis. Growth sectors are a conceptual tool for allocating the development potential of land at the parcel level, from natural land untouched by development to built-out blocks that have already reached their maximum development potential. Because of the scale of the area, this analysis generalizes sector allocations at the district level (a half-mile radius or ten-minute walk).

The purpose of growth districts is to determine the type and geography of expected development, and to create an infrastructure plan, regulatory strategy, and market approach that will optimize the public benefit of private growth.



Reserved Open Space District: The Reserved Open Space District is intended to preserve recreational areas and significant natural areas like wetlands.

- ▶ **Reserved Open Space District:** Outdoor spaces for recreation, relaxation, and conservation. Examples include parks, sports fields, golf courses, floodplains, and wetlands.
- ▶ **Restricted Growth District:** Historically-significant areas to be preserved. Examples include the historic district and Colonial Dorchester State Historical Park.
- ▶ **Controlled Growth District:** Established conventional development patterns that are not ready to change. Examples include subdivisions and condominiums where small properties with many different owners would make parcel assemblage exceedingly difficult. In many cases, controlled growth in these areas will mean slow, parcel-by-parcel redevelopment, but not large-scale redevelopment.
- ▶ **Repair District:** Unloved areas to be reimagined. Examples include commercial strip and big box developments, which are large, single-ownership sites that will require suburban retrofit redevelopment techniques as the structures become obsolete.
- ▶ **Infill/Redevelopment Sector:** Most-loved places to be maintained and enhanced. This category includes areas with favorable block patterns but suffer from underutilized land and unmaintained structures, and require reinvestment in the form of infill or redevelopment projects. Examples include Downtown Summerville and Brownsville, where the historic infrastructure and buildings constrain development opportunities to new construction on scattered vacant properties or the renovation/demolition of existing structures.
- ▶ **Intended Growth District:** Untouched land primed with new infrastructure and ready to develop. Examples include the Sheep Island Parkway area, Nexton, and the Berlin G. Myers Parkway extension.



Growth Districts Map



RESERVED OPEN SPACE DISTRICT

Outdoor spaces for recreation, relaxation, and conservation



RESTRICTED GROWTH DISTRICT

Historically-significant areas to be preserved



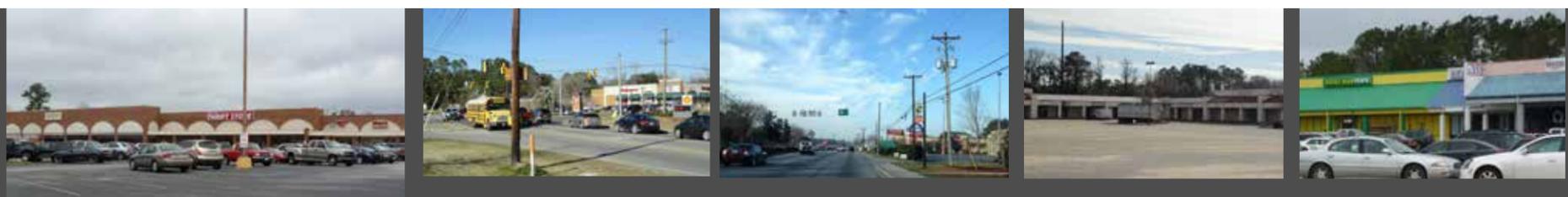
CONTROLLED GROWTH DISTRICT

Established conventional development patterns that are not ready to change



REPAIR DISTRICT

Unloved areas to be reimagined



INFILL/REDEVELOPMENT DISTRICT

Most-loved places to be maintained and enhanced



INTENDED GROWTH DISTRICT

Untouched land primed with new infrastructure and ready to develop



DISTRICT GROWTH STRATEGY					
District	Character & Vision	Major Issues	Next Steps	Priority	
Brownsville District 	<p>Urban Village: Brownsville is a residential district with a strong cultural history. Building on Alston Middle School and a (planned) elementary school at the geographic center of the area, the district should establish a civic core at 5th Street North & Iris/Bryan Streets flanked by medium-density housing.</p>		<ul style="list-style-type: none"> Urban Design: Lack of a neighborhood center Reinvestment: Needs strategic civic investment to stimulate private improvements Design Standards: Need regulatory changes to promote higher-density housing at neighborhood center and high-quality infill 	Small area plan/form-based code	High
			<ul style="list-style-type: none"> Housing: Limited housing options; deteriorating housing stock 	Affordable housing strategy/housing rehab program	Medium
			<ul style="list-style-type: none"> US-78/5th Street North: SCDOT widening project underway 	Town-SCDOT collaboration for context-sensitive roadway retrofit	High
			<ul style="list-style-type: none"> Pedestrian Access: Lack of Sidewalks 	Sidewalk building program; Safe Routes to Schools grants; other grants	High
Canal District 	<p>Eco-Village: The intersection of Bacons Bridge Road and the Sawmill Branch Canal includes large floodway and wetland areas along the canal. This should become a gateway focused around passive park amenities and small-scale neighborhood shops. New development should be low-impact and focus on integrating adjacent single-family subdivisions into a cohesive neighborhood.</p>		<ul style="list-style-type: none"> Urban Design: Area does not function as a welcoming gateway to town Design Standards: Need regulatory changes to require environmentally-sensitive development 	Small area plan/form-based code	Low
			<ul style="list-style-type: none"> Trail Improvements: Sawmill Branch Canal Trail is barren; needs programming and amenities at Bacons Bridge Road 	Trail programming (see Action Plan, Part C.5)	High
			<ul style="list-style-type: none"> Bacon's Bridge Road: High-speed two-lane road does not have sidewalks, bicycle facilities, or formal stormwater management infrastructure 	Town-SCDOT collaboration for context-sensitive roadway retrofit	Medium
Central Avenue District 	<p>Urban Village: Central Avenue between Knightsville and the historic district is a placeless stretch framed by towering mature pines and under-developed land. Mixed-use development along this corridor should provide a centering destination for the area, integrating adjacent single-family subdivisions into a cohesive district.</p>		<ul style="list-style-type: none"> Suburban Retrofit: Commercial strip development and residences do not address Central Avenue Design Standards: Need regulatory changes to require pedestrian-friendly design 	Small area plan/form-based code	Medium
			<ul style="list-style-type: none"> Central Avenue: High-speed two-lane road does not have sidewalks, bicycle facilities, or formal stormwater management infrastructure 	Town-SCDOT collaboration for context-sensitive roadway retrofit	Medium
			<ul style="list-style-type: none"> Jurisdictional Lines: Town boundary is illogically split between town and Dorchester County 	Annexation strategy; Inter-local agreement with Dorchester County	Medium
Downtown 	<p>Urban Center: Over the last few decades, stores, restaurants, and businesses have renovated and reoccupied historic buildings and brought life back to the heart of Summerville. This plan seeks to build on this progress through catalytic public projects and partnerships that will attract more private dollars for redevelopment and infill projects (See Part B.1).</p>		<ul style="list-style-type: none"> Downtown Civic Core: Downtown should be the community's civic center with public gathering spaces, a performing arts center, library, and other activity generators 	Invest in civic buildings and spaces within the six blocks of the downtown core.	High
			<ul style="list-style-type: none"> Streetscape & Paths: There are small, isolated pockets of walkable areas in downtown, but they do not create a cohesive district 	Prioritize infrastructure projects that will encourage walking downtown.	High
			<ul style="list-style-type: none"> Infill Housing: There are too many vacant properties and parking lots downtown and not enough housing to support a more vibrant urban center 	Permit medium- to high-density housing on vacant and under-utilized land.	High
			<ul style="list-style-type: none"> Major Development Opportunities: Large aging and vacant properties present opportunities for block-scale catalyst projects 	Facilitate large-scale redevelopment.	High



DISTRICT GROWTH STRATEGY					
District	Character & Vision	Major Issues	Next Steps	Priority	
Historic District	 <p>Urban Village: Originally developed around St. Paul's church, the historic district is primarily made up of single-family homes tucked in dense foliage along narrow, curving streets. While preserving the neighborhood character through standardized architectural requirements, opportunities for infill housing should be pursued as well.</p>	 <ul style="list-style-type: none"> Design Guidelines: Need to develop appropriate architectural design guidelines for renovations and infill development Infill Housing: Need to analyze historic accessways and block pattern to identify infill opportunities 	Historic Preservation Plan/Historic Architecture Survey/Design Guidelines	High	
Hospital District	 <p>Health/Employment Center: Summerville Medical Center anchors a small cluster of medical offices, with limited senior housing nearby. Leveraging this important local institution, the hospital should become part of a health and education hub with vocational training in health careers and expanded housing opportunities for seniors.</p>	 <ul style="list-style-type: none"> Suburban Retrofit: Hospital lacks institutional presence from the street; large parking lots provide infill opportunities Senior housing: Need to assess development opportunities Design Standards: Need regulatory changes to require pedestrian-friendly design 	Small area plan/form-based code	Low	
		<ul style="list-style-type: none"> Vocational Training: Need to recruit vocational training institution to open facility in conjunction with healthcare jobs program at hospital 	Recruitment and partnership initiative by town leadership	Medium	
		<ul style="list-style-type: none"> Midland Parkway: Lack of pedestrian facilities and crossings 	Capital improvement project	Low	
Jamison Road	 <p>Eco-Village: This intersection and entrance of the Lakes of Summerville (at Judith Road) is under developed, and presents an opportunity for a new eastern gateway. The undeveloped corners should be sensitively developed and should showcase best practices in ecologically-sensitive development.</p>	 <ul style="list-style-type: none"> Pedestrian access/safety: Intersection at Jamison Road/Ladson Road does not have adequate pedestrian facilities or separated sidewalks Jurisdictional Lines: Town boundary does not include length of Miles-Jamison/Jamison Road Urban Design: Large developable properties at two corners of intersection should be developed as a small-scale, mixed-use gateway Design Standards: Need regulatory changes to require environmentally-sensitive development 	Capital improvement project	Medium	
		Annexation strategy; Inter-local agreement with Charleston County and/or development agreement	Medium		
		Small area plan/form-based code	Low		
Knightsville	 <p>Urban Village: The Knightsville area is quickly transforming from a rural outpost to a suburban community. The White Gables subdivision and Publix shopping center should anchor a new mixed-use neighborhood center focused on a walkable, family-friendly district.</p>	 <ul style="list-style-type: none"> Suburban Retrofit: Lacks sense of place at Orangeburg Road/Central Avenue; large parking lots provide infill opportunities Pedestrian access/safety: heavy traffic and limited sidewalks make traversing the Central Avenue/Orangeburg Road area dangerous 	Small area plan/form-based code	Low	
		<ul style="list-style-type: none"> Orangeburg Road: SCDOT widening project underway 	Town-SCDOT collaboration for context-sensitive roadway retrofit	High	
		<ul style="list-style-type: none"> Jurisdictional Lines: Town boundary is illogically split between town and Dorchester County 	Annexation strategy; Inter-local agreement with Dorchester County	Medium	
Limehouse Crossroads	 <p>Eco-Village: A significant portion of this area is made up of undevelopable wetlands and floodplains on the north side of the Ashley River and should be secured for conservation. Large developable properties along Dorchester Road should form a small neighborhood center, serving low-impact residential development that connects to the riverfront through a network of trails.</p>	 <ul style="list-style-type: none"> Jurisdictional Lines: Town boundary does not extend along Dorchester Road to this area 	Annexation strategy; Inter-local agreement with Dorchester County	Medium	
		<ul style="list-style-type: none"> Design standards: Need regulatory requirements for clustered development site design, low-impact development options, and on-site stormwater mitigation 	Small area plan/form-based code	Low	

DISTRICT GROWTH STRATEGY					
District	Character & Vision	Major Issues	Next Steps	Priority	
Nexton	 <p>Regional Destination: Nexton will be a planned community of 4,500 acres centered around regional shopping, entertainment, and employment destinations. At full build-out, it will be the northeastern quarter of the town.</p>	 <ul style="list-style-type: none"> ▶ Jurisdictional Lines: Most of Nexton is within unincorporated areas of Berkeley County 	Annexation strategy; initiative by town leadership	High	
Oakbrook	 <p>Urban Village/Eco-Tourism Destination: Oakbrook is a large but fragmented portion of Summerville that is connected only by the traffic of Old Trolley Road. The strategy for Oakbrook centers on the redevelopment of all four quadrants of the intersection as Oakbrook Village, a unifying neighborhood center that would re-open Summerville to the Ashley River. (see Part B.2)</p>	 <ul style="list-style-type: none"> ▶ Riverfront Ecotourism: Need to reconnect the town to the Ashley River ▶ Trail Network & Park Access: Need to create a comprehensive trail network that extends to the riverfront. ▶ Street Network: Major arterials need to be retrofitted with better facilities for pedestrians and cyclists ▶ Oakbrook Village: Aging shopping centers need reinvestment ▶ Jurisdictional Lines: Large parcels in Oakbrook are within unincorporated Dorchester County making it difficult to organize and require higher standards 	<p>Re-invent Jessen Boat Landing as a regional ecotourism and entertainment attraction</p> <p>Create and complete trail loops that connect residential areas to the riverfront</p> <p>Calm traffic on large arterial streets and provide more route options through greater connectivity</p> <p>Organize property owners for the large-scale redevelopment of outdated strip centers</p> <p>Annexation strategy; initiative by town leadership</p>	<p>High</p> <p>High</p> <p>Medium</p> <p>High</p> <p>High</p>	
North Main District	 <p>Regional Shopping District: Azalea Square and North Main Center, while still economically productive, are based on aging suburban development models. This area should be re-imagined as a walkable, mixed-use district centered along North Main Street redeveloped as an urban corridor.</p>	 <ul style="list-style-type: none"> ▶ Suburban Retrofit: Assess redesign options for aging structures/obsolete buildings ▶ Market Study: Position district to stay competitive with Nexton regional shopping/entertainment/employment district ▶ Design Standards: Need regulatory changes to create pedestrian-friendly destinations ▶ North Main Street: Needs planted medians, intersection improvements, and streetscape improvements 	<p>Small area plan/form-based code</p> <p>Capital improvement project</p>	<p>Medium</p> <p>Medium</p>	
Parkway Extension	 <p>Eco-Village: The extension of Berlin G. Myers Parkway to meet Orangeburg Road will open access to a corridor of environmentally-sensitive wetlands and floodplains. New development should be clustered to preserve natural systems.</p>	 <ul style="list-style-type: none"> ▶ Parkway Access: Evaluate parkway access points to prioritize through-traffic ▶ Development Potential: Assess infill and greenfield development opportunities in context of environmental constraints ▶ Design standards: Need regulatory requirements for clustered development site design, low-impact development options, and on-site stormwater mitigation 	<p>Access Management Standards</p> <p>Small area plan/form-based code</p>	<p>High</p> <p>Medium</p>	
Pine Trace District	 <p>Eco-Village: Development of Pine Trace Elementary School will create a new neighborhood center surrounded by Dorchester County-owned property that is largely wetlands. New neighborhood development should be clustered to preserve natural systems and add a trail network.</p>	 <ul style="list-style-type: none"> ▶ Urban Design: New development in partnership with Dorchester County should emphasize a community anchor at the new school, and incorporate family-friendly housing options ▶ Design Standards: Need regulatory requirements for clustered development site design, low-impact development options, and on-site stormwater mitigation ▶ Trail Network: Key trail network connections need to be made across the Pine Trace Property and Miles Jamison Road 	<p>Initiative by town leadership; development agreement with Dorchester County</p> <p>Capital improvement project; development agreement with Dorchester County</p>	<p>Medium</p> <p>High</p>	



DISTRICT GROWTH STRATEGY					
District	Character & Vision	Major Issues	Next Steps	Priority	
Sheep Island District 	Employment Center: The construction of the new Exit 197 interchange at Sheep Island Parkway will open the next frontier of growth in Summerville. Largely unincorporated farmland today, the town's commitment to building infrastructure on the northwest edge of town presents an opportunity to create a new gateway to the heart of Summerville, provide premium access for a new employment center, and develop a new mixed-use neighborhood. (See Part B.3)		Street Infrastructure: New highway interchange will attract investment and the town needs to get appropriately-scaled infrastructure in place	Construct Sheep Island Parkway as the spine for a new multi-modal block structure.	High
			Regional Park: West side of town lacks recreation facilities	Build a regional park and athletic facilities with connections to the town-wide trail network.	Low
			Sheep Island Village: New investment at interchange needs to set a positive precedent for future large-scale greenfield developments	Support the development of a new employment-based, mixed-use village that includes a range of housing options.	Low
The Ponds 	Urban Village: A partially built-out master-planned community southwest of Summerville, the Ponds infrastructure investment and major corridor location provides the potential for it to become an urban neighborhood gateway to Summerville.		Jurisdictional Lines: The Ponds is within an unincorporated area of Dorchester County	Annexation strategy; initiative by town leadership	Medium
			Urban Design: Large developable properties along Boonehill Road should be designed as a village center Design Standards: Need regulatory changes to require village-scale mixed-use development	Small area plan/form-based code	Low
Summerville Galleria District 	Urban Village: This shopping center is at the intersection of the historic district, the Sawmill Branch Canal and trail, the Berlin G. Myers Parkway extension, and the gateway to Oakbrook. This area should be re-imagined as a local-serving walkable, mixed-use district centered around the Summerville Galleria shopping center.		Suburban Retrofit: aging shopping centers and strip malls along Old Trolley Road need to be re-imagined for new investment; underutilized parking lots provide infill opportunities Design standards: Need regulatory changes to require pedestrian-friendly design	Small area plan/form-based code	Medium
			Old Trolley Road: Needs planted medians, intersection improvements, and streetscape improvements (see Part A.4.4)	Capital improvement project	Medium
			Bacons Bridge Road: Needs planted medians, intersection improvements, and streetscape improvements	Capital improvement project	Medium
Tea Farm District 	Eco-Village: The historic tea farm along the canal, which is now the golf course at Summerville Country Club, provides the seed for a new eco-village centered on South Main Street/Boonehill Road. This small mixed-use anchor should be a catalyst for connecting the surrounding single-family neighborhoods via trails and new street connections.		South Main Street/Boonehill Road: High-speed two-lane road does not have sidewalks, bicycle facilities, or formal stormwater management infrastructure Boonehill Parkway: Parallel street provides opportunity for reconfiguring roadway	Town-SCDOT collaboration for context-sensitive roadway retrofit	Medium
			Urban Design: Aging structures and underutilized properties along South Main Street/Boonehill Road should be designed as a village center Design Standards: Need regulatory changes to require village-scale mixed-use development along major corridor and clustered development site design, low-impact development options, and on-site stormwater mitigation in surrounding neighborhood	Small area plan/form-based code	Low

1.2: Annexation Analysis

Today, the town's jurisdictional lines are largely irrational, shaped by a passive policy toward annexation. While the town's official population is about 45,000, there are several thousand more people who live in county island areas and use the town's infrastructure every day without paying town taxes. While South Carolina statutes make pursuing annexation very difficult, there are other jurisdictions—like North Charleston—that have succeeded in more aggressive annexation policies.

While it is outside the scope of this report to prepare an annexation strategy, this section lays out the range of considerations that the town must weigh as it crafts a more aggressive annexation policy.

- › Fire Districts
- › Potential Tax Revenue
- › Potential Cost to Serve

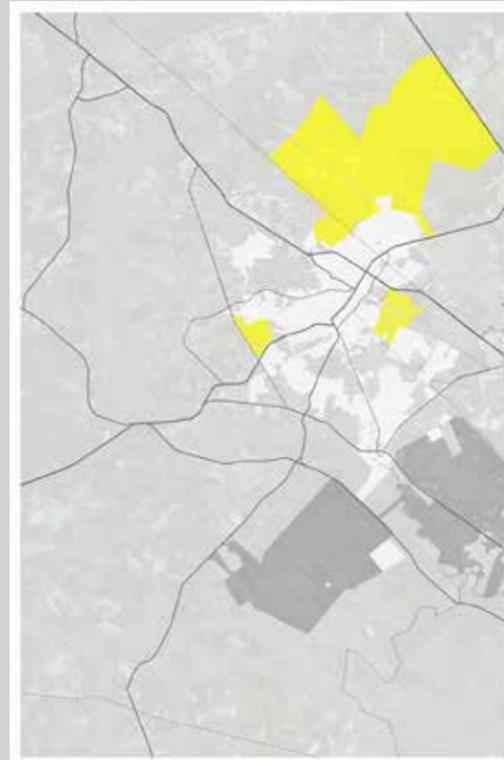
ANNEXATION AREA TYPES



HOLES



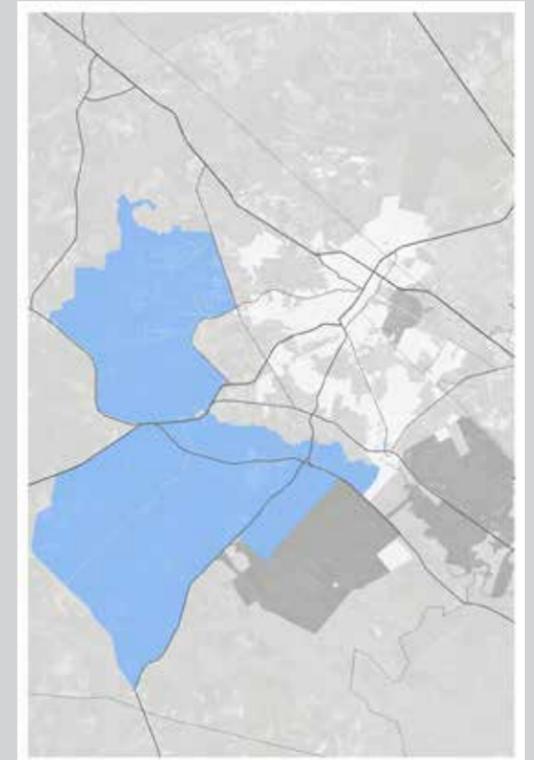
INLETS



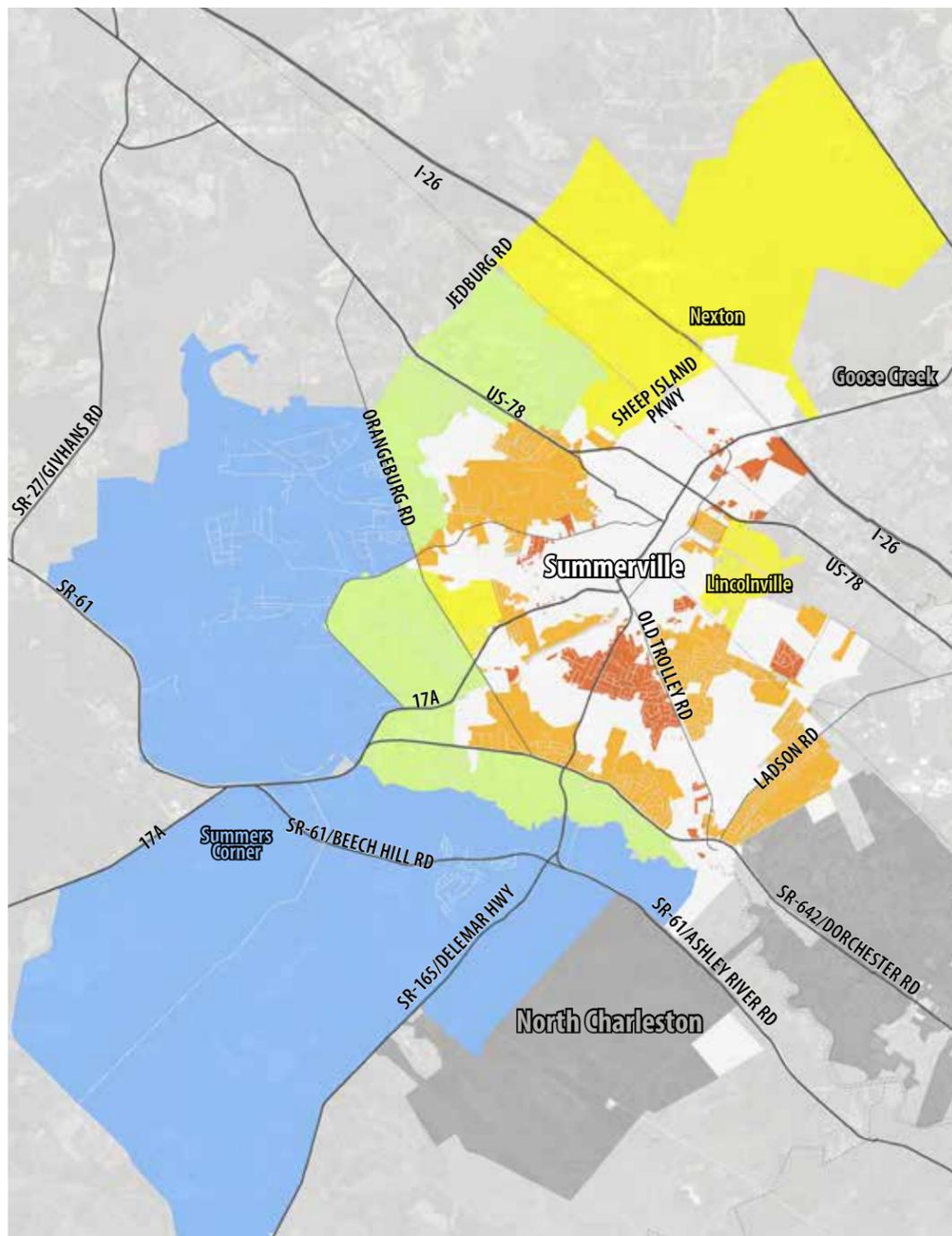
ADJACENCIES



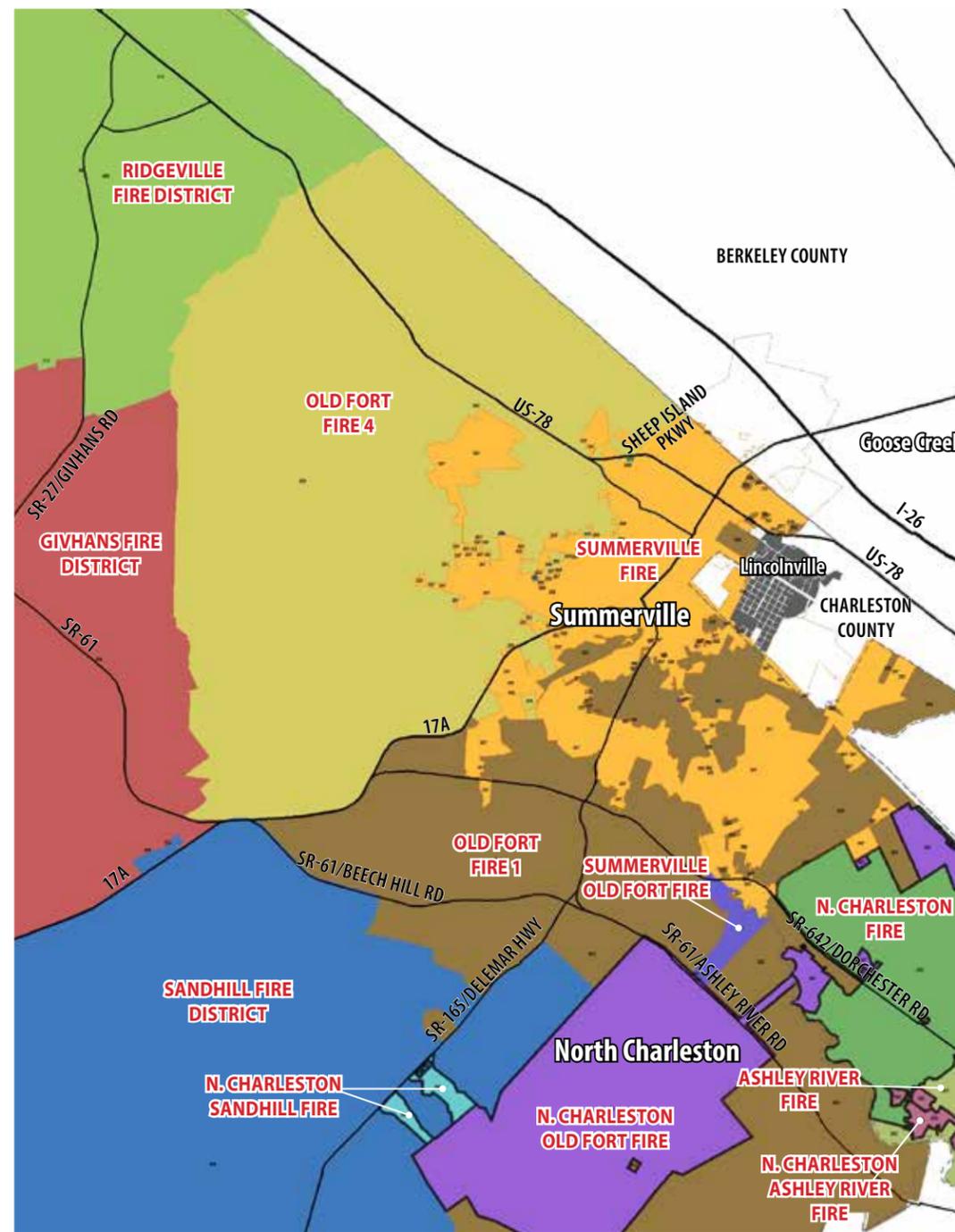
1ST LAYER



2ND LAYER



Priority Annexation Areas



Dorchester County Fire Districts: The red labels identify the Dorchester County fire districts in and around Summerville.

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2 CIVIC BUILDINGS

Civic buildings anchor neighborhoods. Civic cores anchor towns.

2.0: Overview

Public and institutional buildings, including government agencies, public organizations, schools, cultural venues, and churches, make up the most celebrated and memorable architecture in a town. Ensuring that civic buildings are prominently located as district anchors lends these institutions a physical presence that matches their importance to the community. For example, Summerville's old town hall building has an iconic site at the corner of South Main Street and Richardson Avenue, aligned with the axis of Hutchinson Square.

This section reviews the location of existing civic buildings (2.1) and proposes locations for future civic buildings throughout the Town of Summerville (2.2). Additionally, Section 2.3 envisions the center of downtown as the civic core of Summerville, and provides a detailed plan for the arrangement of civic buildings and spaces within these central blocks.



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LIBRARIES

- A** Dorchester County Library
- B** Timrod Library (private)

POLICE STATIONS

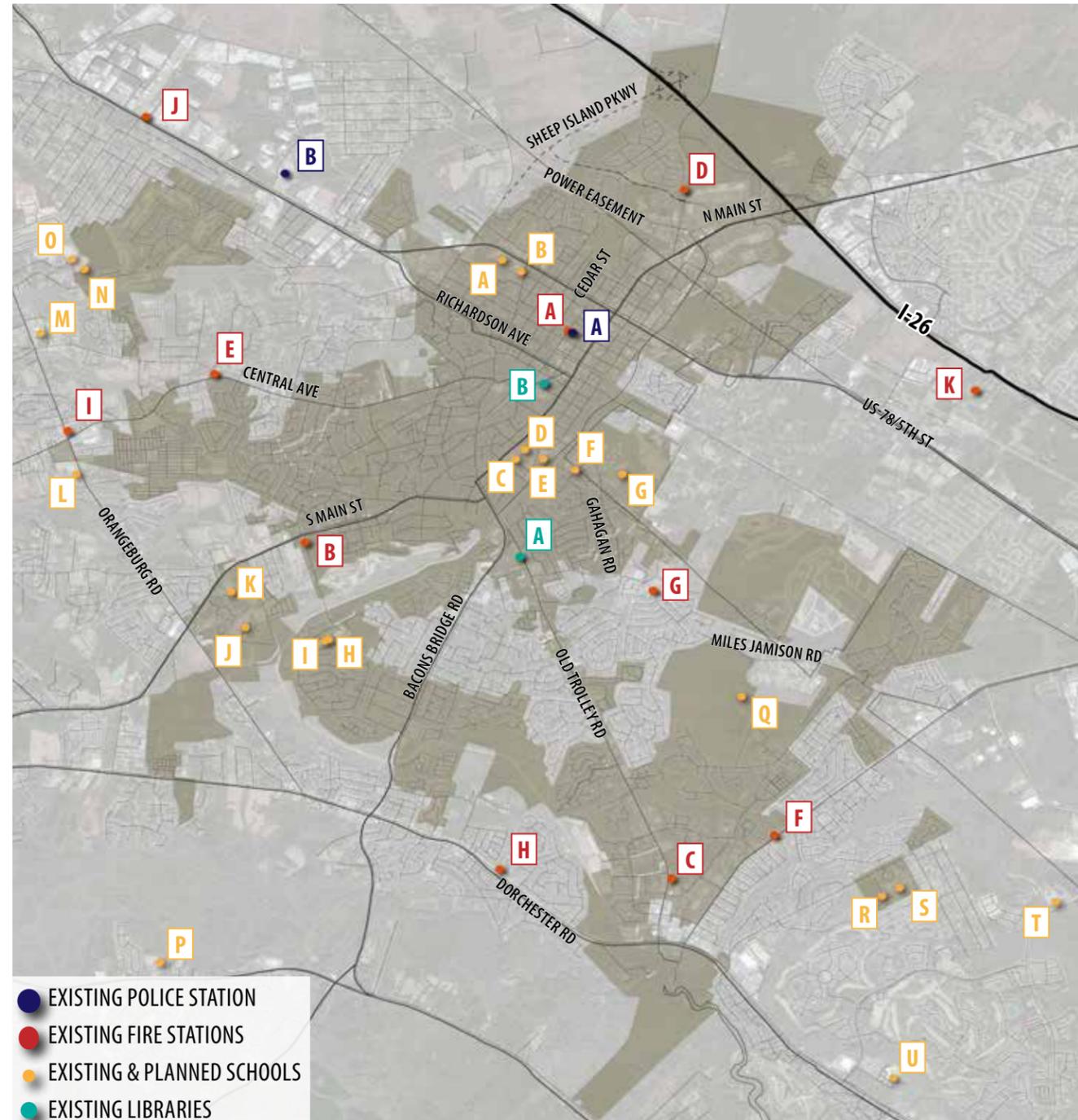
- A** Summerville Police
- B** Dorchester County Sheriff Department

FIRE STATION (FIRE DISTRICT)

- A** Weber Station - headquarters (Summerville Fire)
- B** Station II (Summerville Fire)
- C** Richard G. Waring III Station (Summerville Fire)
- D** Station IV, Avery J. Lord Station (Summerville Fire)
- E** Station V (Summerville Fire)
- F** Old Fort Fire Station I (Old Fort Fire I)
- G** Old Fort Fire Station II (Old Fort Fire I)
- H** Old Fort Fire Station III (Old Fort Fire I)
- I** Old Fort Fire Station IV (Old Fort Fire 4)
- J** Old Fort Fire Station V (Old Fort Fire 4)
- K** C & B Fire Station I (C&B Fire District)

EXISTING /PLANNED SCHOOLS

- A** Alston Elementary School (planned)
- B** Alston Middle School
- C** Summerville Elementary School
- D** Rolling Middle School of the Arts (to become district office)
- E** Spann Elementary School
- F** Summerville Catholic School (private)
- G** The Oaks Christian School (private)
- H** Flowertown Elementary School
- I** Newington Elementary School
- J** Gregg Middle School
- K** Summerville High School
- L** Knightsville Elementary School
- M** Pinewood Preparatory School (private)
- N** William M. Reeves Jr. Elementary School
- O** DuBose Middle School
- P** Beech Hill Elementary School
- Q** Pine Trace Elementary School (planned)
- R** Oakbrook Elementary School
- S** Oakbrook Middle School
- T** Joseph R. Rye Elementary School
- U** Fort Dorchester Elementary School



Existing Civic Buildings

2.1: Existing Facilities

Many of Summerville's civic buildings are cataloged on the accompanying diagram. There are also a number of privately-owned institutions, such as churches, YMCAs, and medical facilities, that play an important civic role in the community, but are not specifically mapped here.



2.2: Proposed Facilities

Potential Civic Sites

Yellow parcels in the diagram at right show properties that are conducive to the development of civic buildings because they possess one or more of the following attributes.

- ▶ **Location:** The sites are located along major corridors, at important intersections, or at locations that have the potential to anchor new neighborhood centers.
- ▶ **Development Potential:** The land is currently under-utilized. This could mean that it is vacant, under-developed, or has aging structures in need of reinvestment.
- ▶ **Size:** The sites are large enough to accommodate a new civic development, or are located adjacent to properties that would allow for shared parking opportunities.

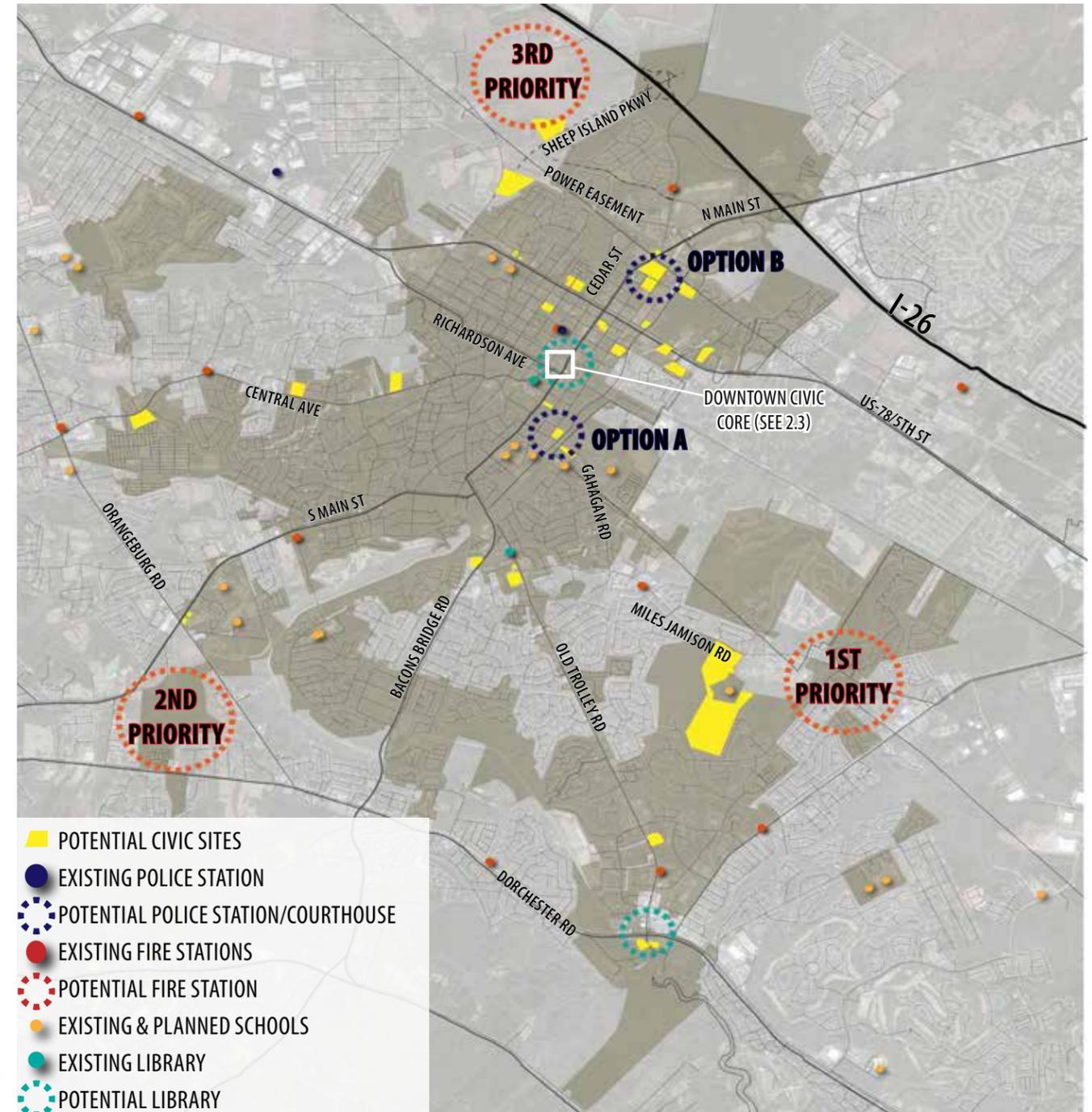
Types of Civic Facilities

- ▶ **Fire Stations:** As first responders, fire stations need to be distributed throughout town and along major roads to keep response times low. The fire department has already determined priority locations for its next three facilities.

- ▶ **Police Stations:** Like fire stations, police stations should be located for efficient vehicle access to the entire town. Summerville currently has one police station that serves the entire town, and it has outgrown that facility. Given the town's large geographic footprint and growing population, a precinct-approach could be considered. Two locations for a new, larger station to replace the old one have been identified.
- ▶ **District Courthouse:** The court is currently located in the old town hall building, which is not well-suited to this use. With investment in a new police station, a new courthouse should be co-located in a larger justice complex. Both of the sites identified for the police station can accommodate a new courthouse as well.
- ▶ **Libraries:** Summerville is served by Dorchester County's public library system, and currently there is one public library for the town on Old Trolley Road near Bacons Bridge Road. As this facility ages and the town continues to grow, a new central downtown library should be built, with a supplemental neighborhood library in Oakbrook.



Oakbrook Library Study: This conceptual rendering illustrates a potential neighborhood library in Oakbrook.



Potential Civic Building Locations: This diagram identifies both general locations for new fire stations, police stations, and libraries, as well as specific parcels with civic development potential ("potential civic sites").





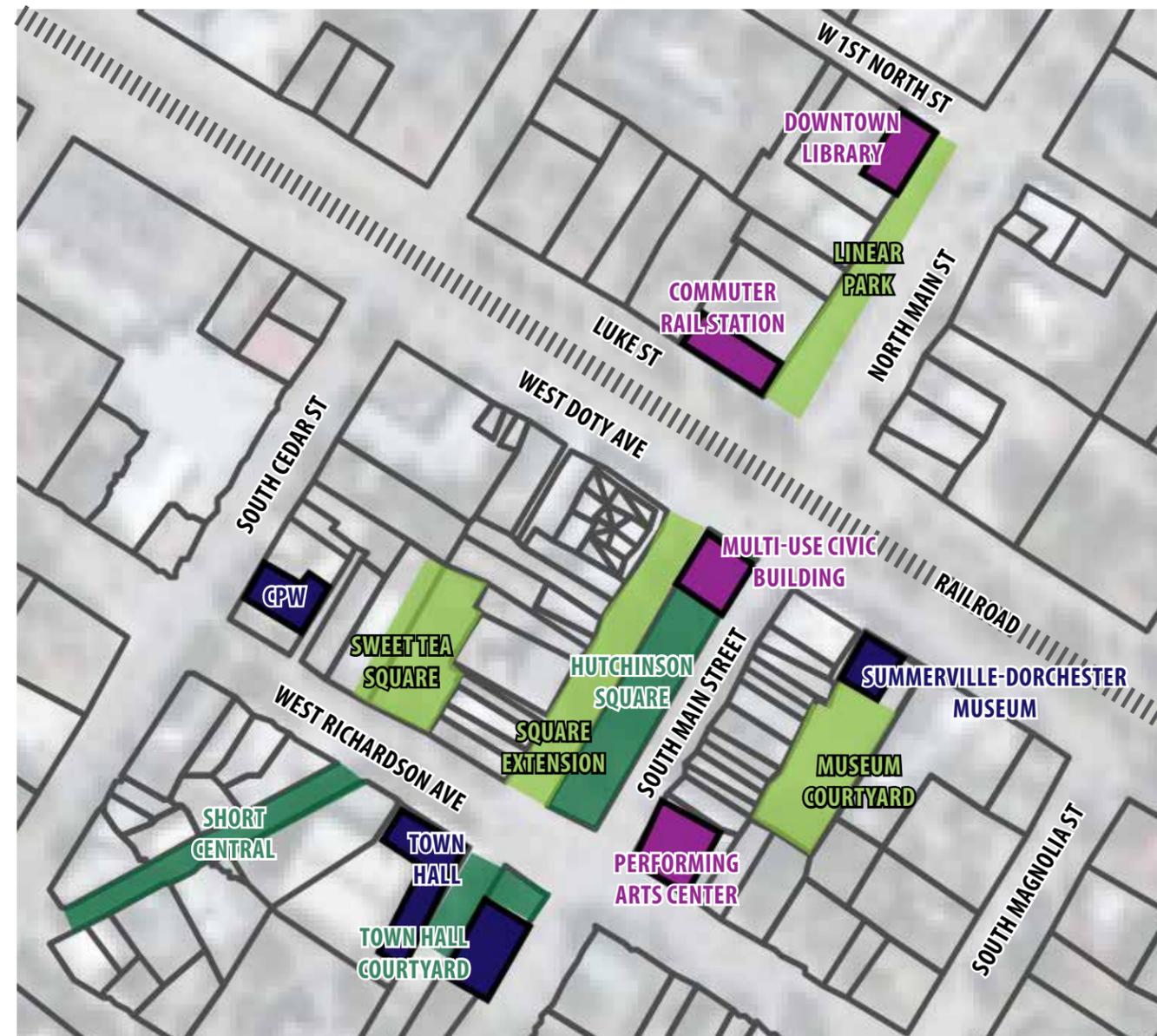
140 North Main Street Building: This building has the potential for reuse as a downtown library.



Potential Performing Arts Center Site: The gas station on South Main Street across from Hutchinson Square could be redeveloped in the future as a performing arts center.



Linear Park Site: The pavement along North Main Street in front of Perfectly Franks is within the public right-of-way, and could be re-purposed into a linear park by switching the parking to the building side of the street and planting trees along the existing parking.



Existing and Potential Civic Buildings and Spaces in Downtown

- EXISTING CIVIC BUILDINGS
- PROPOSED CIVIC BUILDINGS
- EXISTING CIVIC SPACES
- PROPOSED CIVIC SPACES

2.3: Downtown Civic Core

Downtown is the civic heart of Summerville. It is where people expect civic functions, town festivals, and community gatherings to be held. It is where the town finds its voice and identity. The Vision Plan recommends building upon the strength of the downtown civic core through a number of new/redeveloped civic sites, as follows:

- ▶ **Downtown Library:** As the library on Old Trolley Road becomes insufficient to meet town needs, a new downtown library could reuse the two-story 140 North Main Street building and provide a northern anchor to the downtown civic core.
- ▶ **Commuter Rail Station:** Long-term plans for a regional commuter rail line from Charleston show a station in Downtown Summerville. The prominent site at the corner of North Main Street and Luke Street should be reserved for a future commuter rail platform and amenities.
- ▶ **Linear Park:** Using the roughly 100-foot right-of-way between current building fronts and the curb, the Vision Plan proposes a one-block linear park along the northwest side of North Main Street. This green space will provide a visual extension from Hutchinson Square, and connect the downtown environment to the north side of the railroad tracks. A multi-use path will extend north from the park and connect to the regional greenway network.
- ▶ **Multi-use Civic Building:** The plan shows a new multi-use civic building at the northeast end of Hutchinson Square. The building will be used as an indoor/outdoor space to host a variety of events on the square.
- ▶ **Performing Arts Center:** The gas station at the prominent corner of South Main Street and Richardson Avenue offers an ideal site for a performing arts center that would be a new activity center downtown. The James F. Dean Theater, current home to the Flowertown Players,



is adjacent to this site and could be incorporated into a larger performing arts center as a secondary performance/rehearsal space.

- ▶ **CPW Building Reuse:** The CPW (Commissioners of Public Works) building on Richardson Avenue serves a civic purpose, but acts as an office building rather than a building utilized by the public. If CPW relocates, this building could be reused in a way that invites more active, everyday use. One ideal option would be to recruit a farm-to-market produce store and cafe that would anchor the downtown farmers market.
- ▶ **Museum Courtyard:** The Summerville-Dorchester Museum has a large parking lot behind the museum building which forms a center open space within that block. The Vision Plan proposes reusing this museum property as an outdoor courtyard that would host museum-related events and provide outdoor seating and usable public space for adjacent businesses.

- ▶ **Square Extension:** A redesign of Hutchinson Square would more effectively extend the civic environment of the square across Little Main to the adjacent storefronts. The Little Main roadway, which is currently used for cars only, would be set apart by permeable paving that defines a new shared space and allows for a combination of parking, outdoor seating, and new plantings. This area could include removable bollards so that it could be closed to traffic during festivals, farmer’s markets, and other events (for details, see the Action Plan, C.4).
- ▶ **Sweet Tea Square:** Downtown’s strongest civic spaces are Hutchinson Square and Short Central. The Vision Plan proposes a more direct connection between these two spaces through the creation of a mid-block civic space on West Richardson Avenue, tentatively named “Sweet Tea Square.” This plaza area across from Short Central would repurpose portions of two properties that are currently used for parking. A breezeway between buildings on Little Main would connect Sweet Tea Square to Hutchinson Square (for details, see the Action Plan, C.6).



Museum Courtyard: This photo simulation illustrates the potential to turn the parking lot behind the Summerville-Dorchester Museum into an outdoor performance and gathering space.



Downtown Library Study: The building at 140 North Main Street has the potential for re-use as a downtown library, as shown in the conceptual illustration above.



Summerville Performing Arts Center Study: The illustration above shows a concept for a performing arts center on South Main Street that would tie into the brick architecture of historic Downtown Summerville while providing a contemporary civic anchor at Summerville’s most prominent intersection.



Fire Station: This example from Habersham, SC provides an ideal model of fire station design that is compatible within a neighborhood context.

Source: habershamsc.com

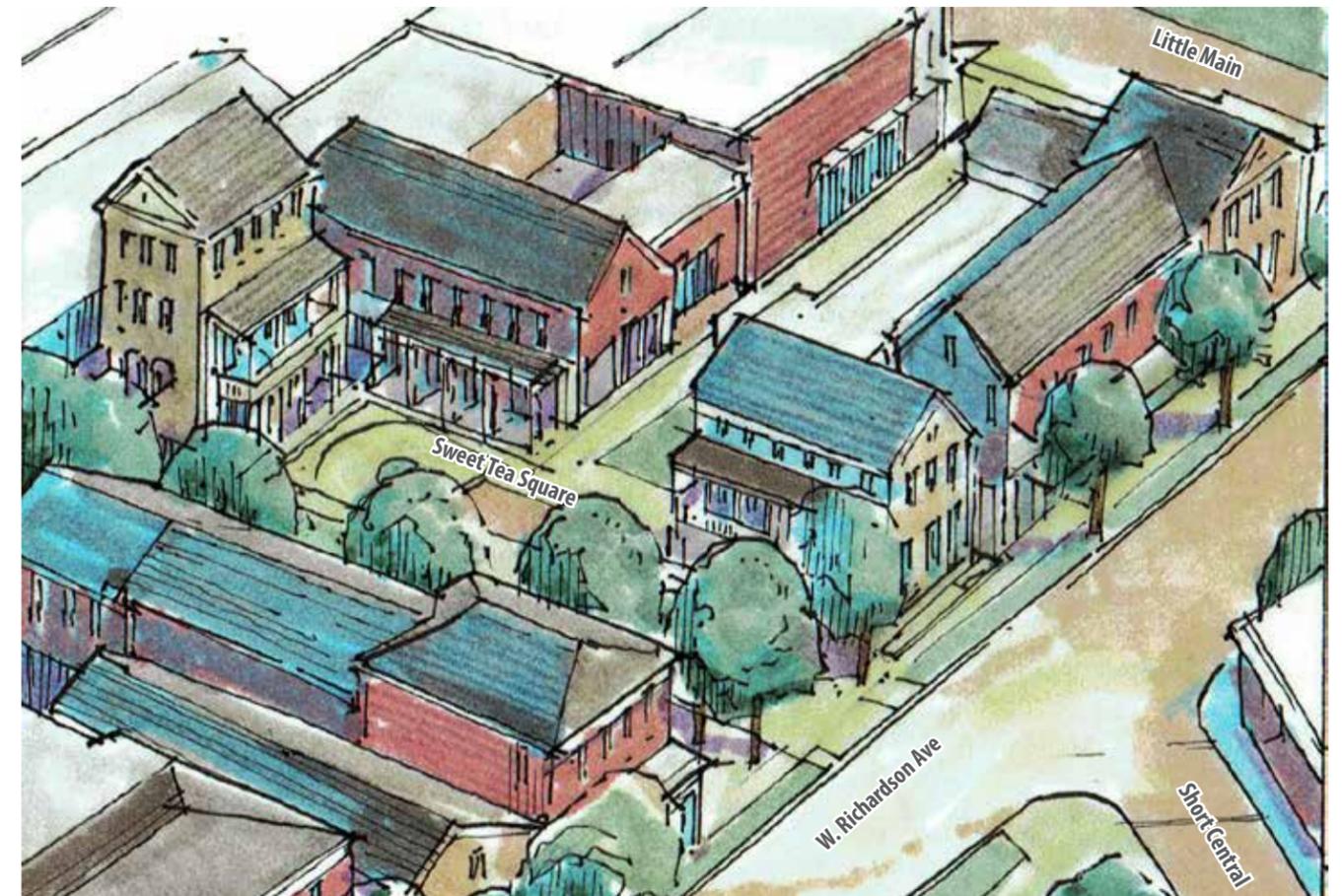


Parklets: Occupying the area of a single or double parking space, these mini public spaces are good ways to add more seating in front of shops and restaurants to create more vibrant street life and outdoor dining opportunities. These kind of parklets could be appropriate along portions of West Richardson Avenue and Little Main.

Source: parklets.wordpress.com



Urban Courtyard: The Mixson development in North Charleston, SC incorporates an urban courtyard with a pedestrian-oriented character similar to the environment proposed for Sweet Tea Square in Summerville (see below).



Downtown Summerville: Sweet Tea Square will provide a key visual and physical connection between the retail environments along Short Central and Little Main.



CPW Building Reuse: The photo simulation shows the possibility of reusing the CPW building as a local market that would serve as the permanent anchor for Summerville's popular seasonal farmers market.



Source: parklets.wordpress.com

Reclaiming Pavement: The City of Medellín, Colombia completed this street transformation as part of the Northeastern Urban Integration Project, started in 2004. Similarly, narrowing the width of Little Main as part of the redesign of Hutchinson Square will allow the square to relate more closely to the buildings along Little Main.

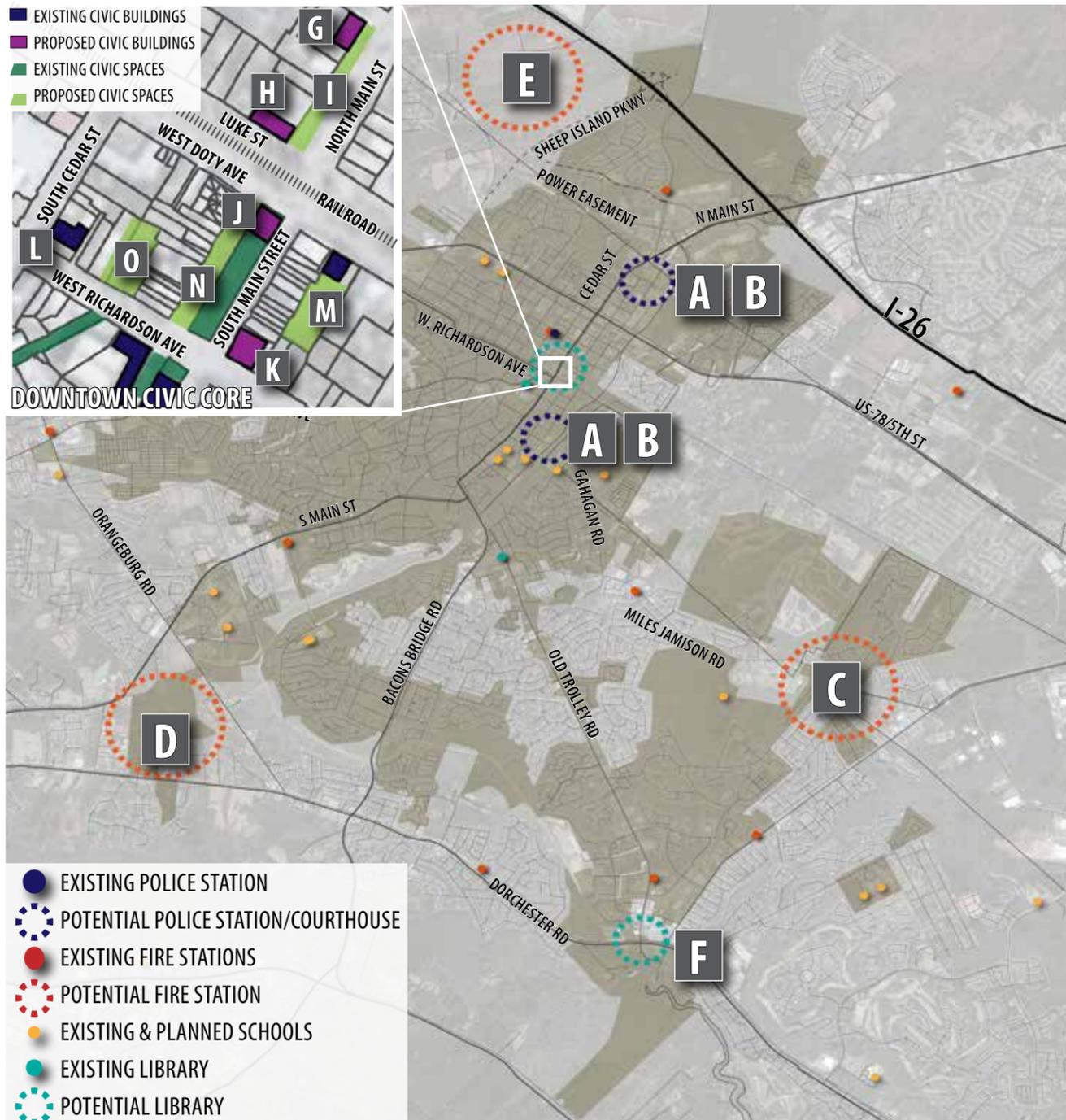


Source: ibike.london.blogspot.com

Exhibition Street: London, England. This is a shared street with the paving all at the same level and cyclists, motorists, and pedestrians all sharing the same space. A similar "curbless" detail is proposed on Little Main as part of the redesign of Hutchinson Square.



Short Central: This photo simulation shows what the area could look like with outdoor dining, a raised pedestrian crosswalk across W. Richardson Ave, and a small building in front of the parking deck that has outdoor and rooftop dining opportunities. Short Central would still allow vehicular access to the town parking deck in this scenario.



CIVIC BUILDINGS & SPACES – CIVIC INFRASTRUCTURE PROJECTS

- A Police Station**
 Build a new, larger police station to replace the current station at North 2nd Street and Pine Street which the town has outgrown. Two possible locations are:
 Option A: between Berlin G. Myers and Gum Street at 6th South Street; or Option B: 9th Street North and Gum Street



B District Courthouse
 Build a new district courthouse adjacent to the new police station.



C Fire Station on Miles Jamison Road (1st Priority)
 Build a new fire station to accommodate growth at the Lakes of Summerville.



D Fire Station at Limehouse Crossroads (2nd Priority)
 Build a new fire station (as necessary) in response to growth toward Dorchester Road near the Berlin G. Myers Parkway extension.



E Fire Station at Sheep Island Parkway/Jedburg Road (3rd Priority)
 Build a new fire station (as necessary) in response to the completion of the new I-26 interchange and anticipated growth toward Jedburg Road.



F Library in Oakbrook
 Build a new library in Oakbrook to attract weekday and daytime visitors to the new neighborhood center. See Oakbrook Focus Area (B:2.4)



G Library Downtown
 Build a new library in Downtown to complement other activity generators in the town's civic core. See Downtown Focus Area (B:1.1)



H Commuter Rail Station
 Build the Downtown Summerville station for the commuter rail line from Charleston as plans are finalized. See Downtown Focus Area (B:1.1)



I Linear Park
 Re-purpose current surface parking in the right-of-way as a linear park as part of a North Main streetscaping project. See Downtown Focus Area (B:1.1)



J Multi-purpose Civic Building
 Build a new multipurpose structure for events and markets as part of the redesign of Hutchinson Square. See Action Plan (C.4)



K Performing Arts Center
 Build a performing arts center in Downtown. See Downtown Focus Area (B:1.1)



L CPW Building Re-use
 Form a public-private partnership to revamp the CPW building as a permanent anchor for seasonal farmers markets and farm-to-table foods. See Downtown Focus Area (B:1.1)



M Museum Courtyard
 Partner with Summerville-Dorchester Museum to create a semi-public courtyard for performances and outdoor seating for adjacent restaurants. See Downtown Focus Area (B:1.1)



N Square Extension
 Redesign Hutchinson Square with an extension along Little Main. See Action Plan (C.4)



O Sweet Tea Square
 Re-purpose parking lots as Sweet Tea Square to connect Short Central to Hutchinson Square. See Action Plan (C.6)





3 PARKS & TRAILS

Rediscover Summerville's natural heritage.

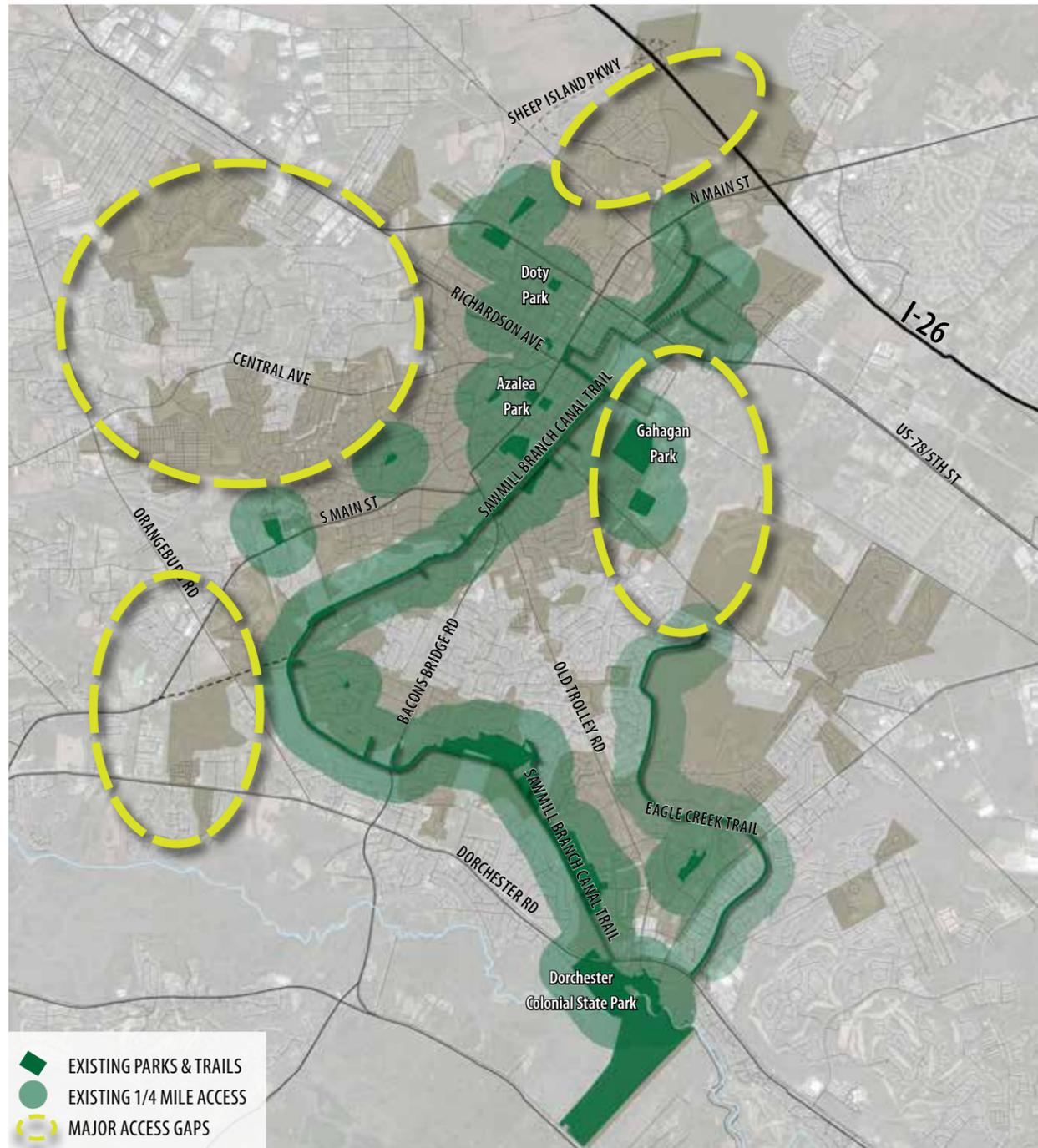
3.0: Overview

Summerville's history is entwined with its natural surroundings, from its first settlers along the Ashley River to the town's founding as a healthy respite in the pines. While this legacy is very much alive in the town – in the oaks towering over Hutchinson Square, the pines that surround Azalea Park, and the dense forests along the Ashley River – there are many neighborhoods in town that have developed beyond a connection to nature. The goal of this chapter is to inventory the town's green space network and propose facilities to increase residents' access.

- › **Open Space Distribution:** Map the town's parks and trail connections to identify gaps in access.
- › **Recreation Facility Inventory:** Catalog the town's athletic and activity facilities.
- › **Park Improvements:** Build a new regional park, improve existing facilities, and designate land for conservation.
- › **Trail Network & Design:** Clear and construct trail connections and enhancements for a town-wide network.



3.0: Overview	25
3.1: Open Space Distribution	26
3.2: Recreation Facility Inventory	27
3.3: Park Improvements	28
3.4: Trail Network & Design	30



Existing Park/Trail Access: The diagram above applies a quarter-mile radius around the town's existing parks and trails to show the extent of town covered by current facilities. The town's jurisdiction, shown in tan, shows large portions of residential areas without adequate park or trail access.

3.1: Open Space Distribution

Quarter-Mile Goal

The provision of a park within a five-minute walk (one-quarter of a mile) of every residence is a common benchmark for determining the adequacy of park facility distribution. Conversations with town staff and residents revealed that, while the town has plenty of playgrounds, there is an unmet need for recreation facilities, especially to serve the Knightsville and Oakbrook areas. The accompanying diagrams highlight these and other gaps in the current park system.

Previously Planned Parks

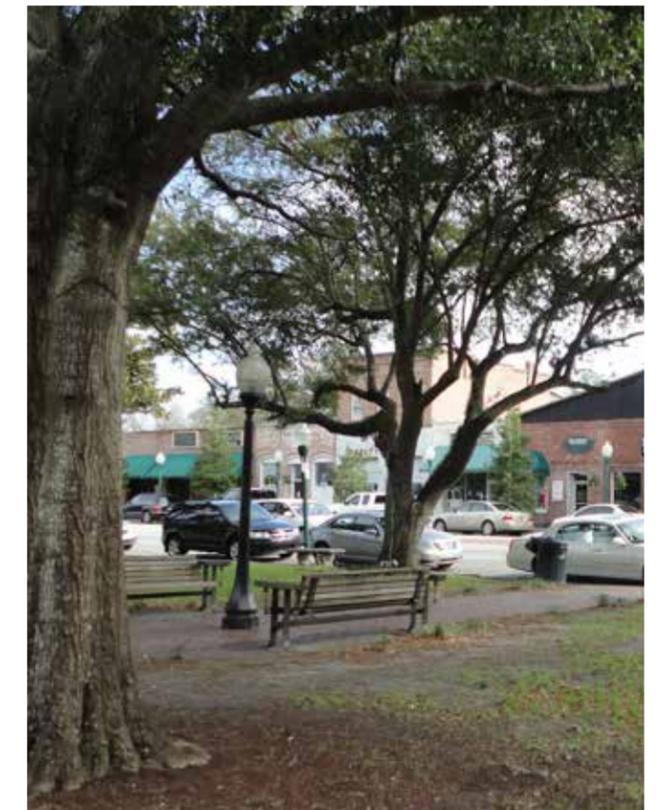
There are three parks already planned/permitted/in construction within or near Summerville.

- ▶ **Nexton Park:** There will be a park within the Town of Summerville as part of the first phase of the Nexton development. Unfortunately, I-26 creates a formidable access barrier to residents on the southwest side of the interstate, so the park will realistically only serve Nexton residents or users who drive to the site.



Azalea Park: Located on South Main Street in the middle of the historic district, Azalea Park's accommodation of tennis courts as well as landscaped walking trails and sculptures provides a design precedent for future park facilities.

- ▶ **Ashley River Park:** Dorchester County is building an 83-acre park along the Ashley River at Bacon's Bridge Road (just outside of Summerville town limits). The park will include trails, a stocked fishing pond, an amphitheatre, a dog park, and paddle boat rentals.
- ▶ **Pine Trace Park:** Dorchester County is also planning to include a passive park element as part of its development of the Pine Trace property on the south side of Miles Jamison Road. Plans for this park have not been finalized, but because a significant portion of the site is covered in wetlands, there is very little development potential on the land that will not be occupied by the planned elementary school.



Hutchinson Square: When residents were asked to identify the "heart of Summerville" at the charrette kick-off, most pointed to Hutchinson Square in the middle of downtown.

RECREATION FACILITIES MATRIX

	Baseball / Softball	Soccer	Football	Basketball	Tennis	Volleyball	Skateboarding	Swimming	Golf	Disk Golf	Playground	Splash Park	Dog Park	Water Sports	Camping	Trails / Hiking	Picnic / BBQ	Fishing	Rental Shelter	Misc.
1 Doty Park					●						●						●		●	●
2 Wassamassaw Community Park				●							●		●			●	●			●
3 Alston Field	NO LONGER AVAILABLE																			
4 Huger Playground											●						●			
5 Azalea Park					●											●	●		●	*
6 Saul Alexander Playground	●				●						●									
7 John McKissick Field @ Memorial Stadium			●																	
8 Shepard Park											●					●	●			●
9 Parks Ball Park	●																			
10 Preservation Area																				●
11 Newington Plantation Park											●					●	●			●
12 Preservation Area																				●
13 Summerville Soccer Club		●																		
14 Oakbrook YMCA	X	X						X												
15 Colonial Dorchester State Park																●	●			●
16 Dorchester Boat Club													X					X	X	
17 Herbert H. Jessen Boat Landing & Rotary Centennial Park											●			●		●	●			
18 Preservation Area																				
19 Little League Park																				
20 Jerry Blackwell Sports Complex at Gahagan Park	●		●								●						●			*
21 Cemetery																				●
22 Memorial Park																				*
23 Summerville Dorchester Museum																				●
24 Hutchinson Square																	●			*

3.2: Recreation Facility Inventory

The recreation facilities matrix on this page catalogs all of the facility types currently available in town by location. Shaded columns show the most-needed facilities.

The following is a list of the highest-priority recreation facility needs in the town and options for how to provide them.

- ▶ **Basketball/volleyball courts:** Proposed regional park at Sheep Island Parkway; renovation of armory building at Doty Park
- ▶ **Soccer/baseball fields:** Proposed regional park at Sheep Island Parkway; planned Dorchester County park at Pine Trace
- ▶ **Swimming/aquatic center:** Proposed regional park at Sheep Island Parkway; renovation of armory building at Doty Park

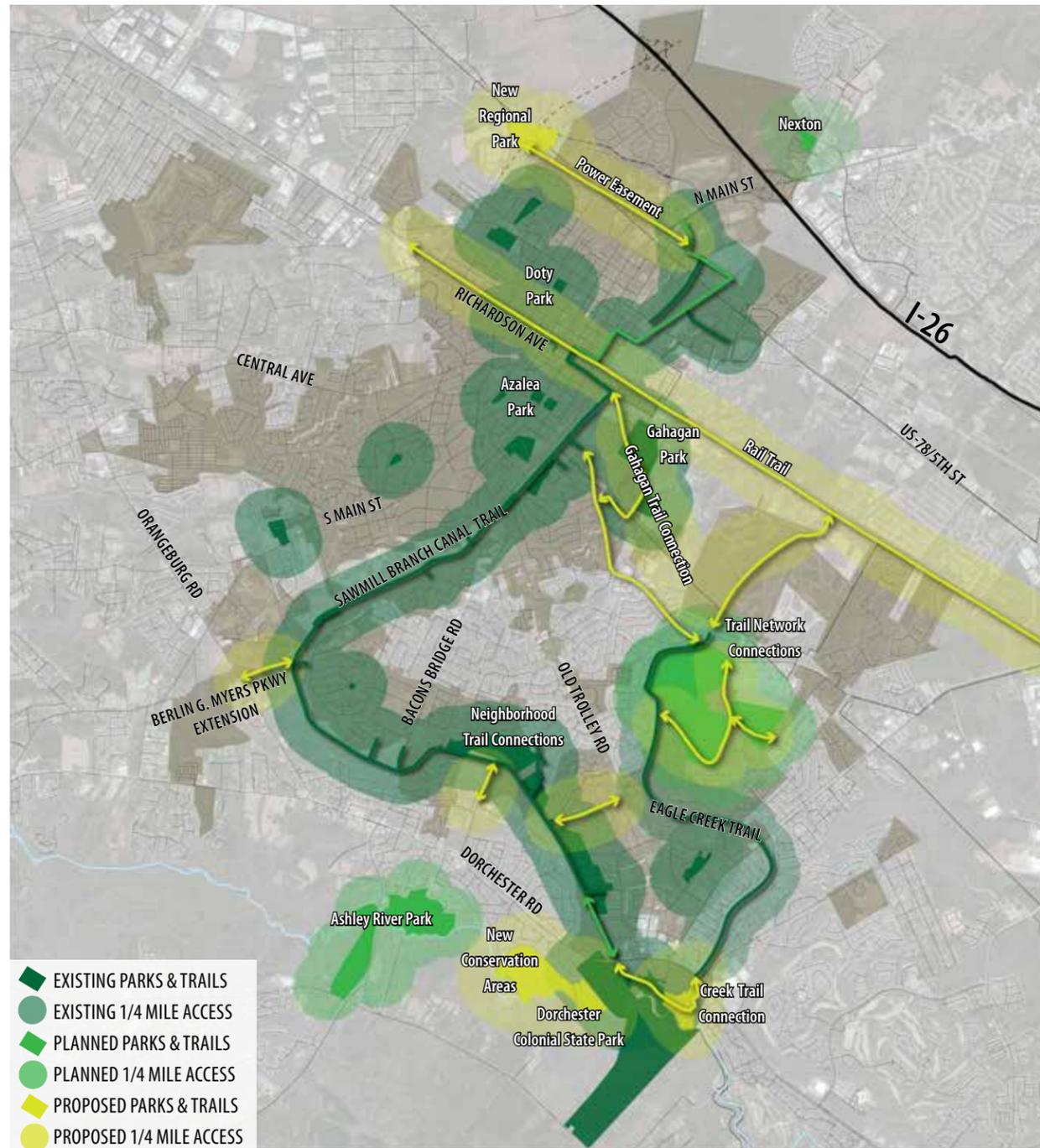


- ▶ **Splash pad:** Redesign of Hutchinson Square; proposed Sweet Tea Square (see Action Plan, C.4)
- ▶ **Water sports:** Enhanced facilities at Jessen Boat Landing (see Oakbrook Focus Area, B: 2.1); construction of Ashley River Park at Bacons Bridge Road by Dorchester County
- ▶ **Camping facilities:** Additional facilities at Jessen Boat Landing & Rotary Centennial Park; additional facilities at Colonial Dorchester State Park; construction of Ashley River Park at Bacons Bridge Road by Dorchester County

RECREATION FACILITIES MATRIX

	Baseball / Softball	Soccer	Football	Basketball	Tennis	Volleyball	Skateboarding	Swimming	Golf	Disk Golf	Playground	Splash Park	Dog Park	Water Sports	Camping	Trails / Hiking	Picnic / BBQ	Fishing	Rental Shelter	Misc.
25 Summerville YMCA								X												●
26 Summerville Skate Park							●													
27 Oakbrook Nature Trail																				
28 Sawmill Branch Canal Trail																				
29 Nexton (Future)																				
30 Pine Forest Country Club									●											
31 Summerville Country Club									●											

- Activity Available
- X Not Open to Public / Membership Only
- * Sculpture



Planned & Proposed Park/Trail Access: This diagram shows existing parks and trails as well as those that were previously planned and that are proposed by this plan.

3.3: Park Improvements

- ▶ **Regional Park at Sheep Island Parkway:** Following completion of Sheep Island Parkway, the town should construct a regional park to serve the town and surrounding areas. If it is built to the size shown in the conceptual plan, this park should fill a significant gap in outdoor and indoor recreational needs town-wide. The park should include the following facilities: four baseball fields, four softball fields, six soccer fields, six tennis courts, and a community center which could include basketball courts, an aquatic center, and facilities for group exercise classes. (See Sheep Island, B: 3.2)
- ▶ **Riverfront Ecotourism:** One goal of the Oakbrook redevelopment strategy is to make the Ashley River

an ecotourism destination that is closely tied to the proposed Oakbrook Village (see Part B: 2.1). To create this destination, the plan proposes linking Jessen Boat Landing, Colonial Dorchester State Historical Park, adjacent floodway and wetland properties, and Ashley River Park (at Bacons Bridge Road) through a network of trails and a water connection (blueway) along the Ashley River.

- ▶ **Gateway:** The proposed plan identifies Old Trolley Road as the formal riverfront entrance, framed by the buildings of Oakbrook Village (see Part B: 2.4). This would also connect the three entrances to the riverfront, via the Colonial Dorchester State Historical Park entrance, Old Trolley Road, and Ladson Road.



Proposed Regional Park at Sheep Island Parkway: The conceptual plan for a 200-acre regional park just west of the Weatherstone subdivision on the new Sheep Island Parkway would be larger than the Jerry Blackwell Sports Complex at Gahagan Park and draw visitors from all over the town, potentially serving as a regional draw for youth sports.

- ▶ **Jessen Boat Landing:** The plan proposes educational opportunities at Jessen Boat Landing, including nature trails and boardwalks with interpretive signs and a learning amphitheater (see Part B: 2.1 for details).
- ▶ **Colonial Dorchester State Historical Park:** While it is beyond the scope of this plan to provide recommendations for improvements to the state park, the plan proposes better connections to this significant cultural asset through a trail network and water connection (blueway).
- ▶ **New Conservation Areas:** The Scenic Ashley River Management Plan includes a conservation strategy as well as a range of tools for conserving land along the

river. While it is a multi-jurisdictional plan with no single agency in charge of implementation, the town should take responsibility for pursuing conservation along the Ashley River within and near Summerville. Riverfront conservation areas can tie into the larger open space network with the addition of trails, boat launches, camping opportunities, and an amphitheater.

- ▶ **Blueway:** In addition to land trails, the Ashley River provides a natural connection—via kayak, canoe, or other small boat—between parks and forested trail areas along the riverfront. A 3.25-mile designated blueway, with signs and marked access points, would provide the opportunity for an additional ecotourism attraction at the riverfront.

EXAMPLES OF ECOTOURISM

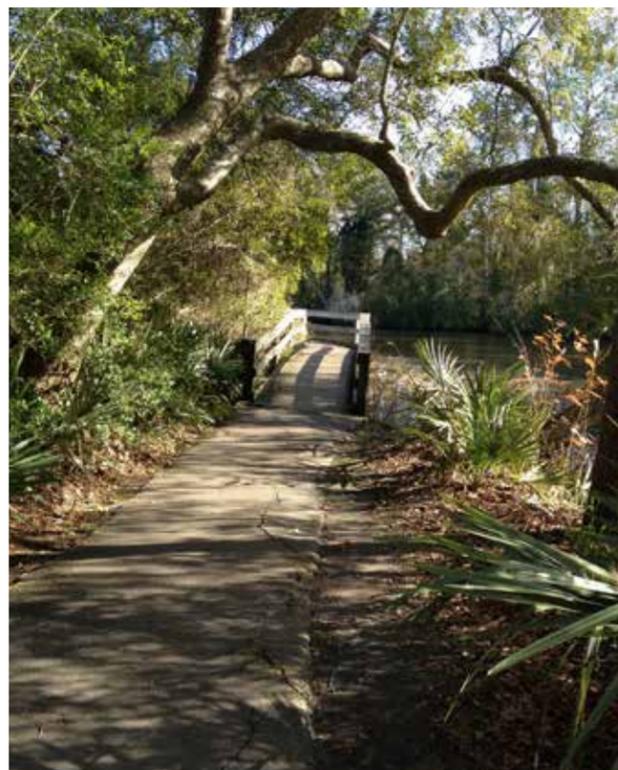
Ecotourism is defined as “responsible travel to natural areas that conserves the environment and improves the well-being of local people.” (The International Ecotourism Society, 1990). One local example is the camping platforms in the Roanoke River. The Roanoke River connects several small communities that have events on the river. (More info at: www.roanokeriverpartners.org)

The South Carolina Nature-Based Tourism Association is a collection of many ecotourism events around the state, such as birdwatching, educational events about reptiles, etc. (More info at: www.scnatureadventures.com)

Lake City, South Carolina encourage ecotourism through drawing classes, hiking, canoeing, and kayaking opportunities, highlighting the endangered species that are present in their area. (More info at: www.lakecitysc.com/visiting/science-nature)



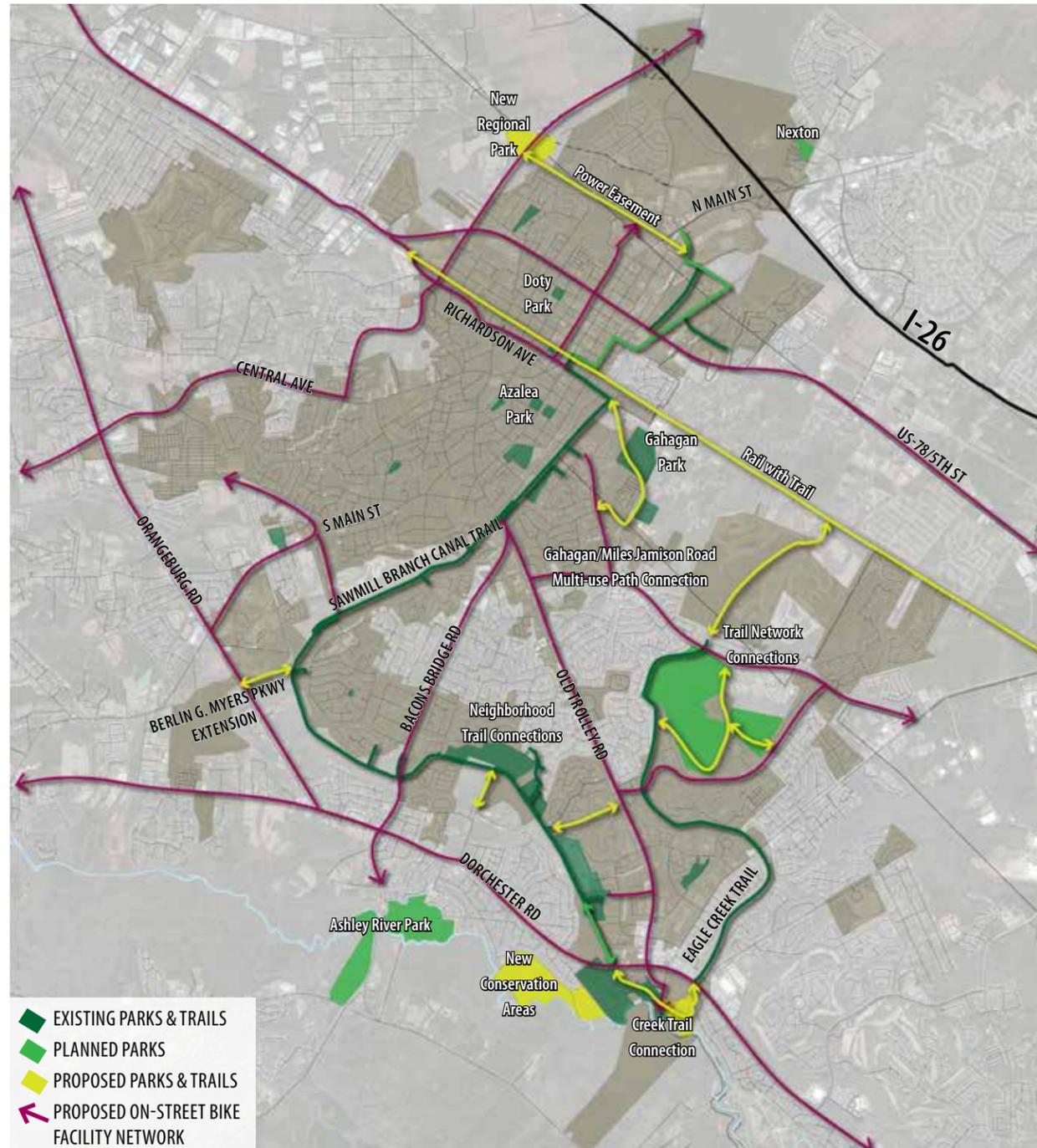
Source: Lake Gaston Today



Ashley River: Boardwalks and trails, constructed in an environmentally-sensitive way, can provide recreational access to conservation areas.



Proposed Blueway along the Ashley River: The water connection (blueway) shown along the Ashley River is about 3.25 miles from the planned boat launch at Ashley River Park to Jessen Boat Landing. This would take about 30-60 minutes to paddle in a kayak at a leisurely pace, depending on the direction and the tide. The diagram also shows potential launch points and connections along Dorchester Creek and Eagle Creek.



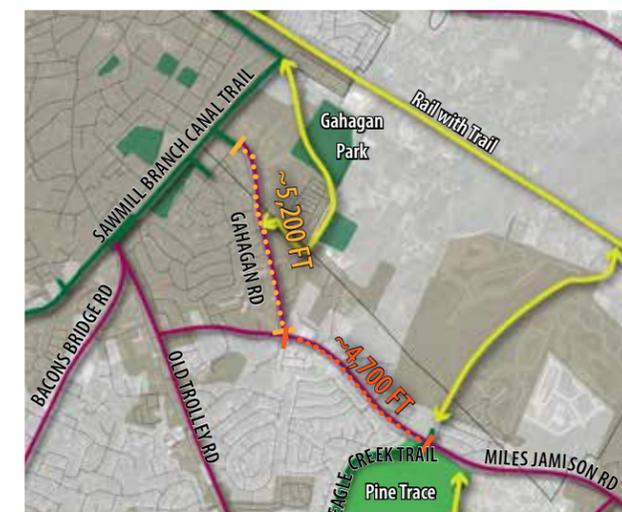
Proposed Trail Network

3.4: Trail Network & Design

- ▶ **Gahagan/Miles Jamison Road Multi-use Path Connection:** A high-priority connection that the town should build is an approximately two-mile (9,900 feet) separated, on-street, multi-use path connection between the Eagle Creek Trail endpoint (at the Pine Trace property) and the Sawmill Branch Canal Trail (at Gahagan Road). This connection would complete a 13-mile trail loop including the entirety of the Sawmill Branch Canal Trail, the new connections, and the Eagle Creek Trail. (See Action Plan C.5 for more details.)
- ▶ **Creek Trail Connection:** Clear a trail to connect the ends of the Sawmill Branch Canal Trail and the Eagle Creek Trail on the south side of Dorchester Road. The trail would run along Dorchester Creek on the Colonial Dorchester State Historical Park, cross the Jessen Boat Landing Property, and continue along Eagle Creek, looping back up to Dorchester Road for a total length of approximately one mile. (See Oakbrook, B: 2.2)

- ▶ **Neighborhood Trail Connections:** Building on the town's success in providing trail spurs to allow adjacent subdivisions access to the Sawmill Branch Canal Trail, there are a few connections and extensions that should be pursued to further extend the reach of the trail. The town should work pro-actively with homeowners' associations and private property owners to continue this network.
- ▶ **Power Easement Trail:** Similar to using the rail right-of-way, utilizing a power easement to create an extended trail through a largely-developed area allows the town to negotiate with just one property owner, the power company. The power easement near US-78 provides a clear path to construct a trail that would connect the Sawmill Branch Canal Trail to Sheep Island Parkway and the proposed regional park.¹ The power easement trail would also have the potential to become a regional trail connection.

¹ For more information, see: Rails to Trails Conservancy, <http://www.railstotrails.org/ourWork/trailBuilding/toolbox/informationSummaries/utilities.html>

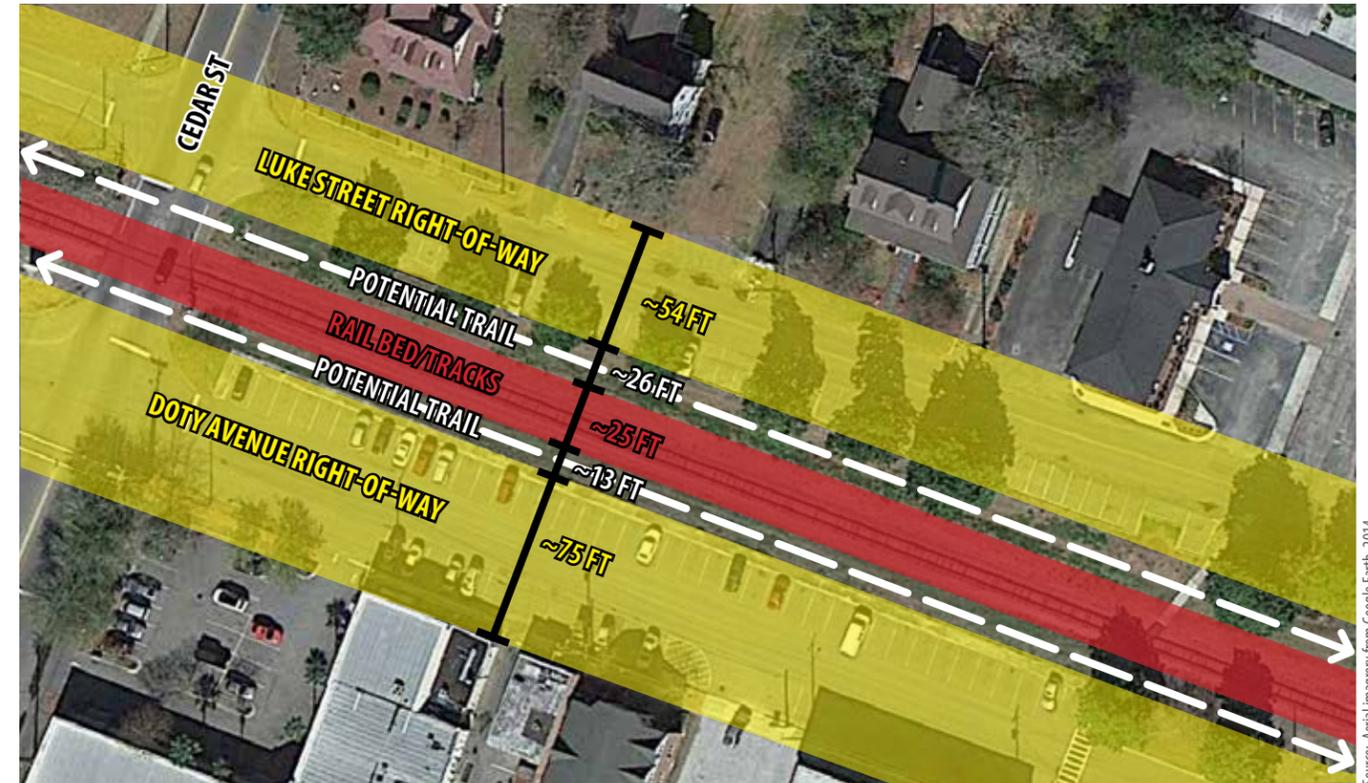


Gahagan/Miles Jamison Road Multi-use Path Connection: The addition of a separated, on-street multi-use path along the highlighted sections of Miles Jamison Road and Gahagan Road would connect the Sawmill Branch Canal Trail to Eagle Creek Trail.

- ▶ **Rail with Trail:** Working with Norfolk Southern Railroad, the town should pursue construction of a trail within the rail right-of-way alongside the existing rail tracks. This would provide a major northwest-to-southeast trail connection across Summerville, significantly increasing the off-street facilities available for cyclists and pedestrians. The trail has the potential to become a major regional connection.
- ▶ **Right-of-Way:** The total right-of-way for the rail tracks and two adjacent parallel streets (Luke Street and Doty Avenue) is about 195 feet through downtown. The curb configurations provide the opportunity to designate a 10-12 foot trail between the street curbs and rail bed without major infrastructure realignments. While the overall right-of-way narrows to the northwest, the space between the curb and rail bed increases, allowing more

space for landscaping along the trail. To the southeast of downtown, toward Berlin G. Myers Parkway, the right-of-way increases to more than 200 feet.²

² For more information, see FHWA (August 2002) "Rails-with-Trails: Lessons Learned." Available online: http://www.fhwa.dot.gov/environment/recreational_trails/publications/rwt/



Rail with Trail Right-of-Way: The most constrained section of the right-of-way for adding the trail is through downtown where there is perpendicular parking along Luke Street and/or Doty Avenue. The simplest trail construction, however, can still be completed without moving curbs in these areas.



Existing: Current street section just east of Cedar Ave along W. Doty Ave and W. Luke Street.



Addition of a Multi-use Path: Without changing pavement (in this phase) a multi-use path and tree buffer can be added alongside the tracks.



Rail with Trail: Orange Heritage Trail in New York



Trail along Power Easement: Progress Energy Trail in Clearwater, Florida

Source: Aerial Imagery from Google Earth, 2014

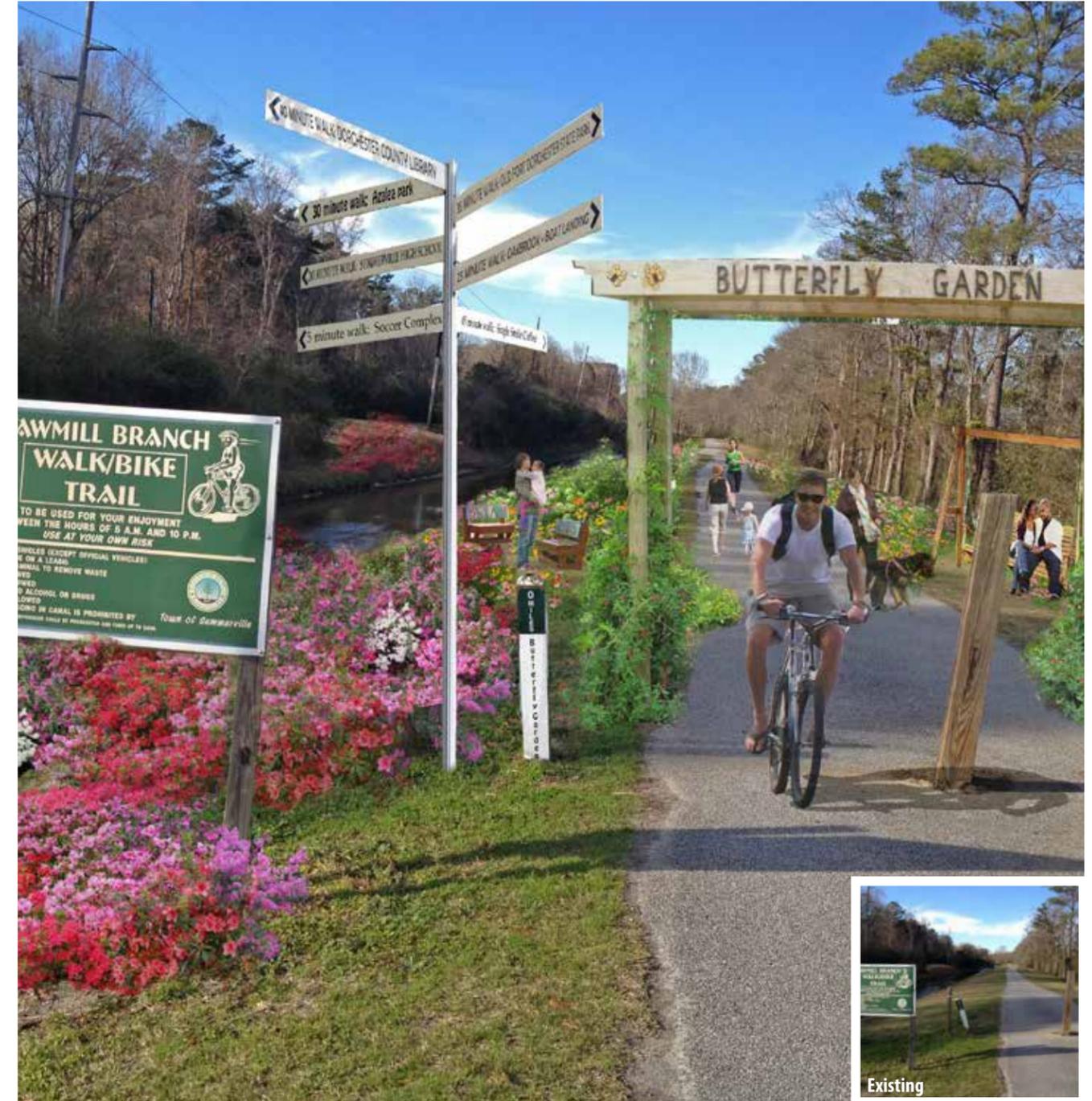
Source: Boyd Loving via Rails-to-Trails Conservancy, "America's Rails-with-Trails" online: <http://www.michigantrails.org/newsroom/story/rails-trails-conservancy-releases-rails-trails-report>

Source: Douglas K. Clifford, 2007, Tampa Bay Times. Online: <http://www.tampabay.com/news/localgovernment/progress-energy-trail-plan-entices-large-to-buy-nearby-property/2122884>

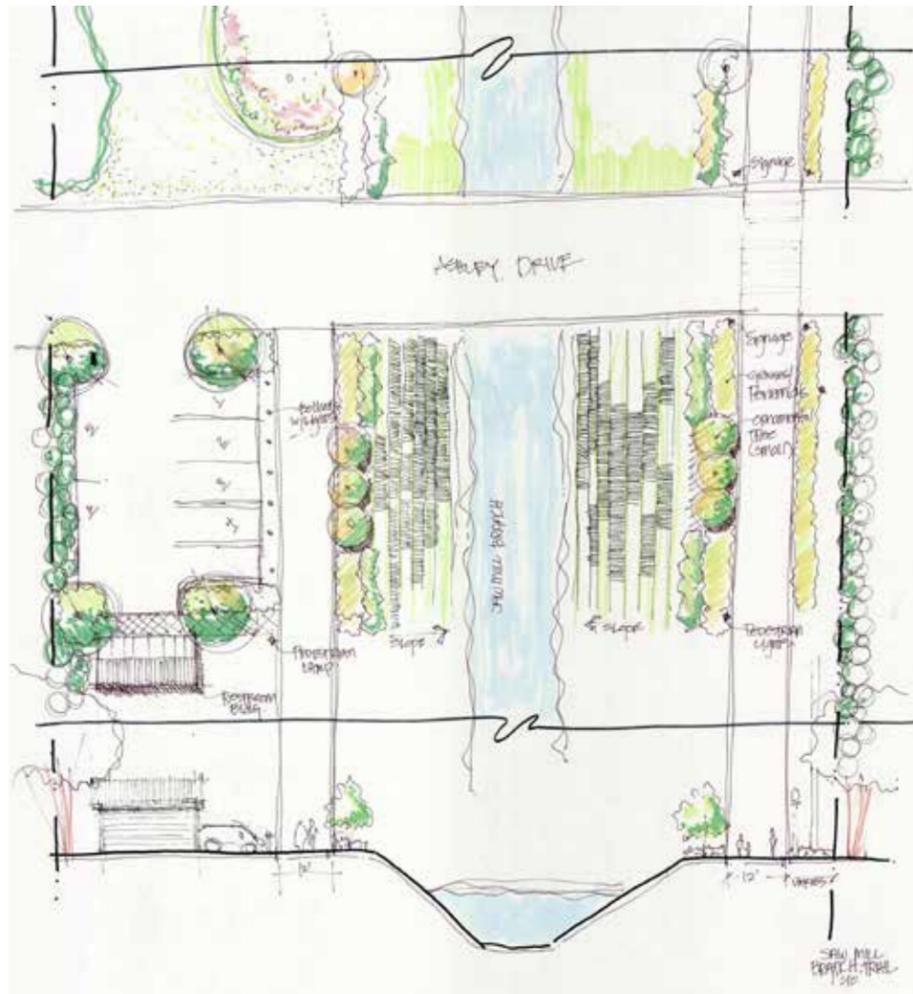




Trail Beautification: The photo simulation above imagines the Sawmill Branch Canal Trail along Richardson Avenue. As detailed in the Action Plan (see C.5), the town should take advantage of its trail network, strengthening the connection to downtown with improved landscaping and signage.

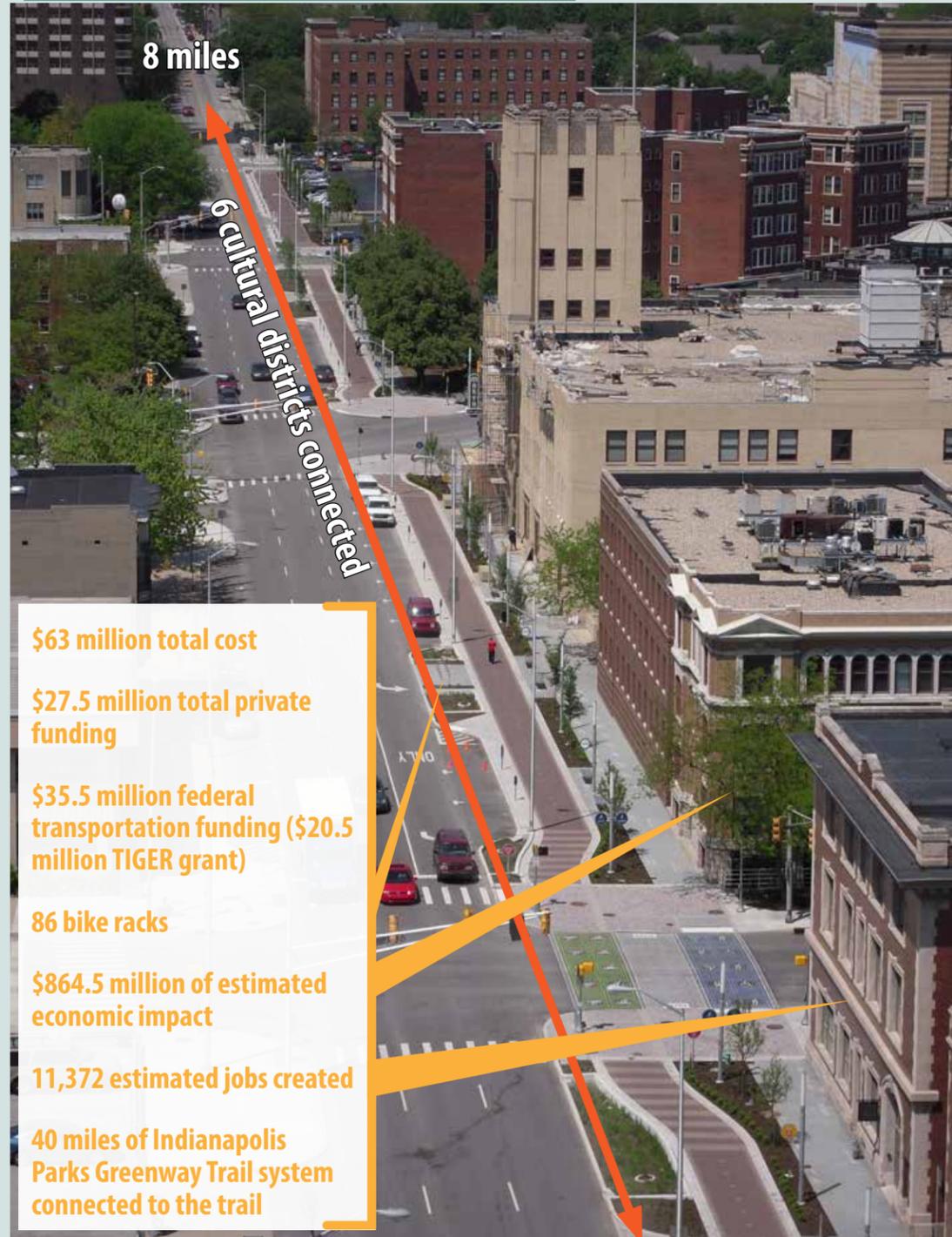


Trail Beautification: The photo simulation above reimagines the Sawmill Branch Canal Trail as a place with informal seating areas and gardens along the route. As detailed in the Action Plan (see C.5), the town should take advantage of its trail network by adding more landscaping and amenities throughout.



Section view of the Sawmill Branch Canal Trail: Proposed trail head at Ashley Drive.

Indianapolis Cultural Trail Case Study Example



- \$63 million total cost**
- \$27.5 million total private funding**
- \$35.5 million federal transportation funding (\$20.5 million TIGER grant)**
- 86 bike racks**
- \$864.5 million of estimated economic impact**
- 11,372 estimated jobs created**
- 40 miles of Indianapolis Parks Greenway Trail system connected to the trail**

Trail Facts and Information Source: <http://indyculturaltrail.org/along-the-trail/facts-and-figures/>



7 Public Art Projects

Urban multi-use trail designed by Indianapolis' Rundell Ernstberger Associates



**8 to 25 feet wide
Opened in 2013**



25,400 square feet of stormwater planters

Character Zone: Urban, on street and off

Width: 10-15 feet
 Adjacent Development: restaurants, retail, housing
 Materials: brick, pavers, pattern
 Amenities: movable chairs, benches, water features, festival space, passive space



Character Zone: Rail with Trail

Width: 10-15 feet
 Adjacent Development: restaurants, retail
 Materials: pavement or concrete, formal plantings
 Amenities: water fountains, benches



Character Zone: Family / Recreation

Width: 8-12 feet
 Adjacent Development: housing, YMCAs, schools, recreation fields
 Materials: pavement or concrete, less formal landscaping
 Amenities: water fountains, benches, playgrounds



Character Zone: Conservation

Width: 8-12 feet
 Adjacent Development: none; wetlands, forest, parkland
 Materials: pavement or concrete, boardwalk over marsh
 Amenities: nature, educational signs

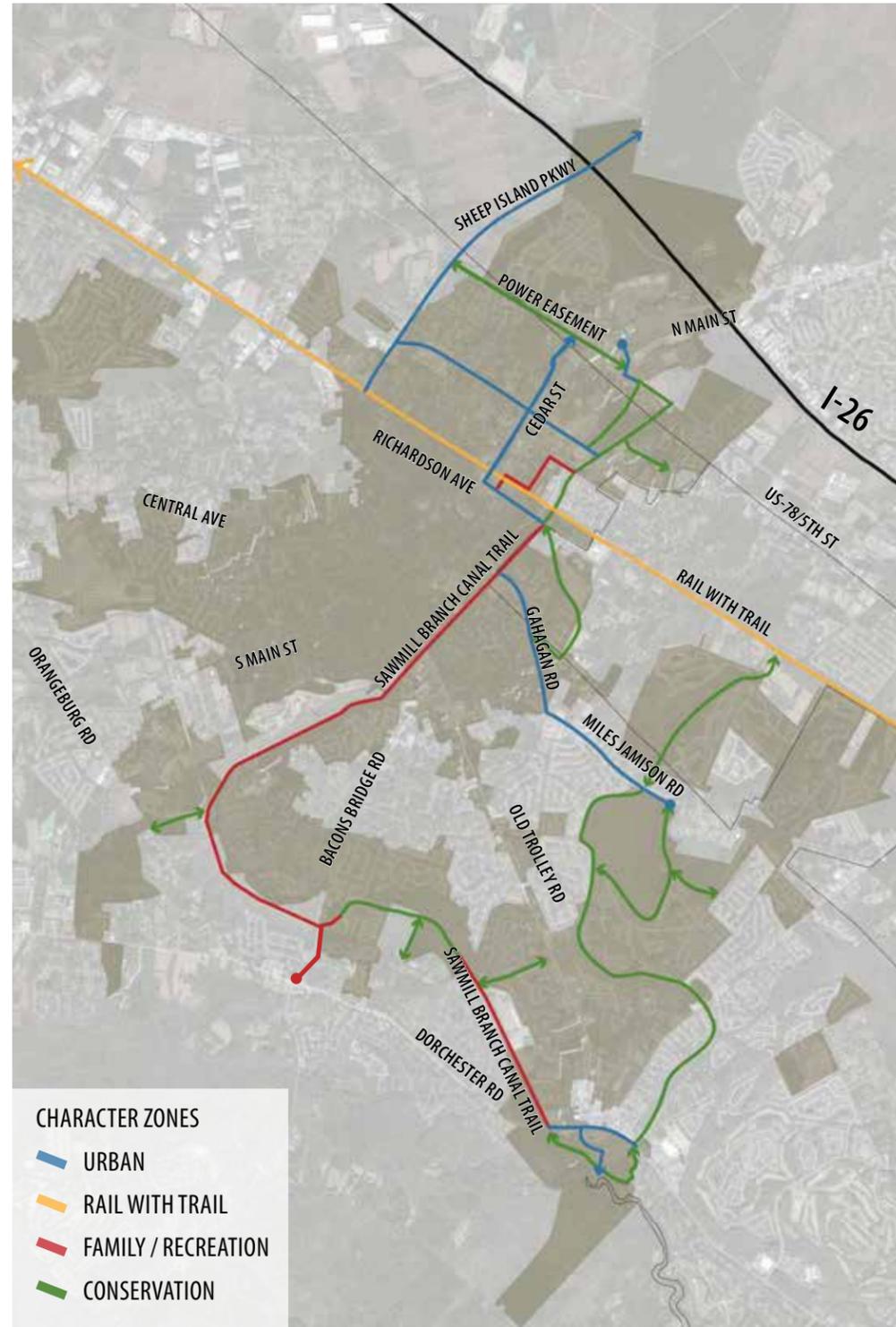


Photo simulation of a traffic garden looking towards the new extension of the Sawmill Branch Canal Trail. It is a good example of a family-oriented recreational activity.



Character Zone: **Urban**



Little Sugar Creek Greenway: Along Kings Drive, Charlotte, North Carolina



Little Sugar Creek Greenway: By the Metropolitan, Charlotte, North Carolina



Southwest Corridor Trail: Boston, Massachusetts



Cultural Trail: Greenville, South Carolina

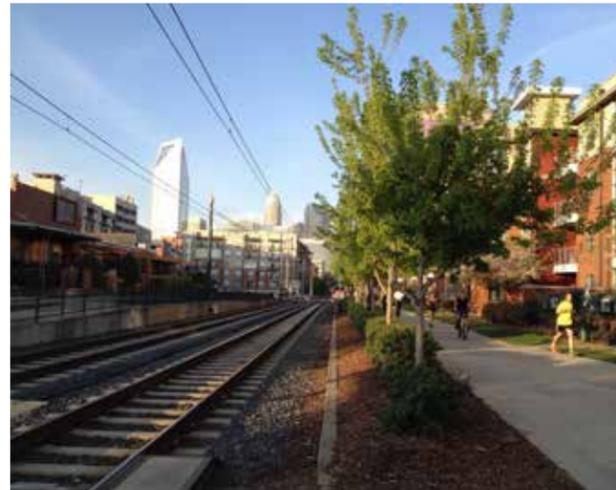
Character Zone: **Rail with Trail**



Duluth Lakewalk Trail: Duluth, Minnesota



Hiawatha Rail with trail: Minneapolis, Minnesota



Lynx Light Rail: South End, Charlotte, North Carolina

Character Zone: **Family / Recreation**



Swamp Rabbit Trail: Greenville, South Carolina



Little Sugar Creek Greenway bike repair station: Charlotte, North Carolina



Little Sugar Creek Greenway meeting point: Charlotte, North Carolina



Little Sugar Creek Greenway fountain: Charlotte, North Carolina



Southwest Corridor Trail playground: Boston, Massachusetts

Character Zone: **Conservation**



Irwin Creek Greenway through neighborhoods: Charlotte, North Carolina



A.J. Whittenberg Elementary Gardens: Greenville, South Carolina

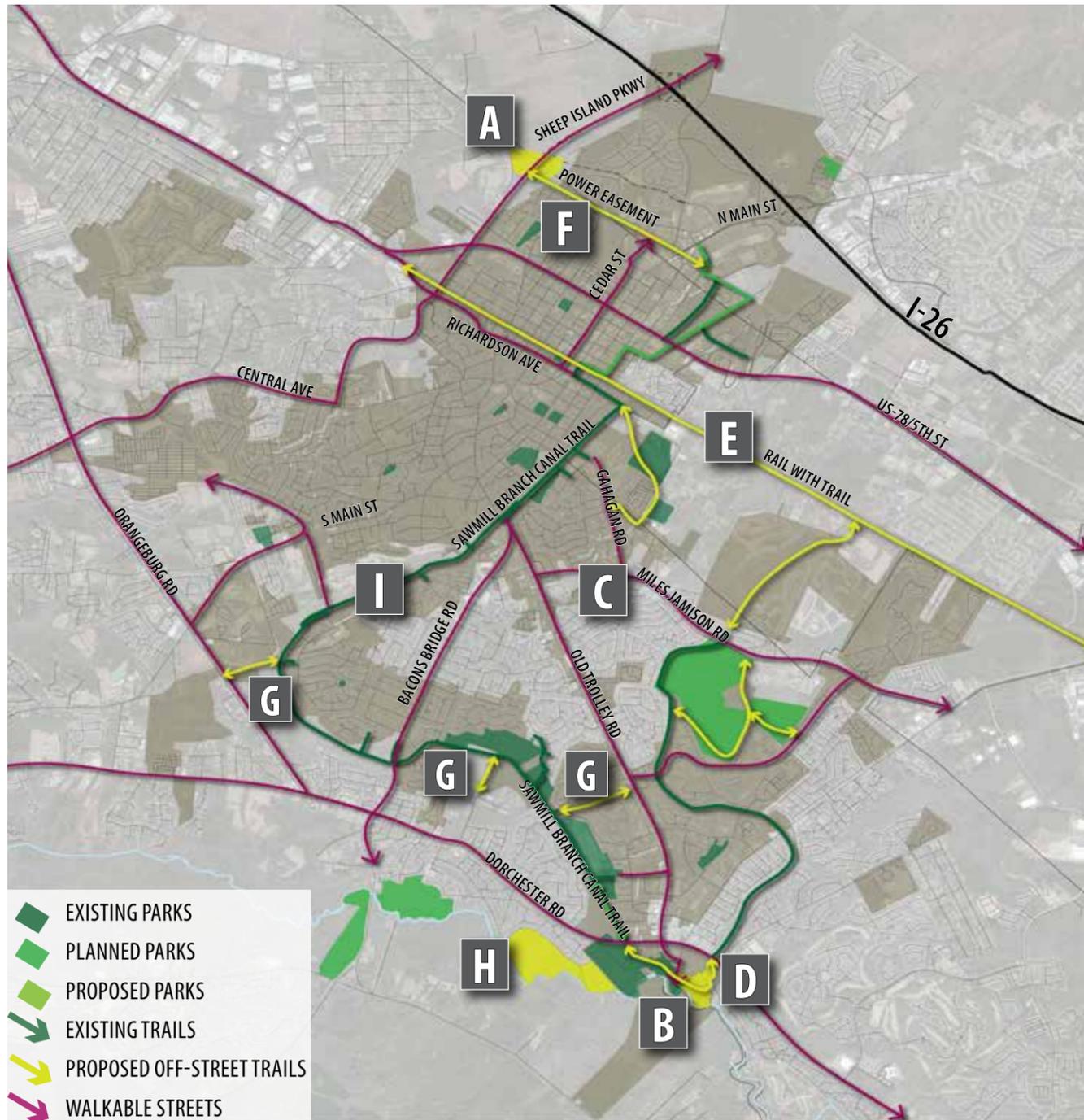


Wetland viewing: Gastonia, North Carolina



Swamp Rabbit Trail: Greenville, South Carolina





PARKS & TRAILS – CIVIC INFRASTRUCTURE PROJECTS

- A** **Regional Park at Sheep Island Parkway**
 Following completion of Sheep Island Parkway, construct a regional park to serve the town and surrounding areas.
- B** **Riverfront Ecotourism**
 Create a unified ecotourism destination along the riverfront that includes parks, trails, and a blueway.
- C** **Gahagan/Miles-Jamison Road Multi-use Path Connection**
 Build a two-mile, separated, multi-use path connection along Gahagan Road and Miles Jamison Road between the Eagle Creek Trail at the and the Sawmill Branch Canal Trail. See Action Plan (C.5)
- D** **Creek Trail Connection**
 Clear a one-mile, unpaved trail along Dorchester Creek and Eagle Creek on the south side of Dorchester Road.
- E** **Rail with Trail**
 Construct a major northwest-to-southeast trail across Summerville using extra rail right-of-way alongside the existing Norfolk Southern Railroad tracks.
- F** **Power Easement Trail**
 Use the power easement near US-78 to construct a trail that connects the Sawmill Branch Canal Trail to Sheep Island Parkway and the proposed regional park.
- G** **Neighborhood Trail Connections**
 Work with homeowners' associations and private property owners to designate public trail connections between the Sawmill Branch Canal Trail and adjacent subdivisions.
- H** **New Conservation Areas**
 Use conservation easements, public land trusts, and other conservation tools to conserve property adjacent to the Ashley River.
- I** **Trail Programming**
 Include ample seating and space for gardens, playgrounds, landscaping, interpretive signage, and other amenities along the trail network.



4 STREETS FOR PEOPLE

Create safe, walkable and bikable streets for everyone.

4.0: Overview

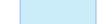
Historic Summerville, including downtown and the neighborhoods in the historic district, was built as a series of small blocks with a tightly-connected street grid. Today, these are the most walkable areas of town, according to both anecdotal information and data analysis by Walk Score®.¹ Unfortunately, most of Summerville was built more recently and doesn't offer the same pedestrian-friendly environment. This plan seeks to make Summerville a more walking-friendly town and give residents more choices in how they meet their daily needs, rather than always relying on a car. This chapter begins with an overview of projects that are already planned and funded, before making recommendations for new connections and street improvements that will make Summerville a more walkable and bikeable place. The following sections discuss transportation principles generally and identify specific alignments and street sections for future transportation improvements (as summarized in the "Transportation Needs" Matrix on pages 38-39).

¹ Walk Score® (walkscore.com) is a website that rates the walkability of places on a scale of 1 (least walkable) to 100 (most walkable). The overall Walk Score for the Town of Summerville is 17 (a rating within the "Car-Dependent" range), but many addresses in downtown have a Walk Score of 70 or more (a rating in the "Very Walkable" range).



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LEGEND:

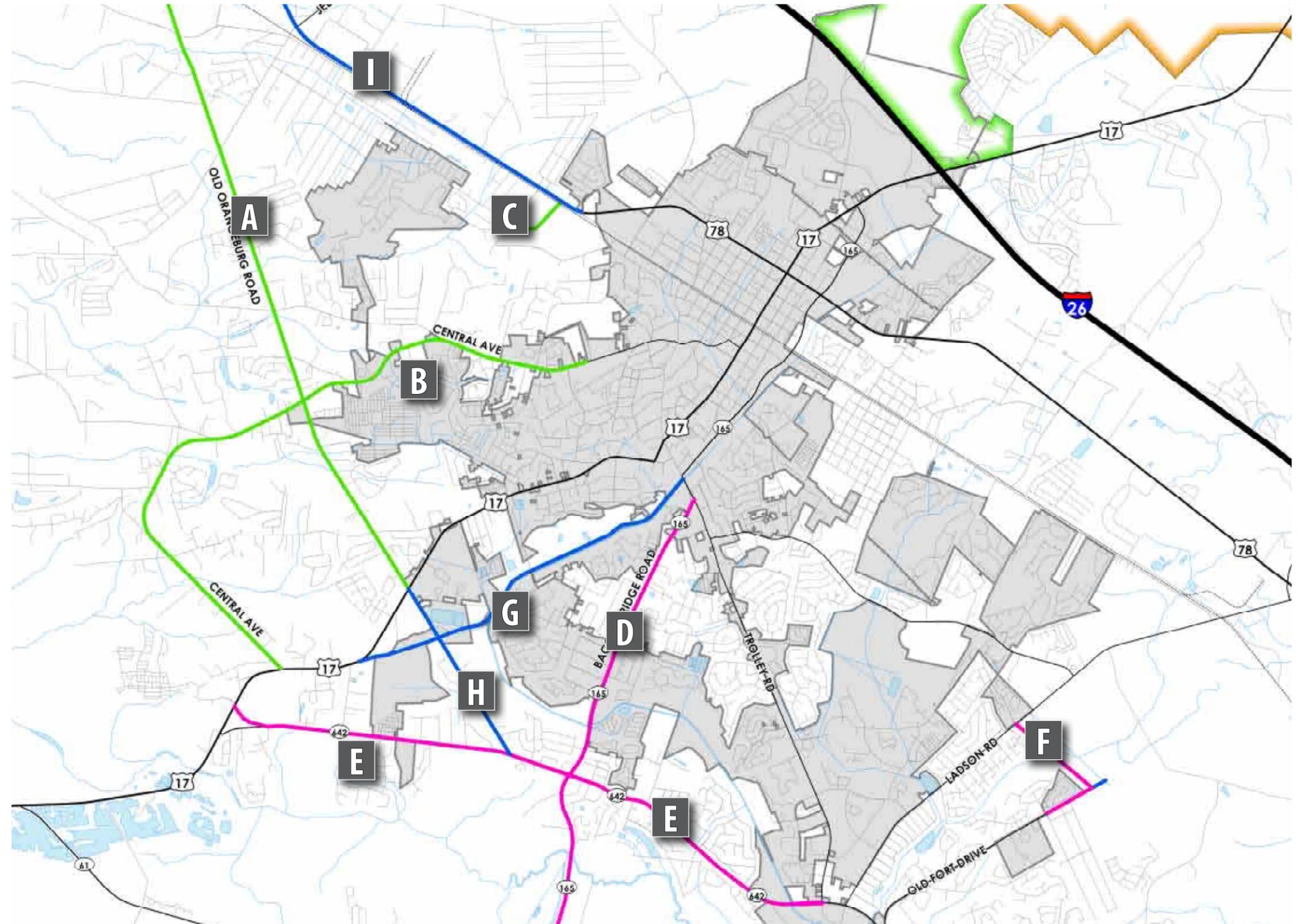
-  STREAM
-  RAILROAD
-  LAKE
-  ROADS
-  INTERSECTION IMPROVEMENT
-  SUMMERVILLE

TRANSPORTATION PROJECTS

-  COMPLETE
-  UNDER CONSTRUCTION
-  IN DESIGN

FUTURE NEEDS

-  SIDEWALK IMPROVEMENTS
-  ROAD IMPROVEMENTS
-  GREENWAY EXTENSION



Funded Projects Map: The color coded projects above are keyed to the listed projects on the right.



TRANSPORTATION PROJECTS IDENTIFIED IN DORCHESTER COUNTY PENNY SALES TAX AUTHORITY

COMPLETED PROJECTS

- A Old Orangeburg Road**
Widened 20-foot pavement to 24-feet and resurfaced from US78 to US17A.
- B Central Avenue**
Widened 22-foot pavement to 26-feet and resurfaced road. Intersection improvements at Parsons Road. Total 6.7 miles of improvement.
- C Industrial Road**
Resurfaced and improved .93 miles.

UNDER CONSTRUCTION PROJECTS

- D Bacon's Bridge Road**
Widens road from 2 lanes to 5 lanes with a multi-use path from the Ashley River Bridge to the end of project (path switches sides of road).
- E Dorchester Road**
Widens road from 2 lanes to 5 lanes with a multi-use path from Oak Drive to Trolley Road on the north side of the road.
- F Old Fort Drive**
Extend Old Fort Drive from Old Fort Estates to Ladson Road. 1.2 miles of length added.

IN-DESIGN PROJECTS

- G Berlin G. Myers Parkway**
Extend Berlin G. Myers Parkway to 17A. Limits access and follows Sawmill Branch Canal before connecting to Boonehill Road.
- H Old Orangeburg Road - Phase 3**
Widen road from 20-feet of pavement to 24-feet of pavement from US 17A to Dorchester Road.
- I Highway 78 - Phase 3**
Widen road from 2 lanes to 5 lanes with a multi-use path on one side from Jedburg Road to W. Richardson Avenue.

4.1: Funded Projects

The Dorchester County Penny Sales Tax Transportation Authority has allocated funding for 22 road projects in Dorchester County over a 10 year period. Several of those projects are in Summerville. The map and descriptions at left show the projects that have been completed with the tax and those that are left to be built. At the end of this funding cycle the residents of Dorchester County will likely vote again to allocate funding for a future set of projects. The first allocation dealt with vehicular traffic congestion and growth projections. In future planning, Summerville should carefully examine what is behind the traffic growth projections to make educated decisions that affect the town's future land use and overall mobility. Summerville should focus on leveraging future investments to benefit its economy and all town residents, including those who do not have a car.

Traffic Growth Projections

Overbuilding roads is one of the most common financial mistakes that municipalities make. Such mistakes are typically motivated by exaggerated traffic projections and a lack of adherence to community planning goals. Current traffic growth projections in Dorchester County show exponential growth for all of the county's major corridors with a typical baseline of 3% growth per year.

Given this projection, traffic on Highway 78 (west of Richardson Avenue) would be expected to more than double by 2030, from 14,000 cars a day to over 31,000 cars per day. That projection assumes that Highway 78 in 2030 will have a similar traffic volume to North Main Street (between Azalea Square and Highway 78) today. This is a very big assumption, and before embarking on major capital improvements to address such a dramatic numbers, the town should carefully evaluate the reality of those figures and its own planning goals.

Urban Street Design Guide

An excerpt from the *Urban Street Design Guide*, written by the National Association of City Transportation Officials in 2013, on the current standard for traffic projections:

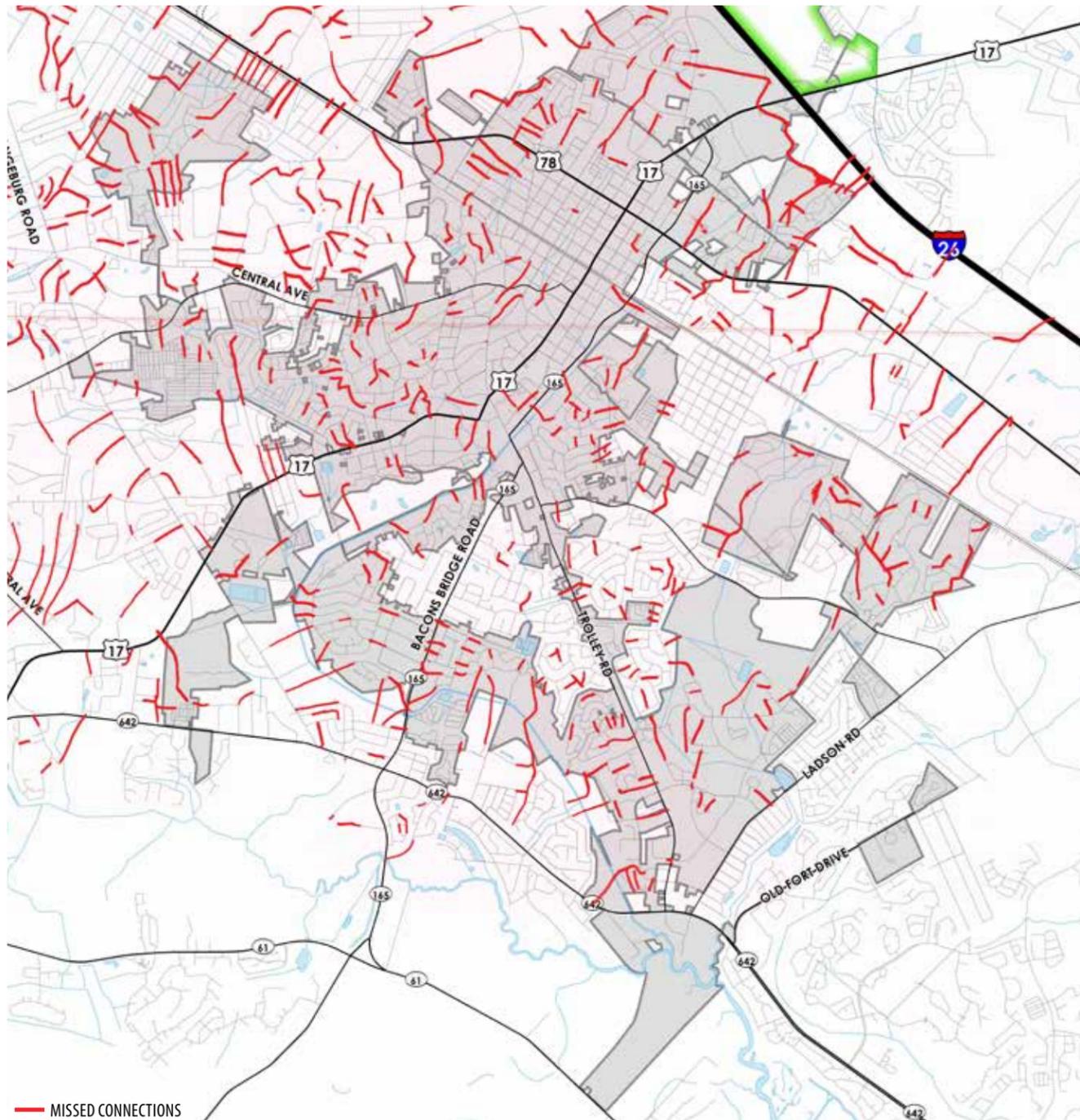
" A recent study investigated the post-construction accuracy of traffic forecasts and revealed that traffic on roads in urban settings (arterial and collectors) were typically overestimated by a significant amount. Despite common logic, overdesigning and over-engineering a street from a roadway capacity standpoint may actually be detrimental to public safety. Furthermore, overdesigning roadways to meet an inaccurate future demand presents a major opportunity cost for other land uses within a city's public realm."

To ground test projected traffic volumes it is important to ask a couple questions:

- **What are the historical traffic figures for the corridor?**
In the case of Highway 78, traffic counts have been holding steady at approximately 14,000 cars since at least 2004, even while the Summerville area has experienced significant growth.
- **Where is the traffic going/coming from?** Large projected increases in traffic volume are typically tied to assumptions of major growth. Is this really the case? In the Highway 78 example, it would be pertinent to look at the landowners and proposed developments on properties adjacent to Highway 78 for further insight.

The projects currently designed and funded through the Dorchester County Penny Sales Tax Transportation Authority were each approved through the typical process of projections and analysis. Before allocating future funding, Summerville should ask tough questions regarding traffic growth projections to ensure that the end product is worth the investment. In many cases the town may discover that it is willing to accept a certain level of traffic congestion in order to support its planning goals like more compact, pedestrian-friendly neighborhoods and corridors.





MISSED CONNECTIONS
 Missed Connections: The red lines on this diagram show all of the transportation connections that should have been made as Summerville grew over the past several decades. Instead, local subdivision standards allowed isolated subdivisions that lack connectivity. As a result, traffic is forced onto a small number of major arterial roads creating congestion throughout town. The Vision Plan identifies strategic opportunities for increasing overall connectivity and recommends development patterns in future growth areas that reintroduce a traditional block pattern.



Traffic Problems: This conceptual diagram showing the spread of low-density housing, concentration of commerce along Main Street, and few connecting thoroughfares displays some of the root causes of Summerville's traffic problems.

4.2: Dealing with Congestion

Outside of the downtown core, the road network in Summerville is built according to South Carolina Department of Transportation (SCDOT) standards of arterials, collectors, and local streets. Arterials carry high traffic volumes and are typically four lanes. An example of an arterial is Dorchester Road. Collector streets provide access to residential areas and can be two, three, or four lanes. Examples of Collector streets in Summerville include Central Avenue and Miles Jamison Road.

Over the past 10 years Summerville and Dorchester County have primarily sought to alleviate traffic pressures

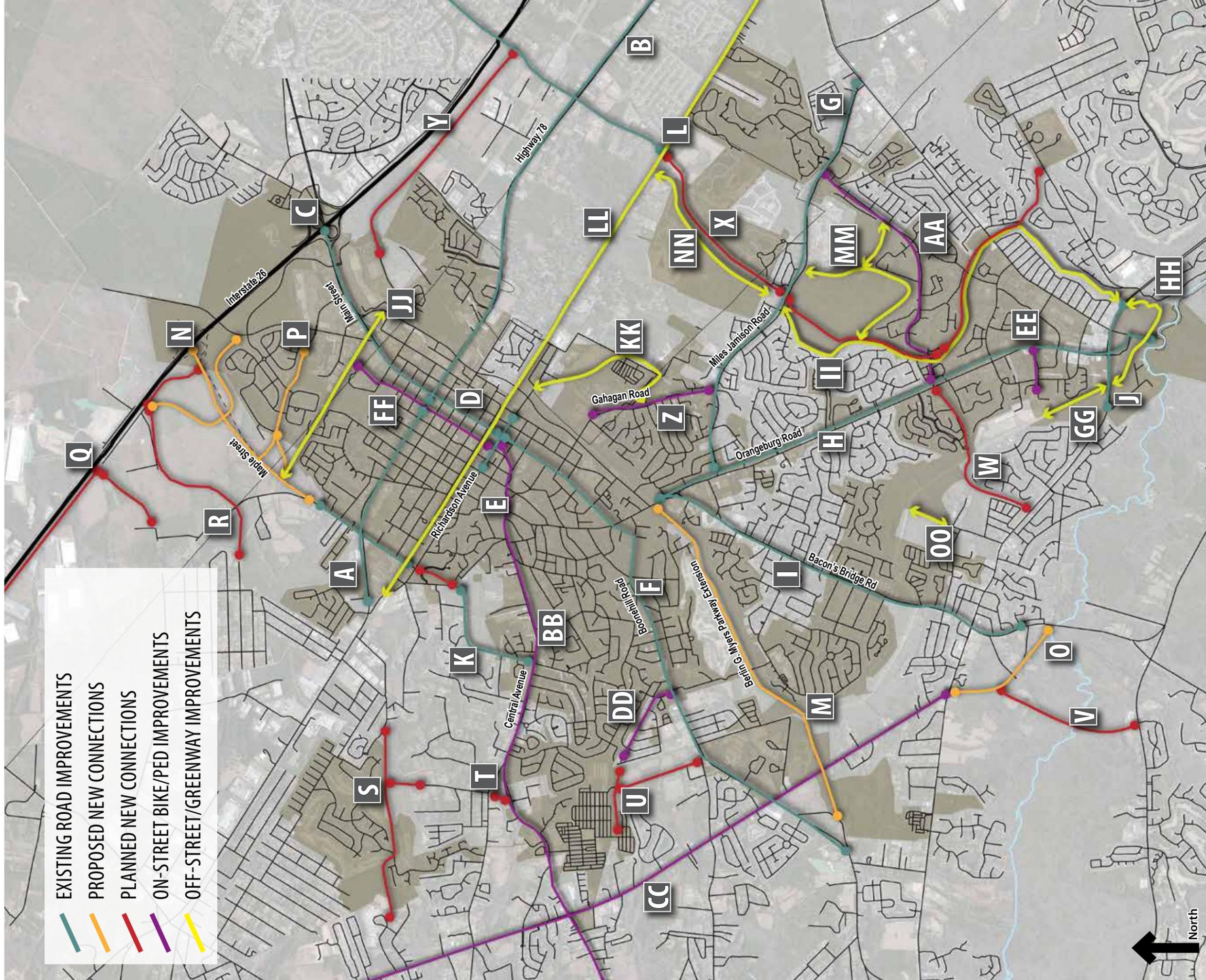
by increasing vehicle capacity and design speed (the speed at which vehicles can safely travel) through road widening projects on Collector streets. During that same span, there have not been any new connections built to alleviate any traffic issues except the first phase of the Berlin G. Myers Parkway. The recommendations of the Vision Plan recognize that there are better ways to address traffic congestion than simply widening roads.

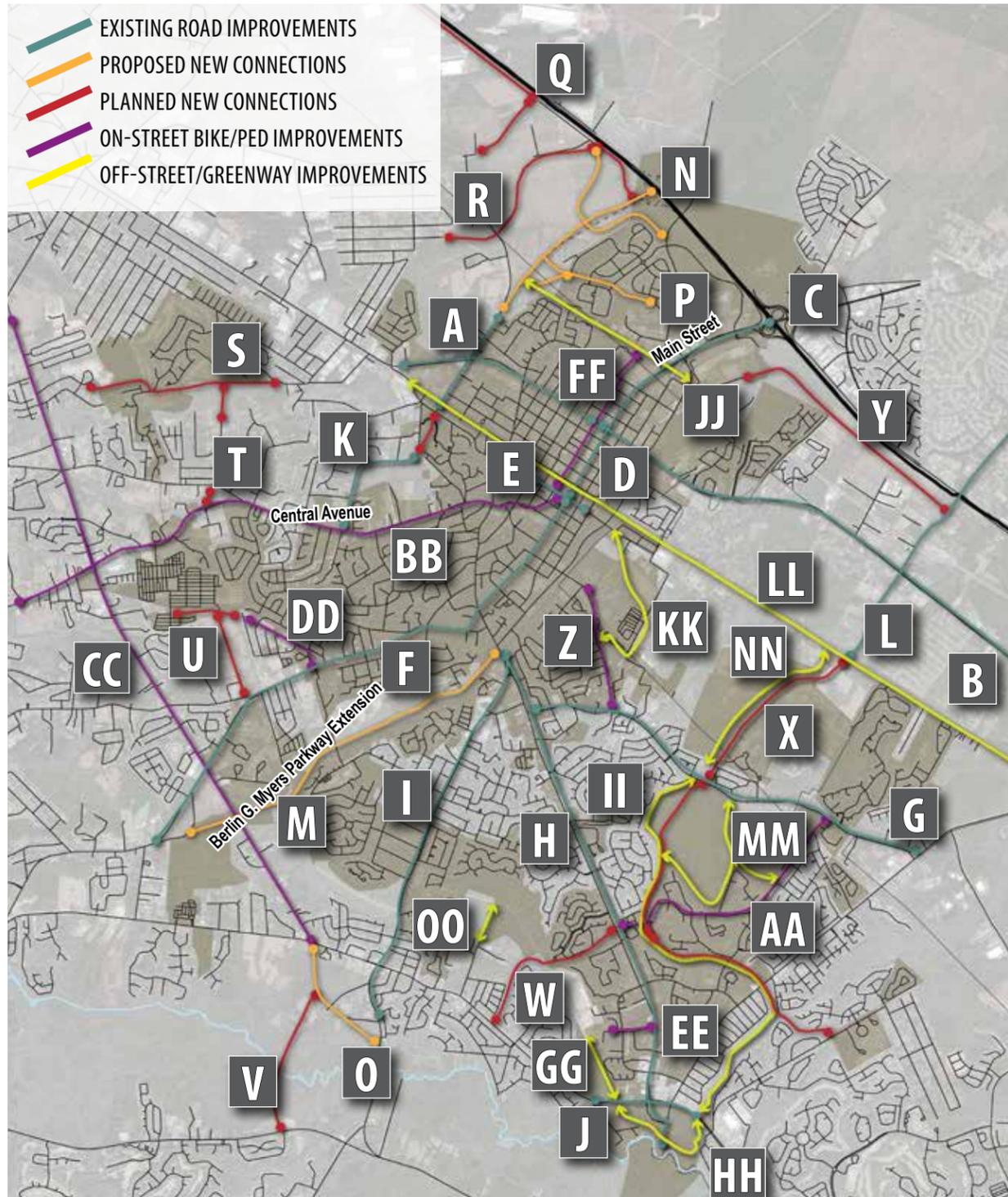
Transportation investments in the area have attempted to keep up with growth, but have not provided for modes of transportation beyond a personal car. Providing additional facilities for families and residents to safely travel throughout Summerville without the use of a car is a primary goal of the Vision Plan. This was also a comment that was frequently discussed by citizen participants throughout the plan's public engagement process. A combination of off-road trails and paths, slower speed streets, transit, and more shops and services proximate to neighborhoods will help to increase mobility options in Summerville and put the needs of its people ahead of the need to simply move cars.

Decreasing traffic and congestion in Summerville can be solved in multiple ways:

- › Add new street network;
- › Provide safe routes for people who choose to walk or bike;
- › Build neighborhoods that allow people to live, work, shop, and play in close proximity; and
- › Widen existing roads.

The "Transportation Needs Matrix" for the Vision Plan balances these solutions, offering residents choices, while optimizing opportunities.





TRANSPORTATION NEEDS

EXISTING ROAD IMPROVEMENTS (PG. 43 - 4.4)

- A Maple Street**
Widen to a NEIGHBORHOOD CONNECTOR cross section that includes a 2 lane section with center turn lanes, a bike lane and wide sidewalks.
- B Highway 78 - East of Richardson Avenue**
Widen to an URBAN CONNECTOR that includes on-street parking in front of commercial businesses, center turn lanes, and a wide sidewalk.
- C North Main Street (5th Street to I-26)**
Reconfigure road to eliminate unnecessary turn lanes between the interstate and 5th Street.
- D North Main Street (1st South Street to 5th North Street)**
Reconfigure to an URBAN CONNECTOR that includes on-street parking in front of businesses, a wide sidewalk, and center turn lanes.
- E Richardson Avenue**
Reconfigure to a STROLLING STREET that includes a wide sidewalk, angled parking, opportunities for outdoor dining, and two travel lanes.
- F South Main Street and Boonehill Road**
Widen (where feasible with historic properties and right of way) to a NEIGHBORHOOD CONNECTOR cross section that includes a 2 lane section with center turn lanes, a bike lane, and wide sidewalks.
- G Miles Jamison Road**
Widen to a NEIGHBORHOOD CONNECTOR cross section that includes a 2 lane section with center turn lanes, a bike lane and wide sidewalks.
- H Old Trolley Road**
Reconfigure to an URBAN BOULEVARD with four travel lanes, a center median and turn lane, a wider sidewalk and bicycle facilities using existing right of way.
- I Bacon's Bridge Road**
Reconfigure to a BOULEVARD with four travel lanes, a center median and turn lane, a wider sidewalk and multi-use path using existing right of way.
- J Dorchester Road**
Reconfigure to a URBAN BOULEVARD with four travel lanes, a center median and turn lane, a wider sidewalk and multi-use path using existing right of way.
- K Parsons Road**
Widen to a NEIGHBORHOOD CONNECTOR cross section that includes a 2 lane section with center turn lanes, a bike lane and wide sidewalks.
- L Royle Road Intersection**
Widen to a BOULEVARD with four travel lanes, a center median and turn lane, a wider sidewalk and multi-use path using existing right of way.

PREVIOUSLY IDENTIFIED CONNECTIONS (PG. 45 - 4.5)

- M Berlin G. Myers Parkway**
Extend the existing BOULEVARD with four travel lanes and a planted median, extending the parkway to Highway 17A.
- N Sheep Island Interchange and Maple Street Extension (including Sheep Island Road Improvements)**
Build a new intersection to connect Nexton and Summerville, connecting the new intersection to an extended Holliday Drive, Bear Island Road, and Maple Street with a URBAN BOULEVARD.

 TRANSPORTATION NEEDS

- O Delmar Highway**
Build a new two lane connection from Old Orangeburg Road to Bacon's Bridge Road to cross the river.
- P Bear Island Road Extension**
Connect the existing Bear Island Road to the Maple Street Extension as a part of the Sheep Island Intersection Project as a NEIGHBORHOOD CONNECTOR.

PROPOSED NEW CONNECTIONS (PG. 45 - 4.6)

- Q Fields Drive Extension**
Extend two lane street to the Frontage Road on the north side of the Sheep Island Interchange as a NEIGHBORHOOD CONNECTOR.
- R Turner Street Extension**
Extend two lane street to the Frontage Road on the north side of the Sheep Island Interchange as a NEIGHBORHOOD CONNECTOR.
- S Industrial Drive Extension**
Extend two lane street from Highway 78 to Dubose School Road to connect Highway 78 to Old Orangeburg Road as a NEIGHBORHOOD CONNECTOR.
- T Pine Forest to Central Connection**
Extend connection from the Industrial Drive extension to Central Avenue by connecting to Co-Rd-S-18-417 as a NEIGHBORHOOD STREET.
- U Blue Bonnet Street and Germander Avenue Extension**
Connect the Green Gables development to Farmhill Drive and Tupperway Drive by extending the existing roads as a NEIGHBORHOOD STREET.
- V Delmar Highway to Beechill Road Connection**
Extend Delmar Highway, crossing the Ashley River to Beechill Road as a BOULEVARD.
- W Beverly Drive Extension**
Extend Beverly Drive to connect to Dorchester Road from Old Trolley Road and across the Sawmill Branch Canal Trail as a NEIGHBORHOOD CONNECTOR.
- X Eagle Creek Connection**
Build a new connection along Eagle Creek that extends through the Pine Trace Property and connects Ladson Road to Miles Jamison Road and Lincoln Road as an URBAN and NEIGHBORHOOD CONNECTOR.
- Y Jockey Court Extension**
Extend Jockey Court to Royle Road to open access road between the North Main Street intersection and the Royle Road intersection as a NEIGHBORHOOD CONNECTOR.

ON-STREET BIKE-PEDESTRIAN IMPROVEMENTS ONLY (PG. 46 - 4.7)

- Z Gahagan Road**
Add a sidewalk and multi-use path separated from traffic within the current right of way of 60 feet.
- AA Beverly Drive**
Add a sidewalk a minimum of 6 feet wide separated from traffic and sharrow for cyclists.

 TRANSPORTATION NEEDS

- BB Central Avenue**
Add a sidewalk and multi-use path separated from traffic within the current right of way of 60-70 feet that changes with land uses.
- CC Old Orangeburg Road**
Add a sidewalk and multi-use path separated from traffic within the current right of way.
- DD Farmhill Drive and Hudson Drive**
Add a sidewalk on one side of road to connect to Sawmill Branch Canal Trail. Mark road with a sharrow.
- EE Crosscreek Drive**
Add a sidewalk on one side of road to connect to Sawmill Branch Canal Trail.
- FF Cedar Street**
Widen existing sidewalk and add sidewalk to east side of street. Mark road with a sharrow.

OFF-STREET GREENWAY IMPROVEMENTS (PG. 46 - 4.8)

- GG Sawmill Branch Canal Trail Extension**
Connect existing Sawmill Branch Canal Trail south to Dorchester Road on existing Army Corps of Engineers easement.
- HH Ashley River Trail**
Connect Sawmill Branch Canal Trail to river along creek to connect Colonial Dorchester Park, Jessen Boat Landing and Eagle Creek Trail.
- II Eagle Creek Bike and Greenway Trail**
Connect Eagle Creek Trail from Ashley River to Miles Jamison Road, eventually linking the Sawmill Branch Canal Trail to a loop.
- JJ Sheep Island Power Easement Trail**
Connect North Main Street to the new Sheep Island Interchange area with a trail along the easement south of the Weatherstone subdivision.
- KK Gahagan Park Trail**
Connect the Eagle Creek Trail and Sawmill Branch Canal Trail with a trail through the Gahagan Park.
- LL Rail-Trail**
Build a trail along the existing railroad right of way to connect Summerville to North Charleston.
- MM Pine Trace Trail**
Connect to the new elementary school, Miles Jamison Road, and Eagle Creek Trail with a trail through the new development.
- NN Miles Jamison North Trail**
Connect from Miles Jamison Road north to the Rail-Trail, adjacent to a new street connection.
- OO Shady Lane-Sawmill Branch Trail Connection**
Connect the neighborhood and the southern side of Dorchester Road to the Sawmill Branch Canal Trail through a greenway connection.





Multi-way Urban Boulevard



Urban Boulevard



Multi-way Urban Boulevard: Winter Springs, Florida



Urban Boulevard: Daniel Island, Charleston, South Carolina

4.3: Appropriate Streets for All Users

Both existing streets and new streets should accommodate all users - commuters, families, children, retirees, pedestrians, cyclists, transit riders, drivers, and people with disabilities. Building streets that are safe for all users requires balancing different transportation modes in the design of the street network. The following proposed street types reflect design characteristics that not only include all potential users, but respond to the expected amount of traffic and the adjacent land uses.

Urban Boulevard

Context: Multi-story mixed-use buildings; High traffic volumes with a target speed of 35 mile per hour; Wide sidewalks; Separated bicycle facilities (either on or off street)

Traffic Volume: 30,000 to 50,000 Vehicles per Day

An urban boulevard moves a high volume of traffic efficiently with separation between vehicular traffic and cyclists/pedestrians. An urban boulevard includes a planted median and planting strips between the sidewalk and roadway. If on-street parking is included, the sidewalk area should be wider to accommodate outdoor dining and include tree wells instead of a planting strip. If the urban boulevard is designed with a side drive, on-street parking should be included on the side drive, with the wide sidewalk included on the outside drive as well. An urban boulevard with a side drive (multi-way boulevard) is easiest to implement in undeveloped areas as compared to retrofit situations, where on-street parking within the right of way may be preferred.

Boulevard

Context: Office and commercial buildings with a large vegetated buffer and limited access; High traffic volumes with a target speed of 35-55 miles per hour; A multi-use path (pedestrians and bicycles) separated from moving traffic by a planting strip

Traffic Volume: 20,000-70,000 ADT (depending on travel lanes)

A boulevard is designed to move traffic at a steady rate and typically serves adjacent land uses that can include residential, office, and industrial. Design speeds are contingent on lane width, planting types, and number of stoplights. The wider the travel lanes the faster vehicles are expected to travel.

A boulevard can be a retrofit of an existing five lane road or a preliminary phase in the construction of a full urban boulevard that includes on-street parking. In limited access corridors, boulevards are appropriate to move vehicles at higher speeds.



Boulevard

Urban Connector

Context: Multi-story mixed-use buildings; Moderate traffic volumes with a target speed of 25-30 miles per hour; Wide sidewalks with outdoor dining potential; On-street parking.

Traffic Volume: Up to 20,000 Vehicles per Day

An urban connector has a 3 lane street section with on-street parking, opportunistic planted medians, and a wide sidewalk (minimum 16 feet) with setbacks appropriate for outdoor dining. Bicycling is accommodated on-street in sharrows (shared lanes with traffic) or separated bike lanes. Buildings are built at the back of the sidewalk with parking lots to the side or behind. Driveways should be organized and consolidated to minimize the turning movements outside of the intersections. Urban connectors are most appropriate for adjacent retail uses, but can be adapted to support a variety of contexts. On-street parking increases the likelihood that users will walk and bike on the street by slowing traffic. An urban connector is appropriate for portions of Highway 78 and other new connections that are intended to support multi-story mixed-use buildings.



Urban Connector





Neighborhood Connector

Neighborhood Connector

Context: Residential, office or industrial uses; Moderate traffic volumes with a target speed of 25-35 miles per hour; Wide planting strips; Bicycle lanes; Minimum 5-foot sidewalk

Traffic Volume: Up to 18,000 Vehicles per Day

A neighborhood connector has a 3 lane street section with opportunistic planted medians, and a sidewalk (minimum 5 feet) separated from the roadway by a 6-foot planting strip. Parking lots for uses along a neighborhood connector street should be located to the side or behind buildings. Bicycling is accommodated on-street with separated bicycle lanes. Driveways should be organized and consolidated to minimize the turning movements outside of the intersections. A neighborhood connector is appropriate to support a wide range of uses including both commercial/office and residential, and can be used for new connections and existing residential streets that serve large neighborhoods.



Strolling Street

Strolling Street

Context: Multi-story mixed-use buildings built at the back of the sidewalk; Moderate traffic volumes with a target speed of 20-30 miles per hour; Wide sidewalks with outdoor dining potential; On-street parallel or angled parking

Traffic Volume: Up to 10,000 Vehicles per Day

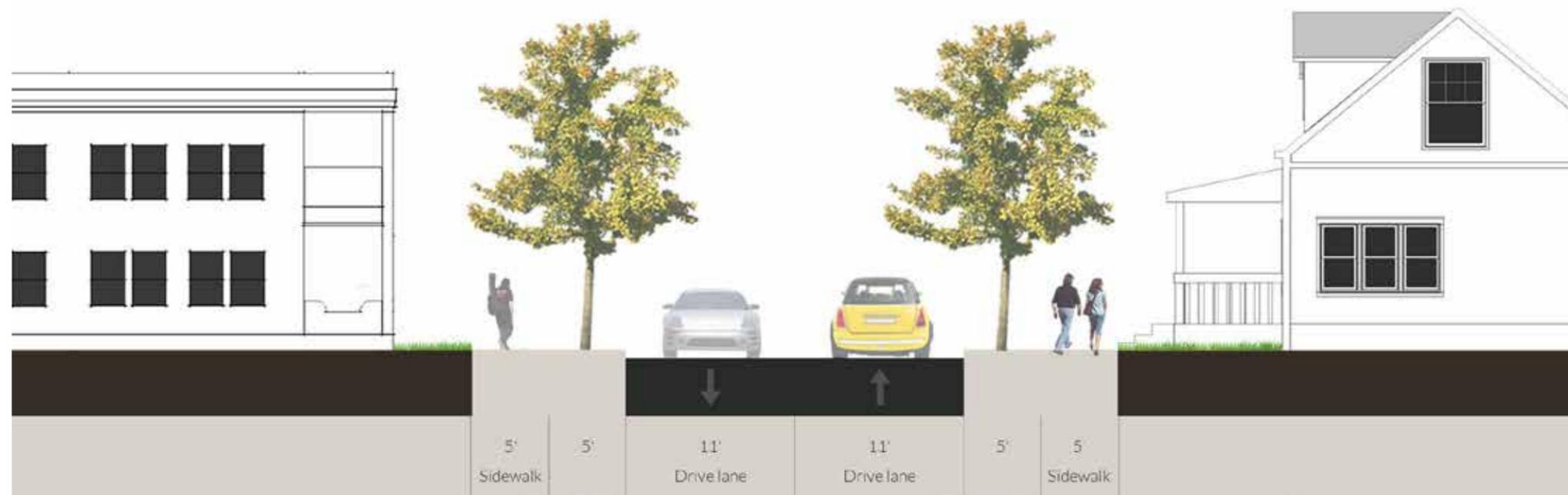
A strolling street is appropriate in downtown Summerville and is intended to support adjacent retail and entertainment uses. Angled parking is preferred as it allows for people to park conveniently in front of retail businesses and entertainment options. Buildings have no front setbacks and are adjacent to a continuous sidewalk. Pedestrians are prioritized on a strolling street with ample separation between moving traffic and the sidewalk. Cyclists are comfortable in mixed traffic, as traffic is slowed to a safe speed. This street section is appropriate for Cedar Street and Richardson Street. Creative seating, opportunities for unique plantings, and signage are all appropriate for a strolling street.

Neighborhood Street

Context: Single-family and small multifamily buildings; Low traffic volumes with a target speed of 15-25 miles per hour; Sidewalks on both sides of the street with or without stormwater swales; Opportunistic on-street parking that is unmarked; Two travel lanes (may require a yield of traffic in the presence of parked cars)

Traffic Volume: Up to 7,000 Vehicles per Day

A neighborhood street serves residences and small scale development. Sidewalks are on both sides of the street and bicycles travel comfortably in with slow moving mixed traffic. A planting strip (minimum 5 feet) with street trees provides separation between the sidewalks (minimum 5 feet) and the roadway. A neighborhood street allows for opportunistic parking to occur on one side of the street, allowing for yield flow of traffic around the parked cars. Both driveways and alleys can be accessed from neighborhood streets. Neighborhood streets are appropriate for existing neighborhood connections and should be the minimum street section required to connect new neighborhoods to the existing street network.



Neighborhood Street

4.4: Retrofitting Existing Roads

Over the past 10 years Summerville and Dorchester County have primarily sought to alleviate traffic pressures by increasing vehicle capacity and design speed (the speed at which vehicles can safely travel) through road widening projects on Collector streets. Many roads have been widened incrementally from 2 lanes to 5 lanes, with most including a sidewalk at the back of the curb and little to no separation between pedestrians and moving traffic. To increase capacity and handle a wider variety of users, the following palette of road retrofit tools are recommended for application to Summerville’s existing suburban corridors and the roads designated for widening in the next 10-15 years.



Boonehill Road: Existing



North Main Street: Existing



Old Trolley Road: Existing





5-Lane Road: Before, East Boulevard, Charlotte, NC - 20,600 ADT



3-Lane Road: After, East Boulevard, Charlotte, NC - 18,900 ADT



Driveway Consolidation along Old Trolley Road: The image above illustrates the large amount of driveways along the Old Trolley Road corridor. These driveways should be consolidated through connected parking lots and internal drives to reduce the number of turning movements on Old Trolley Road.

Keys to Retrofitting

- ▶ **Consolidate Driveways:** Existing development should have no more than one driveway access on the primary frontage, unless the business is a drive-through without access from a side street. For new development, access from side streets and alleys should be required. Limiting the number of driveways reduces accidents by reducing the number of turning movements. It is also safer for pedestrians and cyclists, as it reduces the points of conflict and the potential for vehicles to block the sidewalk.
- ▶ **Narrow Travel Lanes:** SCDOT's current standards require 12 foot travel lanes for new construction. These wide travel lanes give drivers a false sense of security and induce faster travel speeds. Historically travel lanes were built at 10 feet wide. Travel lanes at this width are safer and calm traffic as cars move slower to navigate the narrow space. Narrow lane widths also provide a shorter crossing distance that is safer for pedestrians and cyclists.
- ▶ **Add Bicycle Facilities:** Biking facilities can include a multi-use path separated from moving traffic, an on-street bike lane, a separated cycle track, or a sharrow (shared lane with bicycle markings that encourages awareness and safety for cyclists).

- ▶ **Widen/Add Sidewalks:** Extensive sidewalk networks encourage families and visitors to accomplish their daily tasks on foot instead of relying on a car. Well used sidewalks are separated from moving traffic by planting strips that are tailored to the design speed of the adjacent roadway — the faster the traffic, the more separation needed. On-street parking and street trees create additional separation and a greater perception of safety. People use sidewalks more when these are provided.
- ▶ **Provide Space for Landscaping:** Planted medians enhance safety by reducing turning movements and separating opposing directions of traffic. Planted medians and planting strips with street trees also add color and visual interest to the streetscape, making up for sub-par architecture in many situations and providing temperature control in hotter, wet climates.
- ▶ **Add On-Street Parking:** For storefront retailers, on-street parking is essential for business success. On-street spaces provide convenience parking for patrons and also serve as a sort of parking teaser, creating a level of commitment and interest even when occupied. Finally on-street parking creates a barrier between pedestrians and moving traffic that encourages more pedestrian activity.



Driveways Consolidation along 5th Street North/US-78 and North Main Street: The image above illustrates the large amount of driveways along the 5th Street North/US-78 and North Main Street corridors. These should be consolidated through connected parking lots and internal drives to reduce the number of turning movements on these corridors.

4.5: Previously Identified Connections

4.5: Previously Identified Connections

Prior to the Vision Plan process Summerville identified several connections as vital to the town’s mobility. These design of these connections, which were planned and funded through the Dorchester Transportation Tax, should be reconsidered to ensure that any investment results in streets that are safe for all users. Below are descriptions of these previously identified connections and additional information that should be considered with each project:

- ▶ **Berlin G. Myers Parkway:** The planned extension of Berlin G. Myers Parkway (south of 6th Street) to connect to Orangeburg Road is currently in the FEMA permitting process. With the construction of the parkway, drivers will have a high-speed parallel alternative to Main Street, which should alleviate some traffic congestion. Upon completion of the Parkway, traffic counts and future demand projections should be reexamined on the parallel routes, including North Main Street, Central Avenue, and Bacon’s Bridge Road, to see if road diets are warranted to make those streets more walkable and pedestrian friendly. Access management standards paired with an appropriate land use plan should also be followed to keep the Parkway

from becoming a newer version of the suburban commercial strip North Main Street. Previously built driveway cuts should be used to coordinate new development and limit access to the Parkway. As part of the Berlin G. Myers Parkway extension, the Sawmill Branch Canal Trail should be rebuilt as a grade separated facility with a minimum 20-foot planted separation from the adjacent roadway. The center median should be a minimum of 15 feet wide as well to accommodate street trees and limit turning movements.

- ▶ **Sheep Island and Maple Street Extension:** Sheep Island Parkway is the new gateway to Summerville and will have the character of an Urban Boulevard. The road should be designed to reflect the character of the adjacent land uses, including on-street parking where retail is expected. On residential frontages a slower moving boulevard is appropriate.
- ▶ **Delmar Highway and Bear Island Parkway Extension:** These small connections will improve overall mobility by adding network choices to alleviate pressures at current intersections. With both connections, pedestrians should be prioritized with a separated path.

4.6 : Proposed New Connections

The previously identified connections offer a first step toward providing more network choices in Summerville that will serve both new and existing development. The Vision Plan proposes additional new connections with specific street sections tailored to the adjacent development, both existing and proposed. The proposed new connections would:

- ▶ Provide additional north-south connectivity from I-26 to the Oakbrook/Dorchester Road neighborhoods and the Knightsville/Central Avenue neighborhoods,
- ▶ Provide additional connectivity from large neighborhoods to multiple collector/arterial roads,
- ▶ Provide connections between the existing and proposed interstate exits and support new development opportunities, and
- ▶ Provide greenway connections to the Sawmill Branch Canal Trail and the Eagle Creek Trail.

The proposed new connections are designed to be contextually appropriate, supporting fronting development in accordance with anticipated design speed. The following are among the most significant proposed new connections:

- ▶ **Eagle Creek Road Connection:** Connects Ladson Road to the potential future intersection of I-26 at Royle Road
- ▶ **Industrial Drive and Fields Drive Connection:** Creates a network between Industrial Drive and Fields Drive that will eventually connect to the new Sheep Island interchange at I-26
- ▶ **Jockey Court Extension:** Connects the side road network between exits 197, 199, and a potential exit at 201 (Royle Road)
- ▶ **Beverly Drive Extension:** Connects Old Trolley Road to Dorchester Road and alleviates pressure on the Old Trolley Road / Dorchester Road intersection

These new connections should be implemented through a variety of funding mechanisms including:

- ▶ A reissue of the Transportation Sales Tax,
- ▶ A special financing district in specific areas (e.g., Tax Increment Financing (TIF), Multi-County Industrial District (MCID), Business Improvement District (BID), etc.),
- ▶ Capital Improvement Funds (packaged with other projects and issued through bonds),
- ▶ Private developer construction/dedication (for undeveloped properties containing a proposed new connection), and
- ▶ Partnership with adjacent municipalities and/or the county.



NEIGHBORHOOD CONNECTOR CASE STUDY: COLONY ROAD - CHARLOTTE, NC

The construction of Colony Road helped to transform a portion of southern Charlotte in the late 1990’s and early 2000’s. Colony Road was built in 1998, at an estimated cost of \$5.2 Million, as a neighborhood connector with a planted median and bike lanes. (See Neighborhood Connector with Bike Lanes diagram on pg. 42) It enhanced connectivity through the area, expanded mobility options, encouraged greater bicycle and pedestrian activity, and as a result, supports a greater mix of uses within the neighborhood.



Before: Charlotte, NC



After: Charlotte, NC

Source: All images - Google Maps



Bike Lane: Portland, OR



Sharrow: Plaza-Midwood, Charlotte, NC



Greenway: Swamp Rabbit Trail, Traveler's Rest, SC

4.7: On-Street Bike-Pedestrian Improvements

The addition of bike and pedestrian infrastructure is recommended for existing roads that provide important connections to the trail network, major attractions, and population centers. Improvements include the addition of sidewalks, sharrows (shared lanes with bicycle markings that encourages awareness and safety for cyclists), and a separated multi-use path on roads with higher traffic volumes and speeds.

Highlights from the recommendations include:

- ▶ **Central Avenue:** The addition of a multi-use path on one side of the road will connect nearby residential neighborhoods to downtown.
- ▶ **Gahagan Road:** The addition of a sidewalk and multi-use path will connect the Eagle Creek Trail to Gahagan Park and downtown.
- ▶ **Cedar Street:** The addition of a sharrow and wider sidewalks will connect the Sawmill Branch Canal Trail and downtown to the trail network north of I-26 and Nexton.



Greenway: Duncan, SC



Trail with Railing

4.8: Off-Street Greenway Improvements

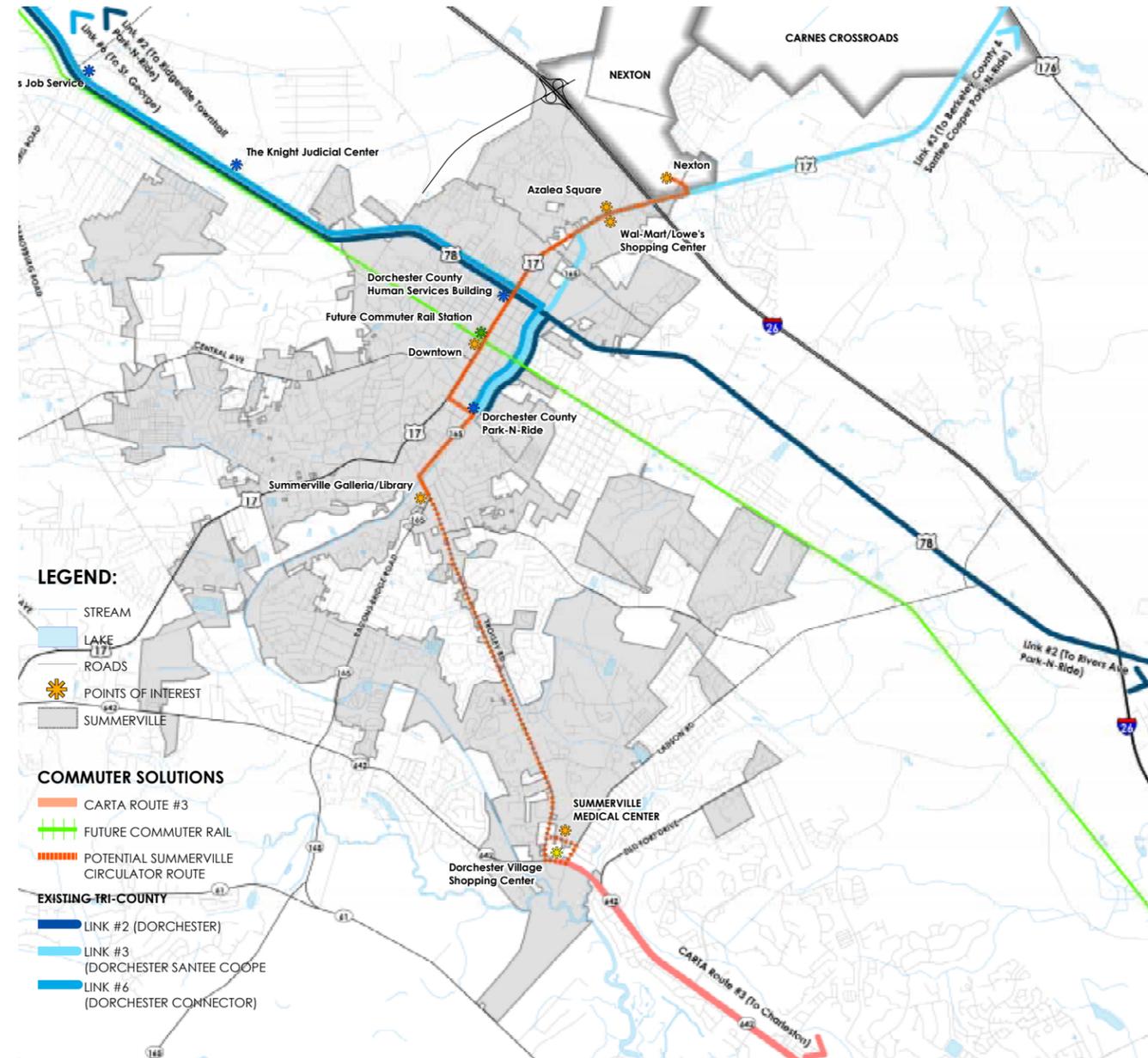
The proposed off-street greenway improvements connect existing and future trails, creating a network of over 20 miles of trails with downtown Summerville as the centerpiece. In order to be more than a limited recreational luxury, trails must connect the places that people live to the places they work, shop, and play. Prioritizing future greenway decisions by investing in segments that connect the most places and people will efficiently utilize limited resources. A 10-12 foot wide asphalt path is sufficient for off-street greenways. Once constructed, other amenities, such as gardens, playgrounds, and public art, should be added to create a sense of place. These are further discussed in the Parks and Open Space Chapter. Highlights of the proposed off-street greenway connections include:

- ▶ **Eagle Creek Trail:** The trail should be formalized and connected to the existing Sawmill Branch Canal Trail.
- ▶ **Rail-Trail:** In conjunction with the commuter rail line, a trail should be built along the rail line that connects downtown Summerville to North Charleston, the Sheep Island Interchange area, and Nexton.
- ▶ **Ashley River Trail:** A trail should be constructed connecting the riverfront to the Blueway Trail, Sawmill Branch Canal Trail, and Eagle Creek Trail.
- ▶ **Power Easement Trail:** The power easement trail to the north of Highway 78 should be paved, opened to the public, and extended to reach the Boeing campus, North Charleston, and Montague Avenue.

4.9: Transit Network

A cohesive transit network is essential to link services to residents that depend on public transportation to complete their daily tasks. A successful transit network pairs routes to places where people want to go. Summerville currently has transit service through two regional bus systems: CARTA (Charleston Area Regional Transportation Authority) and TriCounty Link. Unfortunately, there are limited connections between the two systems (one connection between TriCounty Link #2 and CARTA in North Charleston) and a small number of stops within Summerville. The following are recommendations to improve the system:

- ▶ **Circulator:** A route run by TriCounty link and branded as the Summerville Circulator would support businesses and connect people to job centers in downtown and Nexton. The circulator should stop at key points including: Nexton, Azalea Square, Walmart, County Services, Hutchinson Square, and the Summerville Library. The circulator should begin by offering regular service for four-hours a day. In the future, service time and frequency can be expanded, and the route can be extended to connect to the CARTA terminus in Oakbrook.
- ▶ **Regional Bus:** The town should work with both CARTA and TriCounty Link to build upon existing regional routes and connect commuters to North Charleston and Downtown Charleston. Future opportunities include adding a CARTA route on the north side of Summerville to provide Summerville and Nexton residents with a direct express route to Downtown Charleston.
- ▶ **Commuter Rail:** Commuter rail service on the existing rail line would provide a direct connection to downtown Charleston and regional employment centers. A commuter rail stop in downtown Summerville should be supported by nearby park and ride locations and walkable infill development. This would provide Summerville with transformative economic development and mobility opportunities and elevate the quality of life for residents.



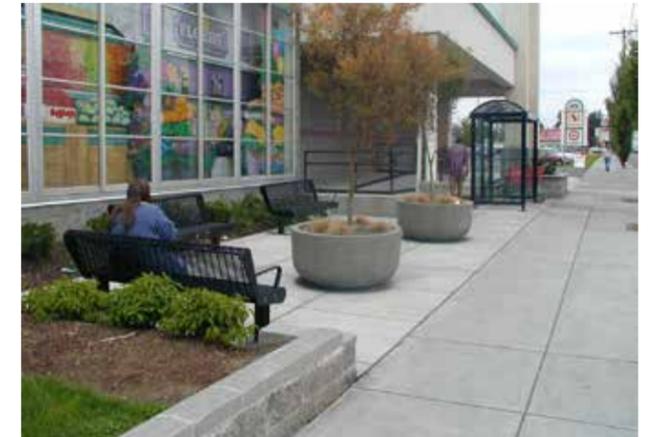
Transit Network: Existing and Proposed Transit Investments



Commuter Rail: Rendering for Tri Met, Portland, OR



Commuter Rail: Tri-Met, Portland, OR



Bus Stop: Appropriate detail of bench and sitting area



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B: FOCUS AREAS

Specific plans for development in three key areas of town

DOWNTOWN

This plan seeks to build on the progress made downtown in the last several decades through catalytic public projects and partnerships that will attract more private dollars for redevelopment and infill projects.

- » **Downtown Civic Core:** Invest in civic buildings and spaces within the six blocks of the downtown core.
- » **Streetscape & Paths:** Prioritize infrastructure projects that will encourage walking downtown.
- » **Infill Housing:** Permit a variety of medium- to high-density housing types on vacant and under-utilized land.
- » **Major Development Opportunities:** Facilitate large-scale redevelopment.



OAKBROOK

This strategy centers on the redevelopment of all four quadrants of this intersection as Oakbrook Village, a unifying neighborhood center that would re-open Summerville to the Ashley River.

- » **Riverfront Ecotourism:** Re-invent Jessen Boat Landing as a regional ecotourism and entertainment attraction.
- » **Trail Network & Park Access:** Create and complete trail loops that connect residential areas to the riverfront.
- » **Street Network:** Calm traffic on large arterial streets and provide more route options through greater connectivity.
- » **Oakbrook Village:** Organize property owners for the large-scale redevelopment of outdated strip centers.



SHEEP ISLAND PARKWAY

Largely unincorporated farmland today, the town's commitment to building infrastructure on the northwest edge of town presents an opportunity to create a new gateway to the heart of Summerville, provide premium access for a new employment center, and develop a new mixed-use neighborhood.

- » **Street Infrastructure:** Construct Sheep Island Parkway as the spine for a new multi-modal block structure.
- » **Regional Park:** Build a regional park and athletic facilities with connections to the town-wide trail network.
- » **Sheep Island Village:** Support the development of a new employment-based, mixed-use village that includes a range of housing options.



1: Downtown	55
2: Oakbrook	77
3: Sheep Island	95



DOWNTOWN OAKBROOK SHEEP ISLAND



RESIDENTIAL

Single Family	est.*	137 units	204 units
Multi-family	est.*	441 units	1,165 units



COMMERCIAL

Retail	270,000 sf	157,000 sf	221,500 sf
Office	80,000 sf	260,000 sf	1,166,000 sf
Hotel	66 rooms	90 rooms	123 rooms



CIVIC SPACE

Parks/Garden/Plaza/Play	8 ac	44 ac	200 ac
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CIVIC BUILDINGS

Library	15,000 sf	22,500 sf	
Police Station	20,000 sf		
Town Court	20,000 sf		
Produce Market	6,000 sf		
Performing Arts Center	28,000 sf		
YMCA Expansion	4,000 sf		
Hutchison Square/Bandshell	5,000 sf		
Festival Pavilion		5,000 sf	
Churches/Other Civic Buildings			28,000 sf
Community Center			37,500 sf



INDUSTRIAL

Industrial			3,000,000 sf
------------	--	--	--------------

*Estimated amounts of residential development in the Downtown are based on the type of housing and can range from 200 new single family housing units to several hundred new housing units when appropriately mixed with townhouses, duplexes, mixed-use buildings, and single family housing units.



1: DOWNTOWN

Strengthen and grow the heart of Summerville.

1.0: Overview

Downtown Summerville was largely vacant in the 1990s, until a citizen-led group called DREAM (Downtown Restoration, Enhancement and Management) led the way to change. Over the last few decades, stores, restaurants, and businesses have renovated and reoccupied historic buildings and brought life back to the heart of Summerville. This plan seeks to build on this progress through catalytic public projects and partnerships that will attract more private dollars for redevelopment and infill through four broad principles.

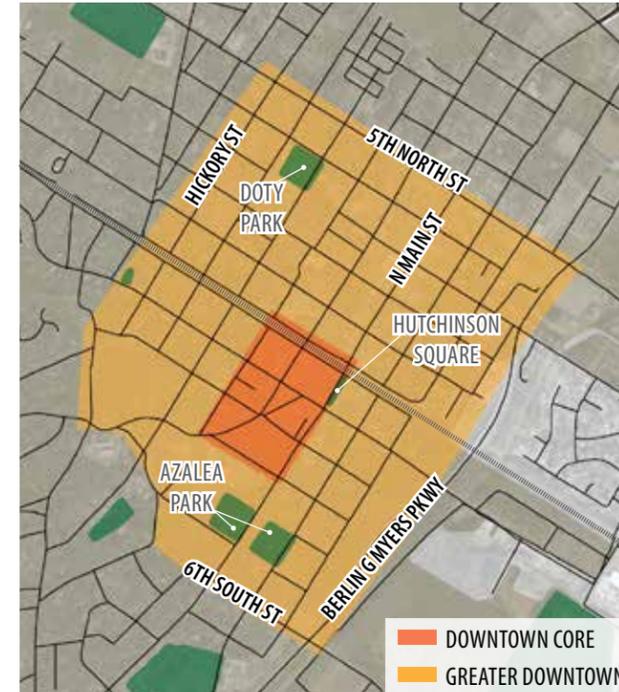
- › **Downtown Civic Core:** Invest in civic buildings and spaces within the six blocks of the downtown core.
- › **Streetscape & Paths:** Prioritize infrastructure projects that will encourage walking downtown.
- › **Infill Housing:** Permit and encourage a variety of medium- to high-density housing types on vacant and under-utilized land.
- › **Major Development Opportunities:** Facilitate large-scale redevelopment.



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1.4: Major Development Opportunities	72
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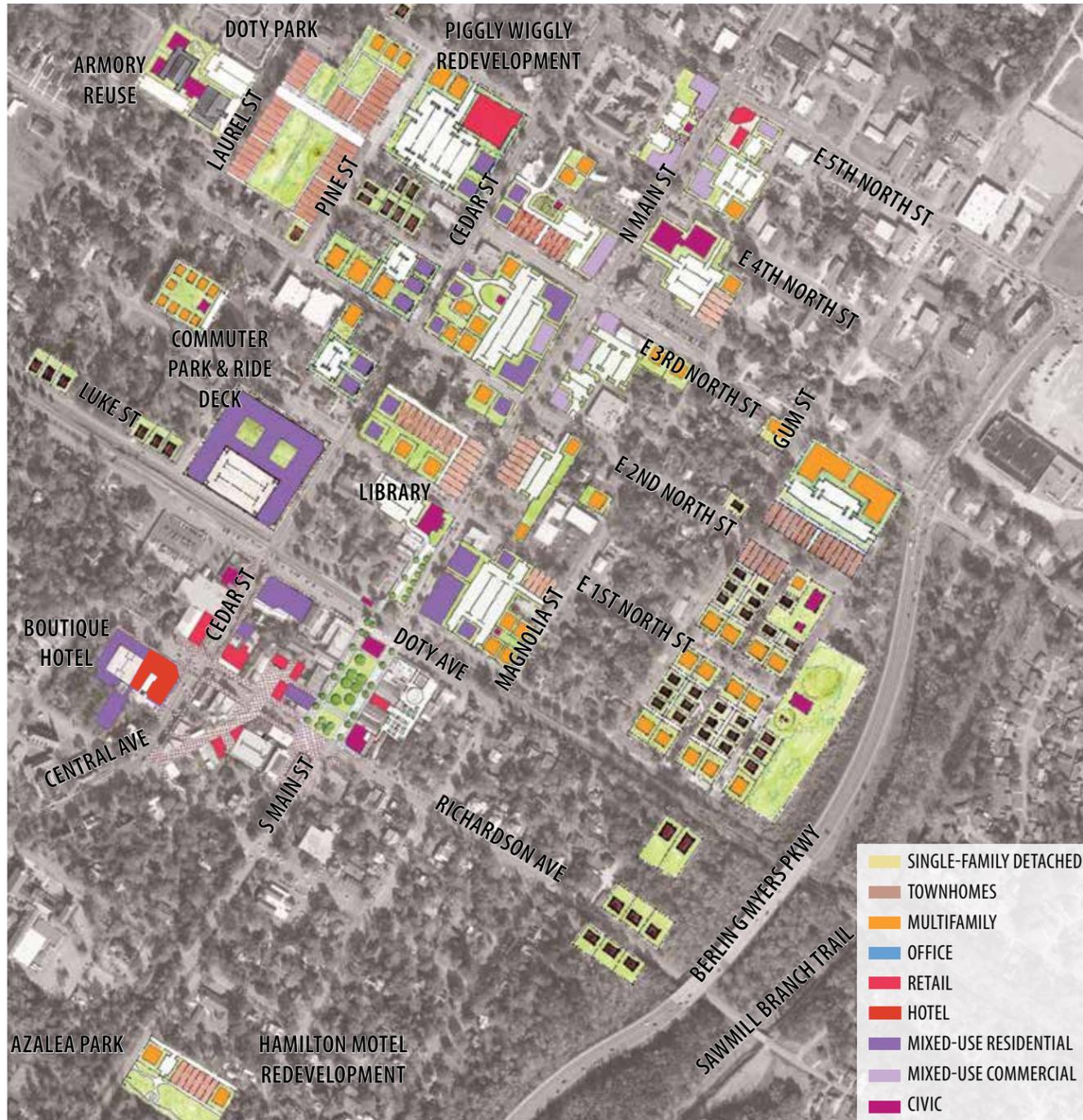


Conceptual Downtown Buildout Plan

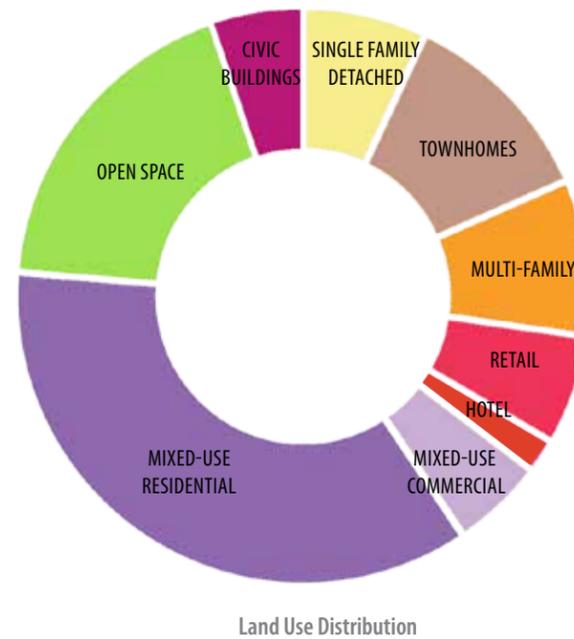


Downtown Study Area

- **Study Area Extents:** As studied for this plan, downtown extends across the railroad from Azalea Park at the southwest, to 5th North Street/US-78 at the northeast, to Berlin G. Myers Parkway at the southeast, and Hickory Street at the northwest.
- **Conceptual Buildout Plans:** The illustrative plans shown on these pages and throughout this chapter are conceptual demonstrations of the development potential on these properties. Development potential is not based on current zoning restrictions, but does take vehicle parking necessities and stormwater retention into consideration. Most of the property is privately-owned land, and these drawings are intended to suggest development opportunities and guide development regulation changes.
- **Conceptual Land Use Plan:** Many of the buildings drawn could serve a range of uses. For example, a building footprint shown in the land use plan as a hotel could easily be a multifamily building or offices. The land use plan should be considered a guide for general density and corridor opportunities, but not interpreted as a literal, property-by-property land use scheme.



Land Use Plan



 **RESIDENTIAL**

Single Family	Est.*
Multi-family	Est.*

 **COMMERCIAL**

Retail	270,000 sf
Office	80,000 sf
Hotel	66 rooms

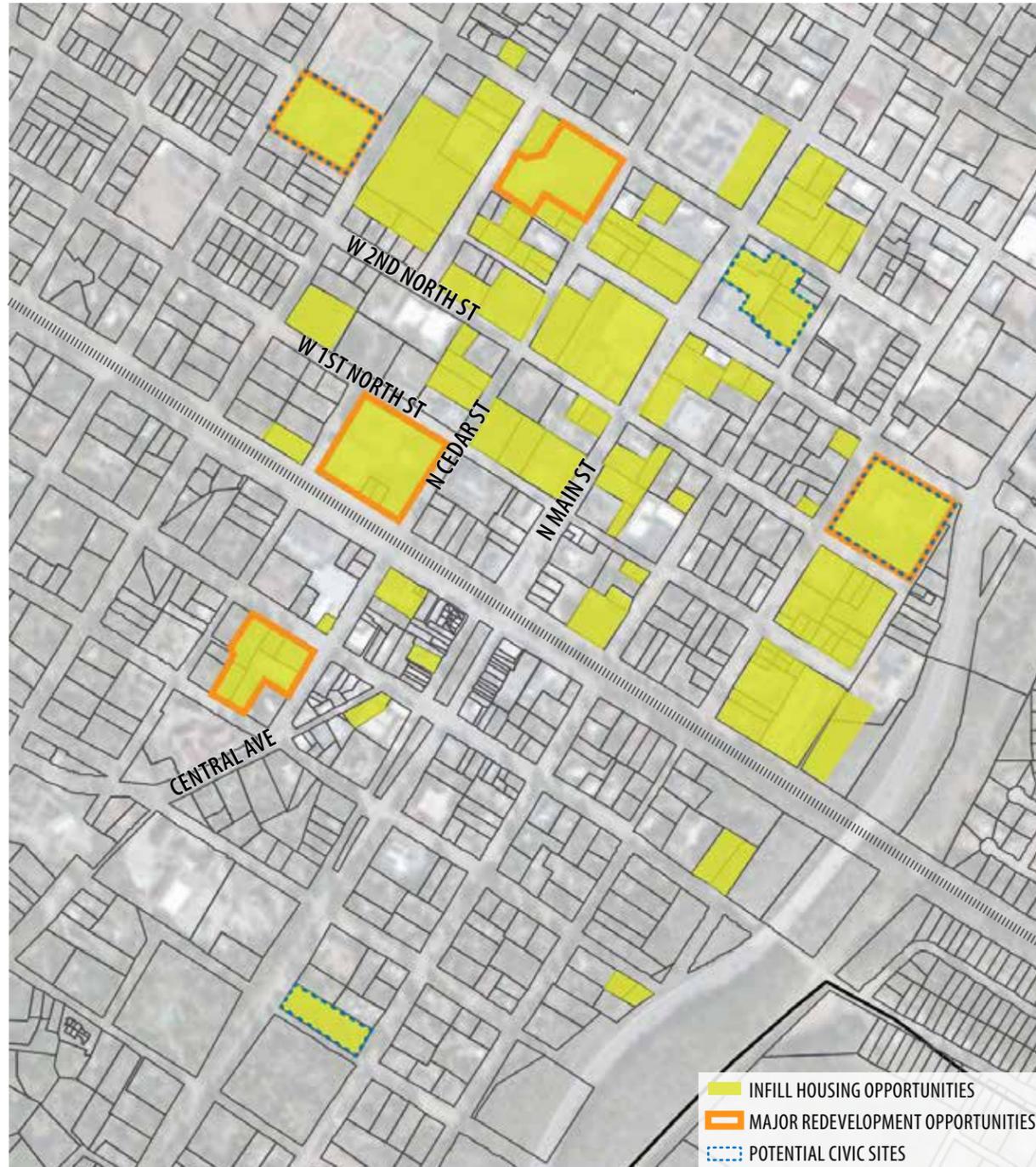
 **CIVIC SPACE**

Parks/Garden/Plaza/Play	8 ac
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 **CIVIC BUILDINGS**

Library	15,000 sf
Police Station	20,000 sf
Town Court	20,000 sf
Produce Market	6,000 sf
Performing Arts Center	28,000 sf
YMCA Expansion	4,000 sf
Hutchison Square/Bandshell	5,000 sf
Parking Garage	150 spaces

*Estimated amounts of residential development in the Downtown are based on the type of housing and can range from 200 new single family housing units to several hundred new housing units when appropriately mixed with townhouses, duplexes, mixed-use buildings, and single family housing units.



Infill Housing Opportunities and Potential Civic Sites



Sumter Avenue in Summerville, Circa 1906



Historic Summerville Welcome Archway

Source: Porchrocker Recollections, 1980, Linwood Press, Summerville, South Carolina.

Source: Summerville, SC 1847-1997 Our History, 1998, The Town of Summerville



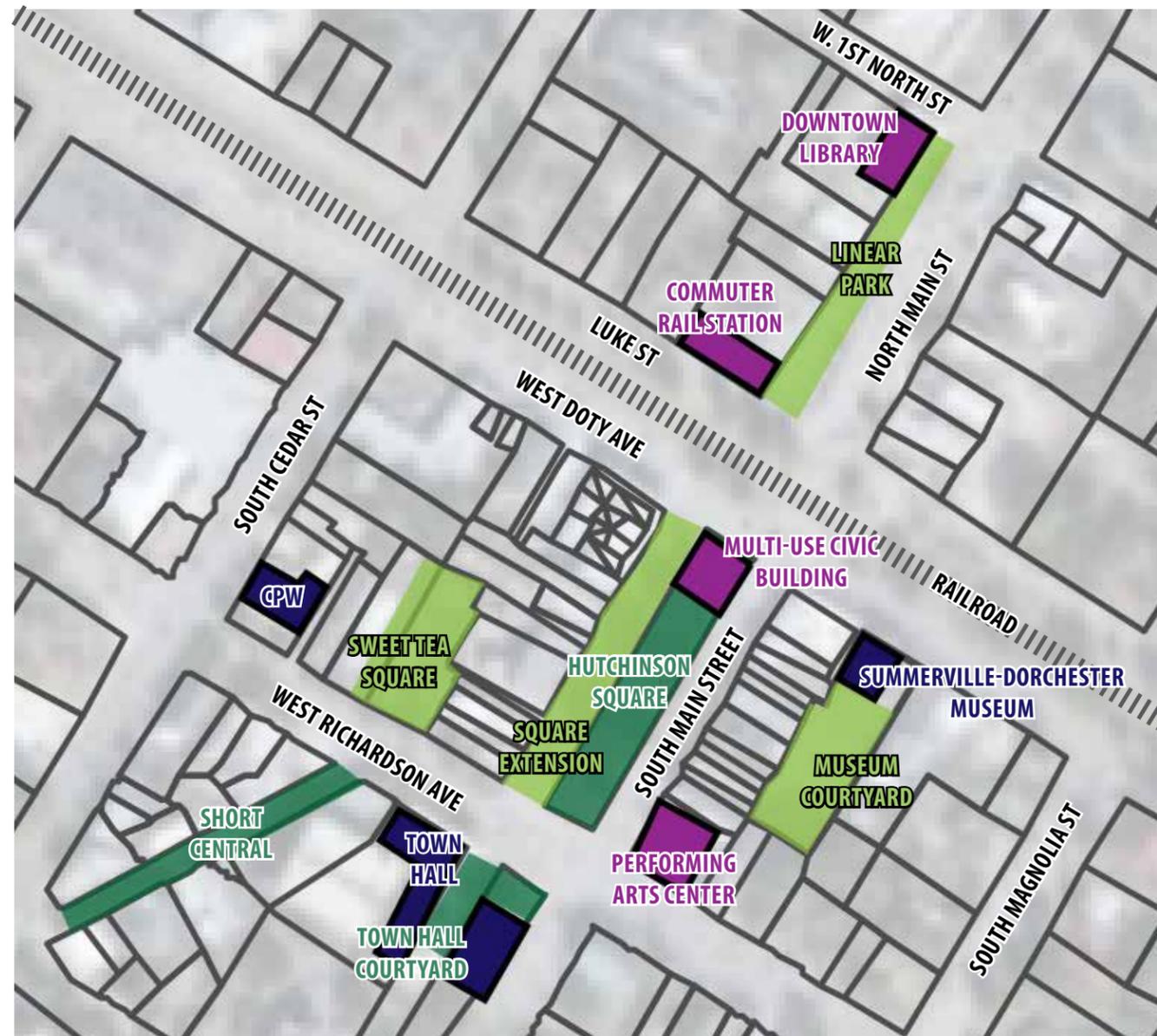
140 North Main Street Building: This building has the potential for reuse as a downtown library.



Potential Performing Arts Center Site: The gas station on South Main Street across from Hutchinson Square could be redeveloped in the future as a performing arts center.



Linear Park Site: The pavement along North Main Street in front of Perfectly Franks is within the public right-of-way, and could be re-purposed into a linear park by switching the parking to the building side of the street and planting trees along the existing parking.



Existing and Potential Civic Buildings and Spaces in Downtown

- EXISTING CIVIC BUILDINGS
- PROPOSED CIVIC BUILDINGS
- EXISTING CIVIC SPACES
- PROPOSED CIVIC SPACES

1.1: Downtown Civic Core

- ▶ **Downtown Library:** As the library on Old Trolley Road becomes insufficient to meet town needs, a new downtown library could reuse the two-story 140 North Main Street building and provide a northern anchor to the downtown civic core.
- ▶ **Commuter Rail Station:** Long-term plans for a regional commuter rail line from Charleston show a station in Downtown Summerville. The prominent site at the corner of North Main Street and Luke Street should be reserved for a future commuter rail platform and amenities.
- ▶ **Linear Park:** Using the approximately 100 feet of right-of-way between current building fronts and the curb, the plan proposes a linear park with multi-use path along the northwest side of North Main Street for the first block beyond the railroad track. This green space will visually connect to Hutchinson Square, and help to carry downtown across the railroad tracks.
- ▶ **Multi-use Civic Building:** The plan shows a new multi-use civic building at the northeast end of Hutchinson Square. The building will be used as an indoor/outdoor space to host a variety of events on the square.
- ▶ **Performing Arts Center:** The gas station at the prominent corner of South Main Street and Richardson Avenue offers an ideal site for a performing arts center that would be a new activity center downtown. The James F. Dean Theater, current home to the Flowertown Players, is adjacent to this site and could be incorporated into a larger performing arts center as a secondary performance/rehearsal space.



- **CPW Building Reuse:** The CPW (Commissioners of Public Works) building on Richardson Avenue serves a civic purpose, but acts as an office building rather than a building utilized by the public. If CPW relocates, this building could be reused in a way that invites more active, everyday use. One ideal option would be to recruit a farm-to-market produce store and cafe that would anchor the downtown farmers market.



CPW Building: This photo simulation shows the possibility of reusing the CPW Building as a permanent home for the popular seasonal farmers market.

- **Museum Courtyard:** The Summerville-Dorchester Museum has a large parking lot behind the museum building which forms a center open space within that block. The Vision Plan proposes reusing this museum property as an outdoor courtyard that would host museum-related events and provide outdoor seating and usable public space for adjacent businesses.



Summerville-Dorchester Museum: The rear of the Summerville-Dorchester Museum has the potential to be redeveloped as a midblock public space.



Museum Courtyard: This photosimulation shows the potential to turn the parking lot behind the Summerville-Dorchester Museum into an outdoor performance and gathering space.



Downtown Library Study: The building at 140 North Main Street has the potential for re-use as a downtown library, as shown in the conceptual illustration above.

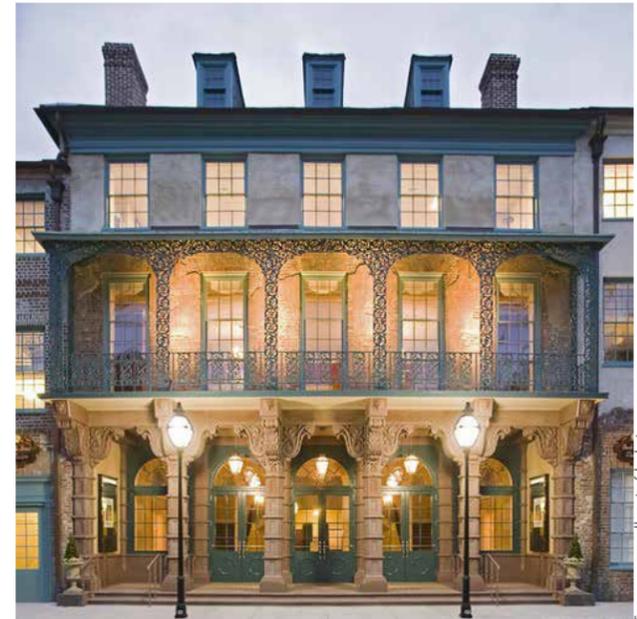


Summerville Performing Arts Center Study: The illustration above shows a concept for a performing arts center on South Main Street that would tie into the brick architecture of historic Downtown Summerville while providing a contemporary civic anchor at Summerville's most prominent intersection.

1.1: Downtown Civic Core



North Carolina Dance Theatre/Charlotte Ballet: Charlotte, North Carolina



Dock Street Theater: Charleston, South Carolina



Market Place: Baxter, South Carolina



Historic Summerville Town Hall: Sumter Avenue, 1892



Exchange Building: Baxter, South Carolina



Farmer's Market: Waxhaw, North Carolina

Downtown Civic Core: This enlarged Downtown plan illustrates several of the major proposed civic improvements, including Sweet Tea Square, the redesign of Hutchinson Square, the CPW Building reuse, a commuter rail platform, a multi-use civic building, and a performing arts center. The images at right illustrate similar civic buildings that may provide appropriate examples for the design of these future facilities in Summerville.



Source: Porch Rocker Recollections, 1980, Linwood Press

Source: apcorporation.com

Source: searesandhauntsincharleston.com

- ▶ **Sweet Tea Square:** Downtown's strongest civic spaces are Hutchinson Square and Short Central. The Vision Plan proposes a more direct connection between these two spaces through the creation of a mid-block civic space on West Richardson Avenue, tentatively named "Sweet Tea Square." This plaza area across from Short Central would repurpose portions of two properties that are currently used for parking. A breezeway between buildings on Little Main would connect Sweet Tea Square to Hutchinson Square (for details, see the Action Plan, C.6).

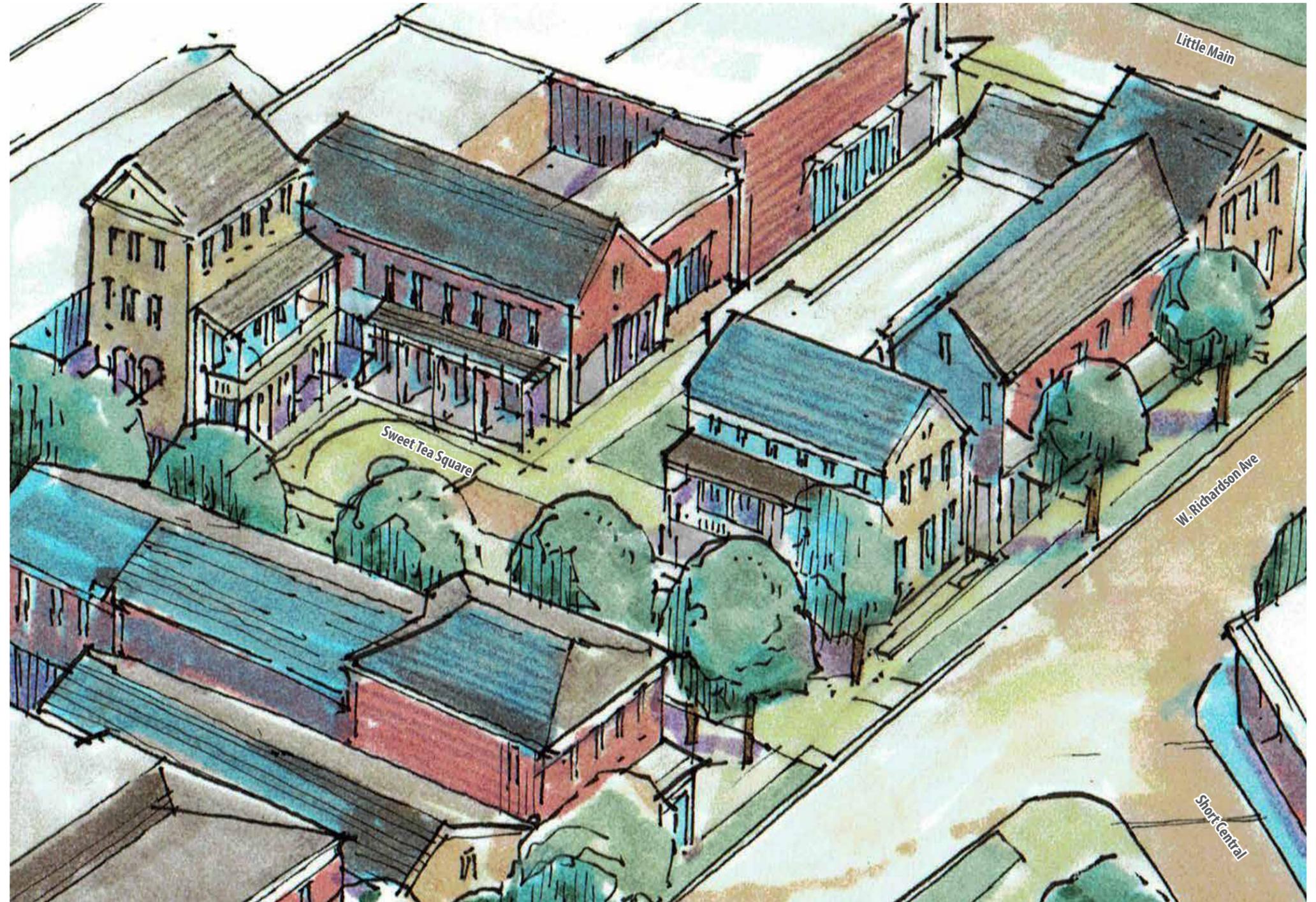


Illustration of Sweet Tea Square: Sweet Tea Square will provide a key visual and physical connection between the retail environments along Short Central and Little Main.

HISTORIC HUTCHINSON SQUARE



The Park

Source: Summerville Images of America, 2011, Arcadia Publishing



Hutchinson Square, 1908

Source: Summerville Images of America, 2011, Arcadia Publishing



Hutchinson Square, circa 1880

Source: Summerville Images of America, 2011, Arcadia Publishing

1.2: Hutchinson Square

A redesign of Hutchinson Square would more effectively extend the civic environment of the square across Little Main to the adjacent storefronts. The Little Main roadway, which is currently used for cars only, would be set apart by permeable paving that defines a new shared space and allows

for a combination of parking, outdoor seating, and new plantings. This area could include removable bollards so that it could be closed to traffic during festivals, farmer's markets, and other events (also see the Action Plan, C.4). The phasing strategy on the following pages outlines how this critical recommendation should be accomplished.

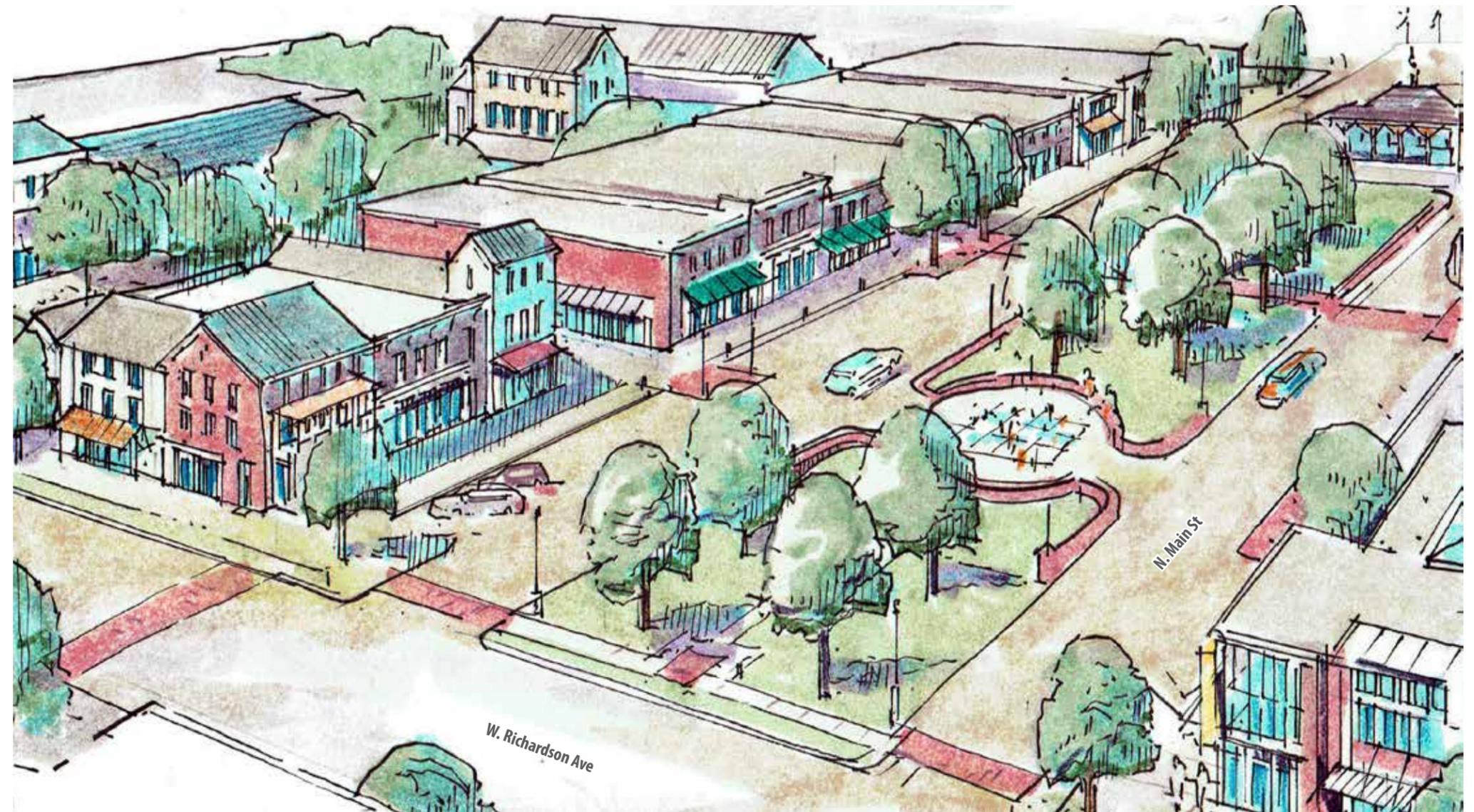


Illustration of Hutchinson Square





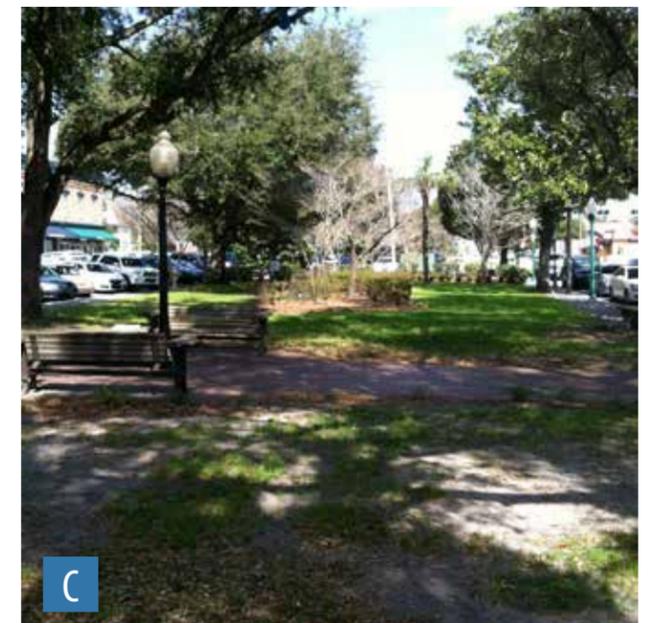
Hutchinson Square-Phase 1 Diagram

Phase 1 - Simplify & Strategize

- A. Clear understory plantings beneath oaks, and add organic mulch around trees at a depth of 3 inches. This will help the soil retain moisture and protect the tree bases from mowing damage. The mulched areas will also clearly demarcate the areas intended to be lawn. Great care should be taken during this stage to protect the live oaks and their root systems.
- B. Simplify the plantings at the Christmas Tree to include only the evergreen holly and the four elm trees.
- C. Remove existing central concrete walkway and repair lawn in this area.
- D. Introduce Diamond Zoysia as the preferred lawn of choice. This shade tolerant warm season grass has excellent tolerance of high traffic.
- E. Ensure a proper irrigation system is in place for the lawn and oaks. This system should take a balanced approach to the watering schedule to protect the oak trees.

Tactical Urbanism Strategies (low cost and/or demonstration projects):

1. Rope off angled parking on Square side of Short Main and the parallel parking on the Square side of Main Street. How much push back does this cause among business owners and patrons?
2. Rope off north end of space (where proposed bandstand will be located) in conjunction with an already planned event in the Summer of 2014. Erect a 60' x 30' tent. Is this the appropriate size and scale for the space?
3. Introduce two mid-block crosswalks on Main Street with temporary paint. Do both function well? Are both needed?



Existing Conditions-Hutchinson Square



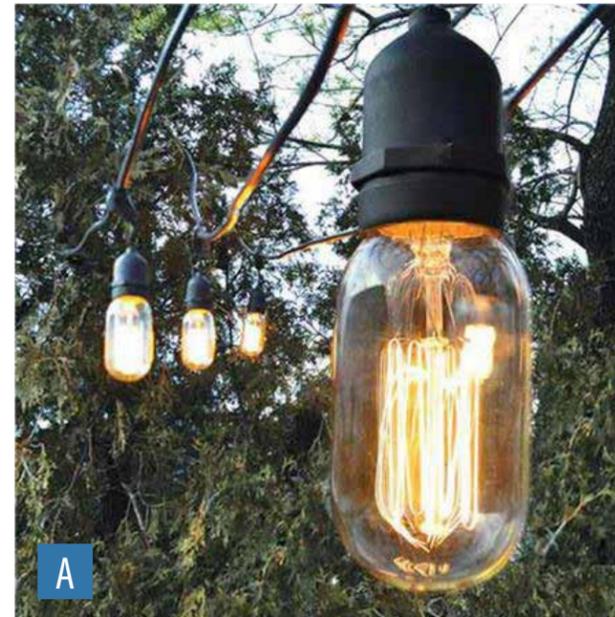
Hutchinson Square-Phase 2 Diagram

PHASE 2 - DESIGN IS IN THE DETAILS

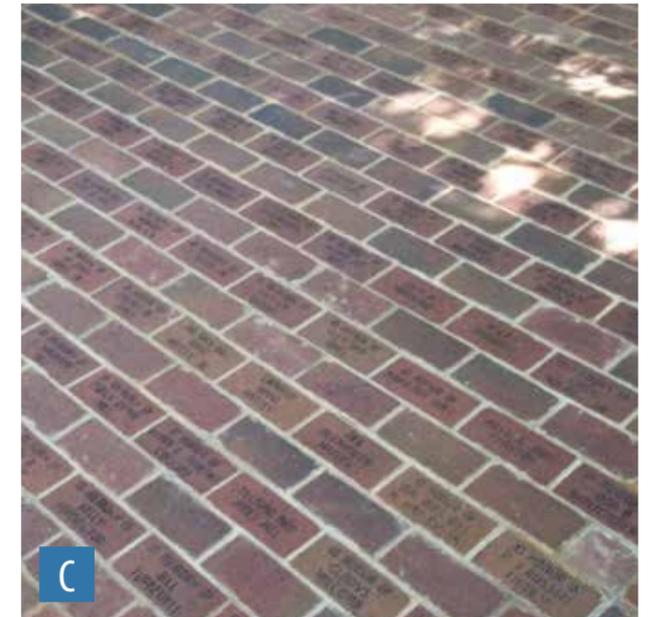
- A. Introduce Edison bulb string lights in oaks
- B. Introduce Adirondack chairs and tree swings in the lawn space.
 - (Campaign Opportunity: Sponsorships for chairs/swings plus a public art opportunity if these elements were appropriately decorated.)
- C. Begin selling bricks for the bandstand plaza as a fundraising program.



Adirondack Seating



Edison Bulb String Lights



Memorial Sidewalk





Hutchinson Square-Phase 3 Diagram

PHASE 3: ACTIVATE THE SPACE

- A. Construct walkway/plaza/sprayground on south end of space utilizing a Flower Town inspired concept.
- B. Construct the bandstand pavilion and plaza on the north end of the square.
- C. Streetscape Phase 1:
 - › Create a flush plaza/street between the buildings on Short Main and the Square. This can be achieved with pavers or a highly detailed scored concrete depending on the budget.
 - › Maintain diagonal parking in front of the buildings and reclaim the parking area adjacent to the Square as public green space.
 - › Plant street trees in bulb outs.
 - › Build seat walls on the Square side of Short Main.
 - › Erect movable bollards as needed to protect pedestrian traffic.



Stewart Park Sprayground: Spartanburg, SC



Precedent Imagery for a Bandstand and Plaza



Bollards



Plaza in Mixson Development: North Charleston, SC



Hutchinson Square-Phase 4 Diagram

PHASE 4: MAIN GETS A MAKEOVER

- A. Rebuild sidewalk on Main Street with pavers or scored concrete to match paving treatment on Short Main.
- B. Plant street trees in bulb outs.
- C. Recreate diagonal parking on building side of Main Street.
- D. Remove parallel parking on square side and expand the square into that space.
- E. Place permanent mid-block crosswalks on Main Street connecting pedestrians across the space.
- F. Finish constructing seat walls on Main Street side of Square.



Planted Formal Green with Parallel Parking



Mid-block Crossing: East Boulevard, Charlotte, NC

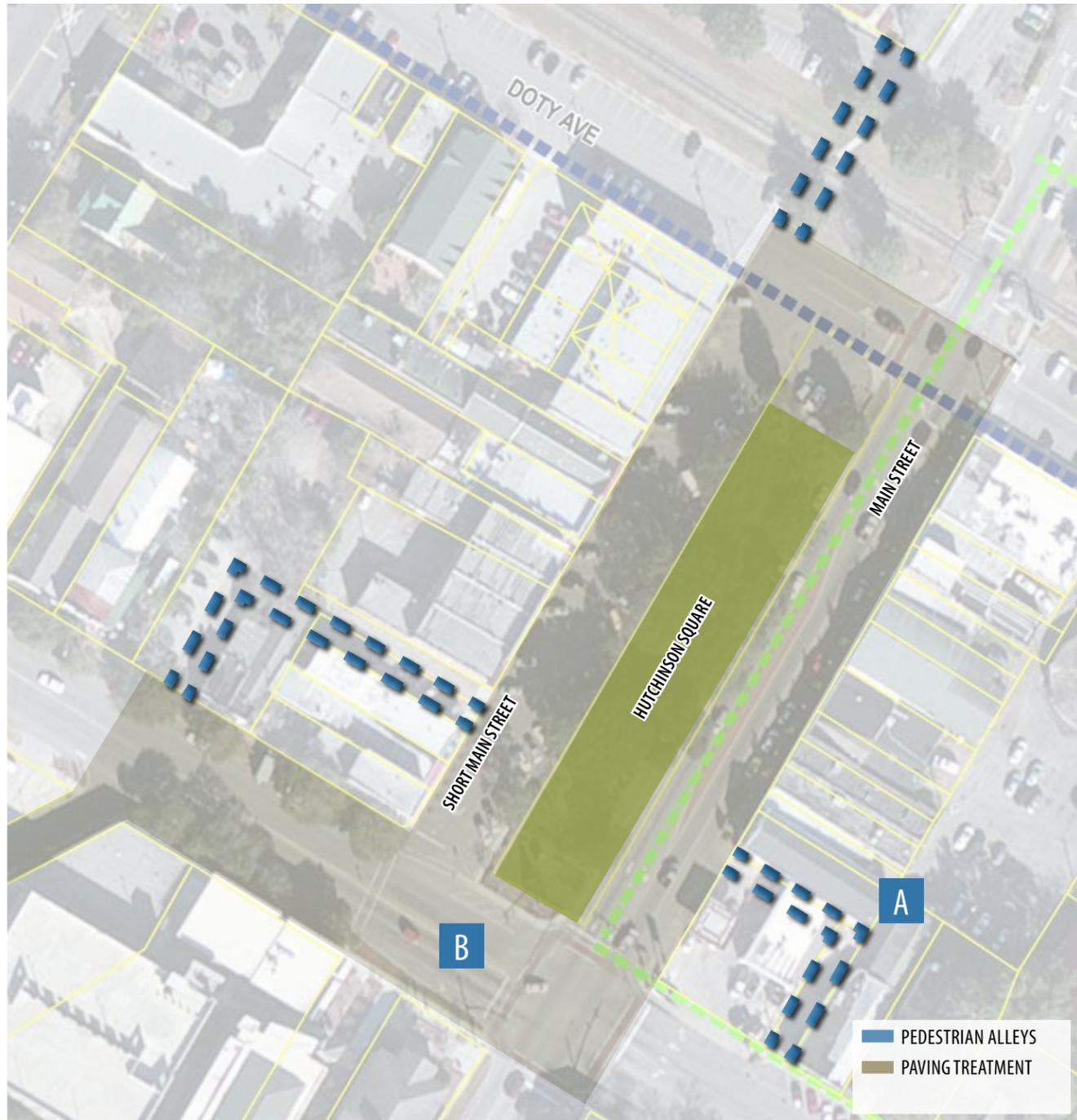


Mid-block Crossing: Delmar, CA



Source: Delmartimes.net

Source: pps.org



Hutchinson Square-Phase 5 Diagram

PHASE 5: COMPLETING THE VISION

- A. Design and construct pedestrian alleys taking advantage of a variety of “green” techniques.
- B. Introduce street/intersection paving treatments for a cohesive look of area.



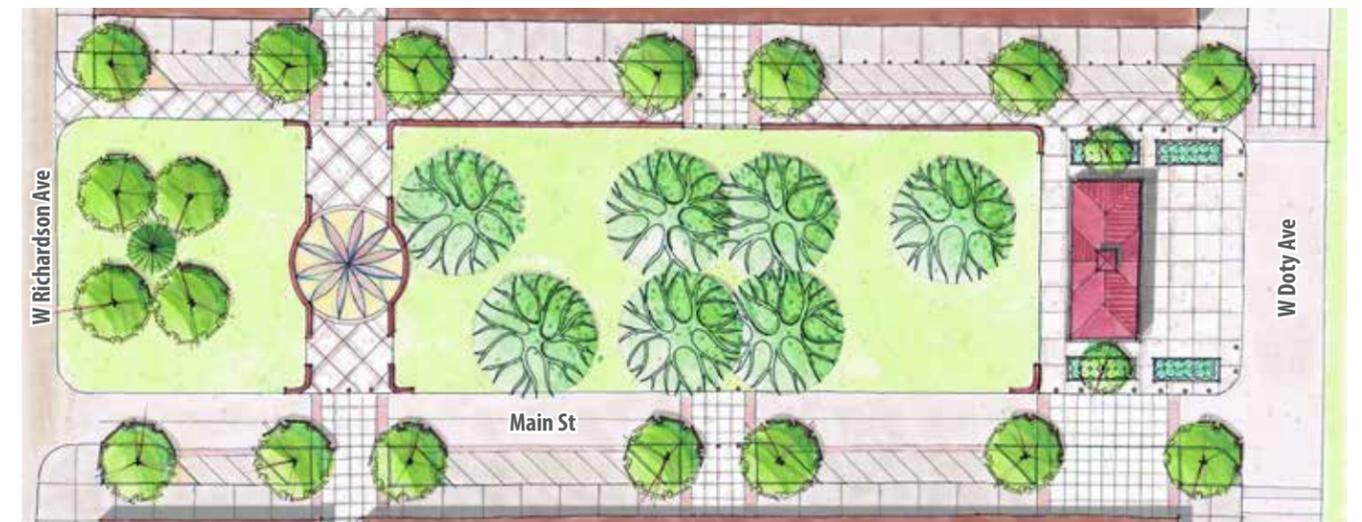
A Pervious Paving and Wildflowers



High Street Streetscape Improvement Project: Morgantown, WV



B Integrate the Paving by Connecting the Sidewalks Across the Street



Final Illustrative Plan of Hutchinson Square

1.3: Streetscape & Paths

The main goal of streetscape and path projects downtown is to enhance walkability.

- ▶ **Richardson Avenue Improvements:** The following recommendations are for the portion of Richardson Avenue between Pine Street and Gum Street.
 - ▶ **Road Diet:** Reduce travel lanes from four lanes to two lanes. The extra travel lanes should be converted to angled on-street parking for the fronting retail businesses.
 - ▶ **Streetscape:** Sidewalks should be widened to at least ten feet on the south side of the street with spot planting strips to accommodate the large existing street trees. On the north side of Richardson, a 12-foot multi-use path would connect to the Sawmill Branch Canal Trail, lined with a continuous planting strip and street trees. Pedestrian-scale decorative light fixtures should also be added.
 - ▶ **Maintenance:** With these interventions, the town might need to take over maintenance of this portion of Richardson Avenue.

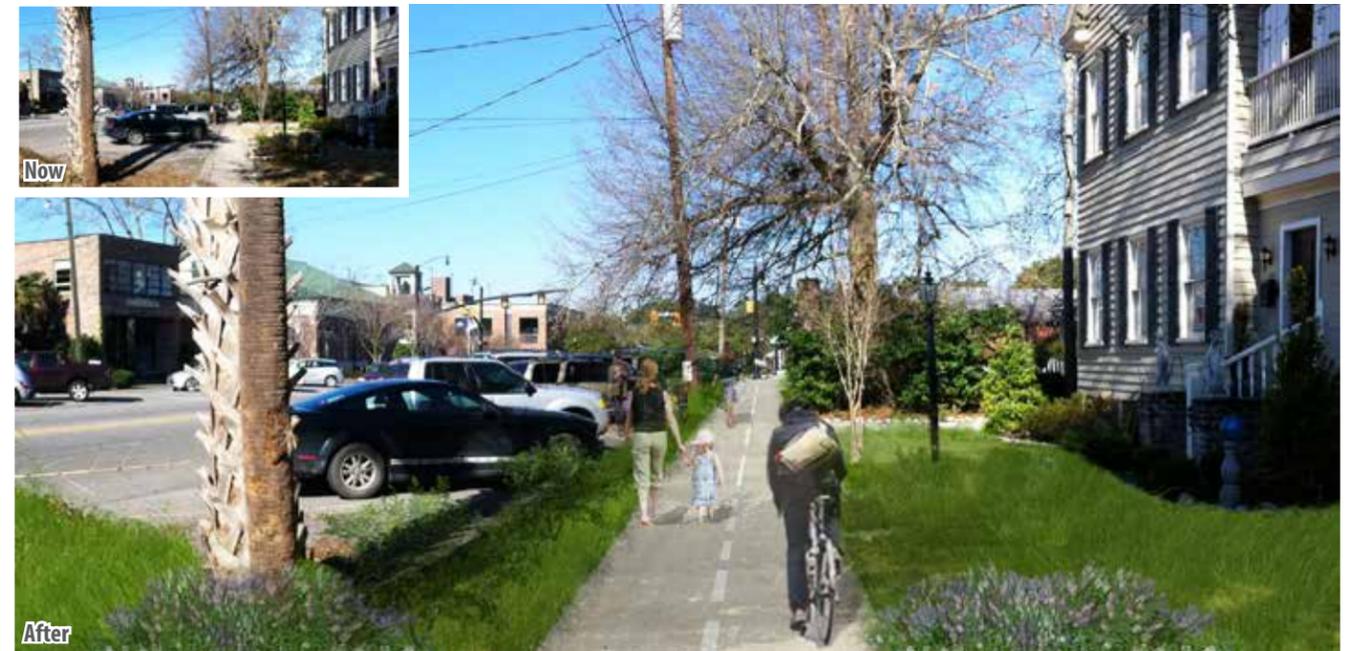
- ▶ **Main Street Improvements:** The following recommendations are for the portion of North Main Street and South Main Street from 5th North Street/US-78 to 2nd South Street.
 - ▶ **Road Diet:** Reduce travel lanes from four lanes to two lanes. The extra travel lanes should be converted to parallel on-street parking for the fronting retail businesses. Additionally, the outside travel lane and additional right-of-way width can be utilized for a five-foot wide bike lane.
 - ▶ **Streetscape:** The building setback conditions, curb location, and right-of-way width varies along this portion of Main Street. For this reason, there are parts of Main Street that should be constructed with a planting strip, and others where tree wells are more appropriate. Overall, sidewalks should be at least 12 feet wide with pedestrian-scale decorative light fixtures, as are already in place in some portions. Additional features of a Main Street streetscape project are a gateway entry arch at 1st Street North and the proposed linear park (see A1.1, above).



Proposed Street Section: W. Richardson Avenue



Main Street: This conceptual photo simulation shows a new Summerville arch and streetscape improvements, and new fronting development on North Main Street looking south toward the intersection at 1st Street North.

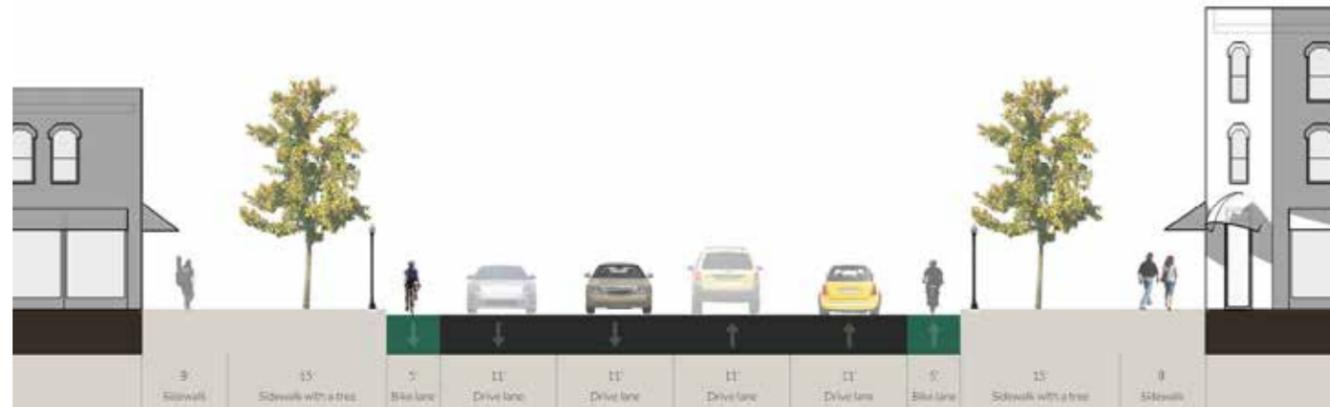


Richardson Avenue: The conceptual photo simulation shows streetscaping improvements, including a multi-use path, on Richardson Avenue looking to the northwest.





Main Street Section: On street parking and a generous planted buffer add to the pedestrian experience, while the planted median and parking calm traffic.



Main Street with Bike Lanes: Bikes get a dedicated space, and a wide planted buffer makes the sidewalk more comfortable.



Main Street with a Two-Way Cycle Track: On street parking, a planted median, and a two-way cycle track calm traffic.



Source: bipedalcity.org

Basic Cycle Track: This cycle track shares the street space, with a textured buffer between cycling and vehicular traffic.



Source: Streets.nm

Cycle Track and Sidewalk: Cambridge, MA. This cycle track on Vassar Street in Cambridge, MA is integrated within a wide sidewalk.



Source: Cityrank.org

Cycle Track with Planted Buffer: This separated cycle track has a planted buffer between traffic and pedestrians. (Boulder, CO)



Source: sdgreatstreets.org

Cycle Track and Parking: Buffered with bollards and on street parking, this two-way cycle track also adds a buffer for the pedestrians. (Portland, OR)

- ▶ **Intersection Improvements:** The recent intersection improvements made at Richardson Avenue and Cedar Street should be replicated for all intersections in the downtown core area. Specific features include landscaped bulb-outs to reduce crossing distance and slow cars passing through intersections, and stormwater channels designed to reduce on-street flooding.
- ▶ **Rail Crossings:** The railroad crossing on Cedar Street in downtown does not have any sidewalks or space for crossing on foot. As part of the effort to connect downtown across the tracks, new pedestrian facilities should be added on Cedar Street. The crossing on the east side of Main Street should be used as a model for new facilities.
- ▶ **East-West Path Connection:** With the Sawmill Branch Trail extending from Oakbrook up to Richardson Avenue to the east of downtown and the proposed multi-use path along Sheep Island Parkway to the west of downtown, a downtown connection will be key to completing a town-

wide bicycle and pedestrian network. This plan proposes four options for making this connection, emphasizing that at least one is necessary as soon as possible, but more options are better in the long-term.

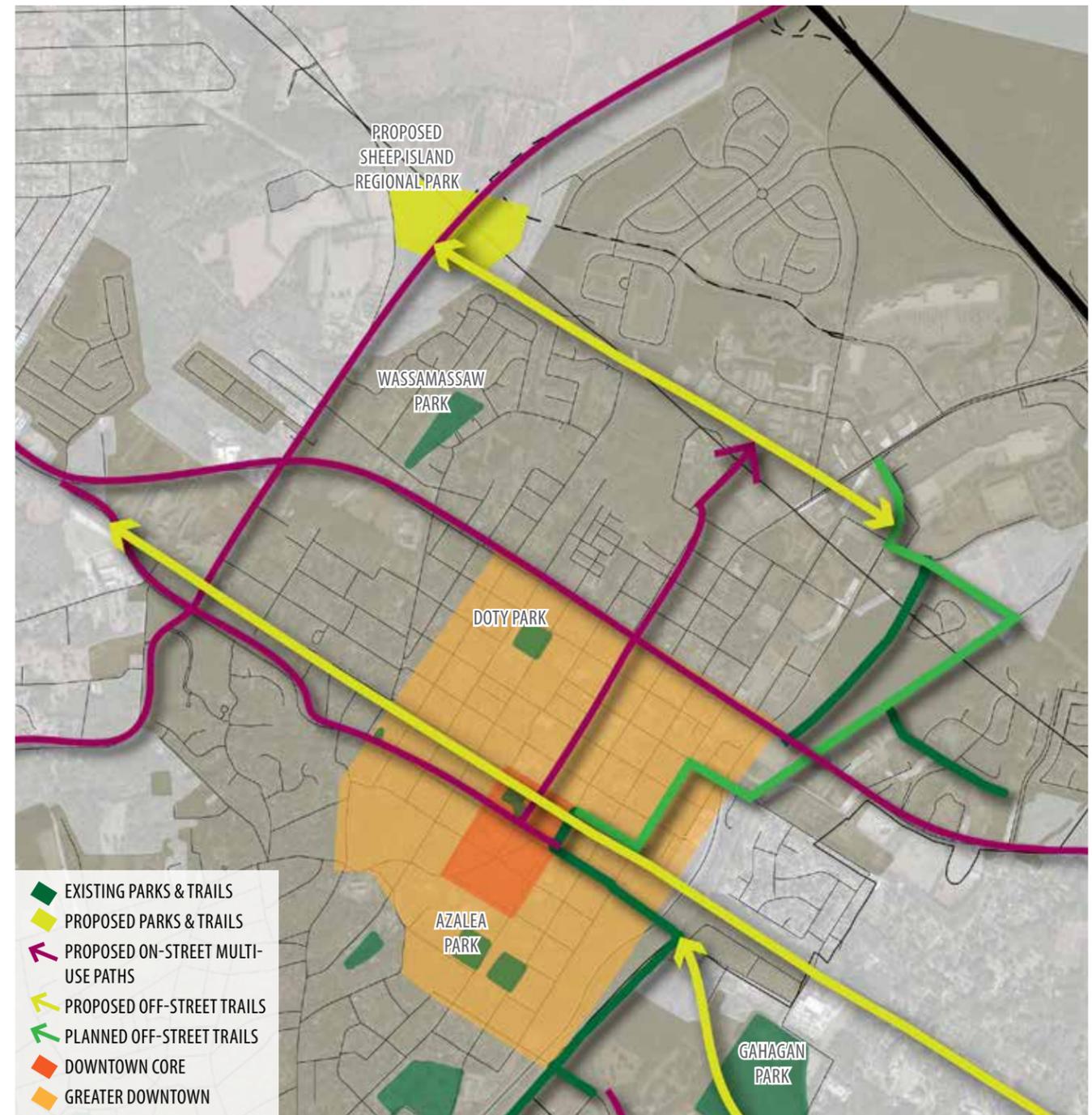
- ▶ **Power Easement Trail:** Build a trail along the powerline easement (see Part A.3.4). This trail would connect directly to the proposed regional park, but would not go directly through downtown.
- ▶ **5th Street North/US-78 Multi-use Path:** Include a multi-use path in the upcoming 5th North Street widening project. This would connect to Brownsville and the Alston schools, and offer a more urban trail option that could attract development.
- ▶ **Rail with Trail:** Build a trail along the active rail line that runs through downtown (see Part A.3.4).
- ▶ **Richardson Avenue Multi-use Path:** Build a trail along Richardson Avenue, connecting to the Sawmill Branch Canal Trail.



Recent Improvements at Cedar Street/W. Richardson Avenue Intersection

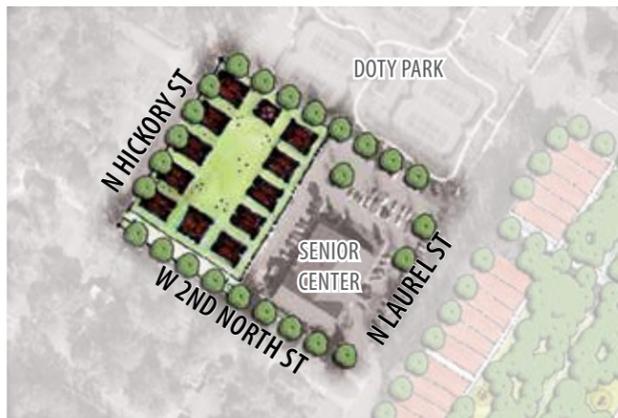


Cedar Street Railroad Crossing: Pedestrians hike alongside Cedar Street to cross the railroad tracks during the downtown tour.



Options for East-West Paths across Downtown





Armory Building Site - Option A: Demolish the armory building and develop eleven cottages around a shared green space with a small community structure.



Armory Building Site - Option B: Re-use the armory building as an annex to the current senior center site, including a new walkway between the structures.

1.4: Major Development Opportunities

- **Downtown Core Infill:** Summerville’s downtown core—the six blocks along Main Street from North 1st Street to South 2nd Street—includes many of the town’s historic non-residential buildings. The attached storefront buildings along Main Street and Short Central have preserved a sense of small-town charm that draws small businesses and visitors alike to downtown. There are, however, a number of notable gaps between buildings that interrupt the downtown experience. Prioritizing the development of these vacant properties, parking lots, and underutilized portions of sites will help to bolster and preserve downtown for generations to come.
- **Armory Building Site:** The old National Guard Armory, on the southwest side of Doty Park, is owned by the town but is not currently in use. This plan shows two options for this site that would take advantage of its location adjoining the park and next to the senior center, by either developing housing or extending the senior center.



Downtown Core Infill: Illustrative plan of infill development capacity in the downtown core, including five new civic structures.

- **Piggly Wiggly Site Redevelopment:** Currently, the Piggly Wiggly grocery store at W. 4th North Street and North Cedar Street is dominated by a large surface parking lot. The illustrative plan revises this site configuration with the retail building anchoring a prominent downtown corner, and still shows enough parking (located behind the building) to suit a large grocery store tenant. Additionally, the plan shows ground-floor retail buildings with apartments above (these could be live-work units) lining Cedar Street and W. 4th North Street to frame an enhanced streetscape.



Piggly Wiggly Site Redevelopment: An illustrative plan concept re-imagines downtown’s main grocery store in a more urban alignment where the buildings meet the sidewalk.

- **Post Office Site Redevelopment:** The town’s main post office is centered on a full downtown block between E. 2nd North and E. 3rd North Street at North Gum Street in an aging one-story concrete building. Many post offices around the country are downsizing, as technological updates have reduced the amount of space needed for these operations. The proposed redevelopment site plan recognizes this block as a downtown gateway by framing E. 3rd North Street with ground-story retail and housing above with parking tucked into the middle of the site. A line of townhomes along E. 2nd North Street provides a transition to the more residential blocks to the southwest.



Post Office Site Redevelopment: The plan seeks to create an urban gateway to downtown along E. 3rd North Street since it is one of the two connections into downtown from Berlin G. Myers Parkway.

- › **SCE&G Site Redevelopment:** As reinvestment downtown continues to attract residents and businesses, the SCE&G utility site should be relocated to a more appropriate, industrial location. Like the post office block, this site is a full block under singular ownership, which presents significant redevelopment opportunities. The proposed illustrative site plan shows new mixed-use apartment and retail buildings that wrap a commuter parking deck.
- › **Commuter Parking:** With plans to bring a commuter rail line from Charleston through Summerville, the town must prepare to accommodate commuters. This plan proposes locating the rail platform on Luke Street just west of Main Street on the north, and anticipates the need for nearby commuter parking. The current SCE&G site would be the best option for parking with this platform location, as it is a large site that provides direct access to the platform without crossing Main Street.



SCE&G Redevelopment - Plan: This proposed site plan shows a full-block, zero-lot line redevelopment that extends the higher-density downtown core to the north side of the railroad and provides parking for the future commure rail.

- › **Boutique Hotel/Mixed Use Development:** The corner of Richardson Avenue and Cedar Street is an opportunity for new mixed use development that could include a hotel, conference center, condominiums, and retail. The proposed illustration at right shows the new mixed-use building and parking deck.



Boutique Hotel/Mixed Use Development This proposed site plan shows a redevelopment that proposes higher density development on the corner of Cedar Street and Richardson Avenue, book ending the downtown core with a mixed use building.



SCE&G Redevelopment - Elevation: This conceptual design shows the elevation of a mixed-use building with three stories of apartments over sidewalk-story retail storefronts. As shown in the illustrative plan for the SCE&G site block redevelopment, this building type could wrap three sides of an interior parking deck that would serve the future commuter rail.

DOWNTOWN MARKET DEMAND

The market analysis completed for this plan found that Downtown Summerville, South Carolina has an existing demand for 67,800 square feet (sf) of additional retail development producing up to \$20.8 million in sales. By 2018, this demand will likely generate up to \$24.0 million in gross sales.

This new retail would be absorbed by existing businesses or with the opening of new retailers and restaurants including:

- › 16,100 sf General Merchandise Stores
- › 8,700 sf Full-Service Restaurant(s)
- › 7,700 sf Apparel, Accessories and Shoe Stores
- › 5,400 sf Limited-Service Restaurant(s)
- › 5,200 sf Department Store Merchandise
- › 3,600 sf Specialty Food Store(s)
- › 3,200 sf Miscellaneous Store Retailers
- › 3,100 sf Furniture and Home Furnishings Store
- › 2,900 sf Electronics Store(s)
- › 2,700 sf Jewelry and Leather Goods Store(s)
- › 2,100 sf Book and Music Store
- › 1,700 sf Special Food Services
- › 1,700 sf Stationary and Gift Store
- › 1,500 sf Lawn and Garden Store
- › 1,200 sf Bar, Pub or Brewery
- › 1,000 sf Craft Beer & Fine Wine Store

For full study, see Appendix C





Downtown Redevelopment Plan: This illustration highlights housing opportunities at many scales, from single-lot infill projects to full-block redevelopments.

1.5: Infill Housing

A major goal of the downtown strategy is to attract more residents to live in the downtown area. More residents will increase the activity downtown, and provide a built-in market for new small businesses. The illustrative plan for downtown shows the potential for new housing units through infill and redevelopment of vacant or underutilized sites.

› **Single-Family Housing Types:** The illustrative plan shows single-family homes, which includes both detached and attached structures. Single-family housing types that are appropriate for Downtown Summerville include: small-lot single family homes, cottage courts, and townhomes.

› **Multifamily Housing Types:** The illustrative plan shows the potential for new multifamily housing units in a variety of building types that fit the context of Downtown Summerville and would positively increase the level of residential density. These types include: duplexes; mansion-style four-unit, six-unit, and eight-unit buildings; apartments over retail; and urban apartment complexes up to three stories in height.



Illustration of Infill Housing Downtown

SMALL-LOT SINGLE-FAMILY DETACHED

Many single family homes in the historic parts of downtown follow this building pattern, with small-footprint houses (often no more than 600 square feet) on narrow lots (40-60 feet wide). Porches are lifted above street level, positioned only a few feet from the front sidewalk. These types of homes also present opportunities for accessory dwelling units in the form of small cottages at the back of the lot or an apartment over a detached garage.



Single-Family Homes: White Gables, Summerville



Single-Family Home: Habersham, South Carolina



Single-Family Homes: Oak Terrace Preserves, North Charleston

TOWNHOMES/SINGLE-FAMILY ATTACHED

As constructed recently in Daniel's Orchard on the north side of downtown, single-family attached homes support a more urban streetscape with little or no yard. Parking is accessed from a rear alley, with parking on the first level of the town home ("park under"), in a detached garage, in small shared surface lots, or on-street. Townhome developments can also be designed with shared green space and other amenities for residents.



Townhomes: Daniel's Orchard, Summerville



Townhomes: Habersham, South Carolina



Townhomes: Glenwood Park, Atlanta, Georgia

URBAN MANSION-STYLE MULTIFAMILY

Urban mansion-style apartments can fit into the traditional development pattern around downtown, for example around Magnolia Street and Richardson Avenue, while also introducing residential density with four to eight units per building.



Urban Mansion Duplex: Habersham, South Carolina



Urban Mansion Apartments: Habersham, South Carolina



Urban Mansion Apartments: Habersham, South Carolina

MIXED-USE MULTIFAMILY

Downtown Summerville has a limited amount of vertically-mixed use space today, including apartments over retail on Short Central. Multifamily buildings of up to five stories around the downtown core and along North Main Street would introduce a significant number of new residents to downtown. Additionally, live-work units, where the owner lives above a retail or office space, could introduce more entrepreneurial opportunities.



Live-Work Units: Beaufort, South Carolina

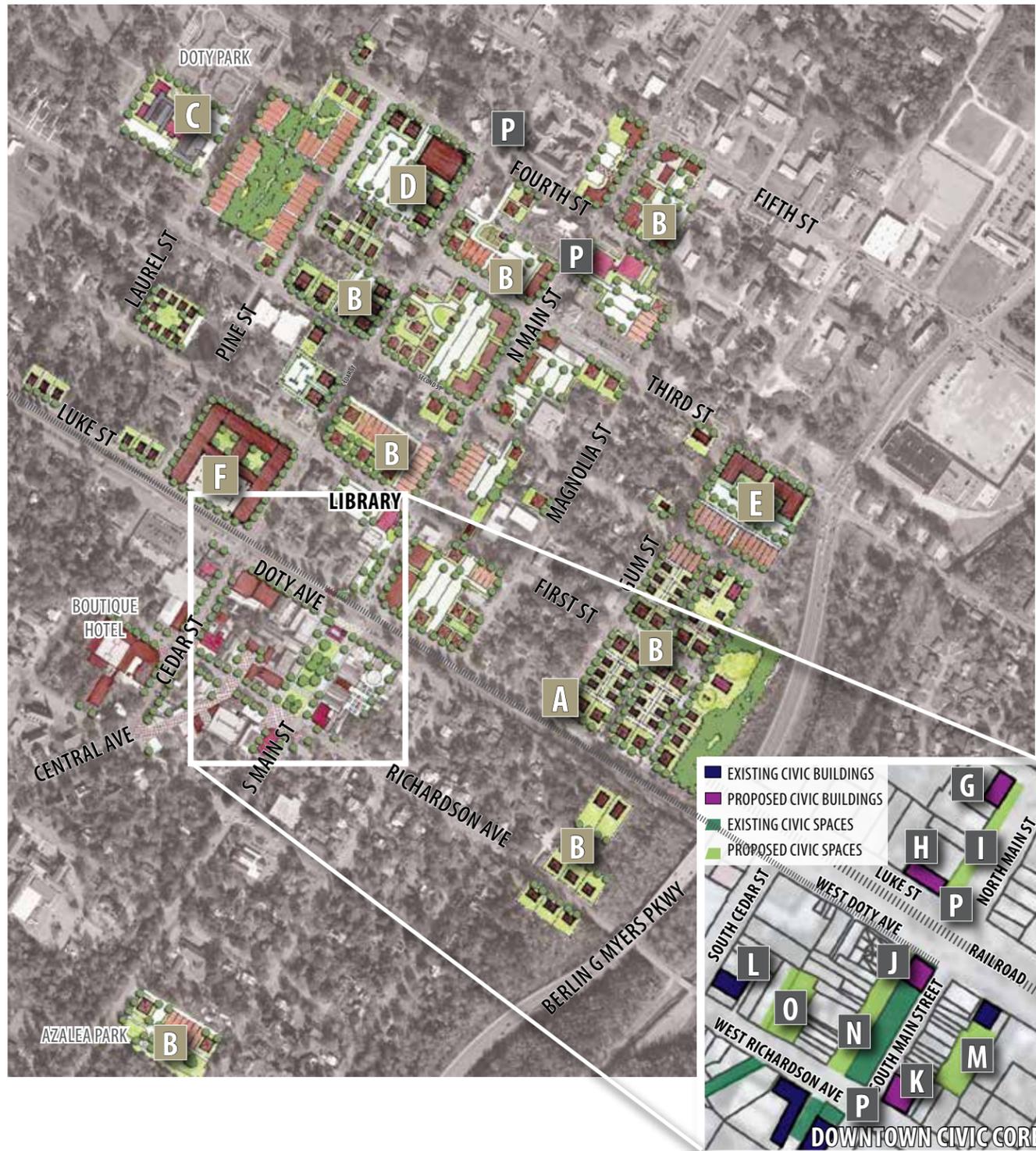


Mixed Use Multifamily (Ground floor retail): Daniel Island, South Carolina



Mixed-Use Multifamily: Habersham, South Carolina





DOWNTOWN – CIVIC PROJECTS

- G
Library Downtown
 Build a new library in Downtown to complement other activity generators in the town's civic core.
 

- H
Commuter Rail Station
 Build the Downtown Summerville station for the commuter rail line from Charleston as plans are finalized.
 

- I
Linear Park
 Re-purpose current surface parking in the right-of-way as a linear park as part of a North Main streetscaping project.
 

- J
Multi-purpose Civic Structure
 Build a new multipurpose structure for events and markets as part of the redesign of Hutchinson Square. (See Action Plan C.4)
 

- K
Performing Arts/Conference Center
 Build a performing arts center in Downtown.
 

- L
CPW Building Re-use
 Form a public-private partnership to revamp the CPW building as a permanent anchor for seasonal farmer's markets and farm-to-table foods.
 

- M
Museum Courtyard
 Partner with Summerville-Dorchester Museum to create a semi-public courtyard for performances and outdoor seating for adjacent restaurants.
 

- N
Square Extension
 Redesign Hutchinson Square with an extension along Little Main. (See Action Plan C.6)
 

- O
Sweet Tea Square
 Re-purpose parking lots as Sweet Tea Square to connect Short Central to Hutchinson Square. (See Action Plan C.6)
 

- P
Street Improvements
 Richardson Street converts to a Strolling Street, N. Main Street becomes 3 lanes, and Cedar Street adds sharrows.
 

DOWNTOWN – DEVELOPMENT OPPORTUNITIES

- A
Downtown Core Infill
 Seek opportunistic commercial, civic, and housing infill opportunities in the downtown core blocks to minimize building and streetscape gaps.
 

- B
Infill Housing
 Work pro-actively with developers to build a variety of medium- to high-density housing types downtown. (See Action Plan C.8)
 

- C
Armory Building Re-use
 Use the town-owned armory building site by repurposing the building for a senior center annex or for developing senior housing.
 

- D
Piggly Wiggly Site Redevelopment
 Reconfigure the Piggly Wiggly block as an urban anchor when the current building ages out of use.
 

- E
Post Office Site Redevelopment
 Create an urban gateway to downtown on 3rd North Street by redeveloping the post office site as a mixed-use urban block when the current building ages out of use.
 

- F
SCE&G Site Redevelopment
 Form a public-private partnership to build a mixed-use block at the SCE&G site with apartments and retail wrapping a commuter parking deck.
 



2 OAKBROOK

Oakbrook can be a place where history, recreation, and a town center meet.

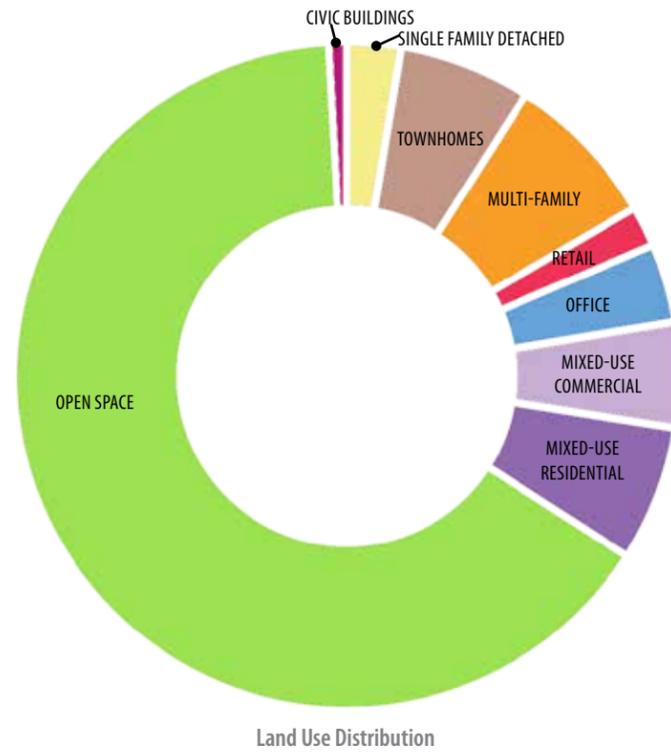
2.0: Overview

Today, Oakbrook is a large but fragmented portion of Summerville that is connected only by the ceaseless traffic of Old Trolley and Ladson Roads. While Oakbrook technically begins where Bacons Bridge Road peels off of Old Trolley Road, this plan focuses on the areas within a half-mile of the intersection of Old Trolley Road and Dorchester Road. The strategy for Oakbrook centers on the redevelopment of all four quadrants of this intersection as Oakbrook Village, a unifying town center that would re-open Summerville to the Ashley River.

- **Riverfront Ecotourism:** Re-invent Jessen Boat Landing as a regional ecotourism and entertainment attraction.
- **Trail Network & Park Access:** Create and complete trail loops that connect residential areas to the riverfront.
- **Street Network:** Calm traffic on large arterial streets and provide more route options through greater connectivity.
- **Oakbrook Village:** Organize property owners for the large-scale redevelopment of outdated strip centers.



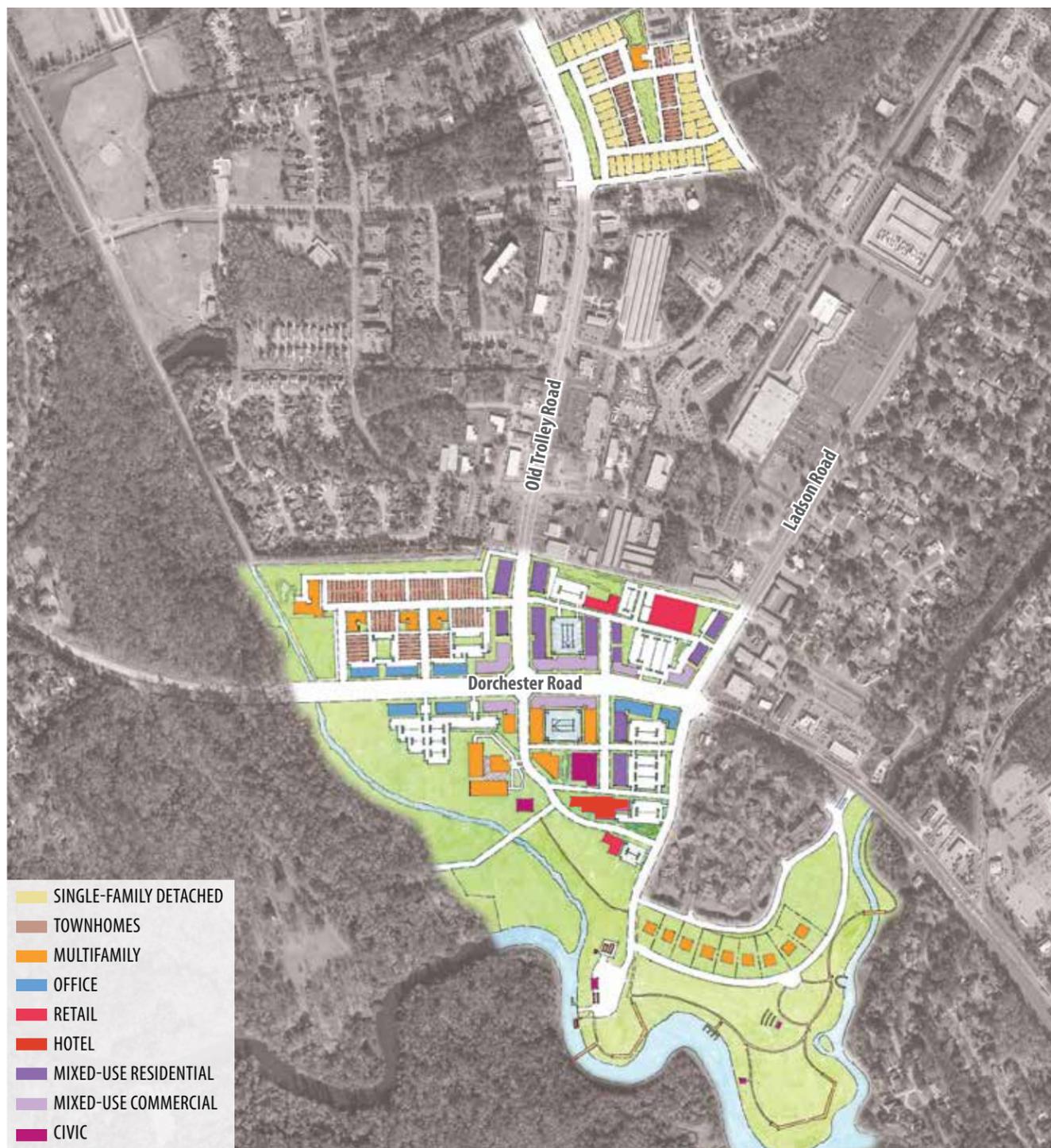
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Conceptual Buildout Plan



Duplex: Habersham, Beaufort, South Carolina

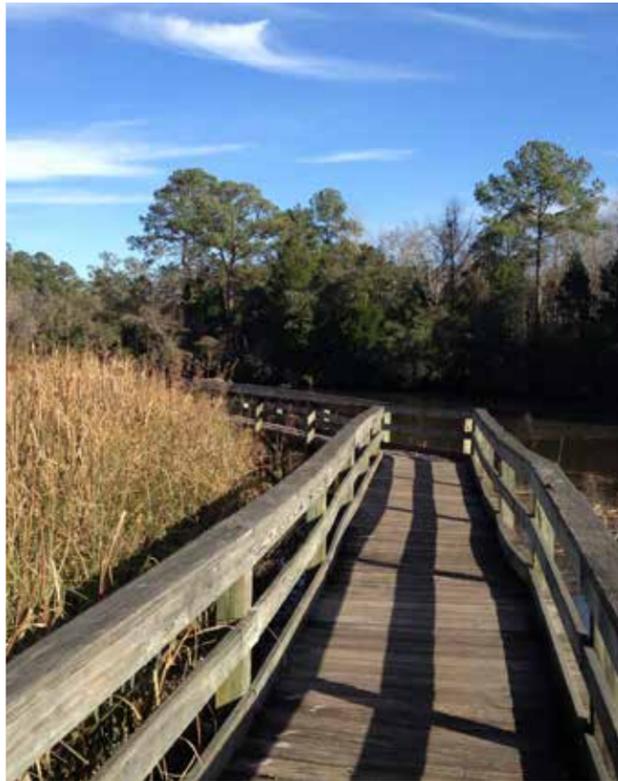


Land Use Plan

	Preferred Option	Higher-Intensity Option
 RESIDENTIAL		
Single Family	137 units	75 units
Multi-family	441 units	556 units
 COMMERCIAL		
Retail	157,000 sf	290,000 sf
Office	260,000 sf	670,000 sf
Hotel	90 rooms	
 CIVIC SPACE		
Parks/Open Space/ Trails	44 ac	63 ac
 CIVIC BUILDINGS		
Library	22,500 sf	
Festival Pavilion	5,000 sf	

*See page 86 for illustration and plan of Higher Intensity Option





Boardwalk at Jessen Boat Landing



Riverfront: This conceptual illustration imagines urban mansion-style apartments (Option B) tucked in the woods behind an enhanced Jessen Boat Landing.



Jessen Boat Landing

**How frequently do you visit
Jessen Boat Landing or Fort Dorchester Colonial Park?**



Survey Results: Based on an online survey of more than 200 residents, most Summerville residents visit the riverfront no more than once a year.



Cabin Accommodations Example



Boardwalk: Cashiers, NC



Retail for Tourism: Cashiers, NC

2.1: Riverfront Ecotourism

Oakbrook is the only part of Summerville that meets the Ashley River, which today serves as a barrier rather than an entrance. Colonial Dorchester State Historical Park and the Herbert H. Jessen Boat Landing are two of the town's greatest cultural and natural assets, but many residents are not aware of their existence or have visited them no more than once (See Appedix B).

This plan proposes an ecotourism destination at the riverfront to attract both residents and regional visitors to boating, hiking, camping, and learning opportunities at the Ashley River.

- Jessen Boat Landing Ecotourism:** The illustrative plan shows several new facilities on the town-owned Jessen Boat Landing property and adjacent properties that are within the floodway, including a network of nature trails, outdoor education amphitheater, additional boardwalks with interpretive habitat and species education signs, boat slips to accommodate day-trippers, a kayak launch, and eventually, a new bridge to cross the river and access the far bank of the state park.

- Ecotourism Accommodations:** Two alternative concepts for new housing development on property that is outside of the floodway and behind the boat landing are also illustrated: Option A—Camping Cabins (public) or Option B—Urban Mansion Condominiums (privately funded that could be used for rentals as shown in illustration at left).

- Blueway:** Designating a blueway along the Ashley River would extend the reach of the town's investments in Jessen Boat Landing. A preliminary section from Jessen Boat Landing to the proposed boat launch at Ashley River Park would provide a 3.25-mile route, which would be a 30-60 minute leisurely paddle depending on the tide. Additional blueway designations along the branches of Eagle Creek and Dorchester Creek lend the potential to carry the experience to the edge of Oakbrook Village.



Gazebo: Cashiers, NC



Kayakers: Ashley River, Summerville, SC



Trail: Costa Rica



Overlook: Ashley River, Summerville, SC



Boating: Ashley River, Summerville, SC



Signage: Cashiers, NC

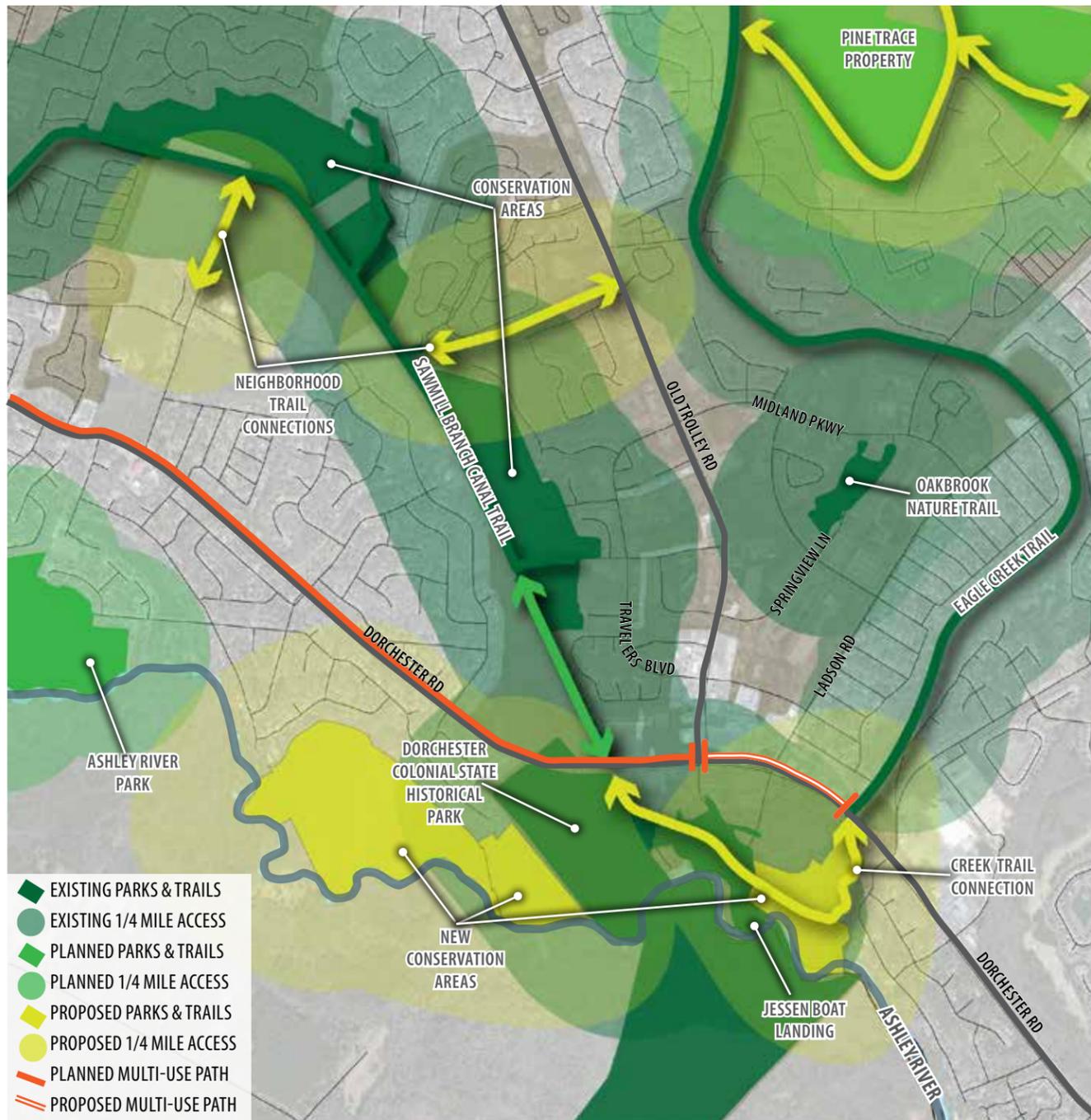


Option A – Camping Cabins: Using the existing infrastructure from the previously planned development, build three pockets of camping cabins around shared campfire spaces.



Option B – Urban Mansion Condominiums: Create a new street connection from the boat landing to the Colonial Village Apartments to provide access to a new row of urban mansion-style four-to six-unit condominium buildings.





Planned & Proposed Park/Trail Access in Oakbrook: This diagram shows existing parks and trails, previously planned parks (Ashley River Park and a park at Pine Trace), and new conservation areas and trail connections proposed by this plan. The 1/4 mile radius around these features shows expected walkable access to these areas. Additionally, the planned and proposed sections of the Dorchester Road multi-use path are shown, highlighting the needed connection from Old Trolley Road to the Eagle Creek Trail.

2.2: Trail Network & Park Access

Development in Oakbrook has focused along Old Trolley Road, which runs between a number of significant environmental features: the Sawmill Branch Canal, Eagle Creek, and Ashley River, as well as large wetland areas. This plan aims to better connect the developed portions of Oakbrook with the natural features and associated recreation facilities, such as Jessen Boat Landing, Dorchester Colonial State Historical Park, the Sawmill Branch Canal Trail, and the planned Ashley River Park and Pine Trace Park.

► **Creek Trail Connection:** Construct a trail to connect the ends of the Sawmill Branch Canal Trail and the Eagle Creek Trail on the south side of Dorchester Road. The trail would run along Dorchester Creek on the Colonial Dorchester State Historical Park, cross the Jessen Boat Landing Property, and continue along Eagle Creek. This trail should be unpaved to reduce ecosystem disruption.



Oakbrook Wetlands: A significant portion of the land around the Ashley River, Sawmill Branch Canal, and Eagle Creek are wetlands with limited development potential.

► **New Conservation Areas:** As part of the town's strategy for implementing the Scenic Ashley River Management Plan, the town should pursue the conservation of environmentally-sensitive properties along the river that contain wetlands. Development is limited on many of these properties already because portions are within the FEMA-designated floodway, where no development is permitted. The property owners could provide an easement for a previous trail and preservation along the riverfront and reap the tax benefits of a conservation easement.

► **Stormwater:** Conservation and preservation of plantings should be prioritized in large areas to offset the amount of impervious surface already developed along Old Trolley Road and Dorchester Road. With stormwater outfalls, which run to the Ashley River, reaching capacity, preventing additional new pavement without remediation in this area is critical.

► **Trails and Passive Recreation:** Conservation areas, as proposed along the river, can be programmed with passive recreation facilities that do not disturb ecosystem functions. For example, trail networks in this area should be unpaved, creek crossings should be footbridges with minimal structural installations, and boat facilities should be walk-in only.



Wetland Preservation: A bridge connects a pedestrian path over a wetland preservation area in a neighborhood in Habersham, SC.

2.3: Street Network

The Oakbrook area relies on three busy arterials for mobility: Old Trolley Road, Dorchester Road, and Ladson Road. This plan proposes improvements to bicycling and pedestrian facilities for these major streets, as well as new network connections that will provide more route choices.

▶ Old Trolley Road

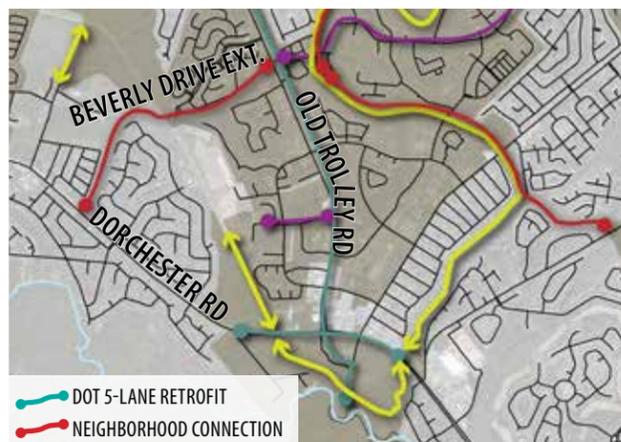
- ▶ **Street calming:** medians; planting strips; street trees; narrower lanes
- ▶ **Key intersection improvements:** pedestrian count-down signals; mast arm signals; crosswalks

▶ Ladson Road

- ▶ **Street calming:** medians; planting strips; street trees; narrower lanes

▶ Neighborhood Connections

- ▶ **Extending Beverly Drive and Eagle Creek Road Connection:** Three lane road; median; wide sidewalks; adjacent trails



Old Trolley Road: Current conditions: wide lanes, no buffer for the sidewalk, unmarked bike lane, no median



Old Trolley Road - Infrastructure Improvements: Improve infrastructure by installing a planted median, narrowing the lanes, plant trees and converting the bike lane into a multi-use trail on the side, buffered with plantings.



Old Trolley Road - Adjacent Development: Redevelop buildings to front the street, with parking behind.



Daniel Island: Charleston, SC



Boundary Street and Ribaut Road: Beaufort, SC



Daniel Island: Charleston, SC





Pedestrian/Cyclist Bridge across Dorchester Road



Dorchester Road Crossing: This photo simulation illustrates what the end of the Sawmill Branch Canal Trail could look like as it meets Dorchester Road with a landscaped buffer with and a pedestrian-activated crosswalk (HAWK signal).



HAWK Signal for Pedestrians



Bicycle and Pedestrian Street Markings



Brick Paved Crosswalk



Public Art: Public art is integrated into the crosswalks on this multi-use trail.

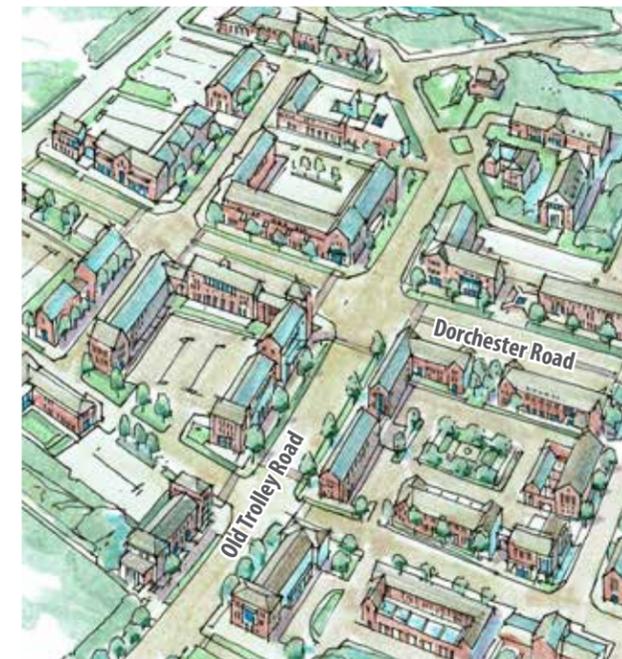


Oakbrook Village: High-Intensity Option

2.4: Oakbrook Village

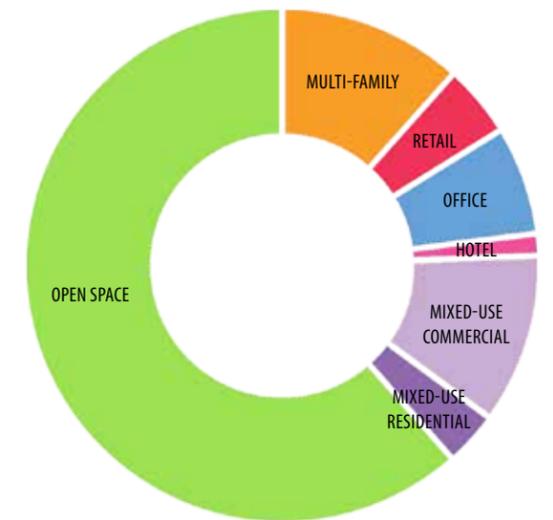
Both of the illustrative development concepts for Oakbrook Village hinge on the ability of the property owners to organize and assemble the parcels necessary to redevelop at a scale that will remake the intersection of Old Trolley Road and Dorchester Road into a mixed-use neighborhood center. (See Action Plan C.2)

- ▶ **High-Intensity Option:** This site plan accommodates most of the necessary parking in parking decks, allowing for a relatively high-density core.
- ▶ **Height/Density:** To accomplish the economies of scale necessary to make construction of parking decks feasible, all of the buildings must be at least three to four stories. If demand increases these buildings could rise to five to six stories.



Oakbrook Village: Looking Towards River

- ▶ **Program:** The plan shows sidewalk-story retail fronting Old Trolley, Dorchester, and Ladson Roads, with a mix of office and apartment units above. It also includes a hotel and restaurant on the south end of Ladson Road near the entrance to Jessen Boat Landing, providing an entrance to the ecotourism destination at the riverfront.

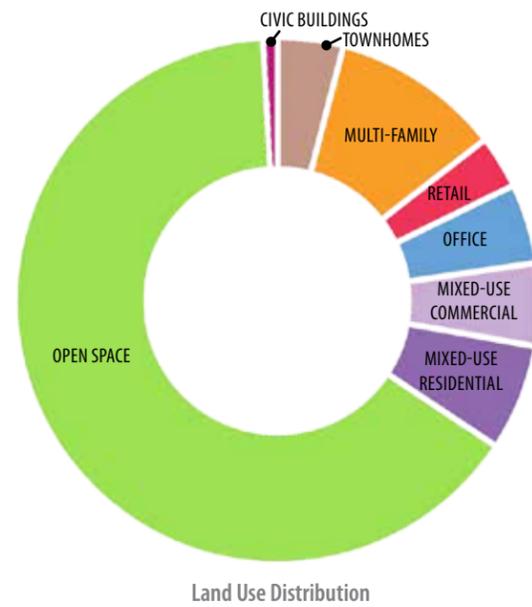


Land Use Distribution



Oakbrook Village: Looking Towards the boat landing area on Ladson Road

- ▶ **Lower-Intensity Option:** Another alternative that would accomplish the goal of creating a village center in Oakbrook is to encourage a higher percentage of lower rise residential units, including townhouses and live-work units.
- ▶ **Height/Density:** This less-intense option includes primarily two- and three-story buildings, with a few exceptions: senior housing buildings would be four to five stories, and a hotel would be five stories.
- ▶ **Program:** This option incorporates a neighborhood library south of Dorchester Road, across the street from the senior housing with easy access to the riverfront. A hotel and restaurant along the south portion of Ladson Road supports the ecotourism attractions. This option provides office space along Dorchester Road, as well as many opportunities for smaller businesses through small office spaces.



Seven Farms Drive: Daniel Island, Charleston, South Carolina



Mixson Market: North Charleston, South Carolina

Oakbrook Village: Lower-Intensity Option



Phase 1: Build up the intersection and preserve the waterfront



Phase 2: Build in the mix of uses and housing types, strengthening the intersection of Old Trolley Road and Dorchester Road



Phase 3: Build out with retail and mixed-use development, completing the walkable strolling street between the north and south side of Dorchester Road.

► Preferred Option for Oakbrook Village:

- **Phase 1:** Phase 1 conceptually accommodates the Riverfront Park, a hotel, senior housing, a restaurant, library, and three to four story mixed-use buildings on Dorchester Road. The buildings on Dorchester Road will serve as the entrance to Oakbrook Village, setting the tone and development typology for future phases.
- **Phase 2:** The north side of the Dorchester Road/ Old Trolley Road intersection is the second phase of development. The northwest corner of the intersection are two to three story mixed use buildings with townhouses and apartment buildings on the interior of the site. The eastern corner has four to six story mixed-use buildings, wrapping a parking deck.
- **Phase 3:** The final phase of redevelopment incorporates the current Money Man Pawn Shop, transforming the remainder of the site into attached, multi-family housing. On the west side of Ladson Road, a new grocery store is shown with two to three story buildings lining the corner and street.



NBSC Center Building: Daniel Island, SC



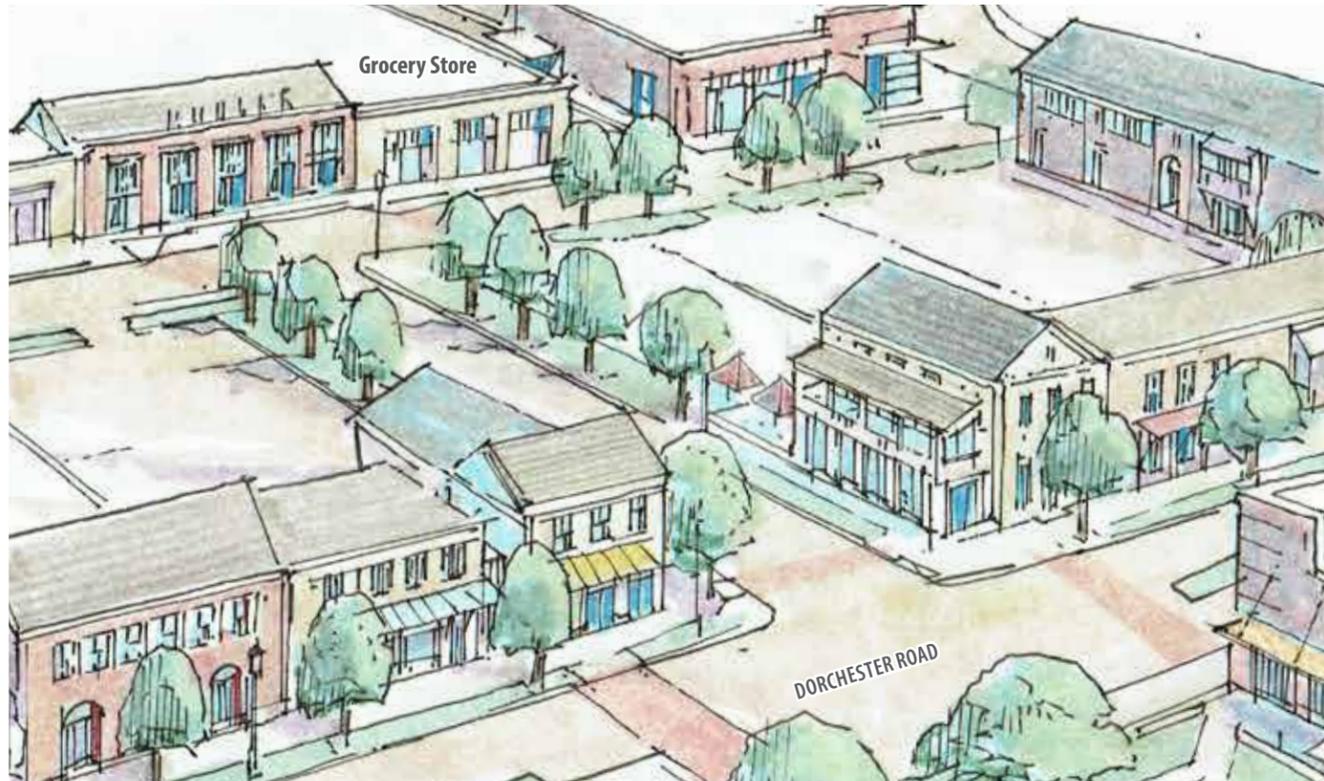
Retail and Housing/Offices: Habersham, Beaufort, SC



Apartments/Condos: Mixson Avenue, Mixson, North Charleston, SC



Urban Mansion: l'On, Mount Pleasant, SC



Retail Development: Oakbrook



Mixed-use Building along Seven Farms Road: Daniel Island, SC



Retail: Sullivan's Island, SC



Preserved Wetland: Habersham, Beaufort, SC



Mixed-use Building: Habersham, Beaufort, SC

OAKBROOK MARKET DEMAND

The market analysis completed for this plan found that Oakbrook has an existing demand for 58,300 square feet (sf) of additional retail development producing up to \$18.0 million in sales. By 2018, this demand will likely generate up to \$20.8 million in gross sales. This new retail would be absorbed by existing businesses or with the opening of new retailers and restaurants including: 3-4 apparel stores, 5-6 full service and limited-service restaurants, a retailer carrying department store merchandise, and an electronics store.

A summary of the statistically supportable retail in 2013 & 2018 is below:

- » 17,100 sf Full-Service Restaurants
- » 9,400 sf Limited-Service Restaurants
- » 5,600 sf Apparel, Accessories and Shoe Stores
- » 4,300 sf Special Food Services and Specialty Food Stores
- » 3,500 sf Bars, Breweries & Pubs
- » 3,500 sf Department Store Merchandise
- » 3,100 sf Miscellaneous Stores Retailers
- » 3,100 sf Furniture and Home Furnishings Store
- » 1,800 sf Office Supplies & Gift Store
- » 1,400 sf Pharmacy
- » 1,200 sf Sporting Goods & Hobby Store
- » 1,100 sf Electronics & Appliance Store
- » 1,100 sf Auto Parts Store
- » 1,100 sf Beer, Wine & Liquor Store
- » 1,000 sf Jewelry Store

For full study, see Appendix D.





Existing Conditions in Oakbrook: Oakbrook is currently characterized by parking lots, strip shopping centers, drive thrus and a strictly auto-oriented environment.



Phase 1 Development: Build up at the intersection of Dorchester Road and Old Trolley Road first. Wrap parking decks in mixed use buildings and apartments. Plant street trees and build different housing types. Include pocket parks and small greens for the new housing.



Pocket Park: Mixson, N. Charleston, SC



Seating, Shade, Shops, and Wide Sidewalks: Daniel Island, SC

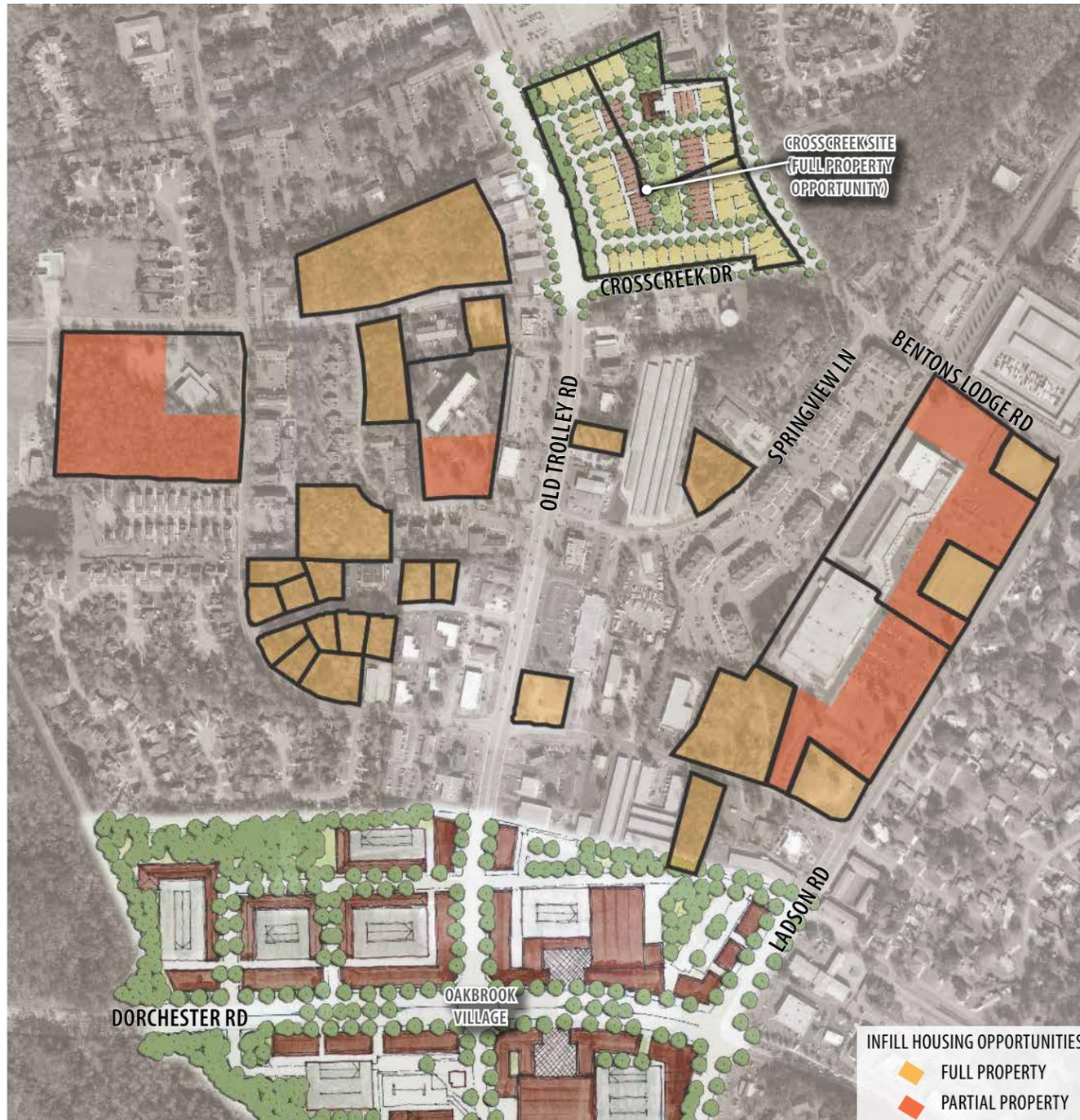


Townhouse: Daniel Island, SC



Final Buildout of Oakbrook Village: At completion, Oakbrook Village should be a walkable center with a mix of housing, retail, office, civic, and commercial uses.





Infill Housing Opportunities

2.5: Infill Housing

One strategy for the Oakbrook area is to increase residential density around activity centers to promote a mixed-use walkable environment. Though the proposed development concepts for Oakbrook Village include more than 500 new housing units, additional housing within a ten-minute walk (about a half mile) of this proposed core will further support more commercial and retail investment.

- **Crosscreek Site:** The illustrative plan for the approximately 14-acre Crosscreek site (consisting of two properties) presents an opportunity to demonstrate how increased density can be achieved in a context-sensitive way. The proposed design strategy includes a new frontage lane along Old Trolley Road so that new homes face a new linear park. In conjunction with street improvements to Old Trolley Road (see Part B: 2.3 and Part A:4.4), this linear park would provide both a neighborhood amenity and another level of street enhancement.

- **Infill Housing Design:** The infill housing opportunity sites shown in the accompanying diagram highlight both full properties and underutilized portions of developed properties where new housing could be added to the neighborhood. A mix of medium- to high-density housing options on these sites could yield several hundred more housing units, but must be designed to fit into the character of the surrounding neighborhood.

- **Context:** There are a range of housing types in Oakbrook today, but most of the variety is within the hodgepodge of apartments and townhomes along Travelers Boulevard and Crosscreek Drive, which is also where many of the infill opportunities are located. The inconsistency of building frontages and architectural features makes it difficult to propose housing that would fit the context. Instead, infill housing should set a new pattern for neighborhoods based on urban street frontages and a compact block pattern. As existing development reaches the end of its lifespan, properties will redevelop to follow the new form.



Crosscreek Site Illustrative Concept Plan: The conceptual plan shown above includes 39 small-lot single-family homes around the edge of site, with 36 townhomes and a six-unit apartment building around a common green space. (81 housing units total, at about 6.7 dwelling units per acre)

- ▶ **Density Gradient:** Generally, higher-density housing options should be concentrated along the major corridors (Old Trolley Road and Ladson Road), and should decrease as a site approaches existing single-family homes. Higher-densities should also be focused closer to Oakbrook Village, so that density decreases away from the village center.
- ▶ **Housing Types:** Small-lot single family housing—at the scale of St. Phillips Row—should be the lowest density of infill housing permitted in Oakbrook. At the opposite end of the spectrum, multifamily buildings up to five stories could be introduced along Old Trolley Road, while the infill sites on Ladson Road should be a maximum of three stories in deference to the one-story single family neighborhood across the street. Within this mix, four- to eight-unit mansion apartments similar in scale to the buildings at Colonial Village, and single-family attached homes like the set at Alma Drive both provide precedents for appropriate medium-density infill housing.



Large-lot Single-family Detached Homes: The neighborhood on the east side of Ladson Road is made up of 1960's ranch houses on 100-foot lots.



Small-lot Single-family Detached Homes: St. Phillips Row, located off of Travelers Boulevard, is a street of 50-foot wide lot homes built around 2001.



Duplexes: These duplexes in Oakbrook Commons should have parking behind to provide higher-density with a high quality public realm on the street.



Eight-unit Apartment Building: The garden apartments at Colonial Village, south of Dorchester Road could be a suitable scale for a more urban site plan.



Oakbrook Towers: As the tallest building in Oakbrook, this five-story multifamily building's entrance is 330 feet from the street entrance on Springview Lane.



Townhouses: This set of townhomes is a recent development in Oakbrook along Alma Drive, and shows a contextually-appropriate architecture for the area; however, the close proximity of the front-loaded garages degrades the character and quality of street life.

REGIONAL INFILL PRECEDENTS



Urban Small-lot Single-Family Homes: This example from Mixson in North Charleston shows a regional precedent for a small-lot urban neighborhood housing type.



Small-lot Single-Family Homes: This example from l'on in Mount Pleasant, SC shows a regional precedent for a small-lot single family neighborhood housing type.





OAKBROOK – CIVIC PROJECTS

- A** **Jessen Boat Landing Ecotourism**
 Improve Jessen Boat Landing as a full park with trails, campground, amphitheater, kayak launch, and passive recreation space.


- B** **Creek Trail Connection**
 Clear a one-mile long, unpaved trail along Dorchester Creek and Eagle Creek on the south side of Dorchester Road. (See Parks & Trails, A: 3.4)


- C** **New Conservation Areas**
 Preserve property along the Ashley River that will provide passive recreation opportunities and natural stormwater services. (See Parks & Trails, A:3.3)


- D** **Dorchester Road Improvements**
 Add a planted median, consolidate driveways, and separate the sidewalk from the back of the curb on Dorchester Road. Add pedestrian signals and mast arm signals to the intersections of Old Trolley Road/Dorchester Road and Ladson Road/Dorchester Road. (See Transportation, A:4.4)


- E** **Dorchester Road Crossing**
 Install a pedestrian-activated HAWK signal on Dorchester Road where the Sawmill Branch Canal ends. (See Action Plan C.3)


- F** **Old Trolley Road Improvements**
 Add a planted median, multi-use path with separation, and consolidate driveways. (See Transportation, A:4.4)


- G** **Ladson Road Improvements**
 Add a planted median, multi-use path with separation, and consolidate driveways. (See Transportation, A:4.4)


- H** **Library in Oakbrook**
 Build a neighborhood library in Oakbrook as part of the Oakbrook Village redevelopment



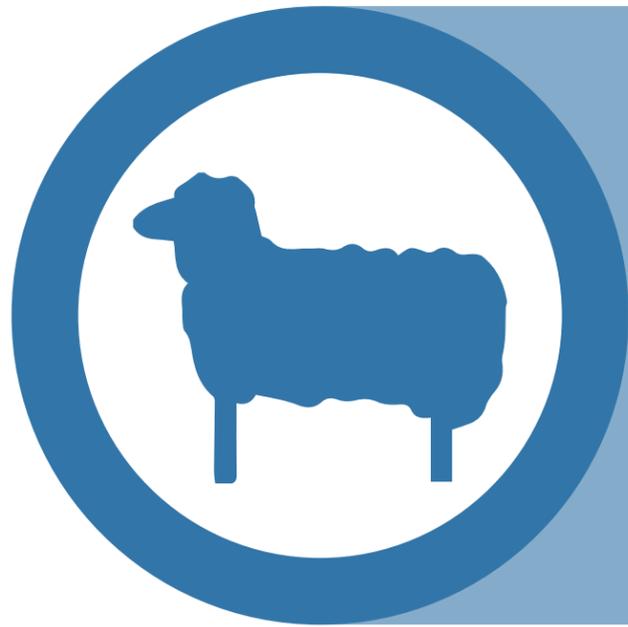
OAKBROOK – DEVELOPMENT OPPORTUNITIES

- A** **Ecotourism Accommodations/Residences**
 Encourage the development of apartments or rental cabins for ecotourists near the riverfront- either publicly or privately owned.


- B** **Infill Housing**
 Work pro-actively with developers to build medium- to high-density housing to support Oakbrook Village


- C** **Oakbrook Village Center**
 Organize property owners to redevelop in phases. (See Action Plan C.2)





3 SHEEP ISLAND PARKWAY

A new entrance to Summerville with opportunities for economic development

3.0: Overview

The construction of the new Exit 197 interchange at Sheep Island Parkway will open the next frontier of growth in Summerville. Largely unincorporated farmland today, the town's commitment to building infrastructure on the northwest edge of town presents an opportunity to create a new gateway to the heart of Summerville, provide premium access for a new employment center, and develop a new mixed-use neighborhood.

- ▶ **Street Infrastructure:** Construct Sheep Island Parkway as the spine for a new multi-modal block structure.
- ▶ **Regional Park:** Build a regional park and athletic facilities with connections to the town-wide trail network.
- ▶ **Sheep Island Village:** Support the development of a new employment-based, mixed-use village that includes a range of housing options.

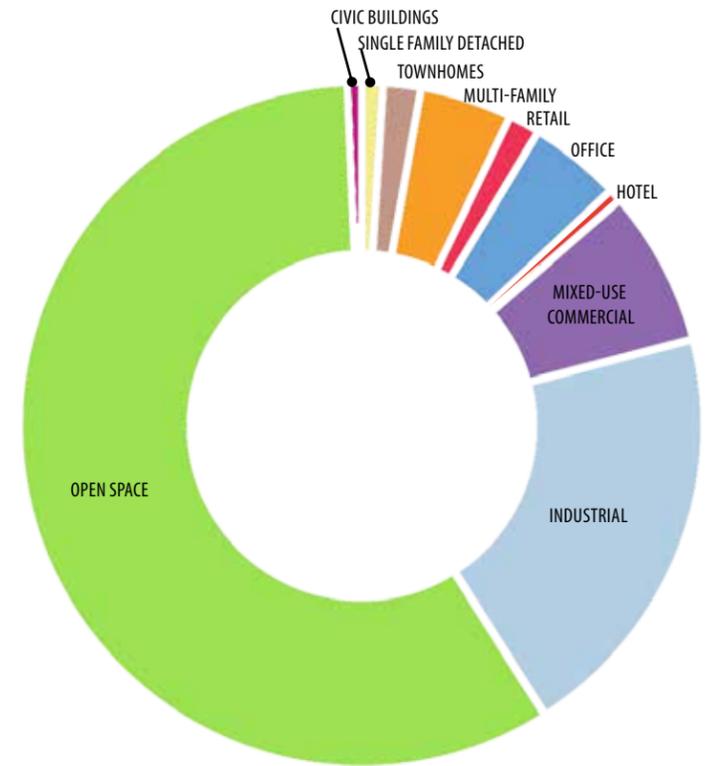


Future Sheep Island Parkway

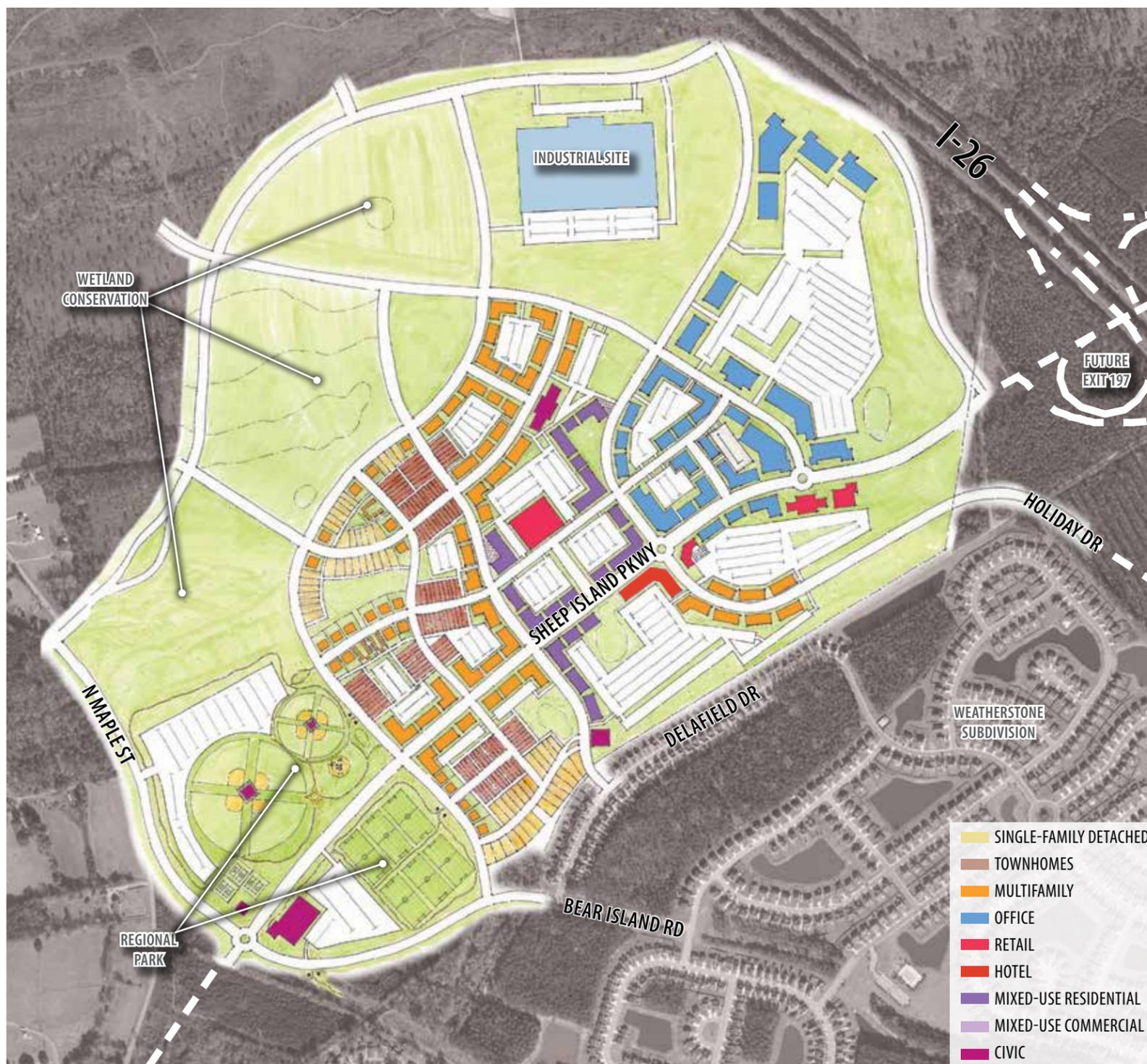
3.0: Overview	95
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3.3: Sheep Island Village	101



Conceptual Buildout Plan



Land Use Distribution



Land Use Plan



RESIDENTIAL

Single Family	204 units
Multi-family	1,165 units



COMMERCIAL

Retail	221,500 sf
Hotel (123 rooms)	26,400 sf
Office	1,166,000 sf



INDUSTRIAL

Industrial	3,000,000 sf
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CIVIC SPACE

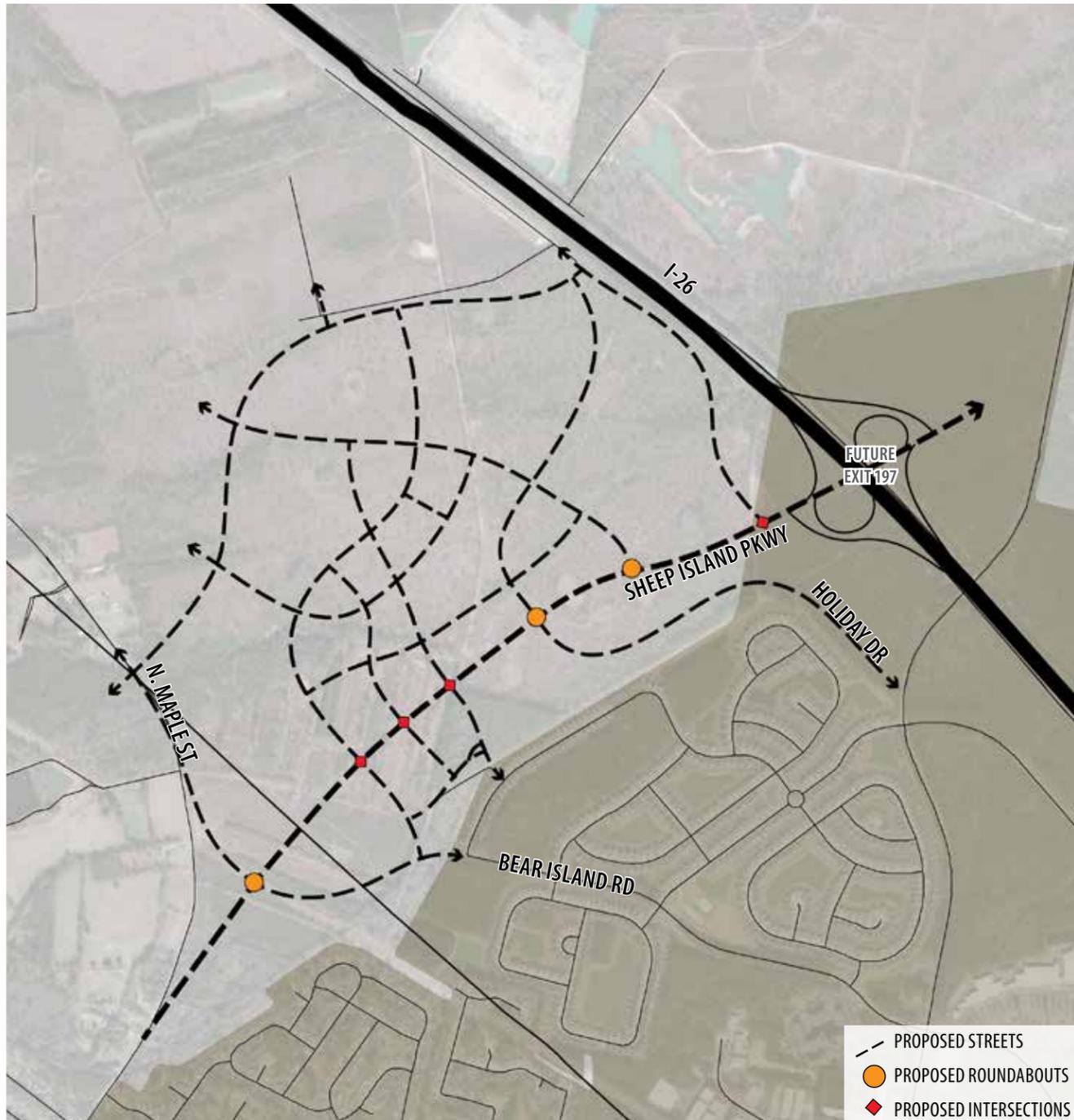
Parks/Open Space/Trails	200 ac
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CIVIC BUILDINGS

Community Center	37,500 sf
Churches/Other Civic Buildings	28,000 sf





Proposed Street Network for Sheep Island Village

3.1: Street Infrastructure

Growth at the edges of Summerville over the last several decades has largely been in the form of single-entry subdivisions that branch off of four lane arterial roads with few or no sidewalks. This pattern has led to an overall lack of street network connectivity outside of the historic center of Summerville. The Vision Plan recommends a different pattern of development at the new Sheep Island Parkway interchange by setting an expectation for a highly-connected, multi-modal network of streets to organize property assemblage and development.

› Sheep Island Parkway Design

- › **Multi-use Path:** As planned, there will be a multi-use path on Sheep Island Parkway, crossing I-26 and into Nexton. This multi-use path should be designed with bollards, a planting strip, or some other type of buffer between the path and the vehicular traffic lanes. This multi-use path will provide a critical non-vehicular connection to the trail network and attractions planned for Nexton.
- › **Street Section Configuration:** A four-lane urban boulevard is proposed for Sheep Island Parkway. This section will include on-street parking, either within the primary roadway or a secondary side drive in multi-way boulevard configuration. A generous sidewalk or multi-use path (minimum of 10 feet wide) should be built on both sides of the Parkway. The multi-use path on the southern side of the Parkway will provide a crucial link across I-26, connecting downtown and Nexton.
- › **Gateway Roundabouts:** At the town-scale, one goal of the new Sheep Island Parkway development is to create a better entrance to downtown than Exit 199 and the North Main area have provided. A roundabout

on Sheep Island Parkway at the entry to Sheep Island Village would provide a gateway that slows traffic and signals that visitors have arrived in a destination.

- › **Block Structure:** The town's investment in Sheep Island Parkway should provide the basis for block-scale development. As a first step, Sheep Island Parkway should be constructed with intersections and stub streets to accommodate future perpendicular streets.
- › **Neighborhood Street Design:** Neighborhood streets should be designed in concert with their adjacent land uses. Streets that are primarily residential should accommodate informal (unmarked) on-street parking, while streets with retail should include marked on-street spaces. Further details are in Chapter 4.

ROUNDABOUTS VS. INTERSECTIONS

The illustrative plan for Sheep Island Village shows a series of three roundabouts along Sheep Island Parkway, which would act as centers of gravity for the new development. There are both benefits and drawbacks to using roundabouts instead of intersections, which are detailed below.

Benefits of Roundabouts:

- » Preserves developable land at intersections because turn lanes are integrated into roundabout design
- » Creates a highly-visible public space that acts as a landmark and anchor for development
- » Introduces green space to streets that can be used for stormwater management
- » Slows traffic without stopping it completely, enabling consistent flow

Drawbacks of Roundabouts:

- » More expensive than an intersection, and may be unfeasible without contributions from developers
- » Pedestrian crossings can be more hazardous because traffic does not necessarily come to a complete stop



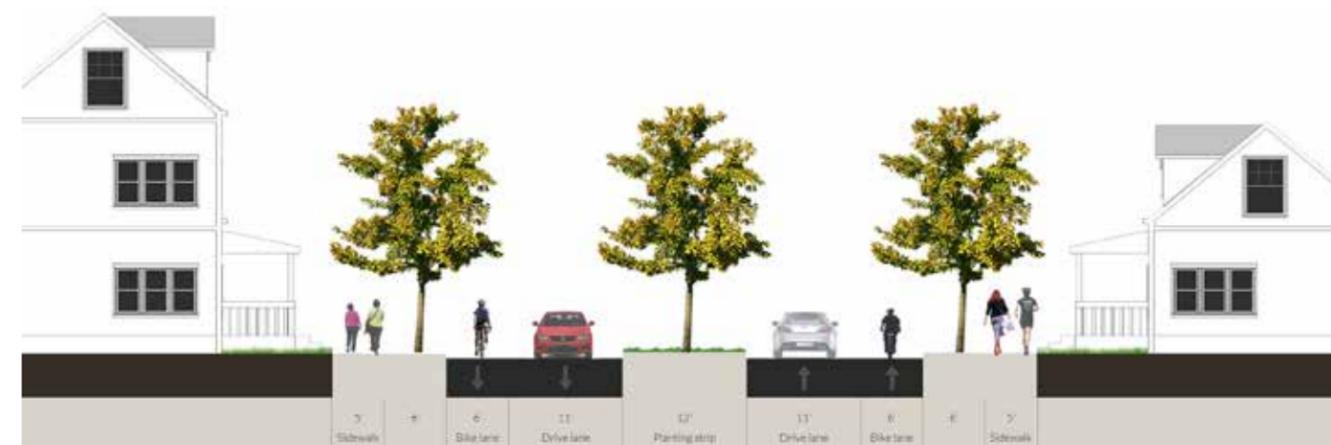
Sheep Island Parkway - Multiway Boulevard: This street section features a side drive with on-street parking to separate local, slow moving traffic from through traffic. Wide sidewalks, street trees and narrower side lanes will slow traffic and contribute towards a more pleasant walking/cycling environment.



Rural Neighborhood Connector Street: This section features multi-use paths with bioswales to handle stormwater, a planted median, and a landscaped buffer. Commercial and residential buildings are set back slightly from the street in this more rural street type.



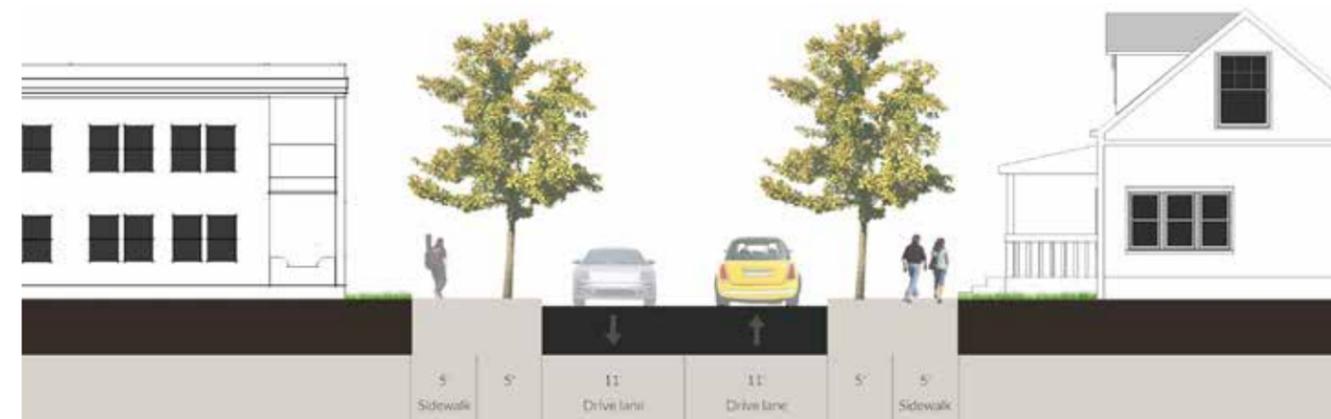
Sheep Island Parkway - Typical Urban Boulevard: This street section features on-street parking, a separated bike lane, and a wide sidewalk to accommodate outdoor dining.



Neighborhood Connector Street: Bike lanes, a planted median, and street trees help to make this street more bicycle and pedestrian friendly.



Boulevard: This street features large willow oaks, a wide central median and landscape buffer. (Queens Road West, Charlotte, NC)



Neighborhood Street

3.2: Regional Park and Trails

▶ **Regional Park at Sheep Island Parkway:** Construction of a new regional park would fill many of the town's unmet recreation facility needs, as described in the framework plan (Sections A:3.2 and 3.3). The availability of contiguous, undeveloped land in large parcels around Sheep Island Parkway, as well as its geographic location on the west side of Summerville, make it an ideal place for this new regional park. While the park would serve regional athletics, other amenities such as a playground, aquatic center, and trail circuit would make the park an attraction for nearby neighbors as well.

- ▶ **Trails:** A significant goal of the proposed development scheme for Sheep Island Village is to provide non-vehicular connections to downtown and the surrounding region.
- ▶ **To Downtown:** As noted in A:3.4, this plan proposes three options for east-west trail connections through downtown: a power easement trail, an on-street multiuse path on US-78/5th North Street, and a rail trail. For the purposes of connecting to Sheep Island Village, the power easement trail offers the best option because the alignment of that trail would connect directly to Sheep Island Parkway and the proposed regional park.



Proposed Regional Park at Sheep Island Parkway: The conceptual plan for a 200-acre regional park just west of the Weatherstone subdivision on the new Sheep Island Parkway would be larger than the Jerry Blackwell Sports Complex at Gahagan Park and draw visitors from all over the town.

▶ **To Nexton:** As noted in A:3.1, a multi-use path along Sheep Island Parkway will facilitate walking and bicycling between Nexton and Sheep Island Village, and ultimately, southeast to downtown.

- ▶ **Wetland Conservation:** The illustrative development plan for Sheep Island Village includes strategic wetland conservation areas, as well as constructed greens to mitigate development in wetland areas. Historically, development patterns in Summerville have not been designed to conserve environmentally-sensitive wetland habitats that perform important ecosystem services, including stormwater mitigation. For example, the Weatherstone subdivision on the southeast side of Sheep Island Village is built largely over pre-existing wetlands. Large constructed detention ponds are not an equivalent substitute for wetlands. They lack vegetation and natural drainage pathways, they do not contribute social value to neighborhoods, and they do not provide natural reprieves from urban living.



Wetlands in Sheep Island Village



The Salvation Army Ray & Joan Kroc Corps Community Center: The community center (seen in back) has soccer fields and stormwater retention along the Swamp Rabbit Trail in Greenville, SC.



Sheep Island Village—Employment Center

3.3: Sheep Island Village

The conceptual design for Sheep Island Village can be broadly described in three parts: a gateway employment center, a mixed-use village core, and a residential neighborhood. These components are derived from a market study of the area and arranged to capitalize on the town’s infrastructure investments. Generally, the illustrative plan creates a density gradient with the most intense uses closest to the highway, and the least-dense housing at the opposite end of Sheep Island Parkway adjacent to the proposed regional park.

- ▶ **Gateway Employment Center:** Economic forecasts suggest that job centers are moving up I-26 away from Charleston. The new interchange location is poised to capture a significant amount of office and industrial employment growth.
- ▶ **Gateway:** The plan conserves wetland areas near the interchange to provide a treed entry to the new village from the highway. Buildings are clustered around an entry roundabout, slowing vehicles to a safe travel speed and marking a clear gateway. Restaurants, offices, a corner gas station, and apartments provide a mix of complementary uses that benefit from close highway access.



- ▶ **Class A Office:** Many large employers prefer Class A office space, characterized by close highway access, new buildings, large floorplates, and high-quality finishes. The plan shows a 726,000 square foot Class A office complex, with buildings sited at the perimeter of a surface parking lot. Three-story office buildings with 20,000 square foot floorplates front the street, providing a walking environment for employees to reach nearby amenities. Many buildings are also sited to be visible from the interstate, offering valuable exposure to the location.
- ▶ **Other Office:** The blocks adjacent to the Class A office complex include smaller-scale office liner buildings of two to three stories.
- ▶ **Industrial:** The plan also includes a large, Class A industrial space to the north, taking advantage of the existing industrial development cluster to the southeast of Jedburg Road.



Sheep Island Village Entrance



I'On Commercial District: Mount Pleasant, SC



I'On Commercial District: Mount Pleasant, SC

SHEEP ISLAND MARKET DEMAND

With the construction of Nexton—a 4,500 acre master-planned community—demand for commercial space and housing in the Sheep Island Parkway area will be closely tied to activity across the interstate. The projected market demand for the Sheep Island Village is below.

- » Retail: 150,000 - 250,000 square feet (includes a 50,000 square foot grocery store and three 10,000 square foot restaurants)
- » Class A Office Space: 750,000 square feet
- » Industrial: 3,000,000 square feet



Daniel Island: Charleston, SC



Sheep Island Village: Mixed-Use Core

- ▶ **Mixed-Use Village Core:** The next layer of Sheep Island Village is the core, where residential, neighborhood commercial, and civic uses mix with the employment center to the north. Similar to downtown, a key component of the new village will be locating several different types of activity generators within easy walking distance and linking them with human-scale streets to create vibrancy and a sense of place.
- ▶ **Civic Buildings:** The plan shows two civic buildings in prominent locations at opposite ends of the village core. These are suitable locations for public or mission-oriented buildings, including churches, libraries, small schools, or community centers.
- ▶ **Hotel:** A new five-story, 123-room hotel at a central Sheep Island Parkway intersection would serve both corporate needs and tourists.



Office and retail: Daniel Island, Charleston, SC

- ▶ **Mixed-Use Buildings:** Three-story mixed-use liner buildings along the central blocks include ground-story retail space with offices and/or apartments above.
- ▶ **Live/Work Units:** In order to accommodate small businesses, the plan incorporates 35 attached live/work units with ground-story shopfronts and residences above.
- ▶ **Grocery Store:** A centrally-located, 50,000-square foot grocery store would allow Sheep Island Village residents to walk to pick up food.
- ▶ **Apartments/Condominiums:** The village core includes 630 multifamily housing units in three-story liner buildings with surface parking located behind in the center of the blocks.



The Exchange Building: Baxter, Fort Mill, SC





Baxter Village: Fort Mill, SC

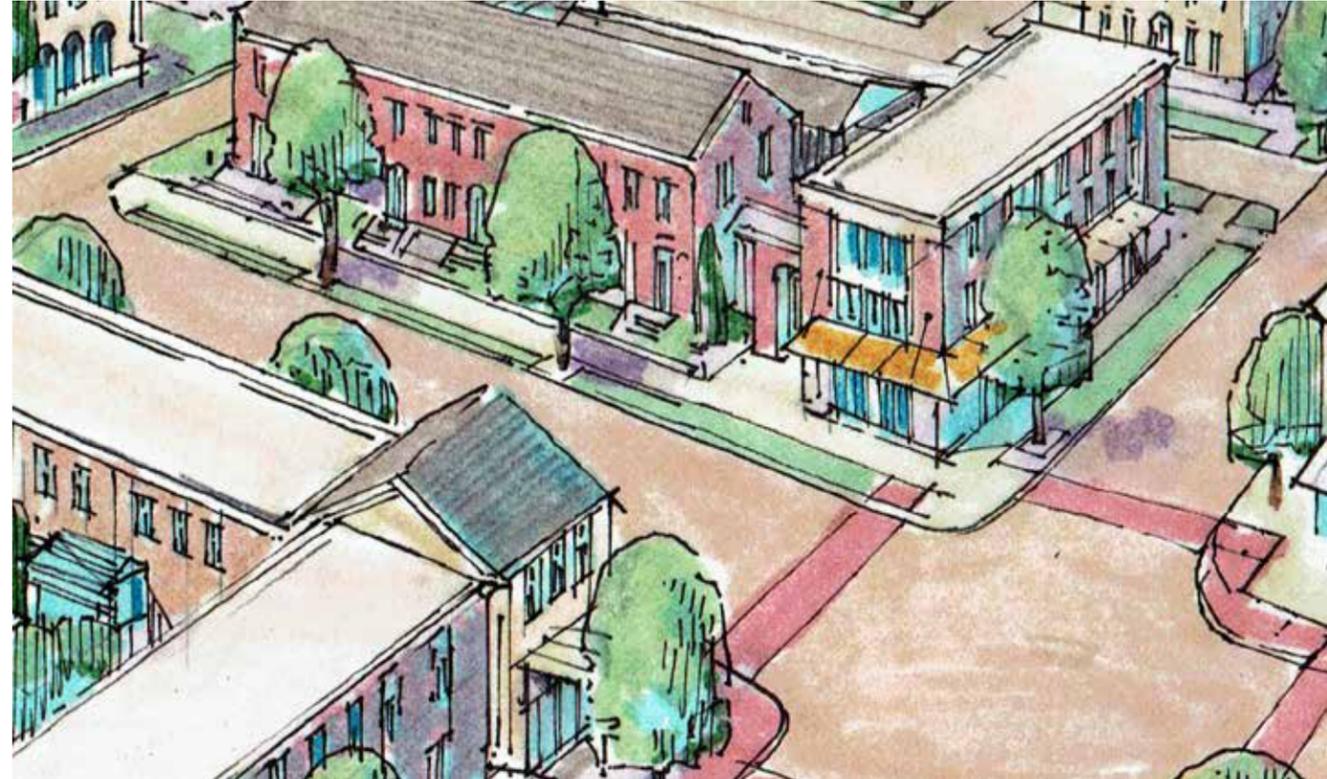


Illustration of Sheep Island Village Core: The illustration above and the images around it show the intended character of the Sheep Island Village Core with a variety of housing types, commercial, and civic uses within a close, walkable proximity.



The Bilt House: Serenbe, GA



Baxter Village: Fort Mill, SC



Baxter Village: Fort Mill, SC



Walnut Grove Townhouses: Davidson, NC



Townhouses: Charlotte, NC



Small Lot, Single-Family Home: Davidson, NC



Glenwood Park: Atlanta, GA



Townhouses: Serenbe, GA



Sheep Island Village: Residential Neighborhood

- ▶ **Residential Neighborhood:** The blocks of Sheep Island Village furthest from the highway interchange are shown with a range of medium- to high-density housing types, accommodating a total of 637 housing units.
- ▶ **Apartments/Condominiums:** Three-story multifamily buildings line Sheep Island Parkway and face the ground-story retail blocks of the mixed-use village core.
- ▶ **Townhomes:** Two-to three-story, single-family, attached homes provide a transitional housing option between multifamily buildings and detached housing. The plan includes both alley-loaded, park-under townhomes and townhomes served by on-street parking and/or shared surface lots behind the buildings.
- ▶ **Urban Mansions:** The plan includes several four-unit urban mansion-style apartment or condominium buildings. These structures are detailed to resemble large single-family structures and integrate Lowcountry architectural features like two-story porches. Urban mansions complement the scale of adjacent townhome and multifamily liner buildings. They are also appropriate to punctuate intersections within neighborhoods of predominantly detached homes.
- ▶ **Cottage Courts:** Another development type that accommodates medium-density housing is the cottage court. Cottage courts organize small footprint homes (about 400 square feet) around a shared green space. These houses can meet a range of housing needs and provide a lower-maintenance lifestyle and a sense of community.
- ▶ **Small-lot Single-Family Housing:** The lowest-density housing types shown are single-family detached units on 50-foot-wide lots. These alley-loaded homes could also be configured with an additional dwelling unit behind, providing more flexibility for owners.





Condominium: Davidson, NC



Townhouse: Meadowmont, Chapel Hill, NC



Town Center: Meadowmont, Chapel Hill, NC



Small lot, Single-Family Home: Serenbe, GA



Apartments: Exit 30, Davidson, NC



Town Centre: Meadowmont, Chapel Hill, NC



Cottage Court: New Town, St. Charles, MO



Bungalows: Dilworth, Charlotte, NC



Apartments: Bexley, Davidson, NC



Civic and Development Projects

SHEEP ISLAND PARKWAY – CIVIC PROJECTS

- A Sheep Island Parkway**
Construct Sheep Island Parkway with a separated multi-use path, gateway roundabouts, and stubbed street intersection. 
- B Neighborhood Streets**
Design neighborhood streets that allow residents and visitors to walk between Sheep Island Village destinations. Streets are to be constructed by new development and turned over to the town when appropriate. 
- C Regional Park**
Construct a large park that offers regional athletic facilities as well as locally-serving playgrounds and other amenities. 
- D Trail Connections**
Build trail connections to Downtown (via the power easement trail) and to Nexton. 
- E Wetland Preservation**
Designate wetland preservation areas to protect sensitive habitats and provide critical ecosystem services. 

SHEEP ISLAND PARKWAY – DEVELOPMENT OPPORTUNITIES

- A Sheep Island Village–Employment Center**
Organize property owners and offer interstate frontage to attract Class A Office tenants. 
- B Sheep Island Village–Mixed-use Village Core**
Organize property owners and provide a framework for development with a block structure. 
- C Sheep Island Village–Residential Neighborhood**
Organize property owners and permit a wide range of housing types. 

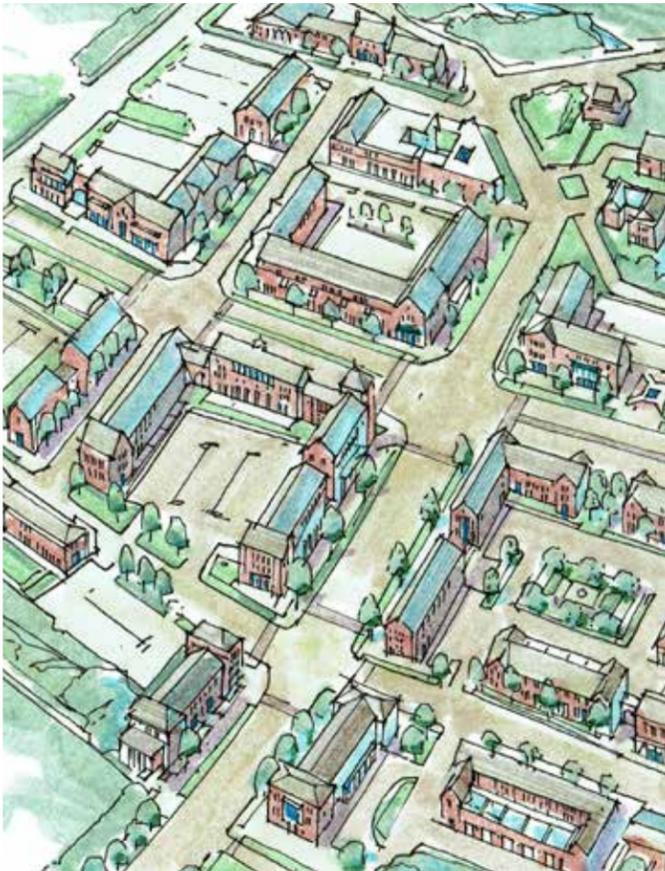


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C: ACTION PLAN

Progress starts here, today.



Ten Projects for the Next Five Years 111



Elevate the Design Standards



Organize in Oakbrook



Improve Pedestrian and Bike Crossings on Dorchester Road



Reimagine Hutchinson Square



Complete the Sawmill Branch Canal Trail Loop



Connect Short Central to Little Main



Redefine the Entrance to Summerville



Build Housing Downtown



Start a Circulator Bus Route



Implement a Comprehensive Annexation Strategy



TEN PROJECTS FOR THE NEXT FIVE YEARS

Do this NOW

i: Overview

This plan details a vision of Summerville in 2040 that is very different from the Summerville of 2014. The following ten projects provide direction for how the town should take its first steps toward achieving that vision.

1. Elevate the Design Standards
2. Organize in Oakbrook
3. Improve the Crossings on Dorchester Road
4. Reimagine Hutchinson Square
5. Complete the Sawmill Branch Trail Loop
6. Connect Short Central to Little Main
7. Redefine the Entrances to Summerville
8. Build Housing Downtown
9. Start a Circulator Bus Route
10. Implement a Comprehensive Annexation Strategy



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10: Implement an Annexation Strategy	130

1: Elevate the Design Standards



Market Street: Habersham, SC



Six Unit Apartment Building: Habersham, SC



Mixed-Use Building: Habersham, SC

Why?

- › **Provide Predictability:** Development is a high-stakes, high-cost business, and developers seek to reduce risk when they invest in projects. Clear and specific design guidance means that a developer knows what the town expects at the outset of the project so that red tape won't stall construction.
- › **Attract Investment:** Design standards also reduce risk because developers know that nearby development will be required to uphold a high standard of quality and design. If the town does not improve design standards, then it will lose significant development opportunities to regional competitors.
- › **Create Places:** Design standards ensure that private development contributes to the public realm, for example, by constructing buildings that address the sidewalk with broad windows and articulated facades. Requirements that frame streets create a sense of place, ultimately providing a higher quality of life for residents who can walk to shops, restaurants, schools, and parks.
- › **Build Safe Streets:** Requiring new development projects to dedicate appropriately-sized rights-of-way, build sidewalks, plant street trees, and install street lights makes streets safer and more attractive for all users.

Who?

- › Town of Summerville Planning and Zoning Staff
- › Town of Summerville Engineering and Public Works Staff
- › Commercial Design Review Board
- › Board of Architectural Review
- › Planning Commission

What?

- › **Design Standards for Development:** Adopt a form-based code.
- › **Design Standards for Infrastructure:** Adopt NACTO Urban Street Design Guide¹ standards for transportation projects.

How?

- › **Option 1:** Use the Code Strategy to create an annotated outline that will then guide a full revision of the zoning ordinance.
- › **Option 2:** Create form-based overlay areas for Downtown, Oakbrook, and Sheep Island to pilot new design standards.
- › **Option 3:** Make short-term fixes to the current ordinance — like reducing setbacks and clarifying the commercial design review regulations — while working on a longer-term solution.
- › **Other Considerations:**
 - › Work with SCDOT to create a fast track for redesigning appropriate street sections and adding on-street parking, wider sidewalks, etc.
 - › Work with county transportation officials to include pedestrian facilities and provide for slower moving traffic on new roads.

¹ See the National Association of City Transportation Officials (NACTO) "Urban Street Design Guide" and "Urban Bikeway Design Guide" www.nacto.org.



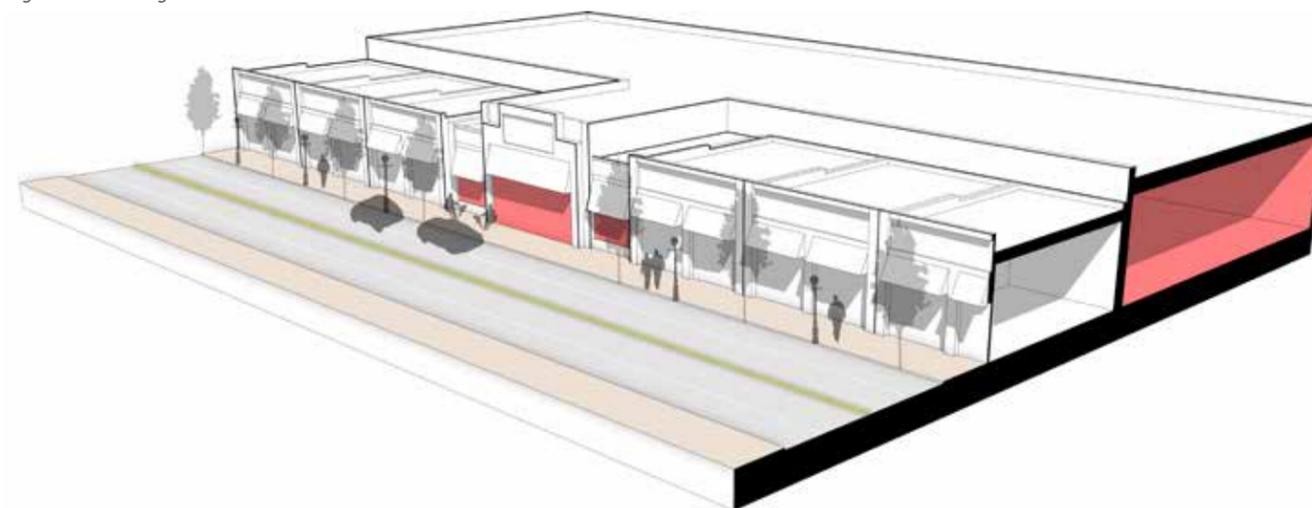
Commercial Development with Quality Design Standards: The Rosedale Commons development illustrates several techniques that can be used to soften the impact of big box stores, including the use of perimeter buildings to screen parking areas and building frontages that are detailed to emphasize the pedestrian. (Huntersville, NC)

Commercial Development without Quality Design Standards: Summerville's Heritage Square site currently lacks the site and building design elements necessary to contribute social, cultural, or aesthetic value to the public realm.

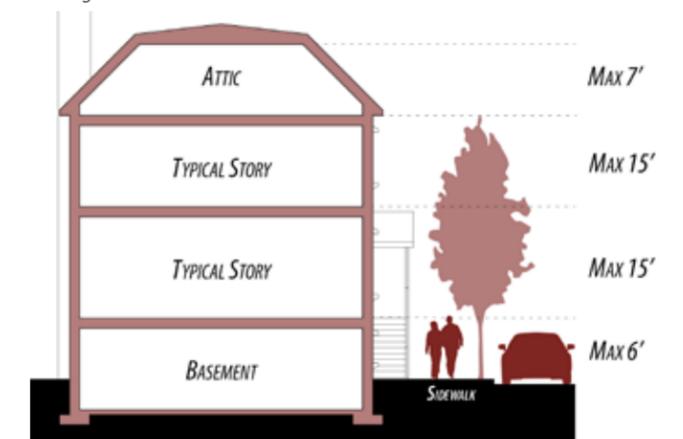
Transparency



Big Box Screening



Height



Design Standard Examples: The graphics above are examples of design standards from other code projects that may be appropriate to adapt for use in Summerville.



2: Organize in Oakbrook



Why?

- › **Spearhead Collaboration:** The ongoing conversation about redevelopment in Oakbrook must be organized through a goal-oriented committee with strong leadership to ensure that coordinated, large-scale redevelopment occurs.
- › **Incentivize Reinvestment:** Create an incentive that gives the town leverage in redevelopment negotiations.
- › **Fragmented Ownership and Jurisdictions:** To realize the vision for Oakbrook Village a collaboration among property ownership and the Town and County must occur. Currently, no property owner owns enough frontage and property to transform the intersections without the help of others.

Who?

- › Oakbrook Business and Civic Association
- › Local developers and property owners
- › Summerville Town Council and Economic Development Staff (to approve and regulate any district/incentives)

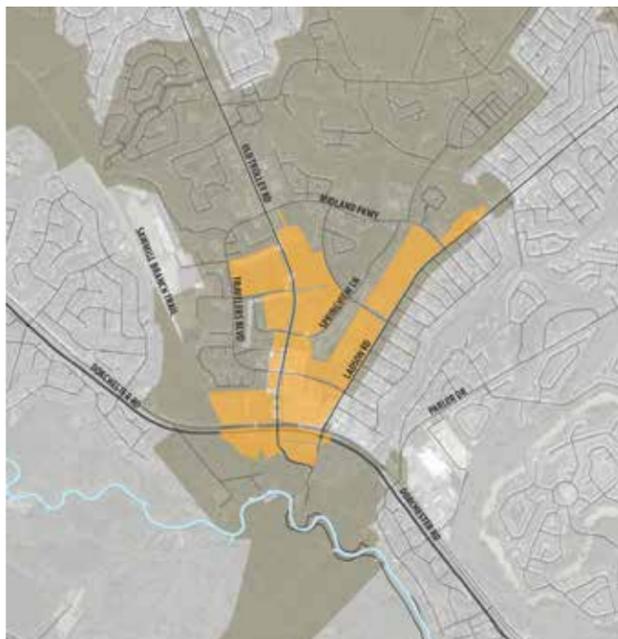
What?

- › **Control the Riverfront:** Maintain an open dialogue with riverfront property owners about the town's interests.

- › **Commit to a Collaborative Oakbrook Village Vision:** Make sure that new investment is in line with the Oakbrook Village plan through regulatory changes.

How?

- › **Regular Meetings:** Convene an ongoing meeting group of key stakeholders and property owners. The meeting group can be a collaborative group that includes members of the Oakbrook Civic Association and the Oakbrook Area Council of the Dorchester Chamber of Commerce. The group should have specific milestones and goals.
- › **Inter-governmental Agreement:** Reach a consensus on working projects and goals over the next couple of years and establish a priority list of private investments/public investments between Dorchester County and the Town of Summerville.
- › **Multi-County Industrial Park (MCIP) District:** Establish an MCIP to give the town negotiating power for annexation and redevelopment.
- › **Design Standards:** Adopt a form-based code or overlay for Oakbrook.
- › **Make Annexation into Summerville a Preferred Path:** Present landowners in the unincorporated county with a convincing plan to become part of Summerville through annexation.



Oakbrook District Map: Proposed Boundaries of the Multi-County Industrial District to include both Summerville and Dorchester County properties



Existing Oakbrook Conditions



Oakbrook Today: Large parking lots and disconnected businesses make navigating the area difficult

Image Source: www.bing.com



Phase 1 Development: Build up the intersection of Old Trolley Road and Dorchester Road.



Phase 2 Build Out: Grow outward and include a mix of housing options and mixed-use buildings.

3: Improve the Crossings on Dorchester Road



Dorchester Road Crossing: This illustration shows a multi-use path along Dorchester Road and a new crossing with a pedestrian-activated traffic signal and pedestrian refuge median.

Why?

- › **Improve Cyclist and Pedestrian Access and Safety:** Dorchester Road prevents pedestrian and bicyclist access to Ashley River. The Sawmill Branch Trail and Eagle Creek Trail could continue across Dorchester Road to the river with the installation of protected crossings.
- › **Create a Visually Unified Shopping District:** A first step in making Oakbrook Village a reality is creating cohesion across Dorchester Road by allowing people to cross it.

Who?

- › Town of Summerville Engineering and Public Works Staff (Project management & leadership)
- › South Carolina Department of Transportation (will approve plans and provide funding)
- › Summerville Town Council (will have to approve funding)

What?

- › **Establish Crossing at Sawmill Branch Canal Trail:**
 - › **Immediately:** Extend the multi-use path to cross at the intersection of Dorchester Road and Old Trolley Road.
 - › **Short-Term:** Install HAWK Signal at intersection where Sawmill Branch Canal Trail crosses Dorchester Road.

- › **Long-term:** Investigate the construction of a pedestrian bridge crossing if traffic volumes increase or if Dorchester Road is widened again.

- › **Provide Space for Pedestrians and Cyclists:** Install a planting strip along the back of the curb and construct a multi-use path on the north side of Dorchester Road and eliminate driveways where possible.

- › **Interrupt Dorchester Road:** Build spot medians along Dorchester Road to provide a refuge area for pedestrians and a visual break in traffic lanes.

- › **Improve Old Trolley Road and Ladson Road Intersections:** Install new crosswalks and add pedestrian countdown signals at crossings.

How?

- › **Funding:** Use safety improvement money to work on interchanges and the segment of Dorchester Road between Old Trolley Road and Ladson Road now as SCDOT has funding available for safety improvements. Approve additional capital funds from the budget or through district funds (e.g., through establishing TIF or MCID).
- › **Management:** Manage project locally with SCDOT money.



Pedestrian-Activated Traffic Signal: West Trade Street. Charlotte, NC



Midblock Pedestrian Crosswalk: West Trade Street. Charlotte, NC



Pedestrian/Bicycle Bridge across Dorchester Road



Crosswalk Patterning

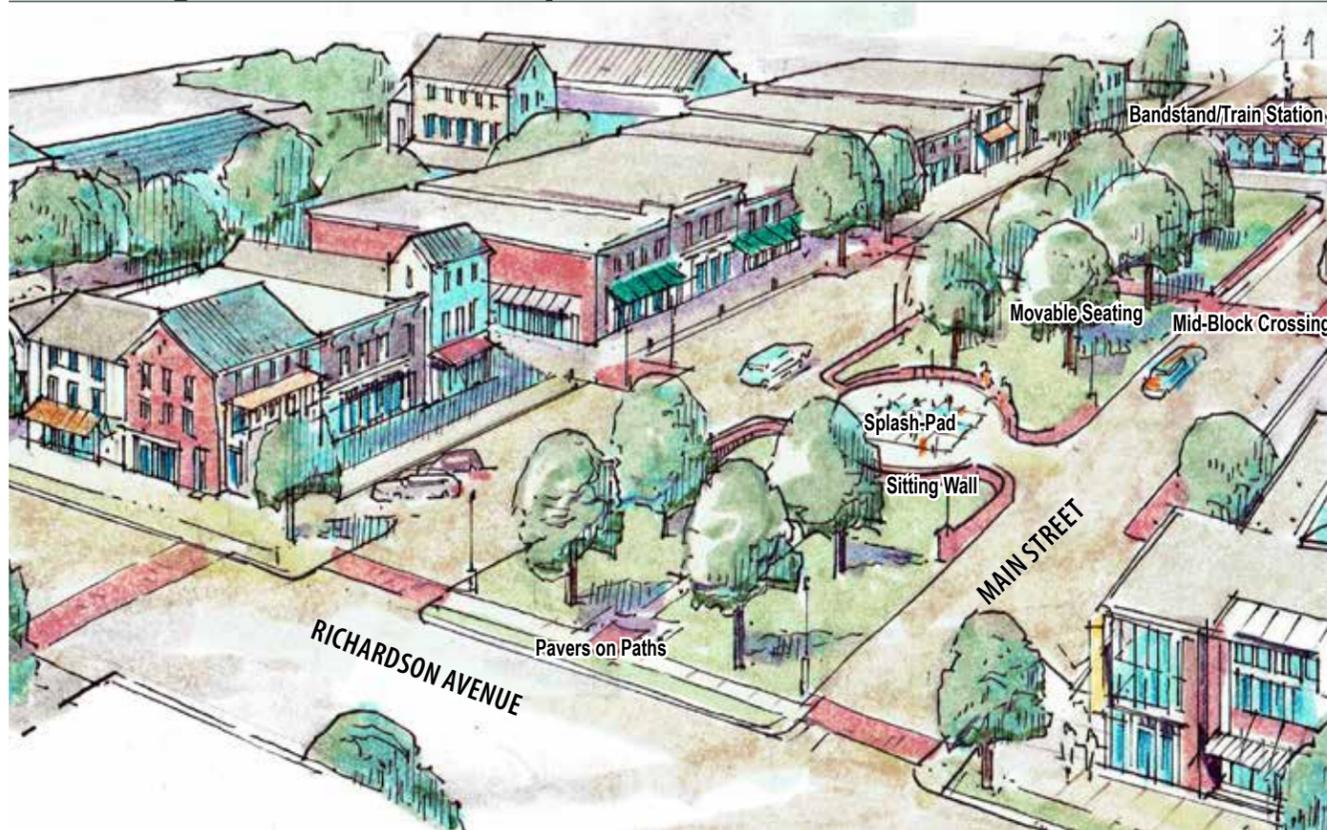


Multi-use Trail Markings

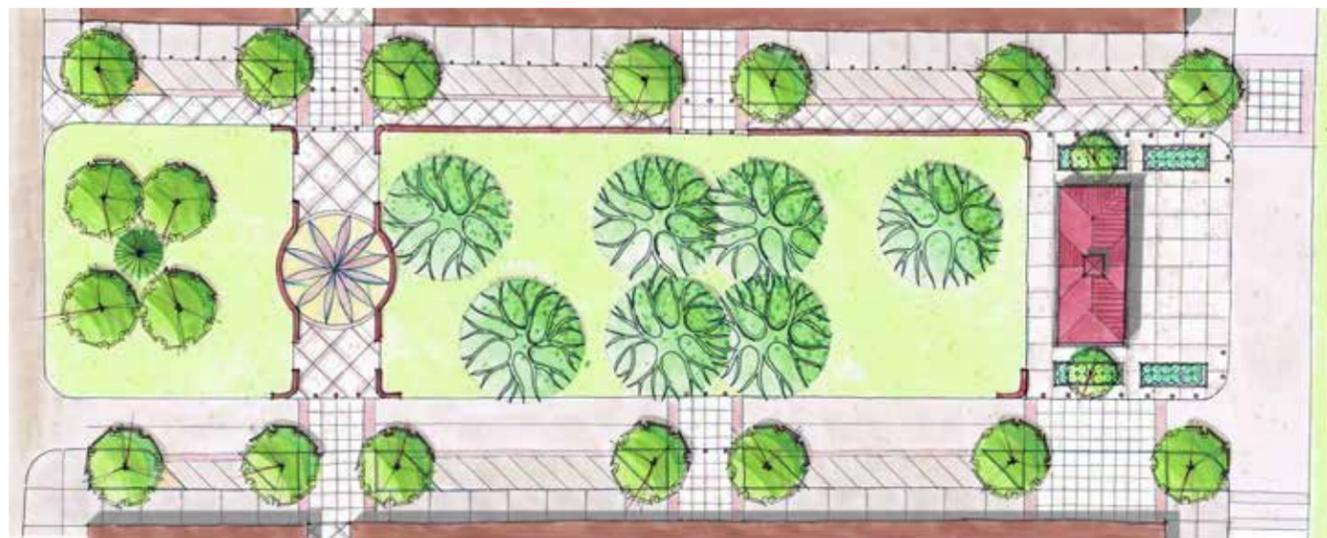


Pedestrian Refuge and Bulb-outs

4: Reimagine Hutchinson Square



Hutchinson Square 2030: A reimagined Square with paved paths, movable seating, a clear understory, and sufficient lighting on all sides of the Square.



Hutchinson Square 2030: A reimagined Square plan view

Why?

- › **Preserve the Heart of Summerville:** Hutchinson Square is the historic center of town, and should be both preserved and enhanced to serve the next generation.
- › **Create a Gathering Place:** As the heart of Summerville, Hutchinson Square should be a central gathering place for all people (young and old, residents and visitors).
- › **Attract Businesses and Residents:** Hutchinson Square gives Summerville a major marketing tool to attract new residents and businesses.

Who?

- › Town of Summerville Planning and Zoning Staff
- › Town of Summerville Engineering and Public Works Staff
- › Town of Summerville Parks and Recreation Staff
- › Downtown businesses
- › Local non-profits/civic organizations
- › SCDOT (to work on Richardson street in the immediate future and Main Street in the long-term)

What?

- › **Upgrade Design:** Finish paths with pavers. Add regularly-spaced lighting to all sides of the square. Remove under-story vegetation.
- › **Add Amenities:** Add movable seating. Install a splash-pad flush with the ground that can be turned on and off for events. Build a structure at the north end of Hutchinson Square to serve multiple functions: farmer's market, bandstand, future commuter rail platform.

- › **Improve Access to the East Side of Main Street:** Add a mid-block crossing. Widen the sidewalk on the east side of Main Street.
- › **Expand the Square:** Provide a pedestrian connection from Hutchinson Square west to Sweet Tea Square and north across the railroad tracks (see B:1.2).
- › **Encourage Development/Redevelopment:** Use improvements to Hutchinson Square, Sweet Tea Square, and surrounding streets to attract investment to downtown.

How?

- › **Community Engagement:** Hold a series of events on Hutchinson Square to publicize the proposed improvements and seek community buy-in.
- › **Funding:** Use a variety of funding sources to complete improvements, including private fundraising, future Tax Increment Financing funds, funds collected through a Business Improvement District, Community Development Block Grants, and/or capital improvement funds from the town budget.
- › **Sponsorships:** Establish a "buy-a-brick" and/or similar programs that encourage local residents and organizations to help fund necessary improvements.
- › **Partnerships:** Partner with civic organizations to activate Hutchinson Square with ongoing festivals and other programs.
- › **Traffic Management:** Work with SCDOT on ways to slow traffic.



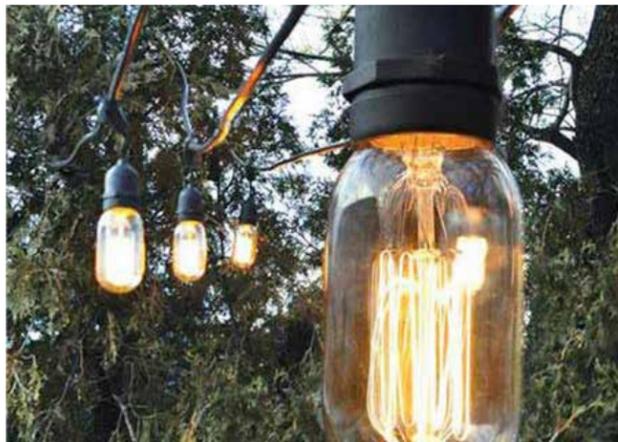
Sponsored Pavers: Albemarle, NC



Bandstand: Albemarle, NC



Brick Seat Wall & Pavers



Lighting Appropriate for the Square



Commerical Courtyard (Common Market. Charlotte, NC)



Sprayground: Stewart Park, Spartanburg, SC



Commerical Courtyard (Common Market. Charlotte, NC)



Movable Seating Appropriate for Hutchinson Square



Contemporary Seating Appropriate for Hutchinson Square



5: Complete the Sawmill Branch Canal Trail Loop



Sawmill Branch Canal Trail



Greenway: Frasier Park, Charlotte, NC



Greenway: Little Sugar Creek, Charlotte, NC

Why?

- › **Create a Trail Circuit:** Many residents run, walk, and bike on the trail for recreation, going back and forth along the existing 7.5 mile stretch. Making a loop would attract more residents and visitors to use the trail by adding more variety to the route.
- › **Connect to Major Destinations:** The trail does not currently extend to downtown, Gahagan Park, or the riverfront, which are major recreation destinations.
- › **Provide Transportation Options:** Most of Summerville's roads are unsafe for pedestrians and cyclists. A better-connected trail network would significantly improve non-motorized mobility options.

Who?

- › Town of Summerville Engineering and Public Works Staff
- › Dorchester County (Eagle Creek portion)
- › US Army Corps of Engineers

What?

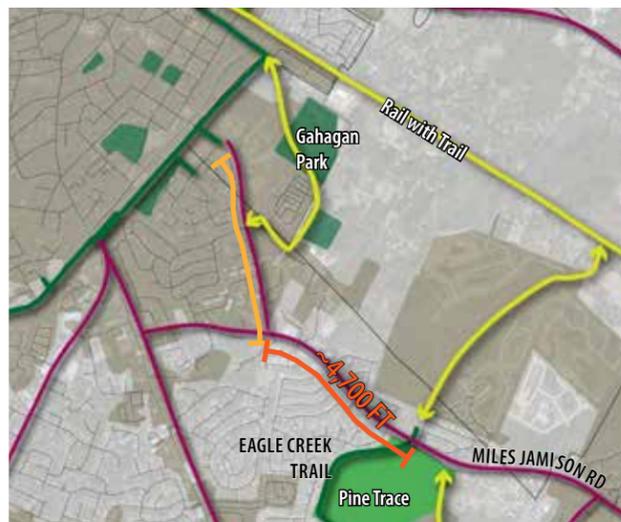
- › **Gahagan/Miles-Jamison Road Multi-use Path:** Construct a 9,900 linear foot, separated, on-street, multi-use path connection between the Pine Trace property and Gahagan Park (see A:3.4).

- › **Dorchester Creek Trail:** Clear an unpaved path along Dorchester Creek, from Sawmill Branch Trail, to the riverfront, and back up to Eagle Creek Trail (see A:3.4).
- › **Dorchester Road Crossings:** Create crossings on Dorchester Road at the Sawmill Branch Trail and at the Eagle Creek Trail (see B:2.3).
- › **Dorchester Road Multi-use Path:** Continue the multi-use path on the north side of Dorchester Road from the Sawmill Branch Canal to Eagle Creek Road (see B:2.3).
- › **Programming:** Program the trail network with specific nodes and areas of interest that could include artwork, pocket parks, and passive spaces (see A:3.4).

How?

- › **Land:** Acquire necessary rights-of-way and connections through property access easements.
- › **Capacity-building:** Create a governing body/non-profit to support the canal trail.
- › **Support:** Start a trail marketing campaign using drawings and photo-simulations from this plan.
- › **Funding:** Research funding mechanisms including grants related to healthy living.

5: Complete the Sawmill Branch Canal Trail Loop



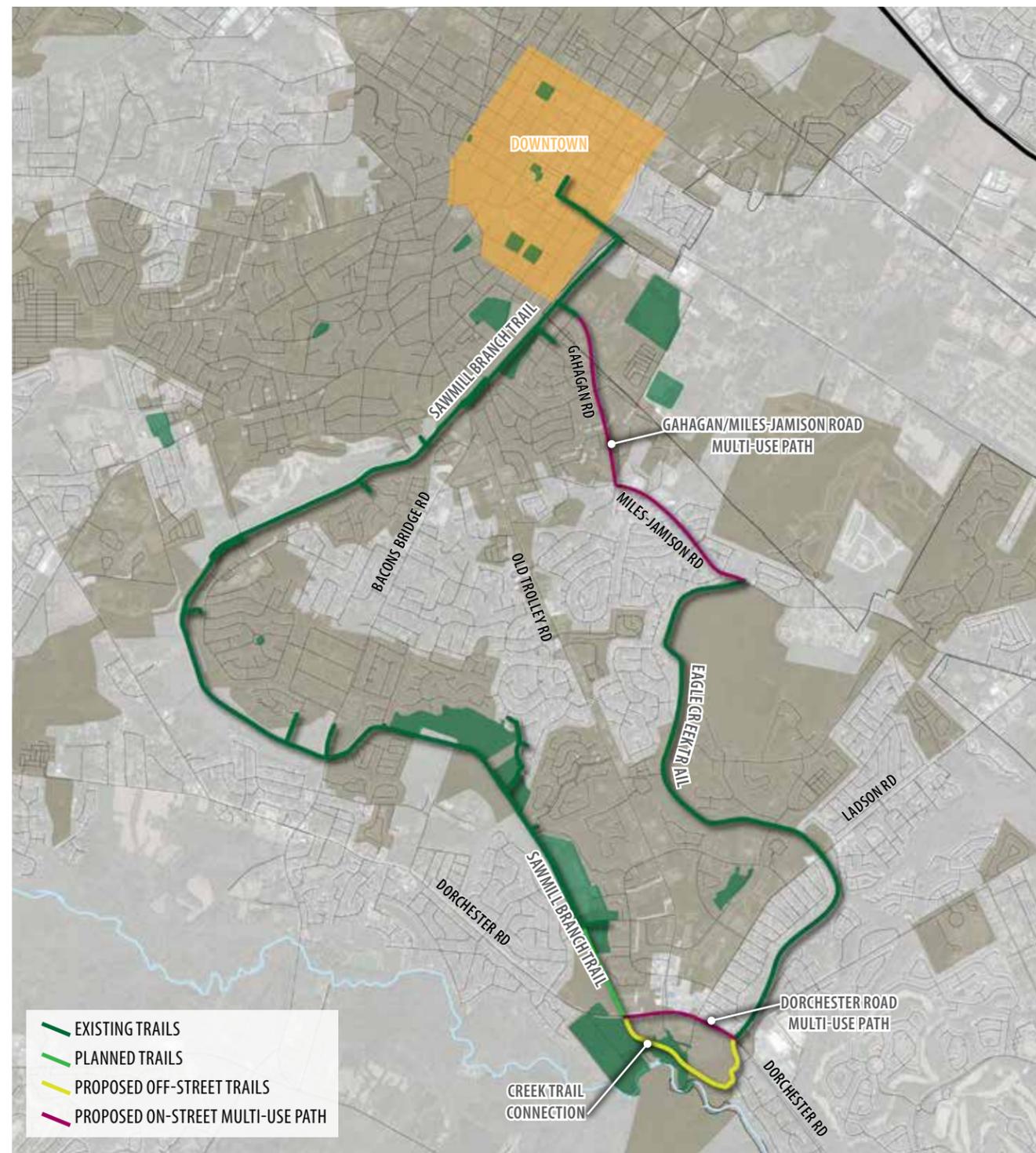
Gahagan/Miles Jamison Road Multi-use Path Connection: The addition of a separated, on-street multi-use path along the highlighted sections of Miles Jamison Road and Gahagan Road would connect the Sawmill Branch Trail to Eagle Creek Trail.



Swamp Rabbit Trail: Signage (above) and along the route (below) in Greenville, South Carolina



Swamp Rabbit Trail



Proposed Trail Loop



Swamp Rabbit Trail Children's Garden (Greenville, SC)



Swamp Rabbit Trail Signage (Greenville, SC)



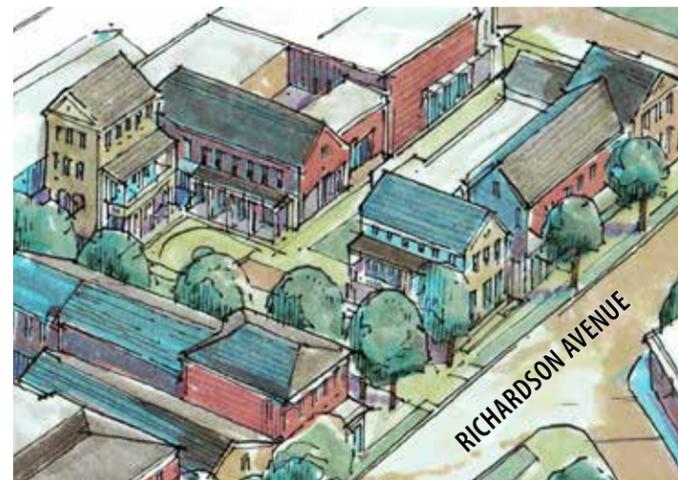
6: Connect Short Central to Little Main



Short Central: This illustration shows a raised crosswalk across Richardson Avenue connecting Short Central to Sweet Tea Square. Rooftop dining on new buildings lining the street and an outdoor eating area on an old parking lot enliven the area and contribute more pedestrian activity.



Commercial Courtyard: The cozy patio area provides a popular, shaded, green space that is shared by neighboring businesses. (Charlotte, NC)



Sweet Tea Square: An opportunity to connect the end of Short Central, through new development, to Little Main.

Why?

- › **Connect Activity Centers:** Short Central and Little Main are only 250 feet apart, but these two retail clusters are separated visually and physically by Richardson Avenue. Connecting these areas will create a continuous downtown strolling district by formalizing the crossing that people already use.
- › **Enliven Downtown:** More people on the street will attract more visitors to downtown and further establish this core as a walking district. Both Short Central and Little Main will benefit from increased business with easier travel between the two areas.

Who?

- › SCDOT (approval required, unless town takes over maintenance of Richardson Street)
- › Town of Summerville Engineering and Public Works Staff

What?

- › **Short Central:** Install brick paving down Short Central to meet the new crossing at Richardson Avenue.
- › **Richardson Avenue:** Remove one travel lane in each direction and replace with angled on-street parking.
- › **Sweet Tea Square:** Create “Sweet Tea Square” on the north side of Richardson Avenue across from Short Central with a breezeway that connects to Little Main.
- › **Crossing:** Install an embellished crosswalk with contrast paving across Richardson Avenue at Short Central that leads into Sweet Tea Square.

- › **Outdoor Activity:** Add activity at the corner of Richardson and Short Central by using the parking lot on the southwest corner and the roof of the building on the southeast corner for outdoor dining.

How?

- › **Form Partnerships:** Work with businesses around the project area to build support and steer development on key properties (or acquire the property and issue an RFQ to seek private development partners).
- › **Adopt Design:** Get the new design for Richardson Avenue on the books so that restriping occurs with routine repaving.
- › **Collaborate with SCDOT:** Negotiate more crosswalks on Richardson Avenue and, if necessary, take over maintenance of the road for more streetscaping flexibility.
- › **Change Regulations:** In order to encourage development on constrained properties and allow outdoor dining space, do not require parking for new businesses.
- › **Funding:** Seek grants and contributions from area businesses to fund improvements and supplement those resources with town capital.



Connection between Short Central and Little Main: An alternative paving treatment, raised crosswalk, and pedestrian alley create a strong visual connection between Short Central and the area around Little Main and Hutchinson Square. Infill buildings with storefront treatments, angled on-street parking along Richardson Avenue, and ample street trees contribute to the retail environment and pedestrian character of the area.



Pedestrian-Oriented Downtown Environment: The images above and below illustrate several important techniques for creating a pedestrian-oriented downtown environment by calming traffic and adding street life. These techniques include angled on-street parking, ample street trees, generous sidewalks, seating, and a small linear park. (Greenville, South Carolina)



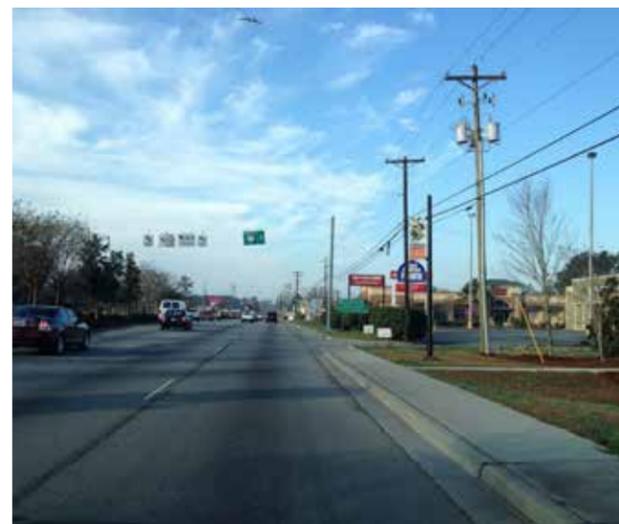
7: Redefine the Entrances to Summerville



Proposed Sheep Island Parkway Gateway



Existing Summerville Entrance Sign



Existing Entrance to Summerville on North Main

Why?

- › **Welcome Visitors:** The town's entrance from the interstate at North Main Street characterizes Summerville as a strictly suburban community, with no evidence of the historic center.
- › **Capitalize on Sheep Island Parkway:** With funding already in place to build the Sheep Island Parkway interchange, the town can take advantage of an opportunity to create a more fitting entrance to Summerville.
- › **Historic Gateway:** The Ashley River was the historic point of access to the Summerville area, and the Oakbrook Village plan offers an opportunity to rediscover the historical importance of this gateway through improvements along Dorchester Road.

Who?

- › SCDOT (changes in right of way/repavings and widenings)
- › Summerville Planning and Zoning Staff (Zoning changes)
- › Summerville Engineering and Public Works Staff (Street characteristics)

What?

- › **Sheep Island Parkway:** Make Sheep Island Parkway a 35-mph boulevard with a multi-use path and an entry roundabout (see B:3.1). Incorporate gateway features that could include a roundabout at the entrance to town. Build the Parkway to reflect the adjacent land uses (for example:

include on-street parking opportunities if planning for retail).

- › **North Main Street:** Remove two traffic lanes and add a planted median, bike lanes, planting strips, street trees, and new decorative light fixtures between 5th Street North/US-78 and Luke Avenue.
- › **Access Management:** Eliminate and consolidate driveways (see A:4.4).
- › **Building Frontage:** Require development to frame the street to create an attractive gateway.

How?

- › **Collaborate with SCDOT:** Influence the design for the Sheep Island Parkway interchange and make incremental improvements along North Main Street.
- › **Change Public Works Standards:** Adopt access management standards for the new interchange to limit/consolidate driveways and combine access.
- › **Change Zoning Regulations:** Use form-based code regulations to reduce setbacks, move parking behind buildings, and set appropriate maximum heights.
- › **Coordinate Signage and Landscaping:** Create standards through ordinances and best practices that unify the landscaping and signage.



Gateway to Downtown: This photo simulation shows how Main Street could look with on street parking, a bike lane, and mixed use buildings filling low tax yield parking lots.



Proposed Dorchester Road Gateway: Looking towards the Ashley River from Ladson Road.



North Main Street: This photo simulation shows how North Main Street could look with street trees and a wide multi-use path.



Roundabout Interchange: The Exit 30 interchange at I-77 in Davidson, NC, with its roundabouts and pedestrian-oriented buildings, provides an instructive example for the proposed Sheep Island Parkway gateway in Summerville.



8: Build Housing Downtown



Illustration of Proposed Infill Housing near Downtown



Small-Lot Housing and Rain Gardens in Oak Terrace Preserve (North Charleston, SC)



Shared Public Space between Small-Lot Homes in Oak Terrace Preserve (North Charleston, SC)

Why?

- › **Enliven Downtown:** Downtown districts that accommodate a diversity of uses and housing options support an active and vibrant environment beyond the typical 9am-5pm business hours.
- › **Grow the Downtown Market:** More residents within walking distance will support downtown businesses, increasing the customer base. Infill housing uses existing infrastructure, which increases the town's tax base without significant capital expenditure.
- › **Increase Housing Choices:** Housing preferences are shifting toward smaller, lower-maintenance homes that Summerville does not currently offer. Permitting a range of small-lot and attached housing options would fulfill this demand and allow a range of urban household types to invest in Summerville.

Who?

- › Local developers
- › Town of Summerville Planning and Zoning Staff
- › Property owners and builders

What?

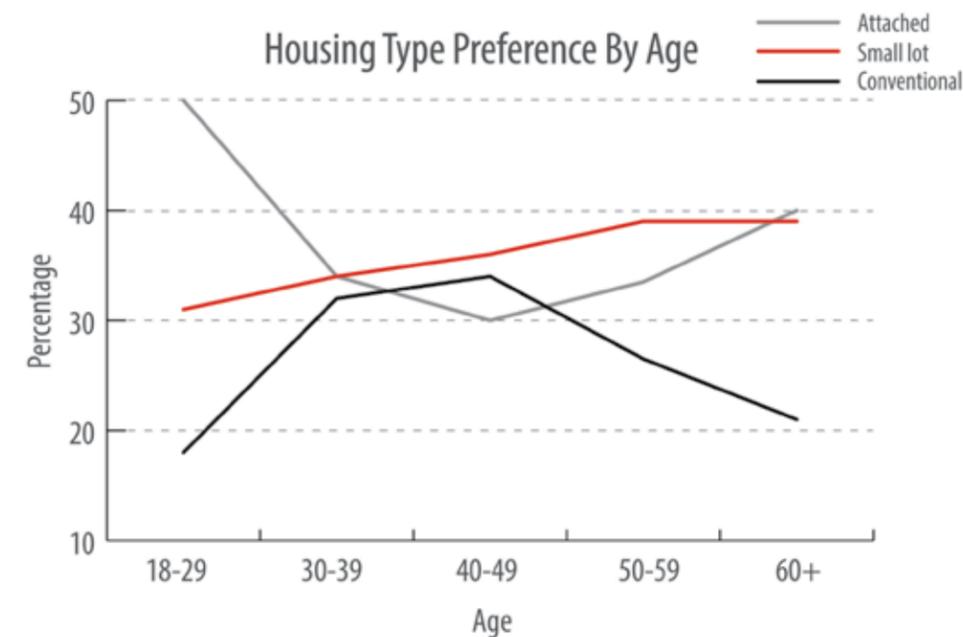
- › **Small-Scale Infill Housing:** Encourage the construction of small-lot single-family homes, urban mansion apartments, and cottage courts on the vacant lots scattered throughout the greater downtown area.
- › **Large-Scale Redevelopment:** Work with developers to build mixed-use residential and other higher-density housing options in the downtown core (4-5 stories) and the surrounding area (3-4 stories).

How?

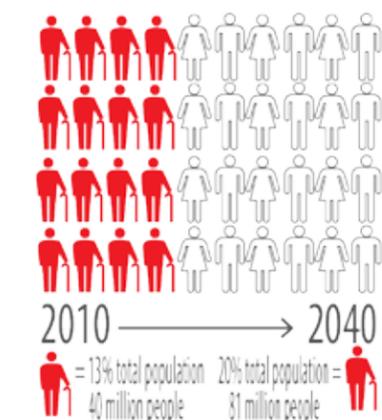
- › **Change Regulations:** Adopt zoning requirements that allow more housing types by right downtown (e.g., multifamily, townhouses, urban mansion apartments, and accessory dwelling units).
- › **Invest in Infrastructure:** Offer infrastructure incentives through TIF funds or invest in public improvements to spur private development.
- › **Build Partnerships:** Work with the redevelopment commission to aggregate properties and seek partnerships with market-rate private developers and affordable housing developers (e.g., South Carolina Community Loan Fund).



Illustration of Mixed-Use Development in Downtown with Multifamily Housing



40% aged 65 and older



Population Growth



Attached Housing with a Shared Urban Courtyard (North Charleston, SC)



The home ownership rate has been declining since 2004



More than 40 percent of growth in households will be single person households.

>80% of growth will be households without children



Why?
 Baby boomers are empty nesters. People are living longer. Millennials aren't having children yet.

Population Growth and Housing Demand Statistics: The graphics above illustrate anticipated national population growth by 2040. The demographic characteristics and housing type preferences associated with this growth indicate a strong market shift toward more small-lot and attached housing types in mixed-use walkable neighborhoods. Sources: National Association of Realtors (2011) and Arthur C. Nelson, University of Utah (2014).

9: Start a Circulator Bus Route



Summerville Trolley

Why?

- › **Increase Access:** The only way to reach most Summerville destinations today is by car. Starting a limited, local circulator bus route could be the first step in a transit system that allows Summerville residents to access their daily needs without driving.
- › **Support Local Economy:** Market studies show that the town is losing retail sales to surrounding communities, but better access within town will bring more spending back to Summerville.
- › **Build Support for Regional Transit Connections:** Providing transit to Summerville residents will encourage new growth in transit by familiarizing people with transit and the convenience of using it, building support for future investment in transit (including Commuter Rail).

Who?

- › TriCounty Link
- › Summerville Town Council
- › Service organization
- › Sponsoring businesses

What?

- › **Service Type:** Begin the route with low-fee weekday service, four hours per day around lunch hour, with

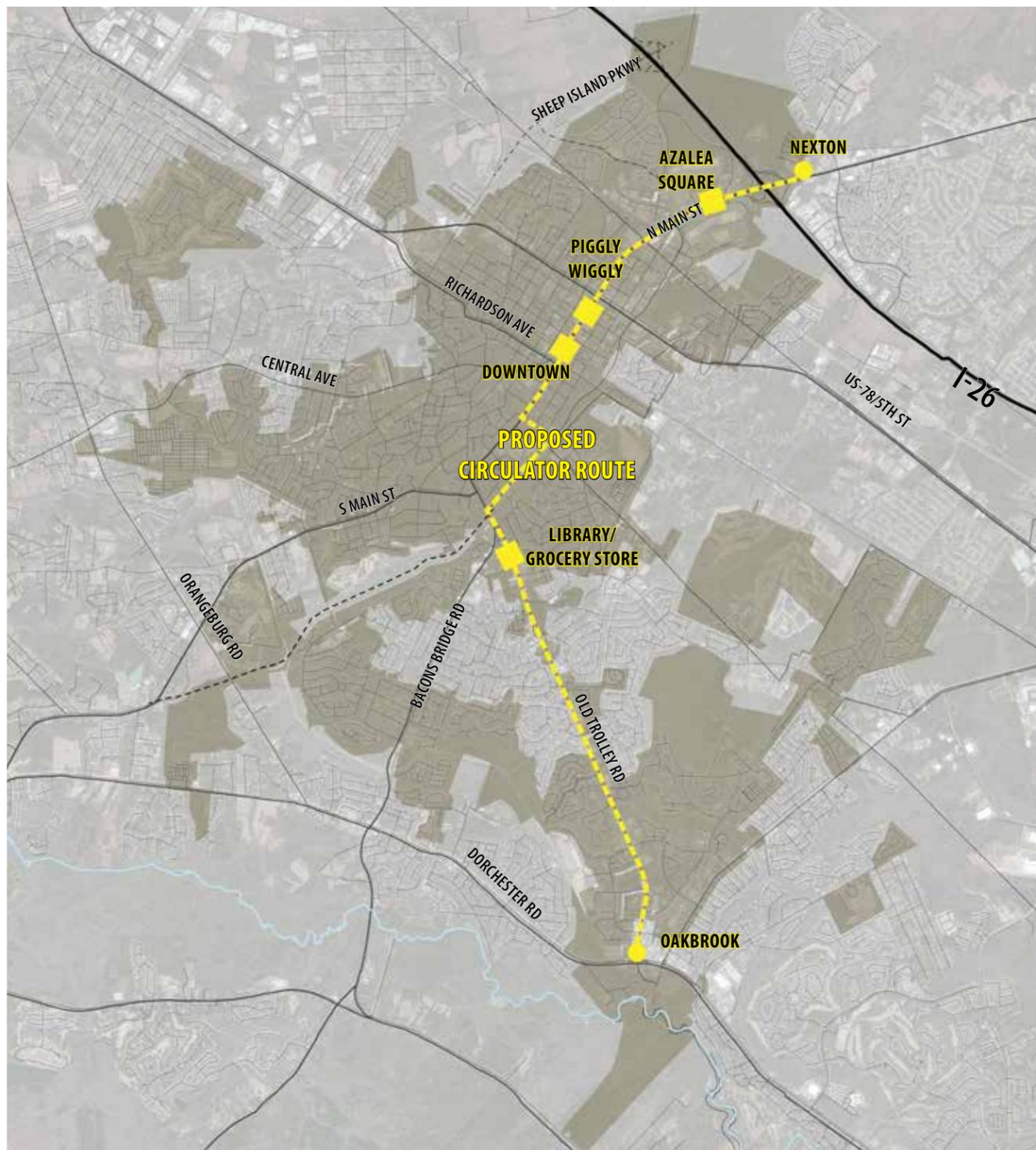
informal stops. Expand to serve peak-hour commuting with scheduled stops.

- › **Route:** The short-term route should serve as a starting point for extended service as the route gains ridership.
- › **Short-Term:** Short-term needs can be met through a one-vehicle circulator route that travels between Nexton and the Summerville Galleria along Main Street.
- › **Long-Term:** Possible route extensions include 1) Old Trolley Road to Oakbrook and the hospital on Midland Parkway; 2) Sheep Island Parkway via Holiday Drive and 5th Street North/US-78; 3) Knightsville via Dorchester Road, Orangeburg Road, and Central Avenue.

How?

- › **Partner with TriCounty Link:** Work with TriCounty Link to provide management and operation.
- › **Market the Line:** Build a marketing campaign to attract ridership and brand the circulator (consider a naming contest to generate public interest).
- › **Funding:** Options include sponsorship by local businesses, transit funding grants, transit fares, and supplemental funding from the town budget.

9: Start a Circulator Bus Route



Proposed Circulator Route



Bus Shelter: The artful bus shelter pictured above offers a pleasant and attractive experience to transit riders. (Asheville, NC)



Bus Shelter: The bus shelters pictured above and below use local art and neighborhood history to tell a story. (Charlotte, NC)



BOULDER'S COMMUNITY TRANSIT NETWORK

Boulder is a city of about 102,000 people. Seven unique bus routes were developed with an average of 20,000 passengers boarding local transit everyday. Around 30,000 passengers use local and regional transit/day. During peak months, there is an average of 24,000 passengers/day. Buses are equipped with XM radio and routes typically run every 7-10 minutes. Eco Pass is a transit card that employers purchase for their full time employees. "With the photo ID card, employees are entitled to unlimited rides on most regular transit services and will only pay \$2.50 for SkyRide service to the Denver International Airport."

(Source: bouldercolorado.gov/goboulder/eco-passprogram)

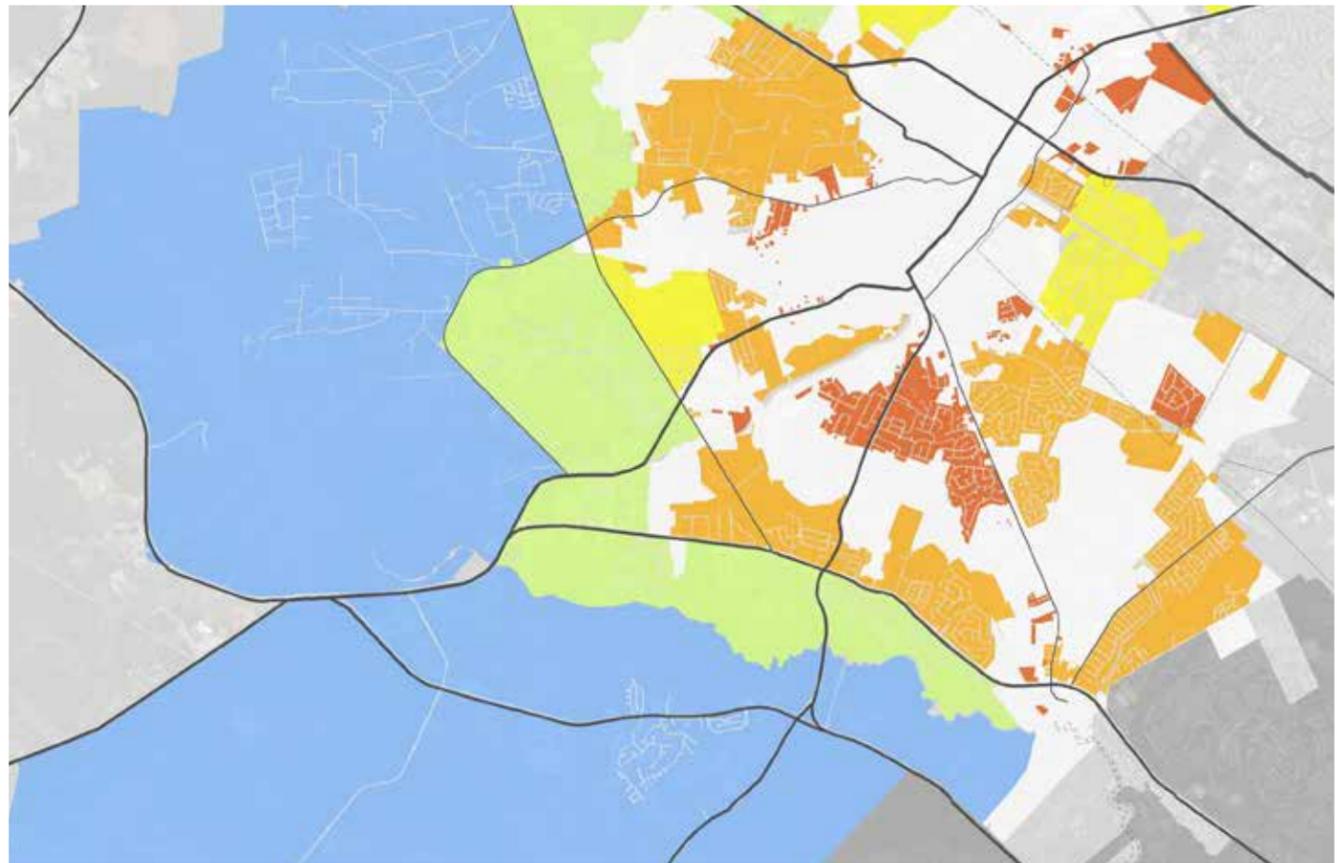
Eco Pass more than doubled transit use between 1995 and 2005, from 15% to 34%. (Source: <http://www.streetfilms.org/hop-skip-and-jump-aboard-a-boulder-bus/>)



Source: Chameck.org

Source: metrojacksonville.com

10: Implement an Annexation Strategy



Entrance to The Ponds



Residence in The Ponds

Why?

- ▶ **Increase Community Involvement:** More residents and businesses means more tax contributions to the town's budget, and the more services that the town can provide to enhance Summerville.
- ▶ **Control Development and Conservation:** Without assertive action by Summerville, North Charleston will envelop the town. Annexing land will give Summerville a voice in conserving natural resources, as well as the form and design of new development.

Who?

- ▶ Town of Summerville Planning and Zoning Staff and Economic Development
- ▶ Annexation specialist
- ▶ Town Council

What?

- ▶ **Adopt Annexation Policy:** Build on existing annexation policies, and focus on properties identified as holes, inlets, and adjancies.
- ▶ **Property Owner Collaboration:** Reach out and market to property owners to establish voluntary annexation agreements.

How?

- ▶ **Build Capacity:** Hire a town annexation specialist who can analyze the potential tax base and cost to serve of prospective properties, and actively recruit specific properties while directing the town's marketing campaign to attract residents and business owners.
- ▶ **Develop a Comprehensive Annexation Strategy:** The annexation specialist should develop a specific and aggressive strategy that leverages town assets such as water and sewer provisions, greater development density, and high-quality design standards.
- ▶ **Collaborate with Municipalities:** Work with other South Carolina jurisdictions to actively lobby the legislature for new annexation legislation.



The Ponds Summerville YMCA



Ashley River



