



**Town of Summerville  
Planning Commission  
August 17, 2020 - 4:00 PM**

**VIRTUAL MEETING**

**This meeting will be conducted electronically and livestreamed  
on the Town's website: [www.summervillesc.gov](http://www.summervillesc.gov)**

**PUBLIC COMMENT FOR THE PUBLIC HEARING:**

Citizens can sign up for public comment in one of two ways:

1) Send your comments to [planning@summervillesc.gov](mailto:planning@summervillesc.gov) **before 2:30pm on Monday, August 17, 2020**. Please include your name and address. You will receive a confirmation email once your submission has been received. Your email will be read aloud by the Director of Planning during the public hearing. Please note that your submission in its entirety is public record, subject to the Freedom of Information Act.

2) Send an email to [planning@summervillesc.gov](mailto:planning@summervillesc.gov) **before 2:30pm on Monday, August 17, 2020** to register to speak from your phone during the public hearing. Please include your name and address. A confirmation email will be sent to you with the link and/or phone number to use. Participants will be called on individually by the meeting host to speak. Please note that you are being recorded and livestreamed to the public.

*For additional information regarding items on this agenda including any public hearings, please contact the Planning Department at [planning@summervillesc.gov](mailto:planning@summervillesc.gov) or 843.851.4217. Applications and related documents for this meeting are available for review at any time at [www.summervillesc.gov/AgendaCenter](http://www.summervillesc.gov/AgendaCenter)*

**I. APPROVAL OF MINUTES:**

1. Approval of minutes from meeting on July 20, 2020.

**II. PUBLIC HEARINGS:** (*notice in Post & Courier on 07.12.20 for Comprehensive Plan, and notice in the Post & Courier and sign posted on property on 08.02.20 for annexation and amendment*)

1. A Public Hearing to accept comment regarding the draft document for Summerville: Our Town, Our Future, the Comprehensive Plan update.
2. Petition by Marymeade Associates, LP to annex Berkeley County TMS# 232-00-02-179 and Dorchester County TMS# 138-00-00-036 (approximately 4.70 acres total) located on Berlin G. Myers Pkwy.; currently zoned GC, General Commercial, in Berkeley County and CG, General Commercial, in Dorchester County, and will be zoned G-B, General Business, upon annexation into the Town of Summerville's municipal limits. (Council District 1)

3. Proposed amendments to the Summerville Unified Development Ordinance, Chapter 8, Section 8.7.4, Maintenance.

**III. OLD BUSINESS:**

**IV. NEW BUSINESS:**

1. New Street Names:
  - a. *Waters at Oakbrook Apartment Complex* – Oakbrook Landing Dr., Flowertowne Cir. Or Ave., and Gathering Way
2. Consideration of resolution to recommend adoption of the Comprehensive Plan Update, Summerville: Our Town, Our Future.
3. Petition by Marymeade Associates, LP to annex Berkeley County TMS# 232-00-02-179 and Dorchester County TMS# 138-00-00-036 (approximately 4.70 acres total) located on Berlin G. Myers Pkwy.; currently zoned GC, General Commercial, in Berkeley County and CG, General Commercial, in Dorchester County, and will be zoned G-B, General Business, upon annexation into the Town of Summerville's municipal limits. (Council District 1)
4. Proposed amendments to the Summerville Unified Development Ordinance, Chapter 8, Section 8.7.4, Maintenance.

**V. MISCELLANEOUS:**

**VI. ADJOURNMENT:**

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Chairman or Vice Chairman

Posted August 10, 2020

The Town of Summerville Planning Commission Meeting  
Minutes  
July 20, 2020

This meeting of the Town of Summerville Planning Commission was held virtually via the Zoom Cloud Meeting Application and was attended by Commission Members, Jim Reaves, Chairman; Kevin Carroll; Tom Hart; Charlie Stoudenmire; Betty Profit; and Elaine Segelken. Jonathan Lee was unable to attend. Staff in attendance included Jessi Shuler, AICP, Director of Planning; and Bonnie Miley, Assistant Town Engineer. The public viewed the meeting via live-stream and could register to participate in the public hearing or submit any comments in advance of the meeting through email or by phone.

Jim Reaves, Chairman, called the meeting to order at 4:01 PM.

**Approval of Minutes:**

The Chairman asked if there were any edits or additions to the minutes from the meeting on June 15, 2020. Ms. Segelken made a motion to approve the minutes as presented, and Mr. Carroll made the second. The motion passed unanimously. The Chairman then asked if there were any edits or additions to the minutes from the special meeting on June 22, 2020. Mr. Hart made a motion to approve the minutes as presented, and Mr. Carroll made the second. The motion passed unanimously.

**Public Hearings:**

The first public hearing opened at 4:02 PM and was for the request to rezone TMS# 144-04-13-013, located at 411 Golf Road, approximately 0.88 acres, and owned by Melissa & Clinton Avery from GR-2, General Residential, to N-R, Neighborhood Residential (Council District 1). Mr. Reaves introduced the item and asked if the applicant would like to provide a brief overview of the request. Clinton Avery stated that they wanted to apply for rezoning to be able to use the facility mostly for swim instruction. He explained that he teaches survival swimming, and his average clientele is two years old. His company is called Sink or Swim School, and they have leased pools in the past. Mr. Avery added that they could also rent the facility out to people in the community when they are not having classes. Ms. Segelken asked if this was a for-profit business. Mr. Avery responded that the zoning required it to be run as a non-profit. He noted that there are only four or five in South Carolina that teach survival swimming. Mr. Hart questioned if this would also be run as a membership club as was previously done. Mr. Avery responded that it would only be rentals and swim lessons, and they will always have a representative present. Mr. Carroll ask about the adjacent tennis courts, parking, and lighting. Mr. Avery explained that currently, they were only focusing on the pool; they plan to use the parking that is right in front of the building, which could park about 27 cars; and they would not have nighttime swimming, but could possibly use the pavilion for rental at night with no more than 35 people allowed.

Ms. Shuler stated that there were a couple of members of the public that would like to speak, and she explained that they needed to direct their comments to the Commission members.

Linda Bosley of 113 Mary Street questioned who the lessons would be offered to, if there would be any fees, how the operation of the business would work, and how it would impact the neighborhood. Mr. Avery responded that the lessons would be offered through online registration, and they can only have a limited number of people in the pool at a time due to DHEC regulations.

Tom Epperson of 521 Corey Blvd. explained that he initially reached out because Channel 5 News stated that the facility would be open to the public, but based on the description from the applicant, he thinks he would fully support the rezoning. He lives catty corner to the property and emphasized that it is a dangerous intersection at Golf and Old Golf, which would be a hazard if it was open to the public. Mr. Epperson noted that lessons and/or rentals sounds compatible with the neighborhood, and having a pool in the neighborhood would be good. He did also note that the public hearing sign posted on the property was not very visible. Mr. Avery stated that their intention is never to open the pool up to the public because they don't have the

resources and they can only have a certain number of people per square foot. He stated that the use would be limited, and he agreed that the intersection was dangerous and a stop sign should be considered.

Ms. Shuler then read the emails that she'd received from the public into the record and those emails are appended to these minutes.

Ms. Bosley asked a couple of follow-up questions regarding the allowed use of a Farmer's Market in the N-R zoning and the definition of non-profit and compatible. She explained that she has only seen a few events at the property since she has lived there, and she is worried about traffic and parking.

Hearing no requests from the public to offer any comments, this public hearing was closed at 4:27 PM.

### **Old Business**

There were no items under Old Business.

### **New Business:**

The first item under New Business was New Street Names. Ms. Shuler stated that she had no new street names for review.

The second item under New Business was the request to rezone TMS# 144-04-13-013, located at 411 Golf Road, approximately 0.88 acres, and owned by Melissa & Clinton Avery from GR-2, General Residential, to N-R, Neighborhood Residential (Council District 1). Mr. Carroll made a motion to recommend approval to Town Council with Ms. Segelken making the second. Mr. Carroll asked for clarification on any restrictions that would be placed on the property. Ms. Shuler explained that a 'Recreational Facility, Outdoor' would be a permitted use in the N-R zoning district, but that the definition of that use required the facility to be under public or non-profit ownership. In addition, the number of people allowed in the pool is regulated by DHEC. Ms. Segelken asked for clarification on the allowed uses in the N-R district, and Ms. Shuler read all of the uses allowed from the UDO use chart. Mr. Hart explained that he saw this as more of a continuation of an existing use, but in a much more limited fashion, which he feels addresses a lot of the concerns that were either emailed in or expressed in the public hearing. He noted that lighting, parking, and noise concerns would all be reduced given that the use would be by invitation only and the number of people would be limited if the facility was rented. He expressed his belief that outdoor recreation is in the character of the area and survival swimming should be shared, so he will vote in favor of the rezoning.

Following the discussion, Mr. Reaves called for the vote and the motion passed unanimously.

The third item under New Business was the Bicycle Pedestrian Advisory Committee (BPAC) 2020 Improvement Priority List. Ms. Shuler introduced Rick Reiff of the BPAC to introduce the item. Mr. Reiff stated that he was the vice-chair of the BPAC, and they had spent their March, May, and July meetings considering the list for recommendation. He explained that he could briefly describe the top five recommendations on the list, and the Commission agreed. Mr. Reiff briefly went over the scoring criteria and then detailed the top five recommendations in the list. Mr. Carroll stated that street lighting is another factor that needs to be included at some point.

Following the presentation and discussion, Ms. Segelken made a motion to send the list to Council with a recommendation for approval, and Mr. Carroll made the second. The motion passed unanimously.

### **Miscellaneous:**

The first item under Miscellaneous was the Comprehensive Plan & Master Transportation Plan Update. Ms. Shuler reminded the Commission that public input on the complete draft of the plan would be done completely virtually on August 10, 11, and 12 at different times of day each day to try to accommodate the greatest number of people. Following those input sessions held through GoToWebinar, the draft would come before the Commission for a public hearing at their regularly scheduled meeting on August 17, 2020. To participate in the

public input sessions, the public will need to register through links found on the Town's website and the project website.

**Adjourn**

With no further business for the Commission, Ms. Segelken made a motion to adjourn with Mr. Carroll making the second. The motion carried and the meeting was adjourned at 4:53 PM.

Respectfully Submitted,

Date: \_\_\_\_\_

Jessi Shuler, AICP  
Director of Planning

Approved: \_\_\_\_\_  
Jim Reaves, Chairman or Kevin Carroll, Vice Chairman

DRAFT

Shuler, Jessi

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**From:** John Swartz <outlook\_3FA2C9914BEEEA17@outlook.com>  
**Sent:** Monday, July 20, 2020 6:50 AM  
**To:** Planning  
**Subject:** Dorchester Club

I am opposed to this request for rezoning.

Adding an untold number of vehicles into this residential area will not promote any enhancement to the residential community character.

The neighborhood roads are narrow and can't adequately accommodate the amount of traffic this venue would generate. In addition, there is limited parking space. Parking would be an enormous issue, resulting in parking in the right-of-way. Incidentally, there is already heavy traffic on South Main Street, the only viable path to the facility.

The facility pool has already been renovated ahead of the Planning Commission's decision.

I believe the facility should be designated for surrounding neighborhood use only as originally intended, thus eliminating potential problems with excessive traffic, parking, and other potential issues this venue could bring into a quiet neighborhood.

Regards,

JSM Swartz

Sent from Mail for Windows 10

**Shuler, Jessi**

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**From:** Donna Butler <ButlerD@bcsdschools.net>  
**Sent:** Monday, July 20, 2020 7:39 AM  
**To:** Planning  
**Subject:** Tennis Club, Golf Rd

As a tennis enthusiast , I am In favor of the Old Dorchester Club being rehabbed and preserved for future public use! Respect for the neighbors, some parking, possible lighting are concerns. I have not viewed a proposed plan, but encourage town officials to consider the healthy physical and social benefits this club will provide. I coach tennis and frequently play at Doty or other available courts. It is a lifetime game for all ages. I am excited to have the chance to play at a once popular club and refuel this game for others!

Respectfully,  
Donna Butler  
HHS Girls Tennis  
102 Birch Lane  
Summerville

Sent from my iPhone

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**Vision: Empower all students for success.**

**Mission:**

**In partnership with our community, ignite in every student a passion for world-class knowledge and skills through dynamic instruction and personalized educational opportunities.**

**Berkeley County School District provides employee E-mail access for administrative and instructional use. E-mail correspondence to/from Berkeley County School District is considered public information and may be subject to release under the South Carolina Freedom Of Information Act or pursuant to subpoena.**

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**Shuler, Jessi**

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**From:** sdymorris <sdymorris@comcast.net>  
**Sent:** Monday, July 20, 2020 8:03 AM  
**To:** Planning  
**Subject:** Dorchester Club

We are opposed to rezoning the Dorchester Club. This is a residential area that would be greatly impacted by an increase in traffic. The additional noise coming from use of the swimming pool and tennis court would be a quality of life issue in our quiet neighborhood.

**Wiley and Sandra Morris**  
**Simmons Terrace**

Sent from my Verizon, Samsung Galaxy smartphone

**Shuler, Jessi**

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**From:** Pamela Proffitt <paladd65@gmail.com>  
**Sent:** Monday, July 20, 2020 8:14 AM  
**To:** Planning

PLEASE let this project happen. The public needs somewhere to get away from the private prisons we have been kept in for so many months due to COVID-19. Not to mention the jobs and revenue for Summerville as so many businesses have been forced to close down for good.

Not everyone has the luxury to drive to the beach for escape and recreation.

We have seen what the virus has done to our children having to be quarantined from school and classmates. If we just consider the positive side for this club reopening and be willing to give up some space for the buffer we will see it as a way to teach our children what sacrifice really means.

**Shuler, Jessi**

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**From:** Melanie W <melanie@honeycombhollow.com>  
**Sent:** Monday, July 20, 2020 9:33 AM  
**To:** Planning  
**Subject:** Dorchester Club

**To Whom It May Concern:**

**My family and I would love to utilize this facility, if it opens.**

**We would also love to see pickleball lines added to the tennis courts as well.**

**Thank you!**  
**Melanie W**  
**Summerville, SC**

**Shuler, Jessi**

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**From:** orantesabraham4@gmail.com  
**Sent:** Monday, July 20, 2020 11:15 AM  
**To:** Planning  
**Subject:** Former Dorchester club comment

Hi my name is Abraham orantes, I live by the club on 401 golf street. How are you going to monitor the car pollution and noise pollution from the park. It's a quiet neighborhood in the day and night and I would like it to stay that way. Also if it does advance and becomes open how are you going to prevent people from parking in other peoples parking lots. I live in a townhome which has parking lot that anyone can park. I don't want to look for a parking spot in my townhome every time the club is full if they can't find parking.

Sent from my iPhone

**Shuler, Jessi**

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**From:** Michael Collins <michaelcollins51@icloud.com>  
**Sent:** Monday, July 20, 2020 12:04 PM  
**To:** Planning  
**Subject:** Golf road recreation development

As a nearby resident, I feel the relatively small property would be better utilized as a residential use due to the potential for noise and increased traffic and parking.

If it is the desire of the community to allow this proposal to proceed, I would suggest limiting the operation to daylight hours only.

Michael Collins  
105 Annle Circle  
Sent

**Shuler, Jessi**

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**From:** mlhstewart@knology.net  
**Sent:** Monday, July 20, 2020 12:50 PM  
**To:** Planning  
**Subject:** 411 Golf Road

Thank you for the opportunity to participate via e-mail.

The new owners of this approximately 0.88 acres of land, Melissa & Clinton Avery, want to reopen the old Dorchester Club and re-do the swimming pool, club house, and tennis courts that currently need repairs.

The property owners say the new outdoor recreational facility would be open to the public, not just the surrounding neighborhood.

The above comments are from Channel 5 <https://www.live5news.com/2020/07/20/summerville-could-see-former-dorchester-club-reopen/>

Why N-R instead of GR-5? GR-5 allows Recreational Facilities, Outdoor.

What, specifically, is the reason for this zone change request? Is it only the 100 foot buffer between the building and adjacent property? What else?

Is the intent for the pool swim lessons only or general use of the pool?

<https://sinkorswimsc.com/pools>

Sink or Swim website shows what appears to be this property with caption stating "Large club pool ideal for students looking for swim team preparation."

Are swim teams and/or swim meets anticipated at this facility?

Will tennis courts also be used? Individual use? Teams? Tournaments?

What is the intent for club house use? Is this to be a place for social gatherings? An indoor recreational facility? Open evening hours? Open year round?

Will this property be rented out for special occasions?

Repairs have been ongoing for quite some time. Concerns include limited parking, additional noise and traffic, as well as the general feel and atmosphere of a quiet residential neighborhood. Additionally, wouldn't zone change be difficult to undo should intended plans change or property change hands?

Mary H. Stewart  
111 Mary Street  
Summerville SC 29483

**Shuler, Jessi**

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**From:** Connie Epperson <cepperson4@gmail.com>  
**Sent:** Monday, July 20, 2020 2:29 PM  
**To:** Planning  
**Subject:** rezoning hearing

To whom it may concern;

We do not feel that there was adequate notice given that a re-zoning hearing will be held. Please postpone this decision until further discussion can take place. Thank you for your consideration.

**COMPREHENSIVE PLAN ADOPTION  
STAFF REPORT  
PLANNING COMMISSION  
August 17, 2020**

**Description: Adoption of 2020 Comprehensive Plan “Summerville: Our Town, Our Future”**

**Reason for request:** The complete draft of the updated Comprehensive Plan is ready for consideration for adoption. The plan has been a culmination of work since the beginning of 2019 with the consultant, Houseal Lavigne, Town staff, the Comprehensive Plan Advisory Committee, Planning Commission, Town Council, and the public. The Planning Commission must adopt a resolution recommending approval to Council prior to the plan being considered for adoption by Council.

**RESOLUTION**

**A RESOLUTION RECOMMENDING SUMMERVILLE TOWN COUNCIL APPROVE THE 2020 COMPREHENSIVE PLAN, IN ACCORDANCE WITH, THE SOUTH CAROLINA LOCAL GOVERNMENT COMPREHENSIVE PLANNING ENABLING ACT OF 1994, S.C. CODE OF LAWS ANN. § 6-29-510, et seq**

**WHEREAS**, the Town has undertaken the public process of preparing an updated Comprehensive Plan for the Town’s future growth, entitled Summerville: Our Town, Our Future, and;

**WHEREAS**, a Comprehensive Plan Advisory Committee, consisting of two members of the Planning Commission, two members of Town Council, and seven members of the public appointed by each Council member and the Mayor, have guided the development of the Plan and provided multiple opportunities for public input, and;

**WHEREAS**, the Comprehensive Plan “Summerville: Our Town, Our Future” contains a description of current conditions; identifies a vision, goals, and objectives; details implementation strategies with time frames; and includes all of the required comprehensive planning elements specified in the South Carolina Local Government Comprehensive Planning Enabling Act of 1994, and;

**WHEREAS**, South Carolina Code Ann. §6-29-520 requires that a recommendation of the plan or any element, amendment, extension, or addition must be by resolution of the planning commission, carried by the affirmative votes of at least a majority of the entire membership.

**NOW, THEREFORE, BE IT RESOLVED** by the Town of Summerville Planning Commission, in a meeting duly assembled, do recommend approval to the Summerville Town Council of the 2020 Comprehensive Plan “Summerville: Our Town, Our Future.”

**DONE** this 17<sup>th</sup> day of August, 2020.

SUMMERVILLE, SOUTH CAROLINA

\_\_\_\_\_  
Jim Reaves, Chairman, Planning Commission; or,  
Kevin Carroll, Vice Chairman, Planning Commission

ATTEST:

\_\_\_\_\_  
Jessi Shuler, AICP  
Director of Planning



# SUMMERVILLE

OUR TOWN, OUR FUTURE



*Summerville Comprehensive Plan*  
July 8, 2020



WORKING DRAFT  
For Staff Review Only



# TABLE OF CONTENTS

<b>1</b>	Introduction & Community Profile
<b>11</b>	Vision, Goals & Objectives
<b>21</b>	Land Use & Development
<b>29</b>	Economic Development
<b>43</b>	Housing & Neighborhoods
<b>55</b>	Transportation & Mobility
<b>85</b>	Community Facilities & Infrastructure
<b>99</b>	Natural Resources, Resiliency, Parks & Open Space
<b>109</b>	Cultural Resources



**Summerville**  
Our Town, Our Future



# INTRODUCTION & COMMUNITY PROFILE

Summerville: Our Town, Our Future is the Comprehensive Plan for the Town of Summerville, South Carolina. The Plan sets forth a long-range policy for enhancing the Town's established neighborhoods, downtown, and commercial districts, and guiding the improvement, development, and redevelopment within the Town and its planning area.

As a planning and policy guide, Summerville's Comprehensive Plan provides assistance and direction for future investment and serves as a decision-making framework for the Town, residents, developers, and other stakeholders.

The Plan establishes a vision for the community along with goals and objectives that serve as the foundation for the Plan's policies and recommendations. Recommendations and policies are organized by topic in chapters including land use and development, multimodal transportation, residential areas and neighborhood revitalization, and community facilities. The Comprehensive Plan is a product of considerable community input and represents the culmination of a 15-month planning process.

## PURPOSE OF THE PLAN

The Summerville Comprehensive Plan is a detailed policy document that guides land use, development, capital improvements, community investment, growth, and overall quality of life for 15 to 20 years. The Plan is comprehensive both in scale and scope, influencing the entire Town and its planning area with recommendations related to a range of topics including land use, housing, natural resources and resiliency, transportation, community facilities, and more. The Plan provides the framework for regulatory tools like zoning, subdivision regulations, annexations, and other Town policies. Summerville's Comprehensive Plan promotes the community's vision, goals, objectives, and policies; establishes a process for orderly growth and development; addresses both current and long-term needs; and provides for a balance between the natural and built environment.

## COMMUNITY PROFILE

The Town of Summerville is a growing and evolving community in South Carolina. Many present-day factors make long-range planning a vital exercise for the Town's future, including the high rate of population growth (20 percent between 2010 and 2018), expanded access from I-26, development pressure in the Town and in surrounding unincorporated areas, and the cherished historic character and charm.

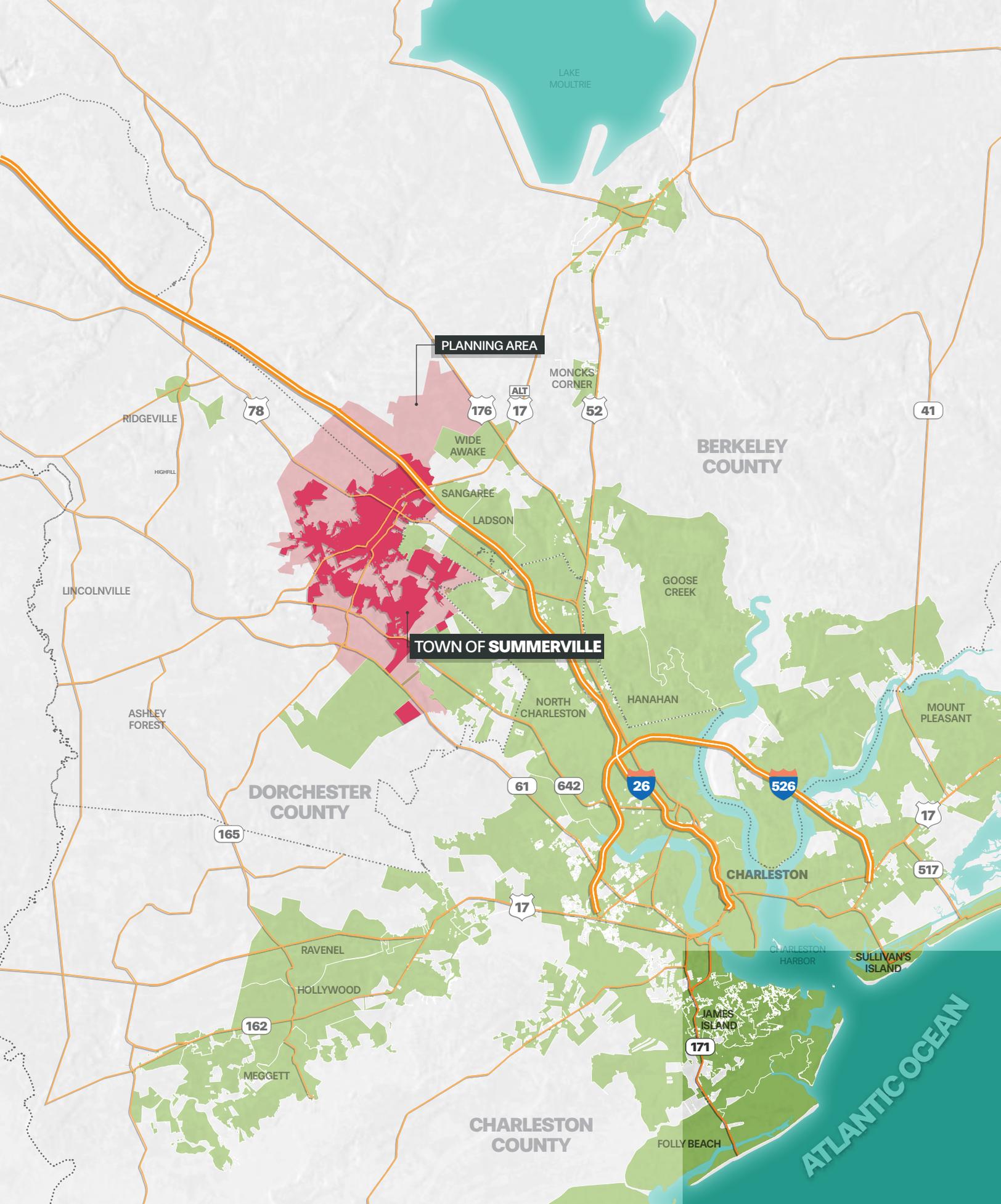
## PLANNING AREA

As authorized by South Carolina state statute, the Town has the ability to plan for areas outside of but directly adjacent to its municipal limits per an agreement from the municipality and the appropriate county(s). *Summerville: Our Town, Our Future* establishes policies for the entirety of the Town's municipal limits as well as additional jurisdiction areas within Berkeley, Charleston, and Dorchester counties. The planning area for the Comprehensive Plan includes some unincorporated areas outside of existing municipal limits.

## REGIONAL SETTING

The Town of Summerville is located in southeastern Dorchester County with parts of the Town boundary extending into both Berkeley and Charleston counties to the north and east. The Town is bordered by the City of North Charleston and the Town of Lincolnville. Other unincorporated communities and/or neighborhoods that border the Town include Nexton, Sangaree, Ladson, Wood Oak Park, Avenue of Oaks, Ashborough, Knightsville, and Azalea Estates. Some of these areas, such as Nexton and Knightsville are also partly within the Town boundary, which reflects the complexity of planning in Summerville. Summerville's boundary extends as far south as the Ashley River and includes the Colonial Dorchester State Historical Site.

The Summerville area is served by major transportation corridors, including I-26, US-78 (5th North Street), US-17 Alternate (Main Street), and SC-165 (Berlin G. Myers Parkway). Downtown Summerville is 18 miles from Charleston International Airport.



**PLANNING AREA**

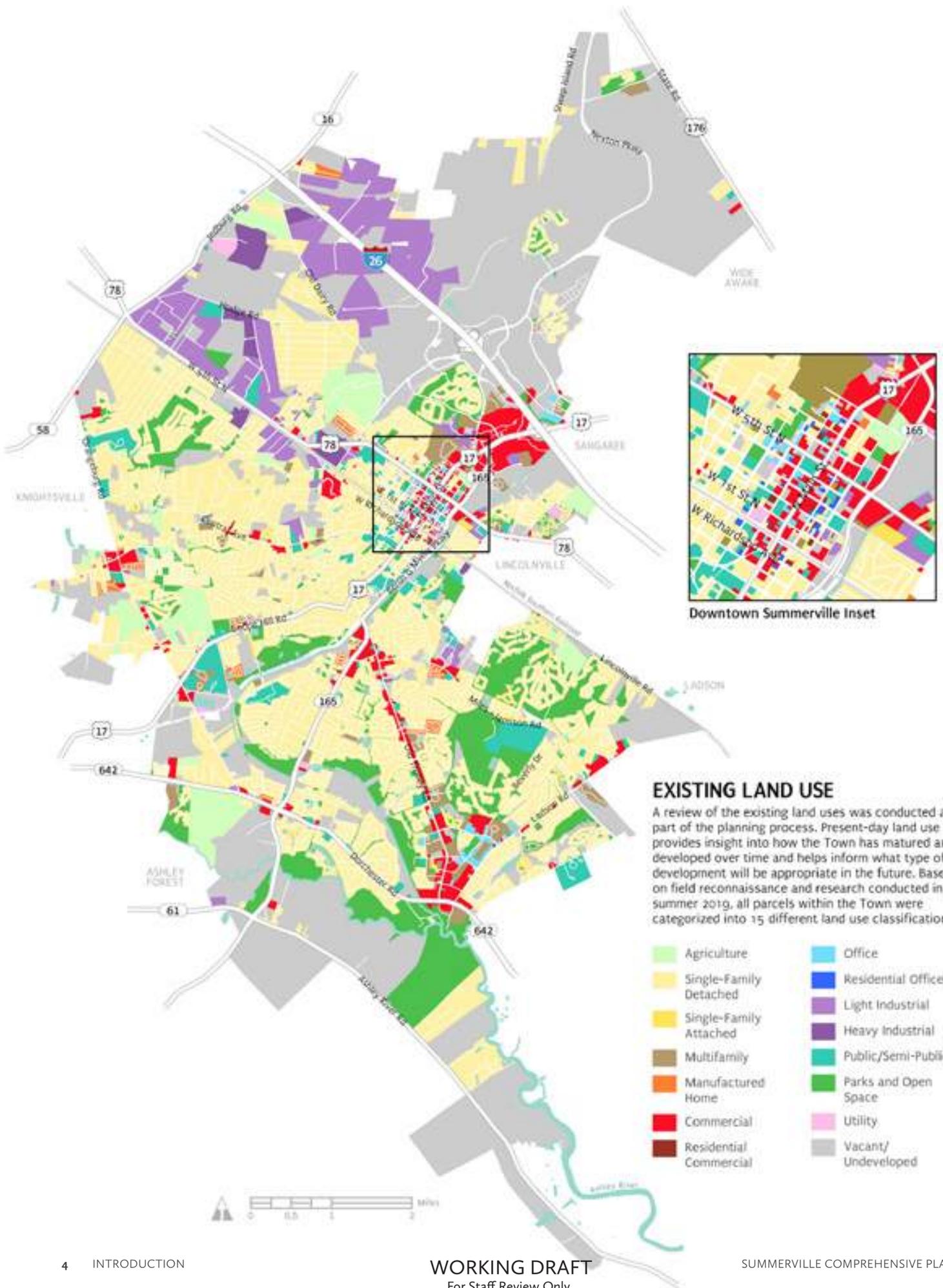
**TOWN OF SUMMERVILLE**

**BERKELEY COUNTY**

**DORCHESTER COUNTY**

**CHARLESTON COUNTY**

**ATLANTIC OCEAN**



Downtown Summerville Inset

**EXISTING LAND USE**

A review of the existing land uses was conducted as part of the planning process. Present-day land use provides insight into how the Town has matured and developed over time and helps inform what type of development will be appropriate in the future. Based on field reconnaissance and research conducted in summer 2019, all parcels within the Town were categorized into 15 different land use classifications.

- Agriculture
- Single-Family Detached
- Single-Family Attached
- Multifamily
- Manufactured Home
- Commercial
- Residential Commercial
- Office
- Residential Office
- Light Industrial
- Heavy Industrial
- Public/Semi-Public
- Parks and Open Space
- Utility
- Vacant/Undeveloped

# DEMOGRAPHIC OVERVIEW

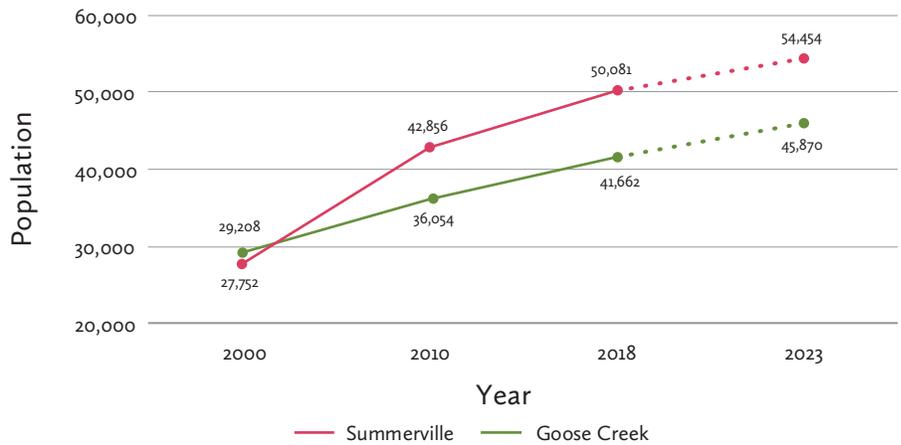
This section summarizes existing conditions in the Town of Summerville in the year 2019 related to key demographic trends and economic indicators. This information has been used to ground recommendations in the context of local demographic and market realities.

## Population

**Summerville’s desirable character and location within the growing Charleston region will continue to drive population growth.**

Population and household growth are both projected to continue to increase through 2023 at a compound annual growth rate (CAGR) of 1.7 percent. Summerville’s growth may be associated with the availability of land, housing units, relative affordability, quality schools, and ease of access to major highways. Regional growth pressures in the Charleston metropolitan area are reflected in the upward trends in both Summerville and Goose Creek.

### POPULATION TREND/PROJECTION (2000 - 2023)



Source: Esri Business Analysis; American Community Survey; Houseal Lavigne Associates

### POPULATION SUMMARY

#### SUMMERVILLE, SC

	2010	2018	2023	Projected Change (2010-2023)	CAGR (2018-2023)
<b>Population</b>	42,856	50,081	54,454	11,598	27.1%
<b>Households</b>	16,581	19,433	21,111	4,530	27.3%

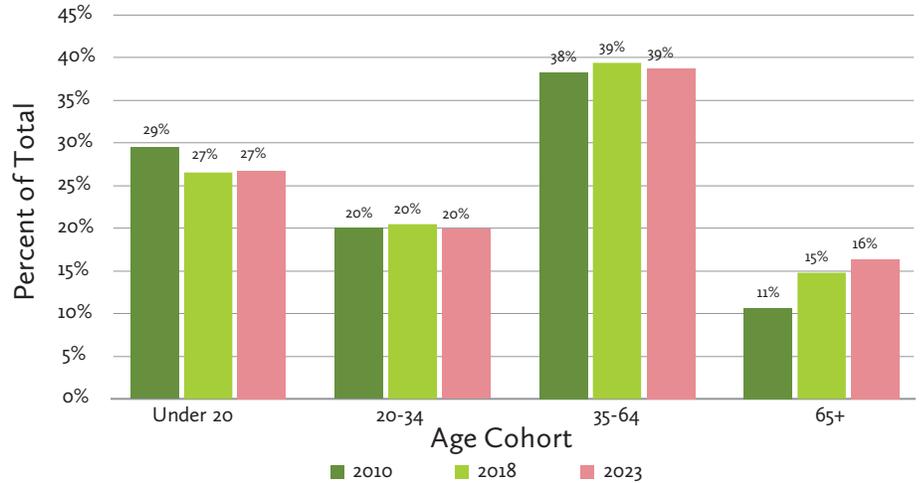
Source: Esri Business Analyst; American Community Survey; Houseal Lavigne Associates

## Age

Growth is expected to occur across all age groups in the Town. The greatest growth is projected to happen among those aged 65 and older, increasing that group's total share of the future population.

The total population in each of Summerville's age cohorts is projected to increase by 2023, most significantly among those aged 35 to 64. However, this change, when evaluated as a percent of total population shows that the 65+ group is the only cohort projected to grow in its total share of population. Population growth will likely correlate to an increased need in services and amenities to support all ages, however future need may be greater for senior residents, such as the provision of senior housing, and health and emergency services. Future land use designations outlined later in this Plan include considerations specific to senior living options and promote the ability for residents to age in place with walkable neighborhoods.

### SUMMERVILLE AGE COHORT PERCENTAGE CHANGE (2010 - 2023)



Source: Esri Business Analysis; American Community Survey; Houseal Lavigne Associates

### SUMMERVILLE PROJECTED AGE COHORTS (2010 - 2023)



Source: Esri Business Analysis; American Community Survey; Houseal Lavigne Associates

## Income

**Increasing incomes in Summerville can increase spending power and potential demand for more and better goods and services.**

The median household income for Summerville is projected to increase through 2023. This growth is most significant among the two highest income ranges, particularly among households earning \$100,000 or more per year. With an increasing number and share of higher income households potential exists to increase spending power and the demand for goods and services such as retail, restaurants, and entertainment.

## SUMMERVILLE HOUSEHOLDS BY INCOME RANGES (2010 - 2023)



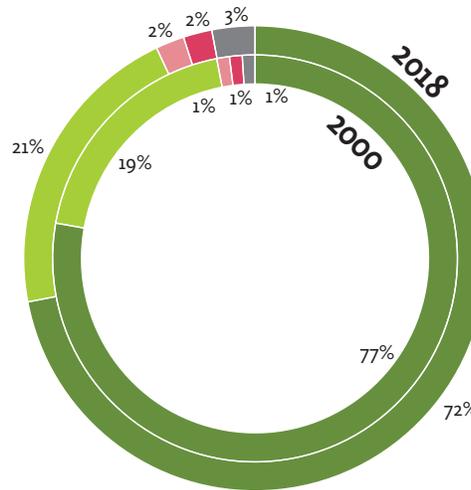
Source: Esri Business Analysis; American Community Survey; Houseal Lavigne Associates

## Race/Ethnicity

**Summerville has become more racially and ethnically diverse since 2000.**

The Town of Summerville has become more diverse since the year 2000, both in terms of its racial composition and proportion of the population that identifies as Hispanic. Summerville has a significant minority population that has been present in the Town since its establishment, including a historically established African American community, which constitutes 21 percent of the population. The percentage of the population that identifies as nonwhite has grown from 23 percent in 2000 to 28 percent in 2018.

## SUMMERVILLE RACE COMPARISON



Source: Esri Business Analysis; American Community Survey; Houseal Lavigne Associates

## Employment

**Overall, employment has steadily grown in Summerville, in large part due to the growth of the Healthcare industry.**

Three key industries employ over 50 percent of all employees working in Summerville. These industries are Retail Trade, Accommodation and Food Services, and Healthcare and Social Assistance. Healthcare employment and related development activity in Summerville has increased, particularly in the areas surrounding Summerville Medical Center (which also recently expanded its services). Professional, Scientific, and Technical Services, Finance and Insurance, and Information sectors are all steadily increasing, signaling a shift in Summerville away from the manufacturing sector to service sector and “white collar” jobs. Jobs in the growth industries typically garner higher wages, while the Town’s other major employment industries, Retail Trade and Accommodation and Food Services, more commonly offer lower-wage jobs.

## CURRENT EMPLOYMENT

### SUMMERVILLE, SC

	Number	Percent
Agriculture, Forestry, Fishing and Hunting	203	1%
Mining, Quarrying, and Oil and Gas Extraction	-	0%
Utilities	10	0%
Construction	417	2%
Manufacturing	501	3%
Wholesale Trade	334	2%
Retail Trade	3,564	19%
Transportation and Warehousing	64	0%
Information	325	2%
Finance and Insurance	933	5%
Real Estate and Rental and Leasing	747	4%
Professional, Scientific, and Technical Services	806	4%
Management of Companies and Enterprises	-	0%
Administration & Support, Waste Management and Remediation	567	3%
Educational Services	1,590	8%
Health Care and Social Assistance	2,822	15%
Arts, Entertainment, and Recreation	347	2%
Accommodation and Food Services	3,231	17%
Other Services (excluding Public Administration)	1,309	7%
Public Administration	1,059	6%
<b>Total</b>	<b>18,829</b>	<b>100%</b>

*Source: Esri Business Analyst; American Community Survey; Houseal Lavigne Associates*

## KEY COMMUNITY OUTREACH THEMES

Community outreach and engaging residents, civic and business leaders, and other key stakeholders is critical to understanding the issues and opportunities within the community. The engagement process for the Summerville Comprehensive Plan consisted of both in-person and online outreach, including resident and business workshops, key person interviews, a project website, online surveys, and an interactive mapping tool. This section summarizes key themes identified across all engagement activities.

### Land Use & Development

A prominent issue raised by the Summerville community was the current lack of dense development within the downtown including the limited amount of office uses, event space, restaurants, and retail options available. Discussion of the Downtown also highlighted concern regarding the lack of a large commercial tax base. Participants also voiced their desire for design standards to improve the quality of development occurring in Summerville. As the Town continues to grow, a key issue for most stakeholders was the need for a defined strategy for sustainable growth and development.

### Housing & Economic Development

The most cited issue related to economic development was a perception that the Town is not attracting enough new businesses and jobs to reduce the need to commute to other communities for work opportunities. Additionally, community members noted underutilization of the Oakbrook area and expressed concern as to whether existing local businesses will survive growth and redevelopment changes to the downtown. Property taxes were another prominent concern, particularly regarding a decreasing industrial tax base, lack of commercial development, and a resulting increase in reliance on residential tax base. Housing concerns among outreach participants included a perceived shortage in affordable housing and increasing sprawl due to the lack of density and related housing development opportunities in the Downtown and central portions of Summerville.

### Transportation & Mobility

A prominent transportation issue among participants was traffic congestion and the Berlin G. Myers Parkway construction. Additional key issues were the Town's limited public transit and the desire for improved pedestrian and bike networks that are safe and better connected.

### Parks & Open Space

The lack of parks and trails was a prominent issue for residents. The issue concerning temporary closing of the Sawmill Branch Trail due to the Berlin G. Myers Parkway construction was also noted. Further, desires were expressed to expand that trail to better connect it to various amenities throughout the Town. Community members also expressed desire to better capitalize on the Ashley River while preserving it as a natural resource. Additionally, the community identified a desire for improved stormwater and regional flood management.

### Community Character & Services

The key issue participants raised related to services was a perceived lack of coordination between Town, county, and state bodies and the lack of consistent governance as a result. Additionally, residents voiced the need for improved emergency response services. Overcrowding in schools and the need for a recycling and garbage plan were also concerns.



# VISION, GOALS & OBJECTIVES

The vision, goals, and preliminary objectives will set the initial framework for the community-wide plans and policies of *Summerville: Our Town, Our Future*. For the purpose of the Plan, vision, goals, and preliminary objectives are defined as follows:

**Vision** – The vision is an aspirational description of what the Town of Summerville would like to accomplish in the long term. The vision statement is meant to serve as a foundation upon which to base the Town’s future goal setting and decision making. It is based on the Visioning Workshop, feedback from initial community outreach activities, and observations from the project consultant team.

**Goals** – The goals describe desired results toward which planning efforts should be directed. They are broad and long-range. They represent an ambition to be sought and require the culmination of many smaller actions in order to be fully achieved.

**Preliminary Objectives** – The preliminary objectives contained in this report are intended to be specific and measurable. They quantify the goals and set a target for their achievement.

# VISION STATEMENT

The Town of Summerville will be known as a community with big-city opportunities and small-town charm. The community's patchwork of neighborhoods will be connected to one another by a comprehensive roadway and pedestrian network and complemented by a mix of new infill neighborhoods and commercial districts. The new Unified Development Ordinance (UDO), adopted in 2019, will guide targeted development that leverages existing infrastructure, and encourages development in already served areas of the Town, over the premature and poorly planned development of greenfield sites currently lacking infrastructure.

Downtown will remain the heart of the Town with flourishing local businesses. Mixed-use development within the Downtown will expand housing options while fostering continuous activity and increasing the number of local customers for Downtown retail shops and offices. While Downtown will grow more dense over time, the historic character of the district and surrounding neighborhoods will be maintained. Downtown will also be better connected to other areas of Town such as Oakbrook and Knightsville, creating a cohesive, interconnected network of places. A greater range of housing options will be provided throughout the community to better accommodate the needs of current and future populations at all socioeconomic levels and stages of life.

Established businesses will help set the tempo for economic and employment growth in Summerville through regular and open communication with Town officials and staff. New businesses will thrive, and local entrepreneurs will have the opportunity to test their ideas in a startup incubator located in one of Summerville's several established employment centers. Growth from these startups and expanding companies will create new employment opportunities. Any company in Summerville and the greater Charleston region will be able to fill their job listings with the Town's knowledgeable and skilled workforce.

Commuters will get to work quicker with the completed expansion of the Berlin G. Myers Parkway and the implementation of the Lowcountry Rapid Transit (LCRT) network. Additional large-scale, interjurisdictional projects will be completed with ease through targeted partnerships and cooperation with adjacent agencies. Similarly, employees, residents, and visitors will be able to navigate Summerville with ease via the Town's extensive multimodal transportation system. Infrastructure and connectivity improvements, such as Bear Island Road and North Maple Street Extension, will help reduce congestion and travel times supporting Summerville's future growth.

As the Town continues to grow, annexation will occur according to a well-defined strategy that emphasizes a fiscally responsible growth pattern. The strategy will prevent overextension of resources and ensure that community facilities and services can adequately expand to match growth and continue to support the population.

The Town will have a complete parks and recreation system with new indoor and outdoor facilities allowing residents in all parts of Summerville to utilize these amenities year-round. Natural areas such as the Ashley River will be further activated for recreation while balancing the need for conservation. Connections between natural areas will also be improved via an integrated network of greenways and blueways that provide residents and visitors with opportunities to connect to Summerville's abundant natural resources while protecting critical habitats and prominent scenic areas.

Through *Summerville: Our Town, Our Future*, the Town will continue to be one of the most desirable places to live in the Charleston region. It will be a place where young professionals, families, and retirees are excited to build their lives, and where established residents can thrive. Summerville will be known as an inclusive community whose diverse and quality housing options, employment opportunities and local businesses, natural features, strong heritage and history, and recreational amenities provide all residents with a high quality of life.

# LAND USE & DEVELOPMENT

## Goal

*Improve and enhance land use patterns and direct new development in a manner that ensures land use compatibility and alignment with infrastructure capacity to promote sustainability of the natural and built environment.*

## Objectives

Preserve established neighborhoods in the Town and promote appropriate reinvestment while supporting existing commercial and employment areas.

Encourage infill development that can take advantage of existing infrastructure over the premature and unplanned development of unimproved areas or open space, as a means of minimizing the overextension of services and infrastructure cost for the Town.

Ensure land use compatibility and provide adequate buffering and screening between existing incompatible land use arrangements.

Require new development to match the established character of the community, particularly in Downtown and historic neighborhoods.

Utilize the Future Land Use Plan to balance the ratio of residential to business development in the Town, supporting the development of mixed-use and multifamily buildings.

Promote context-sensitive commercial and industrial development that does not adversely impact the character or quality of life of surrounding residential areas.

Refine and embrace the improved development standards in the UDO that promote quality form and appearance.

Promote mixed-use development in Downtown Summerville to generate pedestrian activity and build upon the area's vibrant, established character.

Identify and preserve natural and environmentally sensitive areas.

Coordinate new development and land use with adjoining jurisdictions along boundary edges.

# ECONOMIC DEVELOPMENT

## Goal One

*Fortify Summerville's economy through the retention and attraction of a diverse mix of businesses that provide livable wages and fill identified commercial gaps. Living wage: a wage that allows an individual to afford all physiological and safety needs and services, such as healthy food, quality housing, accessible transportation, etc., and all relevant taxes to live comfortably in the community.*

### Objectives

Reinforce Downtown as the primary location for local-serving businesses that offer a mixture of goods and services that support the needs of residents and businesses.

Consider the development of a conference/event center or boutique hotel in Downtown, with careful consideration of context and character, to increase the number of visitors to Downtown and support local businesses.

Continue to direct new businesses to the employment centers such as in Oakbrook, along Interstate 26, North Maple Street, or Knightsville.

Utilize the results of the 2019 retail market study to strategically prioritize commercial recruitment efforts by pursuing businesses that will fill identified commercial gaps.

Continue to leverage Summerville's desirable location to recruit new businesses and capture development within desired and growing sectors such as healthcare, technology, and logistics.

Regularly communicate with established businesses in Summerville to understand their needs and how the Town can best support them.

Work with local economic development agencies and higher-education institutions to support the planned business incubator at Nexton Parkway and Brighton Park Boulevard.

Take advantage of the Opportunity Zone designation to recruit investment and contextually appropriate commercial development in traditionally underserved communities, while avoiding gentrification.

Support the tourism industry as a key driver of Summerville's economy.

## Goal Two

*Strengthen the Town's workforce by working with other organizations to establish a variety of education, training, and employment opportunities, with a focus on preparation for high-skill, high-wage jobs.*

### Objectives

Work with secondary and post-secondary education operators, such as Dorchester County Career and Technology Center (DCCTC) and Trident Technical College (TTC), to coordinate efforts to provide skills necessary for those joining the workforce.

Collaborate with partners at the county economic development offices, Charleston Regional Development Alliance, and others to prioritize the types of training and development needed.

Coordinate with public and nonprofit agencies such as SC Works Dorchester to help create and promote local job opportunities.

Support the expansion of existing businesses to create new employment opportunities for Summerville residents.

# HOUSING & NEIGHBORHOODS

## Goal

*Encourage a balance of housing types that fosters high-quality, livable neighborhoods to address the needs of all existing and future residents.*

## Objectives

- Promote a mixture of housing types at various price points to ensure residents at all stages of life and across a variety of income levels can live comfortably throughout Summerville.
- Develop housing and neighborhoods in areas that rely on existing Town infrastructure with good access to schools and other community facilities.
- Bolster code enforcement to help maintain the desired character of residential neighborhoods and improve overall quality of life.

- Use the UDO to preserve historic residential neighborhoods and address gentrification of traditionally lower-income areas through the “right-sizing” of development regulations while maintaining the historical character and use of these areas.
- Support new development and rehabilitation that utilizes materials, construction techniques, and infrastructure systems that reduce the negative environmental impacts of residential development.

- Preserve and protect neighborhoods from physical deterioration by addressing substandard construction practices, lack of maintenance, and encroachment of incompatible development.
- Identify the financial programs and mechanisms related to affordable housing needed to support Summerville residents.
- Consider marketing incentives to developers to help facilitate new attainable housing options to ensure a wider range of housing is available across all income groups.

# TRANSPORTATION & MOBILITY

## Goal

*Coordinate with surrounding jurisdictions to improve multimodal connectivity throughout Summerville to improve efficiency, access, and safety for drivers, cyclists, pedestrians, and transit riders.*

## Objectives

Develop an interconnected network of local and arterial roads linking existing and planned neighborhoods, commercial and employment centers, and parks and recreation areas to provide complete access to all areas of the Town.

Utilize transportation best practices and update infrastructure to reduce congestion throughout the Town while mitigating impacts to the natural environment.

Support the completion of the Berlin G. Myers Parkway extension to alleviate traffic congestion in Downtown and improve regional connections.

Emphasize pedestrian and cyclist mobility as the primary mode of transportation in and around Downtown to further establish the area's sense of place.

Promote and facilitate the creation of a fully connected active transportation network to allow cyclists and pedestrians to safely travel throughout Summerville.

Work with TriCounty Link and Berkeley-Charleston-Dorchester Council of Governments (BCDCOG) to enhance existing bus transit routes while supporting Lowcountry Rapid Transit (LCRT).

Explore opportunities to coordinate with other roadway jurisdictions in the Town to ensure they are well-maintained.

# COMMUNITY FACILITIES & INFRASTRUCTURE

## Goal One

*Continue to provide high-quality community facilities and services to improve quality of life for all residents through collaboration with local and regional partners.*

### Objectives

Consider recommendations from the Master Facilities Plan to ensure compatibility with the Comprehensive Plan.

Work with emergency response organizations to identify issues that may delay emergency response times.

Foster additional partnerships with community groups in the Town of Summerville related to public health and safety, fire, and crime prevention.

Evaluate Town growth to adjust expansion of hiring and facilities for public safety, local government, and public organizations to ensure appropriate level of service is provided.

Coordinate and maintain relationships with intergovernmental agencies and public and private utilities on infrastructure projects.

Implement colocation (such as joint trenching) during utility relocations and road-widening projects where feasible.

Work with utility providers to regularly update their systems to ensure that there is sufficient capacity for future demand while ensuring that it does not adversely impact the character or quality of life in surrounding areas.

Coordinate with local nonprofit services, to ensure community centers, libraries, and other community services are distributed and accessible to all Town residents.

Continue to collaborate with the local school districts to provide high-quality education in Summerville.

## Goal Two

*Coordinate annexation with strategic infrastructure expansion to prevent overextension of Town resources.*

### Objectives

Support a fiscally-responsible growth pattern and annexation policy to maintain and improve existing levels of service for current residents and future generations.

Develop a strategy for Town annexations for adjacent unincorporated areas, and several unincorporated “donut holes” within the Town boundaries, based on the direction provided in the Vision Plan.

Explore funding mechanisms, such as updating rates for development impact fees, to support Town operations and infrastructure as growth and development occurs.

Utilize existing infrastructure for new growth and development and extend Town infrastructure and services in a judicious manner with consideration of future costs.

Ensure that development agreements related to annexation efforts adequately address the long-term costs to the Town of assuming responsibility for all infrastructure costs.

# NATURAL RESOURCES, RESILIENCY, PARKS & OPEN SPACE

## Goal One

*Continue to expand Summerville’s network of parks, trails, and recreational amenities to support active and passive recreation throughout Summerville and improve public health.*

### Objectives

Identify opportunities to expand funding and staff to ensure the parks system can provide outdoor recreation access to all residents throughout the Town.

Evaluate the ability to provide additional recreation facilities in the community to maintain interest and usership in outdoor recreation and meet public health goals.

Continue coordinating with the South Carolina Department of Parks, Recreation, and Tourism at

Colonial Dorchester to provide recreation related to historic preservation.

Support projects that improve access to the Ashley River, such as the Jessen Boat Landing/Oakbrook Ashley River Preserve project, as opportunities to better connect residents and visitors to this natural resource.

Maintain and improve existing facilities, such as Sawmill Branch Trail.

Utilize smaller waterways, such as the Sawmill Branch, to connect various parts of Summerville to each other with trails or water recreation activities.

Explore grant opportunities to establish a bike share program that facilitates economic development and greater connection across the commercial and residential nodes of Town.

## Goal Two

*Support the conservation of Summerville’s natural resources to preserve important environmental and habitat areas as well as bolster Summerville’s resiliency to natural hazards.*

### Objectives

Identify open spaces that should be conserved for habitat protection, hazard mitigation, and resiliency.

Use the 2017 Green Infrastructure Plan as a guide for Town staff when reviewing future development proposals to analyze potential impact on identified conservation areas.

Protect scenic vistas and viewsheds throughout the Town to preserve the Summerville landscape’s unique character.

As new development occurs, develop, update, and implement specific drainage and flood controls to protect local waterways and wetlands, and prohibit development in the floodplain.

Expand upon the existing Town-wide emergency management plan to include flood mitigation, disaster preparedness, and community resiliency.

Regularly update the Stormwater Management Plan (SWMP) in accordance with the MS4

permit and support minimum control measures that use the most modern best management practices (BMP) for stormwater management.

Encourage and/or incentivize the use of Low-Impact Development or Green Infrastructure techniques as a viable alternative to traditional BMPs for stormwater management, including consideration of tree canopy coverage in stormwater calculations.

# CULTURAL RESOURCES

## Goal

*Maintain historic places while enhancing and reinforcing cultural diversity to strengthen Summerville's established character.*

## Objectives

Preserve and enhance Summerville's historic structures and the architectural character of the Summerville Historic District.

Ensure that the small-town, historic character is not undermined by future development through distinct development and design guidelines.

Develop historic designations for expanded areas and neighborhoods adjacent to or outside of the Downtown Historic District, as appropriate.

Continue to honor and celebrate local history, with an emphasis on Summerville's diverse past through planned events and programmed activities.

Develop new mechanisms to support African American history and investment in culturally rich neighborhoods, including Brownsville.

Identify a site for a venue to host cultural and arts events.

Strengthen relationships with local civic institutions, organizations, and clubs, such as Summerville DREAM, YMCA, Public Works Arts Center, and Greater Summerville/Dorchester County Chamber of Commerce for community revitalization efforts.



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# LAND USE & DEVELOPMENT

The *Land Use and Development* chapter identifies desired future land uses for all areas within the Town of Summerville and establishes the vision and strategies for how Summerville can enhance existing neighborhoods and accommodate future growth.

Summerville's anticipated population growth and the land needed to accommodate it are the primary factors that will determine long-term demands for new businesses, transportation, infrastructure, open space, and community services. Building on the community's existing land use and development pattern, the *Land Use & Development* chapter seeks to make Summerville a more livable, desirable, and sustainable community by maximizing market potentials, advancing community character, guiding investment, and enhancing sense of place. This chapter clearly identifies areas where the Town's character is strong and should be maintained, where the image is weakening and needs to be strengthened, where conditions call for significant transformation, and where new growth has the potential to flourish.

The *Land Use & Development* chapter is organized into three main sections:

- *Growth Strategy*, framing the planning area and how Summerville has been growing;
- *Conservation Design*, best practice for all future development in the Town to preserve Summerville's precious natural resources; and
- *Future Land Use*, detailing community-wide land use.

# LAND USE & DEVELOPMENT

## Goal

*Improve and enhance land use patterns and direct new development in a manner that ensures land use compatibility and alignment with infrastructure capacity to promote sustainability of the natural and built environment.*

## Objectives

Preserve established neighborhoods in the Town and promote appropriate reinvestment while supporting existing commercial and employment areas.

Encourage infill development that can take advantage of existing infrastructure over the premature and unplanned development of unimproved areas or open space, as a means of minimizing the overextension of services and infrastructure cost for the Town.

Ensure land use compatibility and provide adequate buffering and screening between existing incompatible land use arrangements.

Require new development to match the established character of the community, particularly in Downtown and historic neighborhoods.

Utilize the Future Land Use Plan to balance the ratio of residential to business development in the Town, supporting the development of mixed-use and multifamily buildings.

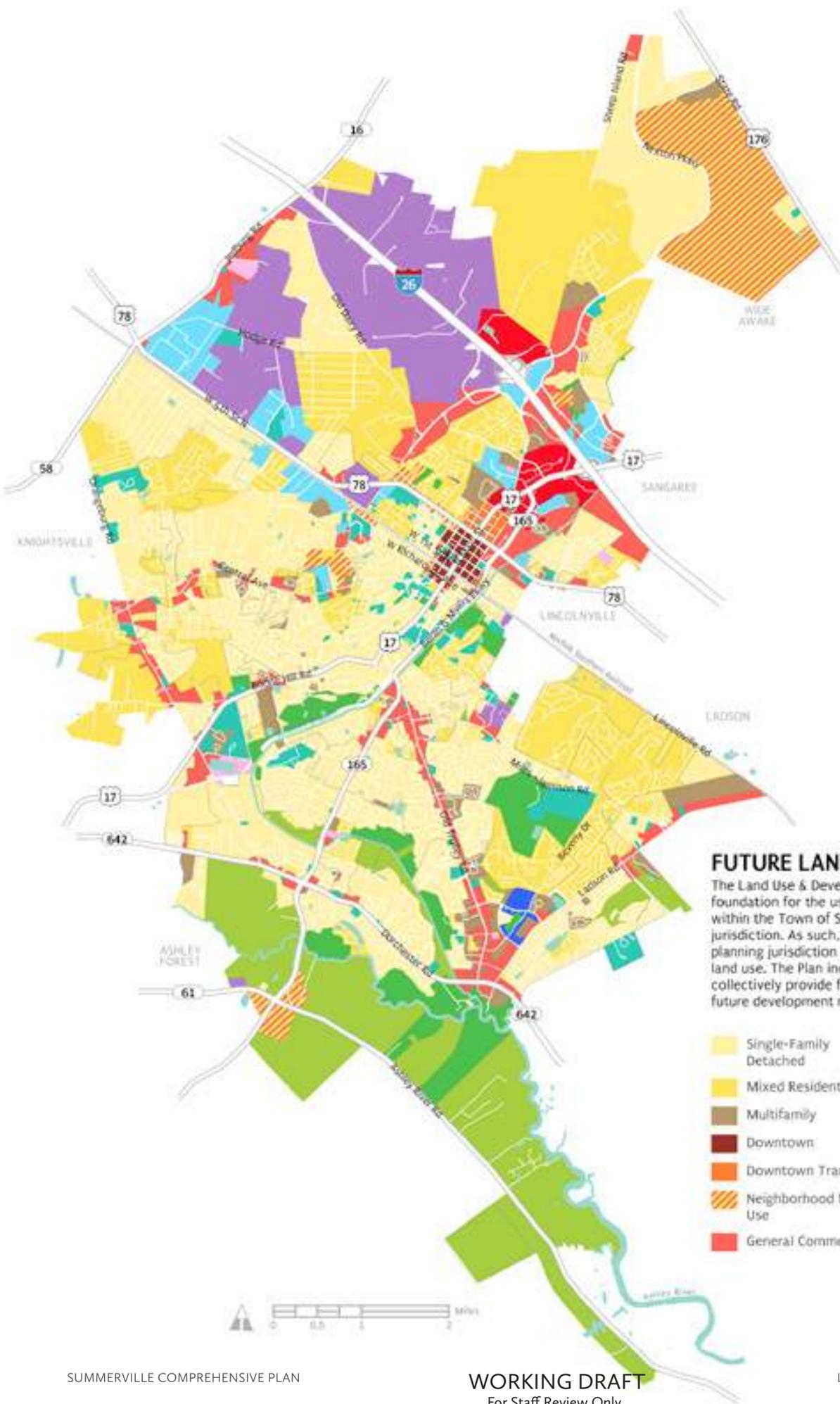
Promote context-sensitive commercial and industrial development that does not adversely impact the character or quality of life of surrounding residential areas.

Refine and embrace the improved development standards in the UDO that promote quality form and appearance.

Promote mixed-use development in Downtown Summerville to generate pedestrian activity and build upon the area's vibrant, established character.

Identify and preserve natural and environmentally sensitive areas.

Coordinate new development and land use with adjoining jurisdictions along boundary edges.



### FUTURE LAND USE

The Land Use & Development Plan establishes the foundation for the use and development of land within the Town of Summerville and its planning jurisdiction. As such, all areas within the Town's planning jurisdiction are designated for a particular land use. The Plan includes a variety of land uses that collectively provide for Summerville's current and future development needs.

- |                        |                           |
|------------------------|---------------------------|
| Single-Family Detached | Regional Commercial       |
| Mixed Residential      | Business Park             |
| Multifamily            | Medical Office            |
| Downtown               | Industrial                |
| Downtown Transition    | Public/Semi-Public        |
| Neighborhood Mixed Use | Parks & Open Space        |
| General Commercial     | Agricultural Conservation |
|                        | Utility                   |



## FUTURE LAND USE

### Single-Family Residential

Single-Family residential areas include detached single-family residential properties with a typical density of 2-5 units per acre. While lot size and overall density may vary from one part of the Town to another, these areas represent the predominant form of residential development in Summerville.

### Mixed Residential

Mixed residential areas include both detached and attached single-family properties to allow for flexible and denser development in proximity to the Town's major roadways such as Berlin G. Myers Parkway, Central Avenue, Old Trolley Road, Ladson Road, and Highway 78. Development along these roadways is consistent in design and character throughout. Attached residences can include townhouse or duplex residential properties. This use has a density of 5-12 units per acre. While future manufactured home neighborhoods are not planned, mixed residential incorporates these existing neighborhoods within the Town.

### Multifamily Residential

Multifamily residential areas include apartments, condominiums, senior housing, and special types of group living. Multifamily residential is intended to provide areas to accommodate population growth with increased density in targeted areas of the Town. These areas vary greatly in terms of density depending on scale, but typically have at least 12 units per acre.

### Downtown

Downtown includes traditional mixed-use and residential development with a focus on design, character, and pedestrian access. Mixed-use ground floor uses should include activities that capitalize on pedestrian traffic and support street life, such as restaurants, retail, and services. Upper floor uses may include offices, services not reliant on ground-floor visibility, and residential units. Parking can be provided in Downtown commercial areas, but only when it is not detrimental to the character of the area, is secondary to an active use, and has a lower overall requirement. When appropriate, new development should utilize the existing parking garage first to ensure it is well used.

Civic buildings and public gathering spaces such as Town Hall, plazas such as Hutchinson Square, or parks are also included in Downtown. A boutique hotel or convention center that supports Downtown viability without detracting from its charm and accessibility is also appropriate.

Residential development in the Downtown area should provide a mix of denser single-family detached, single-family attached, and multifamily housing to help support commercial and office businesses in Downtown. The overall character and design of housing options in this area not included in a mixed-use building should match that of the Downtown to ensure compatibility and support desirable transitions to other areas farther away from Downtown, particularly the Town's historic neighborhoods.

### Downtown Transition

Downtown Transition allows for Downtown uses such as mixed-use office and residential, but at a smaller and/or less intense scale. It serves as a transition area between Summerville's established Downtown and prominent commercial corridors and traditional residential neighborhoods. While this designation supports mixed-use development, the primary use is standalone commercial. Some single-family detached residences exist in Downtown Transition, but many have been converted to commercial or office-type businesses. All development in this area should be compatible with Downtown development and the adjacent residential or commercial uses.

### Neighborhood Mixed Use

The Neighborhood Mixed Use designation is intended to encourage the integration of commercial and a variety of residential land uses within easy walking distance of each other. Commercial uses should include residentially scaled businesses, such as sales of consumer goods, health and personal care, professional services, offices, restaurants, and religious institutions. Residential land uses such as, townhomes, rowhouses, duplexes, live-work units, single-family housing and accessory dwelling units are encouraged. Medium-to-high residential densities are recommended. Vertical mixed-use buildings are appropriate at smaller scale to ensure compatibility with adjacent standalone residential uses.

## General Commercial

Areas designated as General Commercial are intended to accommodate small-scale commercial uses within neighborhoods as well as larger shopping centers and developments along arterial corridors, primarily Old Trolley Road. The auto-oriented corridors often have a mix of “big box” stores, national retailers, franchise restaurants, and strip retail centers. The neighborhood commercial uses are generally located on the edges of residential neighborhoods or at key intersections and serve all modes of transportation.

## Regional Commercial

The Regional Commercial classification includes significant commercial development in high-visibility areas, such as along Main Street north to Interstate 26. Uses in these areas may consist of big-box retailers, restaurants, offices, and large multitenant shopping centers that have a regional market base. Differing from General Commercial uses along corridors, Regional Commercial areas accommodate a critical mass of multiple stores with large parking areas. In addition, the Regional Center classification may include entertainment uses and large cultural facilities. This may include hotels and similar hospitality uses.

## Medical Office

The Medical Office land use supports the growing healthcare industry in Summerville. It is intended to establish and reinforce a full-service medical campus in the Oakbrook neighborhood. Office uses specific to health services is the primary use in this designation; however, health supportive residential such as assisted living centers for seniors and small-scale commercial are also permitted.

## Business Park

Business Parks include properties primarily dedicated to professional employment/office uses, but can accommodate low-impact light industrial uses such as small-scale manufacturing and assembly, large-scale storage, distribution, and warehousing facilities. Light industrial activities should have little or no environmental impact on surrounding properties and should not be easily distinguished from nearby office uses. These areas can include stand-alone office buildings or be designed as a multibuilding office park or campus. These areas are considered lower intensity development, relative to other commercial areas.

## Industrial

Industrial areas include manufacturing, processing, or salvage activities that typically have significant environmental impacts (such as noise, odor, vibration, etc.) on surrounding properties. Lighter industrial uses that are appropriate in Business Parks are also appropriate in these areas.

## Public/Semi-Public

Public/semi-public areas include government offices, educational facilities, places of worship, community centers, and other uses or buildings generally open to the public and providing community-related services or amenities. Places of worship are prominent land uses in Summerville and are a strong contributor to its history and character. Several of these uses expand to cover multiple land parcels, particularly in the older parts of the Town. Many residential neighborhoods have multiple places of worship, particularly in areas close to the Downtown.

## Parks & Open Space

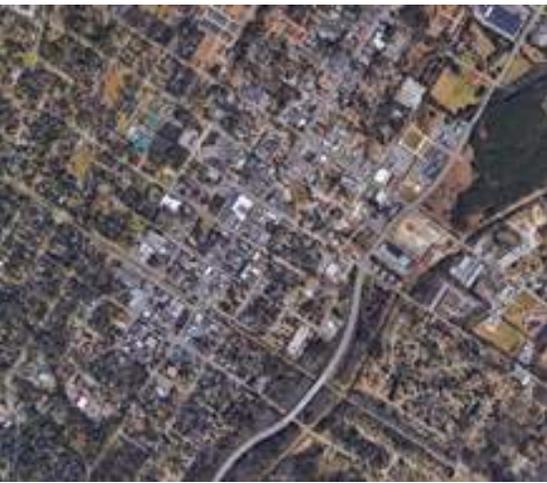
The Park & Open Space land use classification consists of parkland and natural areas. The Summerville Parks and Recreation Department operates and maintains parks and recreational facilities throughout the Town. The Colonial Dorchester State Historic Site, operated by South Carolina State Parks, also falls within Town limits. The Parks & Open Space land use classification includes natural areas and environmental resources containing heavily wooded areas, ponds, rivers, and wetlands. These areas include land that is not appropriate for development but are publicly accessible for passive and active recreation, and stormwater management areas, often included as common areas with subdivisions. The Parks & Open Space land use includes private golf courses.

## Agricultural Conservation

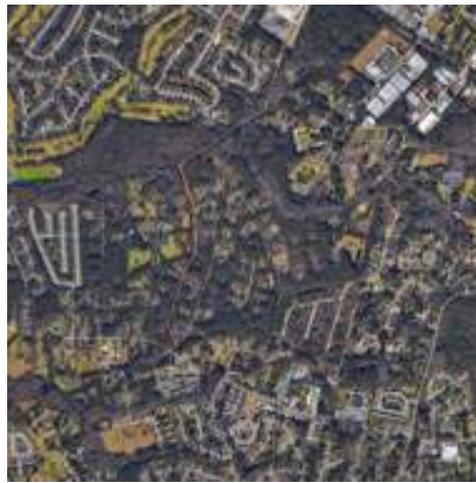
Summerville is known for its thriving natural resources and access to the natural environment. As a Tree City USA community there are areas within the Town that should be conserved and preserved from development. Agricultural Conservation includes large natural areas in Summerville, typically five acres or more, to be preserved for their environmental significance. These areas can also support existing agricultural businesses.

## Utility

The Utility land use classification includes utility infrastructure, such as electrical substations, power line rights-of-way, and water treatment facilities.



*Infill Growth Strategy Area  
(Downtown Summerville)*



*Town Edge Growth Strategy Area  
(Unincorporated area along Butternut Road)*



*Planning Area Edge Growth Strategy Area  
(Unincorporated area between North Maple Street  
and Jedburg Road)*

## GROWTH STRATEGY

Although the Future Land Use designates the location of where different types of development should be accommodated within the Town’s planning jurisdiction, a more comprehensive strategy will help maximize and guide short- and long-term public investment related decision-making. The Plan lays out the approach to growth management for the different areas of the Town. Recommendations are guided by the following objectives:

**Maximize the amount of development and redevelopment in urbanized portions of Summerville** through market-responsive regulations and infrastructure installations and upgrades.

**Prioritize the maintenance and upgrading of existing infrastructure** in areas designated for more intensive development over the installation of new infrastructure in long-term growth areas.

**Limit the extension of infrastructure** to those incorporated areas designated for development in the Land Use Plan.

The Growth Strategy highlights opportunities to align projected increases in population and employment in a way that better allows the Town to efficiently provide municipal services and infrastructure and sustain a high quality of life for residents. This is achieved through the establishment of four Growth Areas.

### Infill

This growth area supports the development of vacant properties and redevelopment of underutilized properties already served by infrastructure within established areas of the Town.

### Nexton

Nexton is a new planned community on the northeastern edge of Summerville, adjacent to Interstate 26 and Highway 17. While many residences have already been built, once completed this mixed-use neighborhood will house approximately 8,000 residents and a variety of commercial and office businesses. Nexton is Summerville’s fastest growing area with a variety of residential, retail, restaurant, office, and parks uses. Due to its planned growth and already significant presence in the Town, development in Nexton should be prioritized and supportive of its existing master plan.

### Town Edges

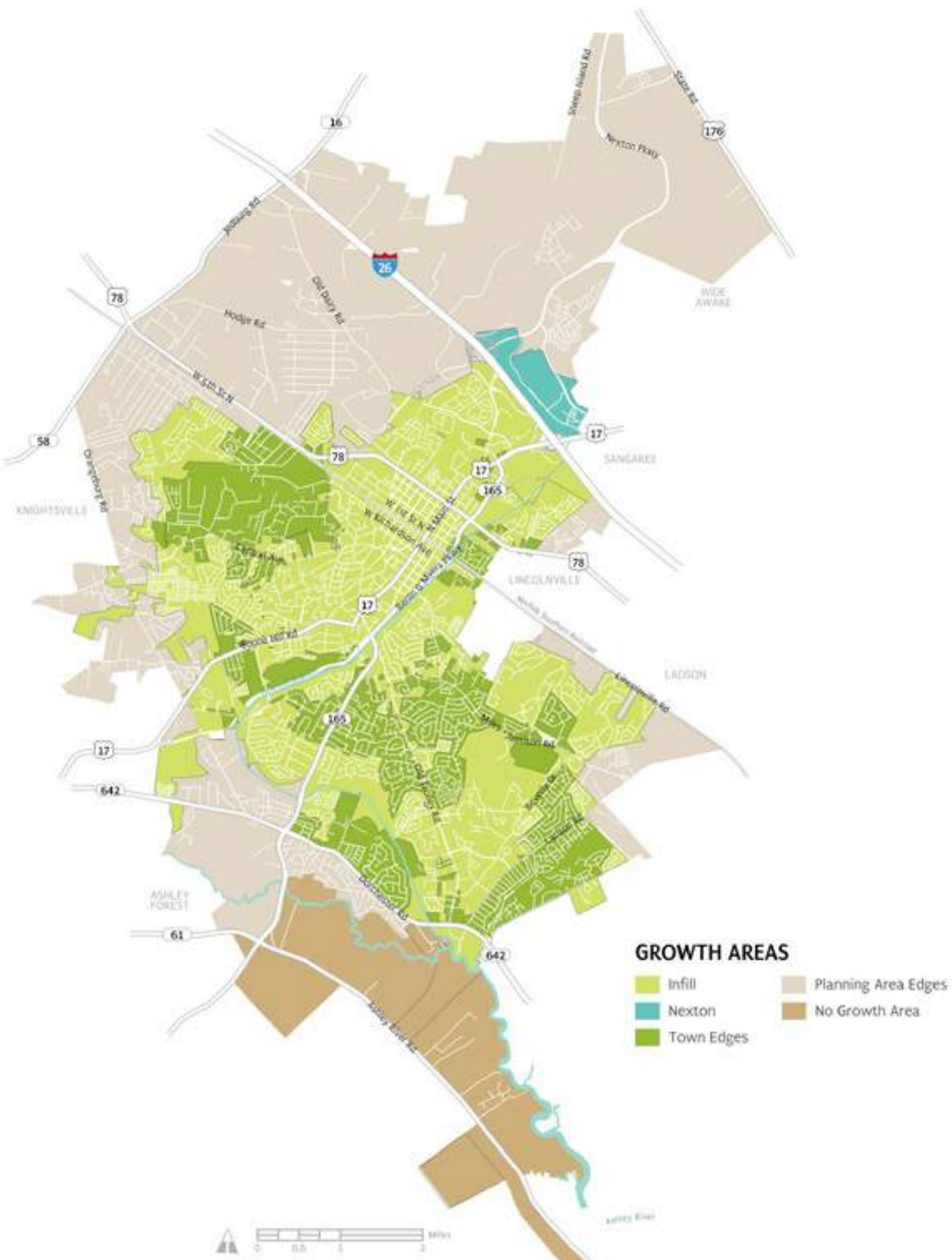
This growth area prioritizes development in areas within existing infrastructure service boundaries to sustainably manage their capacity while utilizing available space. Prioritization of growth in this area is also intended to incorporate existing pockets of development in unincorporated areas (i.e. donut holes) and prevent future developments like these. Prioritization should be given to areas that include commercial development over solely residential areas.

### Planning Area Edges

Focuses on development in areas proximate to existing infrastructure in order to capitalize on municipal investment that has already taken place and prevent disjointed facilities and services. Similar to in Town Edges, commercial development should be considered before residential development.

### No Growth Area

Reserves this area for the preservation of natural resources and/or its environmental value. Development should be prohibited and avoided in these areas unless absolutely necessary.



**GROWTH AREAS**

- Infill
- Nexton
- Town Edges
- Planning Area Edges
- No Growth Area



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# ECONOMIC DEVELOPMENT

The *Economic Development* chapter identifies opportunities to strengthen Summerville’s overall economy through business collaboration, workforce development, and new development. This chapter outlines development strategies to enhance existing commercial, office, and industrial areas in the Town as well as establish new areas for future growth.

The *Economic Development* chapter is organized into seven main sections:

- Commercial
- Business Park & Employment Centers
- Guiding Quality Development
- Access Management
- Branding & Marketing
- Workforce Development
- Focus on Businesses



# ECONOMIC DEVELOPMENT

## Goal One

*Fortify Summerville's economy through the retention and attraction of a diverse mix of businesses that provide livable wages and fill identified commercial gaps. Living wage: a wage that allows an individual to afford all physiological and safety needs and services, such as healthy food, quality housing, accessible transportation, etc., and all relevant taxes to live comfortably in the community.*

### Objectives

Reinforce Downtown as the primary location for local-serving businesses that offer a mixture of goods and services that support the needs of residents and businesses.

Consider the development of a conference/event center or boutique hotel in Downtown, with careful consideration of context and character, to increase the number of visitors to Downtown and support local businesses.

Continue to direct new businesses to the employment centers such as in Oakbrook, along Interstate 26, North Maple Street, or Knightsville.

Utilize the results of the 2019 retail market study to strategically prioritize commercial recruitment efforts by pursuing businesses that will fill identified commercial gaps.

Continue to leverage Summerville's desirable location to recruit new businesses and capture development within desired and growing sectors such as healthcare, technology, and logistics.

Regularly communicate with established businesses in Summerville to understand their needs and how the Town can best support them.

Work with local economic development agencies and higher-education institutions to support the planned business incubator at Nexton Parkway and Brighton Park Boulevard.

Take advantage of the Opportunity Zone designation to recruit investment and contextually appropriate commercial development in traditionally underserved communities, while avoiding gentrification.

Support the tourism industry as a key driver of Summerville's economy.

## Goal Two

*Strengthen the Town's workforce by working with other organizations to establish a variety of education, training, and employment opportunities, with a focus on preparation for high-skill, high-wage jobs.*

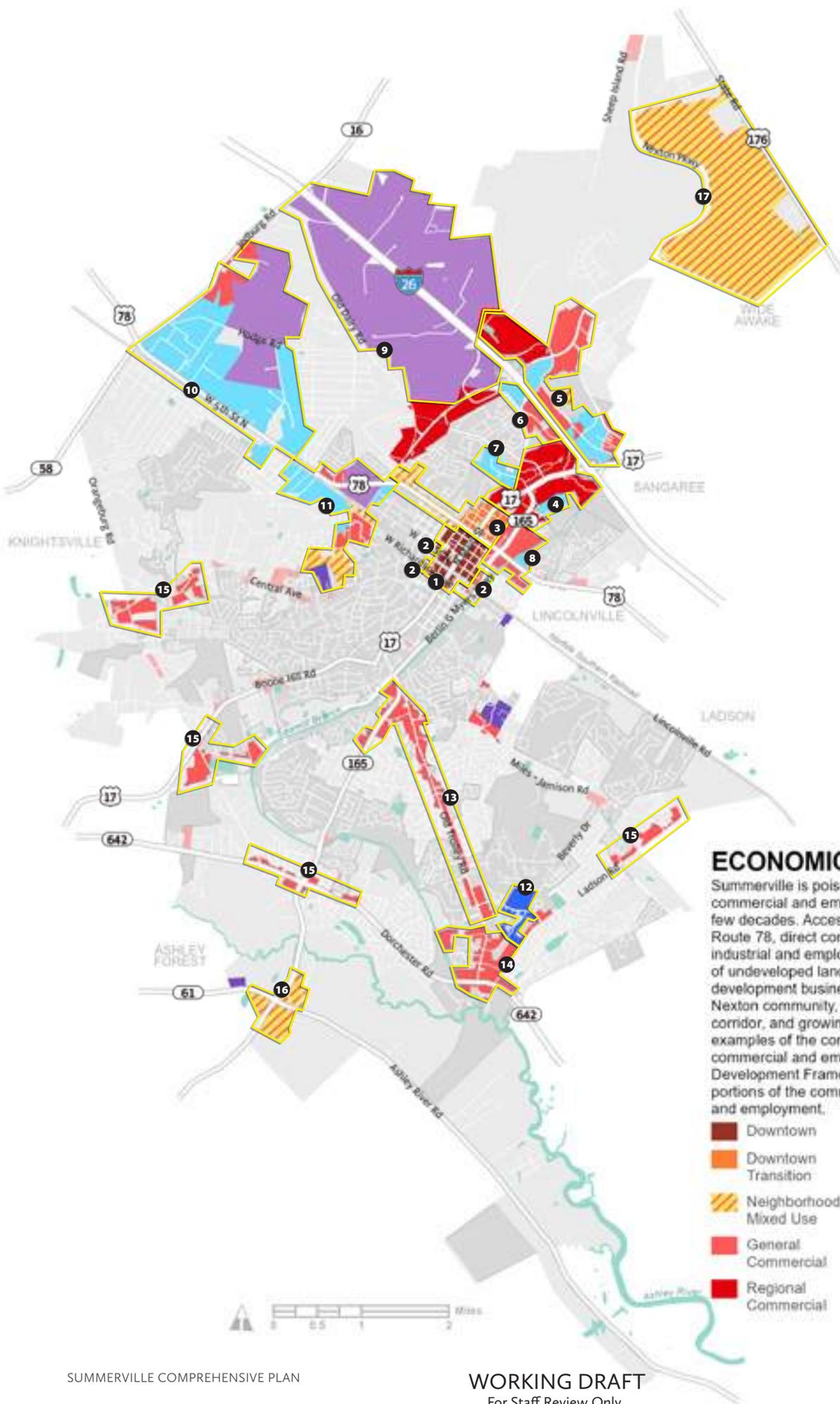
### Objectives

Work with secondary and post-secondary education operators, such as Dorchester County Career and Technology Center (DCCTC) and Trident Technical College (TTC), to coordinate efforts to provide skills necessary for those joining the workforce.

Collaborate with partners at the county economic development offices, Charleston Regional Development Alliance, and others to prioritize the types of training and development needed.

Coordinate with public and nonprofit agencies such as SC Works Dorchester to help create and promote local job opportunities.

Support the expansion of existing businesses to create new employment opportunities for Summerville residents.



## ECONOMIC DEVELOPMENT

Summerville is poised to experience substantial commercial and employment growth over the next few decades. Access to Interstate 26 and U.S. Route 78, direct connection to Charleston, existing industrial and employment centers, and large tracts of undeveloped land provide the opportunity for new development business expansion. The emerging Nexton community, evolving Old Trolley Road corridor, and growing industrial districts are all examples of the community's investment in its commercial and employment areas. This Economic Development Framework establishes a vision for all portions of the community that support commerce and employment.

- |                        |                                  |
|------------------------|----------------------------------|
| Downtown               | Existing Neighborhood Commercial |
| Downtown Transition    | Business Park                    |
| Neighborhood Mixed Use | Medical Office                   |
| General Commercial     | Industrial                       |
| Regional Commercial    | Pocket Employment Area           |



# ECONOMIC DEVELOPMENT FRAMEWORK

## Commercial

Summerville has several well-established commercial areas including Interstate 26 and Old Trolley Road. There are also other areas throughout the community that may be better served by closer and more convenient commercial options. All residents in Summerville should have convenient access to goods and services. This framework provides guidance regarding the desired use, intensity, and character for each commercial area in Summerville.

**1 Downtown:** Downtown Summerville is the focal point for community activity. Planned community events, like the Christmas Parade & Tree Lighting, and public facilities such as Hutchinson Square and Town Hall drive residents and visitors to Downtown, further establishing it as a local and regional destination. The Town should encourage mixed-use development as the primary land use in Downtown with restaurants, local shops, and smaller offices located on the ground floor with residential units above. A

boutique hotel or convention center should be considered to help support tourism and provide a place for regional visitors to enjoy Downtown charm. The public realm should be improved with high-quality streetscapes, sidewalks, and attractive civic spaces while transportation access should prioritize the pedestrian.

**2 Downtown Transition Historic Neighborhoods:** This area should allow for mixed-use development that complements the adjacent historic neighborhoods in design and match its overall character. Development in this area is less intense than Downtown and still supports pedestrian mobility. Properties directly adjacent to the historic neighborhoods should be primarily residential and include similar landscaping and streetscaping elements.

**3 Downtown Transition Commercial Areas:** Due to its proximity to key commercial corridors and nodes, commercial businesses are prominent in this district, especially fronting Main Street. Mixed-use development can also be more prevalent and at a scale that better matches that of Downtown, although standalone commercial and office uses are also common. Pedestrian mobility is still a priority, but automobile access is also convenient with targeted areas for parking.





**4 Regional Commercial Hub:** The Regional Commercial Hub includes a variety of well-established, large-scale commercial businesses in Summerville. This area should be managed and maintained so that it can continue to draw shoppers, diners, commuters, and visitors from across the Charleston region. Large retail centers, national department stores, restaurants, and hotels are all desirable and appropriate. Smaller distribution and indoor manufacturing businesses are allowed if located behind commercial uses, have their own distinct access, and are well-screened.

**8 Berlin G. Myers Expressway:** As a planned bypass around Downtown, the Berlin G. Myers Expressway will experience significant commuter traffic. To capture these potential customers, auto-oriented commercial uses should be included. Existing commercial uses along the Expressway are appropriately designed to serve this corridor and should be mimicked by future development.

**13 Old Trolley Road Commercial Corridor:** Outside of Main Street, Old Trolley Road is Summerville's strongest commercial corridor and one of its most active roadways. Maintaining commercial uses along this corridor is important for capturing additional retail sales. Corridor commercial uses are intended to accommodate larger shopping centers and developments along arterial corridors that serve a more regional function. This auto-oriented corridor has a mix of big box stores, national retailers, franchise restaurants, and a critical mass of multiple stores with large parking areas. Corridor commercial uses are appropriate along Old Trolley Road. Additionally, this corridor should allow strategically placed multifamily housing to help accommodate residential growth and increase density.





**14 Oakbrook Commercial Center:** A commercial center should be established in the area surrounding the intersection of Old Trolley Road and Dorchester Road. Commercial uses already exist in this area and they should be maintained and expanded upon to create a cohesive hub for a variety of businesses. New development should be able to support local shoppers as well as regional commuters. Mixed-use residential and multifamily are also appropriate to provide customers in close proximity to support the commercial development. The Oakbrook area is a priority investment zone for both the Town and Dorchester County, a Tax Increment Financing (TIF) program is currently in place to fund infrastructure projects to make it more attractive for retail and restaurant activities.

**15 Community Commercial Areas:** Several unincorporated communities bordering Summerville have their own commercial nodes. These areas include Knightsville, Ladson, and the intersection of Orangeburg Road and U.S. 17-A identified as Boonehill. Commercial uses here should be maintained and improved to meet design standards established in the Town’s Unified Development Ordinance to provide goods and services to their local residents. Automobile access should be prioritized but pedestrian access should be supported.

**16 Cooks Crossroads:** In 2018 Dorchester County established design guidelines for a grouping of parcels at the intersection of Bacons Bridge Road and Ashley River Road. The document, *Standing at the Crossroads—Designing a Gateway for the Future*, outlines how future development in this area should be characterized by a mix of commercial and residential uses interwoven together to protect and respect the adjacent natural environment. To support and ensure compatibility with these guidelines Cooks Crossing should be established as a neighborhood mixed use area.

**17 Midtown:** The Midtown area of Nexton will include a variety of neighborhood level commercial as well as single-family detached homes. Neighborhood Mixed Use is most appropriate in Midtown to support the well-integrated mixture of businesses and residences. Nexton has site plans for this portion of the community; ultimately those plans should be followed as development occurs.

**Existing Neighborhood Commercial:** Small groups of various commercial uses exist throughout Summerville providing goods and services to adjacent residences. These uses are not a priority of the Comprehensive Plan, but should remain as long as they meet standards set forth in the Unified Development Ordinance updated in 2019. Over time, commercial activity should be concen-

trated within the districts designated in this framework plan and the Future Land Use map and isolated neighborhood commercial uses should maintain neighborhood compatibility or transition to residential development.





## Business Park & Employment Centers

Summerville consists of a series of business park and employment centers areas with distinct characteristics based on service market, use, and intensity. The following section provides guidance regarding the desired character for each employment area in the Town.

**5 Nexton:** Nexton is Summerville’s fastest growing neighborhood complete with residential, commercial, and office uses. To further support its master plan, a business park should be prioritized in this area to provide substantial employment opportunities in the Town. Office uses are the most appropriate here due to the proximity of residential units, but development should ultimately follow what the community has proposed. To serve the residential and business park uses, commercial businesses are appropriate in this area as well.

**6 Nexton Expansion :** As Nexton reaches its development capacity, the area across Interstate 26 should be utilized to establish an additional employment center. Development in this area should mirror that of Nexton in use, design, size, and character. To that end, business park uses along with supporting commercial uses are appropriate.

**7 Varnfield Business Park:** The industrial park on Varnfield Drive is well established and well designed. It houses a number of successful businesses that provide substantial employment opportunities to residents. Light manufacturing, small-scale distribution, office, and logistics businesses are appropriate in the Varnfield Industrial Park as capacity allows. This area should continue to be screened and buffered from adjacent neighborhoods.

**9 Interstate 26 Industrial Park:** This area is an established industrial park in unincorporated Berkeley County. If the Town expands into and incorporates this area, the Interstate 26 Industrial Park should be targeted for new heavy industrial businesses. The industrial park should continue to be buffered and screened from natural areas and future residential neighborhoods. Direct access to Interstate 26 should be maintained. Regional Commercial is also appropriate along North Maple Street to capture traffic from Interstate 26 and to help buffer the industrial park.





**10 McQueen Industrial Park:** This area is an established light industrial and office park in unincorporated Dorchester County. Similar to the Interstate 26 Industrial Park, new business park uses should be encouraged to locate in the Route 78 Business Park should it become incorporated. Direct access to U.S. Route 78 and the BNSF railroad line should be bolstered and maintained.

**11 Brownsville Employment Center:** The Brownsville Employment Center should be established on the western edge of Town along West 5<sup>th</sup> Street North to provide an additional location for business park and industrial uses within the current Town Boundary. Due to its proximity to the historic Brownsville Neighborhood it is important that this area be well screened and buffered. This area should also create direct access to U.S. Route 78 and the BNSF rail line. Neighborhood Mixed Use off of Central Avenue is appropriate to support workers within the Employment Center as well as neighborhood residents.

**12 Oakbrook Medical Campus:** A formal medical campus should be established in the Oakbrook neighborhood to reinforce the strength and success of the Summerville Medical Center. The campus should be well connected with sidewalks to support pedestrian accessibility along with stoplights and crossings to ensure safety, particularly on Old Trolley Road. Parking lots should be strategically placed to prevent disruption of emergency services and signage should be placed throughout the campus to improve wayfinding.

**Pocket Employment Areas :** A few standalone industrial uses are scattered throughout the Town. While established businesses currently exist in these areas, there may be an opportunity for them to transition to other uses in the future. As redevelopment occurs, consideration should be given to less-intensive commercial, residential, or open space uses that better complement surrounding residential areas.



## GUIDING QUALITY DEVELOPMENT

Summerville, and areas within its planning jurisdiction, has existing industrial and office parks as well as individual businesses scattered across the community. Some areas are well-designed and established such as the industrial park on Varnfield Drive. Other industrial and office areas are disconnected or infringe on adjacent residential neighborhoods, such as some of the lumber mill or salvage yards located along the Highway 78 corridor. In either case, all of these businesses provide important employment opportunities to residents of Summerville and the entire Charleston region. To foster business growth and create quality employment areas throughout Summerville the Town should:

### **Establish formal business parks:**

Following the Future Land Use map, establish business parks on Highway 78 and in Nexton along Interstate 26 as dedicated areas for professional employment opportunities, which include an incubator pilot for area entrepreneurs.

**Support the Varnfield Drive business park:** Continue to support the existing business park on Varnfield Drive as a quality example of a well-designed and maintained employment center in Summerville.

### **Create a medical office campus:**

Create a medical office campus in the Oakbrook neighborhood that connects Summerville Medical Center to all the surrounding ancillary facilities and foster further expansion of the healthcare industry in the Town.

**Align infrastructure:** Align future infrastructure investment with the needs of existing and planned industrial and business park development to ensure there is adequate access for freight trucks.

**Screen and buffer noncompatible uses:** Ensure that industrial and business park uses are appropriately screened and buffered from residential areas and environmental features.

**Minimize business impacts:** Enforce regulations that minimize the impacts of business operations and products, including noise, light pollution, harmful emissions, etc.

**Develop design standards:** Develop design standards to ensure business parks include well-designed streets, on-site landscaping, attractive public spaces, cyclist and pedestrian access, wayfinding, and preferred architectural elements.



*Poor Example of Industrial Area - Industrial development in this area uses chainlink barbed wire fence for screening, does not maintain the grounds, and offers no signage.*



*Good Example of Industrial Area - Industrial uses on Varnfield Drive are well screened from adjacent neighborhoods, have well-maintained landscaping elements, and have well-placed signage displaying the name of the business.*



**Desirable Access Configuration**  
 To avoid creating a curb cut for every business, this commercial development is accessed through three major access points. Each business is then accessed from a shared frontage road.

-  Create Cross Access
-  Construct Access Road
-  Eliminate Curb Cuts

## ACCESS MANAGEMENT

Commercial development should continue to be located primarily along the Town’s arterials, near Interstate 26, Highway 78, and the Berlin G. Myers Expressway. However, improvements to access management are necessary for both existing and future development. In some areas, incremental commercial development has resulted in poor access management along major corridors where individual businesses have extensive curb cuts and established one or more driveways located within close proximity to one another. This can be problematic with regards to both traffic and pedestrian safety and traffic flow.

The Town should work with other agencies, such as SCDOT, as well as property owners to improve access management within corridor commercial areas to improve traffic flow. Along commercial corridors, the Town should work to minimize curb cuts, consolidate the number of access points, and facilitate cross-access easements and shared parking agreements. Sidewalks should also be visually distinct from adjacent driveway and parking lot areas to emphasize pedestrian access. This increases safety for motorists, pedestrians, and cyclists by minimizing points of conflict and creating predictability for the location and frequency of ingress and egress.

## TOURISM

Tourism is one Summerville’s strongest industries with year-round outdoor events and pristinely preserved natural resources drawing thousands of visitors to the Town every year. The Summerville Visitor Center manages resources such as a visitor’s guide, events list, and tour maps to help visitors, new and old, experience everything the Town has to offer, no matter the season. From its rich history as the Flower Town in the Pines to the birthplace of sweet tea, Summerville hosts many festivals and events that attract people from around the region to experience its small-town charm and hospitality. Events such as the Flowertown Festival bring over 200 artists from around the country to showcase their work and over 236,000 festival-goers to not only watch the abundance of azaleas bloom and visit vendor booths but also to patronize local restaurants and shops. This event and others spur regular economic growth for Summerville businesses and subsequently the Town. The Town’s tourism is by no means seasonal. Natural resources such as the Ashley River and natural wooded areas bring national tourists to Summerville throughout the year to experience how the natural environment is engrained into the Town’s culture and character. Thus these resources, natural and developed, permanent and temporary, should be protected and strengthened for their crucial importance to Summerville’s tourism industry and overall economy.



## BRANDING & MARKETING

As identified in the Future Land Use map, existing and new industrial and business park uses need to be elevated within the regional marketplace. These areas are intended to capture businesses that are major employers and contribute meaningfully to the community's tax base. As these areas are developed the Town should both implement branding and community design enhancements in the public right-of-way, as well as coordinate with private property owners to add branding and placemaking treatments to their own sites. These targeted investments would establish a distinct identity for Summerville's employment areas as prominent, competitive locations within the Charleston region.

Marketing improvements include:

**Regularly communicate with businesses:** Establishing regular communication with existing and future businesses to identify issues and solutions to local problems.

**Create a Town brochure:** Developing a local business brochure to provide the most current information about the Town to prospective businesses and employers.

**Build partnerships with economic development groups:** Enhancing partnerships with the Greater Summerville/Dorchester County Chamber of Commerce and other area chambers of commerce such as the Berkeley Chamber of Commerce and Charleston Metro Chamber of Commerce.

**Establish industrial park signage:** Using the Town's brand to develop gateway signage for all industrial and business park areas, ensuring that they are located on primary roadways including Interstate 26, Highway 78, and Varnfield Drive. The gateway signs can also be utilized to incorporate directories for tenants.

## WORKFORCE DEVELOPMENT

Summerville has an established workforce, but only 12 percent of Summerville's workforce-eligible residents have jobs located in the Town. The Town should emphasize developing quality, long-term job opportunities to capture local workforce. This should include efforts to connect training and education to existing and future employers in target sectors and their needs. The Town should:

**Reinforce local partnerships:** Continue to work with local, regional, and state economic development partners to attract and train a talented workforce through existing programs such as the Workforce Innovation and Opportunity Act.

**Emphasize existing workforce training opportunities:** Support and encourage Summerville residents to utilize existing local workforce training programs such as readySC, Tri-County STEMersion, and ManuFirstSC to strengthen and increase retention of the Town's labor pool.

**Foster new relationships:** Foster relationships with Dorchester, Berkeley, and Charleston County school districts and Dorchester County Career and Technology Center (DCCTC) to support existing workforce training programs and identify the need for new programs in Summerville schools.

**Formalize a satellite campus:** Building off the recent success of the Trident Technical College satellite facility in the former Big Lots building in Oakbrook, work to establish a complete satellite campus in Summerville.

## FOCUS ON BUSINESSES

With a desire to increase employment and expand business opportunities, creating a business-supportive community will be a key strategy for the Town. Summerville has strong employers in Trident Health and the various manufacturing and distribution businesses on Varnfield Drive. However, there are several other large-scale regional employers in surrounding unincorporated areas as well as those located in adjacent municipalities such as the NWS Charleston Navy Base, Boeing, and Volvo. While large employers are desirable, an incremental approach to economic development will help further diversify the employment base. Such an approach should include implementing policies that nurture and cultivate small- and mid-sized firms.

Entrepreneurial communities flourish because of a delicate mix of conditions, sometimes called an entrepreneurial ecosystem, that grows and compounds in impact over time. Incremental progress—trial-and-error—is central to the entrepreneurial and start-up segment of the economy, and that dynamic also applies to a local government’s role in establishing such a community. Not all initial efforts will produce easily measurable returns, and the ultimate success of entrepreneurial economic planning efforts are measured over the long-term.

Through partnership with Downtown Restoration Enhancement And Management (DREAM), Summerville should lead initial efforts to support entrepreneurs and small, new-business startups. Many of the critical players, such as entrepreneurs, committed government agencies, colleges and universities, potential investors, and experienced business mentors, are present in the tri-county area and have successful programs in place within their own agencies. The first challenge is getting these organizations and individuals together to network and strategically plan for a local business climate that encourages and supports new ventures in Summerville.

To foster an entrepreneurial climate in Summerville, the Town should:

### **Create local entrepreneur events:**

Work with local and regional partners to organize regular events for entrepreneurs to meet and troubleshoot shared challenges, as well as exchange leads and best practices. Potential partners are numerous and include BizBuilderSC, Center for Women/South Carolina Women’s Business Center, Charleston Area Small Business Development Center (SBDC) South Carolina Manufacturing Extension Partnership (SCMEP), SCRA Technology Ventures/ SC Launch, Berkeley Chamber of Commerce, Charleston Metro Chamber of Commerce, Greater Summerville/ Dorchester County Chamber of Commerce, and the Oakbrook Civic Association.

### **Collaborate with leading businesses:**

Collaborate with leading businesses in growing regional sectors including healthcare, technology, and logistics to identify and develop strategies to further expand these industries in Summerville.

### **Establish entrepreneur office hours:**

Work with business partners in the community to organize “entrepreneur office hours” where experienced business and start-up mentors host open-forum events and one-on-one advising opportunities.

### **Organize a strategic planning**

**meeting:** Organize a strategic planning meeting with its three regional chambers of commerce to identify shared goals and areas where Summerville’s local entrepreneurship and economic development goals coincide with existing regional efforts.

## KEY INDUSTRY EMPLOYMENT GROWTH WITHIN THE TOWN OF SUMMERVILLE

2003

2018

**Establish a minority business liaison position:** Consider the establishment of a minority business liaison position in the Economic Development Department to provide direct support for the Town’s existing minority-owned businesses and foster new business growth.

**Participate in regional entrepreneur-focused events:** Work with local entrepreneurs and businesses to participate in regional events, such as Small Business Hub, Global Entrepreneurship Week, and through more ongoing monthly trainings and events through groups such as the Young Professionals Council.

**Consider a business incubator space:** Partner with local educational institutions, property owners, and developers to evaluate the potential for the construction of incubator spaces in Summerville, particularly in Nexton and Downtown. Although this is a long-term strategy, early discussions and relationships can be formed in the near-term.

**Take advantage of the Town’s desirability:** Utilize Summerville’s national and regional desirability as an outdoor tourism destination to attract new businesses.

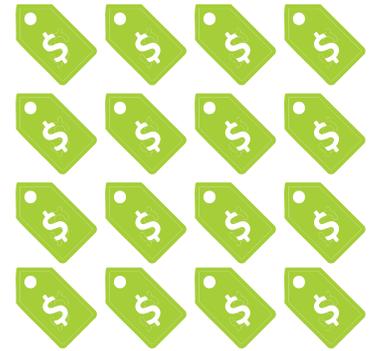
**Promote existing business development incentives:** Promote the Town’s and other regional agencies’ business development incentives such as the For-Profit Property Credit, DREAM Building Improvement Grant Program, and New Market Tax Credits to attract new and expand existing businesses.

**Develop an economic recovery plan** to identify contingencies that support businesses and maintain Summerville’s overall economy during times of economic crises.

### Retail Trade



2,665 Employees



3,564 Employees

### Healthcare and Social Assistance

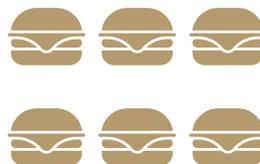


1,397 Employees

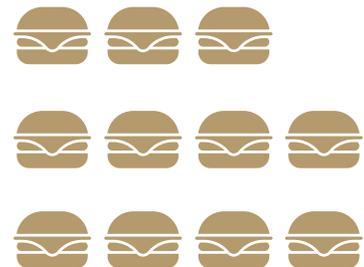


2,822 Employees

### Accommodation and Food Services



1,727 Employees



3,231 Employees

Source: U.S. Census Bureau; Houseal Lavigne Associates



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# HOUSING & NEIGHBORHOODS

Summerville's housing stock is diverse in age, architecture, and design and its residential neighborhoods are some of the most significant contributors to its unique character and identity. The Housing & Neighborhoods chapter builds on the five residential categories established in the Future Land Use Plan: Single-Family Detached Residential, Mixed Residential, Multifamily Residential, Downtown, and Downtown Transition and further defines the type and locations of each type of residential land use.

This chapter identifies policies that apply to the community as a whole although the issues these policies address are not necessarily present in every single one of the Town's residential neighborhoods. As such, the application of Town-wide policies should be tailored to the needs and conditions of Summerville's various neighborhoods. The *Housing and Neighborhoods* chapter is organized into six main sections:

- Strategic Growth
- Conservation Design
- Improve Existing Neighborhoods
- Affordability
- Aging in Place
- Housing Mix



# HOUSING & NEIGHBORHOODS

## Goal

*Encourage a balance of housing types that fosters high-quality, livable neighborhoods to address the needs of all existing and future residents.*

## Objectives

Promote a mixture of housing types at various price points to ensure residents at all stages of life and across a variety of income levels can live comfortably throughout Summerville.

Develop housing and neighborhoods in areas that rely on existing Town infrastructure with good access to schools and other community facilities.

Bolster code enforcement to help maintain the desired character of residential neighborhoods and improve overall quality of life.

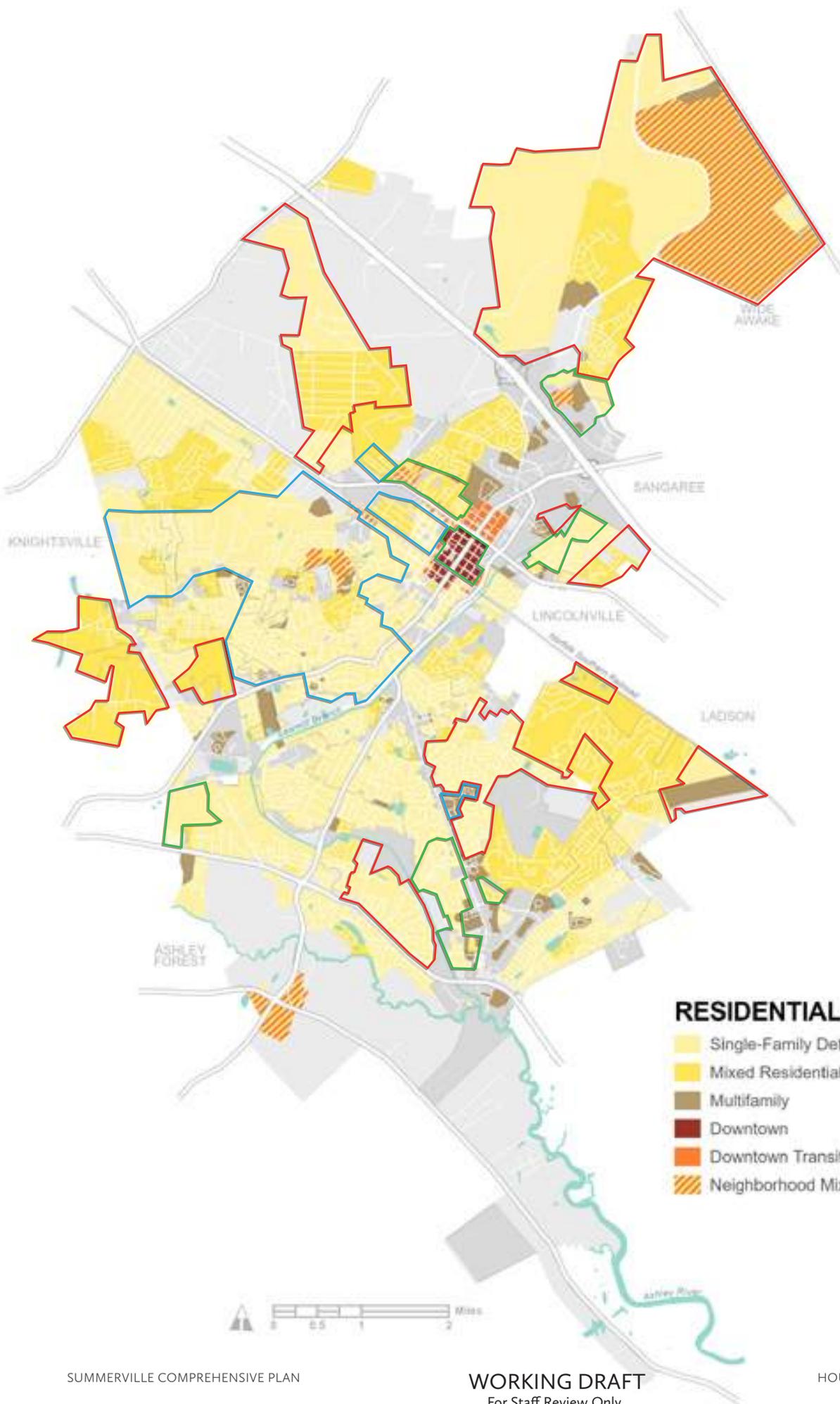
Use the UDO to preserve historic residential neighborhoods and address gentrification of traditionally lower-income areas through the “right-sizing” of development regulations while maintaining the historical character and use of these areas.

Support new development and rehabilitation that utilizes materials, construction techniques, and infrastructure systems that reduce the negative environmental impacts of residential development.

Preserve and protect neighborhoods from physical deterioration by addressing substandard construction practices, lack of maintenance, and encroachment of incompatible development.

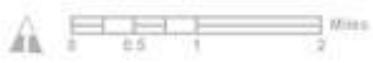
Identify the financial programs and mechanisms related to affordable housing needed to support Summerville residents.

Consider marketing incentives to developers to help facilitate new attainable housing options to ensure a wider range of housing is available across all income groups.



**RESIDENTIAL AREAS**

- Single-Family Detached
- Mixed Residential
- Multifamily
- Downtown
- Downtown Transition
- Neighborhood Mixed use
- Neighborhood Revitalization
- Priority Infill
- New Growth





## STRATEGIC GROWTH

The Town is expecting significant growth over the next 20 years. While large expanses of undeveloped land exist in unincorporated areas, development should be prioritized elsewhere to leverage existing infrastructure and strengthen established neighborhoods. The Town, to the best of its ability, should focus new development at infill locations within existing neighborhoods to prevent the unnecessary extension of infrastructure and services.

## Neighborhood Revitalization

Summerville's oldest neighborhoods are mostly located in the center and on the western edge of the community. Housing stock in these areas may be deteriorated due to age, sidewalks may be missing or disconnected, and owners may be unable to invest in their properties due to financial restrictions. Utilize grants, low-interest loans, or tax credits to help foster reinvestment in both housing stock and infrastructure.

## *Historic Neighborhoods*

Summerville has its own Historic District on the National Registry of Historic Places. As such, many of the homes in the District are well-maintained to showcase the small-town character and charm for which the Town is known. However, there are some homes in need of restoration and some areas that lack sidewalks or have sidewalks in need of significant repair. Renovation of homes and installation/repair of pedestrian infrastructure should be emphasized in these areas. Greater discussion on the significance of Summerville's historic neighborhoods can be found in Chapter 9: Cultural Resources and potential tools such as Historic Rehabilitation Tax Credits are discussed in the Affordability section of this chapter.



## Target Infill Areas

Areas for infill development should be targeted to minimize the need for significant capital improvements in greenfield areas. Vacant and underutilized parcels within Summerville's established neighborhoods both in the northern and southern areas of the Town are most appropriate for infill development. Targeted infill areas should be promoted to potential developers as the best locations to accommodate growth in Summerville. In the northern portion of the Town targeted infill areas include, Downtown; Nexton; the Branch Creek and South Pointe neighborhoods between Sawmill Branch Trail and Finucan Road; and the residential area roughly bounded by West 5th North Street, North Pine Street, North Hickory Street, Weber Road, and Maple Street. The southern area includes several residential neighborhoods at the southern end of Old Trolley Road including Oakbrook Commons, Irongate, Brandy Mill, Summer Trace, Crichton Parish, and Phillips Place as well as a development area on the western edge of the Town north of Dorchester Road, which includes Limehouse Village.

## Downtown

The core area of Downtown Summerville covers four blocks between West Doty Avenue, South Magnolia Street, West 2nd South Street, and South Cedar Street. This Plan aims to expand Downtown north of the Norfolk Southern Railroad to West 5th North Street and east to North Magnolia Street. This will help develop vacant or underutilized parcels in a key area of the Town. To do so will require mixed-use development that matches the character of the Downtown core and spurs new business growth while accommodating new housing. Other housing types including single-family attached and detached, as well as multifamily are also appropriate, but should maintain Downtown's overall character.

## New Growth

Consider limiting new development until most infill areas have been built out, and new development should only occur in accordance with the Future Land Use map. This includes greenfield development opportunities that should be used to meet long-term demand. In general, when greenfield development occurs it should be within the Town boundary or directly adjacent to it to reduce the need for extending infrastructure.

Some new growth for Summerville will likely happen in well-established residential subdivisions in unincorporated areas of Berkeley, Charleston, and Dorchester counties. Some are well-developed with sidewalks and municipal-level infrastructure while others have degrading roadways and are served by well and septic systems. The newer neighborhoods with updated infrastructure and room for additional development should be considered for new development before older, built-out neighborhoods that require more substantial infrastructure improvements. In general, any areas being considered for new growth should demonstrate the desired character of Summerville. Additional discussion of utility and service extension to these areas is included in *Chapter 7: Community Facilities & Infrastructure*.



### *Conventional Development Pattern*

- 18 Lots
- Minimum Lot Size: 80,000 sq. ft.
- No Undivided Open Space



### *Density-Neutral*

- 18 Lots
- Lot Size Range: 20,000 - 40,000 sq. ft.
- 50% Undivided Open Space



### *Age-Targeted Community*

- 24 Lots (25% Density Increase)
- Lot Size Range: 12,000 - 24,000 sq. ft.
- 60% Undivided Open Space

## **CONSERVATION DESIGN**

The concept of conservation development, or conservation design, emphasizes the principles of sustainable development and the protection of open spaces and environmental features, including recreational areas, undisturbed nature, wetlands, views and vistas, wildlife habitat, and natural character. As a community known for the aforementioned features, Summerville should utilize this design technique wherever possible. Summerville should implement conservation design in new development to ensure sites exist in harmony with its numerous natural areas and the preservation of open spaces and natural habitats is prioritized.

Conservation design, also known as clustered development, promotes the use of an environmentally sensitive development pattern that aims to preserve contiguous areas of open space by grouping structures (residential, commercial, industrial, etc.) together. This approach to development creates the potential for the use of naturalized stormwater management techniques to minimize or eliminate stormwater runoff. It also establishes areas of open space that can be used as neighborhood or community parkland. Lastly, the conservation design approach minimizes the amount of roadway and utility infrastructure needed to serve a given development.

Conservation design can be implemented in a density neutral manner wherein a clustered subdivision achieves the same number of homes per acre as a conventional subdivision. The same approach is also applicable for nonresidential development. As such, the Town can encourage open space preservation, while facilitating development that approaches the overall density desired for a given area. Conservation development techniques will allow new development to minimize the impact on quality natural areas, preserving them for public enjoyment while maintaining the small-town character of Summerville.



## IMPROVE EXISTING NEIGHBORHOODS

Most existing residential neighborhoods in Summerville are stable and in good condition. Many along Main Street or in the center of the Town are fully developed. However, as outlined in this section, there are some issues within some of the existing neighborhoods that lower their overall quality.

### Lack of Sidewalks & Pedestrian Connections

Older neighborhoods, most notably west of Main Street and south of Old Trolley Road, do not have sidewalks. Additionally, newer neighborhoods are missing pedestrian connections to one another. This inhibits pedestrian access and general activity.

### Older Units

Some older neighborhoods have housing stock beginning to show signs of deterioration. Deterioration coupled with a lack of maintenance reduces the quality of homes and in turn the quality of neighborhoods.

### Separated from Other Neighborhoods

Neighborhoods are created through thoughtful design, a compatible mix of uses, proximity, and access. When subdivisions are built away from other neighborhoods, they create islands that restrict connection and interaction. This can also force the overextension of costly infrastructure such as roads and utilities. Improved connections through new roadways, sidewalks, bike routes, and trails can help create better connections among some of Summerville's existing neighborhoods.

### Disinvestment

Lack of maintenance can spur a larger problem of disinvestment. In turn, widespread disinvestment can weaken a neighborhood's connection to the surrounding community and impact overall Town image. Disinvestment often occurs in areas where homeowners lack the resources needed to pay for upkeep or property improvements. Brownsville is a prime example of this and is considered a priority investment area by the Town.

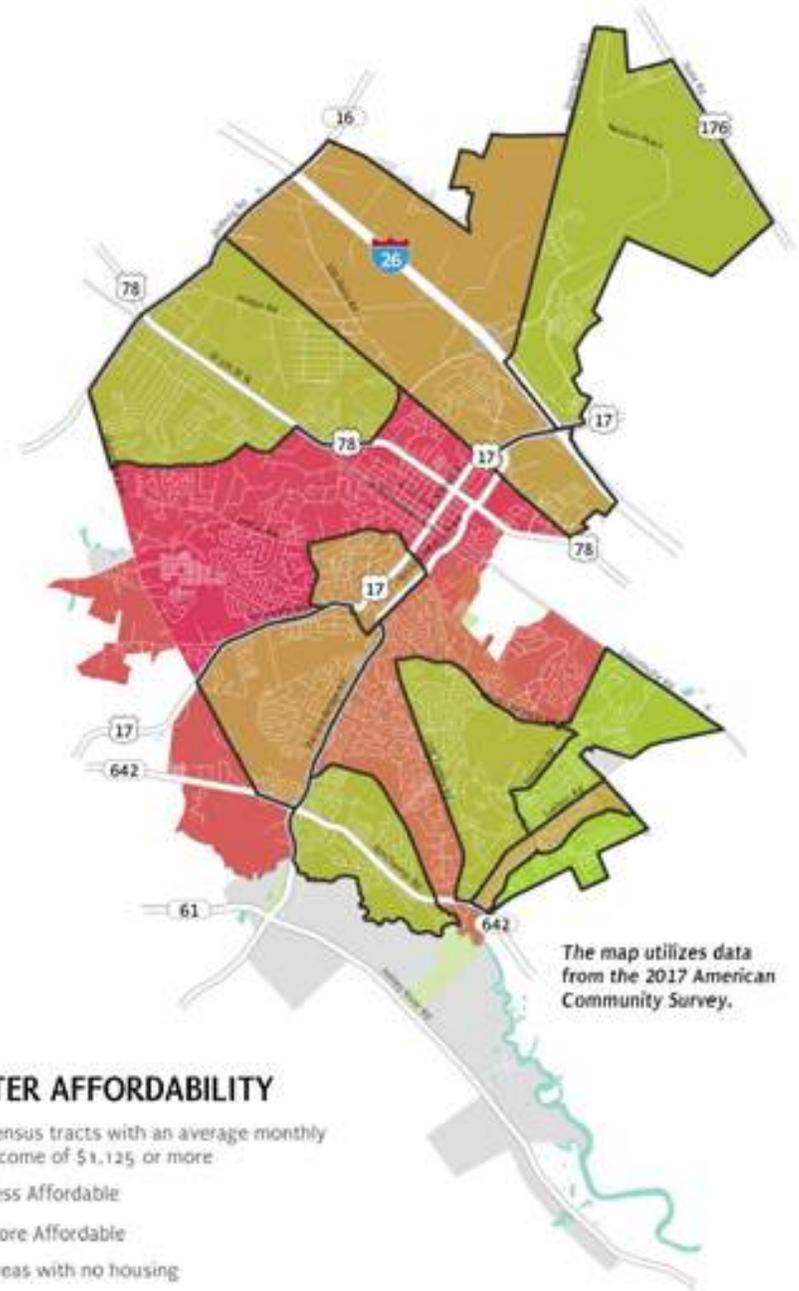
### *Brownsville*

Brownsville is a historic African American neighborhood located in the northern area of Summerville. It has been a safe space and welcoming community for African American residents of Summerville for decades and should be acknowledged and supported as such. Many houses are in poor condition and sidewalks are missing on streets. While this neighborhood is prioritized for reinvestment it is important to establish guidelines for how such reinvestment can be accomplished in a context-sensitive manner. Coordination and collaboration with Brownsville residents should occur for all redevelopment to ensure the preservation of local culture and history. Future growth and development should strengthen the Brownsville neighborhood without displacing long-standing, existing residents and causing gentrification.

## AFFORDABILITY

For purposes of the Comprehensive Plan, “affordable housing” is defined as units costing no more than 30 percent of an annual income of approximately \$45,000 per year. This is the annual income needed to afford the average effective monthly rent for a multifamily unit in Summerville. Naturally occurring affordable housing (NOAH) is comprised of market-rate housing and operates without subsidy. NOAH properties provide housing at rates affordable to low- and moderate-income households, based on the median household income. NOAH properties, and affordable housing as a general term, are sometimes referred to as “attainable housing.”

Currently, Summerville’s housing stock favors middle-income households in terms of price point and availability. Likewise, a majority of new units being built are catering to this demographic, which create units at significantly higher rents and values than some residents can attain. In 2017, there was a need for 1,763 renter-occupied homes for households earning less than \$20,000 per year (approximately 30% Area Median Income). Inversely, there was a shortage of homes for owner-occupied households earning higher incomes (\$100,000+). However, these households can attain a lower-priced home without concern.



Utilizing the aforementioned definition of affordable housing, Summerville has about 18 properties totaling just over 830 units. Neighboring community Goose Creek has roughly 470 existing affordable units, and North Charleston has over 1,100. Sixty-one percent of renter households in Summerville earn less than \$45,000 a year (the annual income needed to afford the average effective monthly rent for a multifamily unit in Summerville). This correlates to a potential demand for over 400 affordable units. To address affordability the Town can encourage developers and property owners to:

**Increase density:** Increase density in key areas to reduce the land cost per unit for a development.

**Consider lower-density dwellings:** Allow alternative forms of density, such as small-lot homes or accessory dwelling units (“granny flats”), that would provide more attainable housing units without altering neighborhood character.

**Promote missing middle housing options:** Promote the missing middle housing options (duplexes, triplexes, multiplexes, courtyard apartments, and townhouses) on infill parcels within single-family neighborhoods as well as throughout Summerville to increase density and maintain neighborhood character.

**Reduce parking provisions:** Reduce parking provisions in order to reduce the amount (and cost) of land needed per unit.

**Permit mixed-housing-type development:** Prioritize the permitting of projects that demonstrate a mix of housing types that increases market-driven affordability.

**Study financial incentives:** Explore the use of tax credits and other financial incentives to accommodate affordable housing units to help meet the demand of lower-income households.

**Prioritize development in disinvested neighborhoods:** Explore the use of incentives for developers to purchase lots or blighted homes within Summerville’s disinvested neighborhoods while avoiding and preventing gentrification.

**Emphasize rehabilitation over demolition:** Prioritize the rehabilitation of vacant housing over its demolition to demonstrate the Town’s commitment to neighborhood improvements, environmental protection, and to avoid increasing the amount of vacant land in neighborhoods.

**Manage Airbnb units.** Create a policy that regulates the establishment and management of Airbnb properties in Summerville to ensure they do not prevent or inhibit the development of affordable housing units for residents.

## Funding Mechanisms

**Low-Income Housing Tax Credits (LIHTC)** – LIHTCs are dollar-for-dollar federal tax credits for the creation of multifamily, affordable housing units. A developer could receive either a four or nine percent credit to cover the costs of redeveloping a multifamily building. This credit helps to increase the housing stock of livable housing units in neighborhoods. In addition, it provides affordable options for low-income families and helps them to access better neighborhoods.

**Historic Rehabilitation Tax Credit (HTC)** – HTCs are subsidies used for the preservation of historically significant buildings and/or neighborhoods. A developer could receive up to a 45 percent tax credit for the rehabilitation and maintenance of a historic property. The Federal Historic Tax Credit provides a 20 percent federal income-tax credit to renovate income-producing, historic buildings. The State’s Historic Preservation Tax Credit allows developers to obtain up to a 25 percent state income-tax credit on the rehabilitation of a historic property. Qualifying housing could be saved, and properties of significance preserved.

**Owner Occupied Property Credit** – These credits provide a state income tax deduction of 25 percent for property owners to renovate or repair their owner-occupied homes. The abatement is spread over a five-year period and requires a minimum expenditure of \$15,000 within the first 36 months.



## AGING IN PLACE

Growth in the senior age demographic (65 and older) can create a need for increased specialty services, including age-appropriate housing. The Town currently has some housing options dedicated to this population, mainly in the Oakbrook neighborhood. The ability to age in place is important to help long-time residents remain in Summerville as well as incentivize new residents to move in. Thus, it is important that aging in place be supported in all Summerville neighborhoods, rather than establishing isolated senior living areas. To achieve this objective the Town should:

**Increase housing diversity** (i.e. single-family homes, townhouses, and apartments or condominiums) at the block and neighborhood levels that allow for down-sizing within the local area.

**Allow for the development of nearby commercial centers** for goods and services that meet the needs of the senior community.

**Study the designation of senior living centers or campuses** that provide the full spectrum of independent, semi-supported, and full-care living options and services, and are fully integrated into surrounding neighborhoods in terms of local mobility and character.

**Develop well-designed and fully connected local bicycle and pedestrian networks** that provide safe and accessible access to parks, commercial centers, and services.

**Promote alternative modes of transportation**—provided by public agencies, special service providers, or senior housing providers—that enhance mobility and access to other parts of Summerville.



## HOUSING MIX

The Town's housing stock is largely made up of single-family homes and the majority of planned residential development, outside of the Nexton development, is still focused on single-family housing. The multifamily units that exist provide rental housing options, but the Town will need significantly more throughout the life of this Plan to capture projected growth within the region. While it can be expected that a majority of Summerville's future households will desire single-family homes, it is important that a mix of housing types be developed to provide options that support the market and ensure affordability. Duplexes, townhomes, multifamily apartments, condominiums, and senior housing should be considered in all residential land use areas on a case-by-case basis, assuming they can be integrated into the character of a given neighborhood.





# TRANSPORTATION & MOBILITY

Summerville's transportation system provides access and mobility for residents and businesses on the move, supporting them as they head to work, visit friends, grab a bite, or get their daily exercise. The ongoing planning, design, implementation, and maintenance of this system is fundamental to the Town's high quality of life and economic success. This element highlights key transportation issues and opportunities to address and accommodate future growth in Summerville, including recommended projects and policies to keep the system moving forward.



# TRANSPORTATION & MOBILITY

## Goal

*Coordinate with surrounding jurisdictions to improve multimodal connectivity throughout Summerville to improve efficiency, access, and safety for drivers, cyclists, pedestrians, and transit riders.*

## Objectives

Develop an interconnected network of local and arterial roads linking existing and planned neighborhoods, commercial and employment centers, and parks and recreation areas to provide complete access to all areas of the Town.

Utilize transportation best practices and update infrastructure to reduce congestion throughout the Town while mitigating impacts to the natural environment.

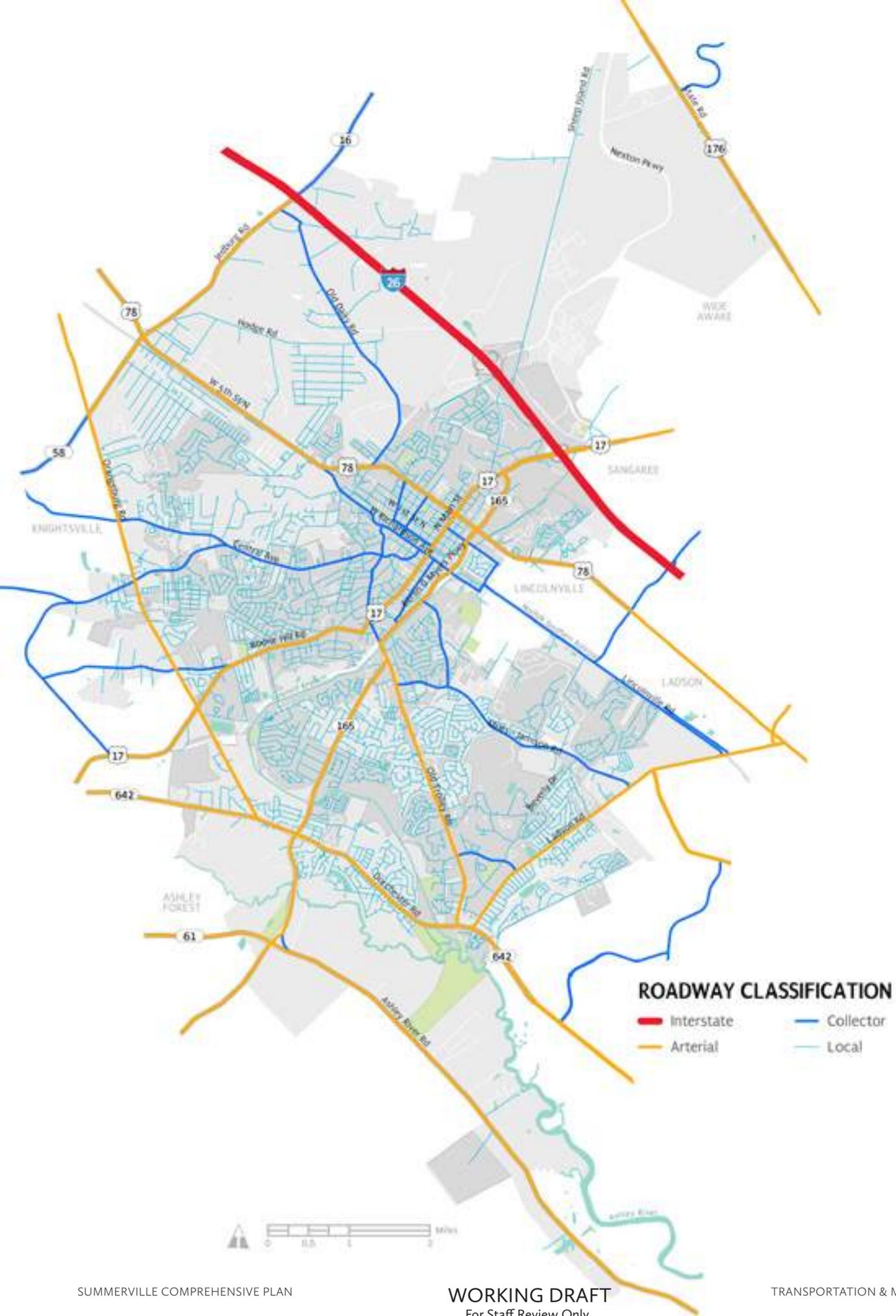
Support the completion of the Berlin G. Myers Parkway extension to alleviate traffic congestion in Downtown and improve regional connections.

Emphasize pedestrian and cyclist mobility as the primary mode of transportation in and around Downtown to further establish the area's sense of place.

Promote and facilitate the creation of a fully connected active transportation network to allow cyclists and pedestrians to safely travel throughout Summerville.

Work with TriCounty Link and Berkeley-Charleston-Dorchester Council of Governments (BCDCOG) to enhance existing bus transit routes while supporting Lowcountry Rapid Transit (LCRT).

Explore opportunities to coordinate with other roadway jurisdictions in the Town to ensure they are well-maintained.



# ROADWAYS

## Existing Infrastructure

### Functional Classification

Summerville’s roadway system includes different types of streets, each with different functions and capacities. The Functional Classification Map illustrates how Summerville’s roads are classified according to Federal Highway Administration (FHWA) criteria, which are based on the level of property access and mobility provided to motorized vehicles.

### Road System Performance

When it comes to motor vehicle movement, the level of service (LOS) metric paints a picture of the current road system’s performance. It describes the motorized traffic carrying ability of a roadway with letter grades ranging from A to F, as illustrated in the Level of Service Map for available data from the South Carolina Department of Transportation (SCDOT). LOS D is considered acceptable in developed urban areas. Roadways currently operating below the acceptable level (LOS E or F) include portions of:

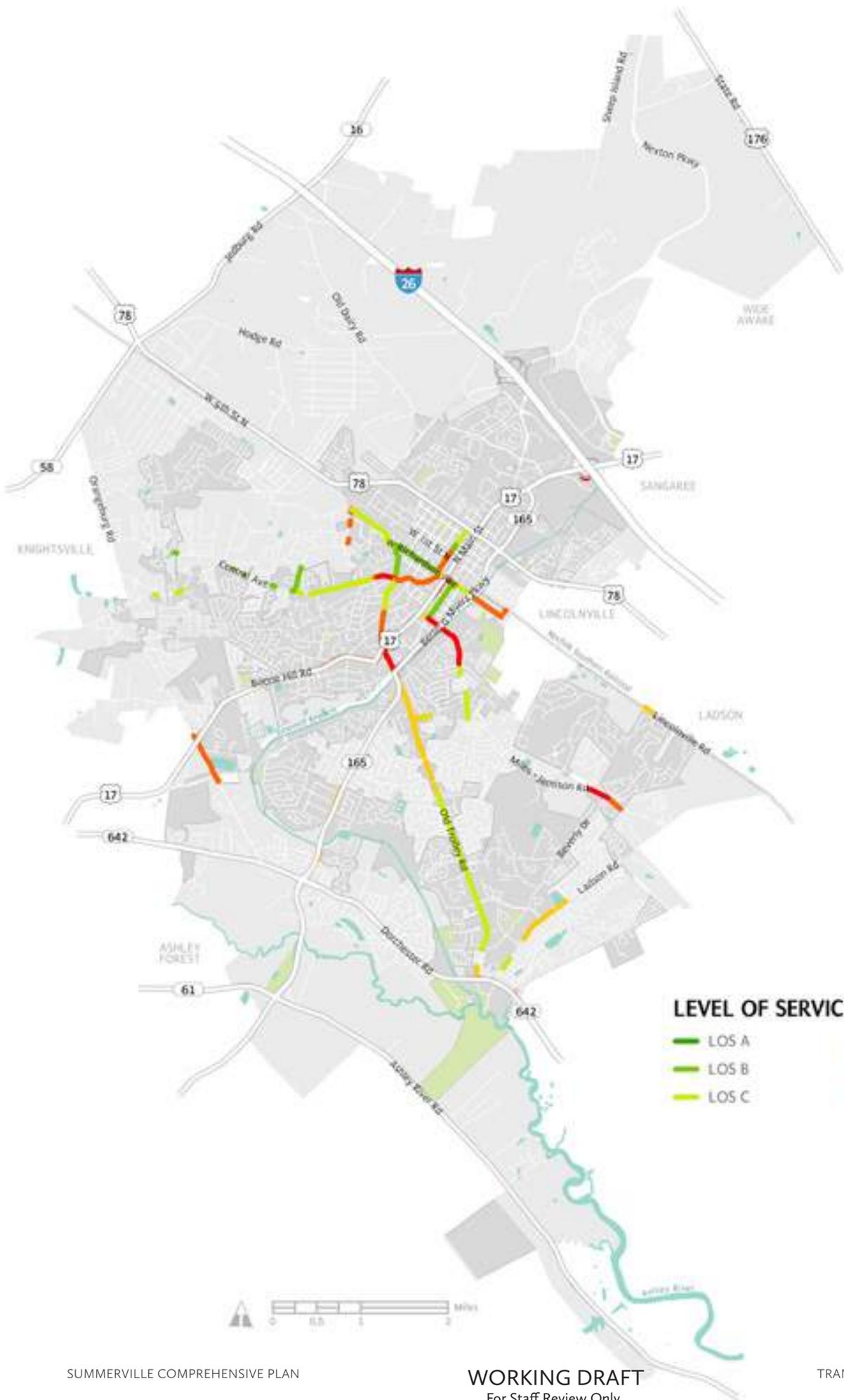
- Berlin G. Myers Parkway
- North Main Street
- Boone Hill Road
- Dorchester Road
- Gahagan Road
- Miles Jamison Road
- Dorchester Road
- Central Avenue

## ROADWAY FUNCTIONAL CLASSIFICATION

CLASS	DESCRIPTION	EXAMPLE
Interstate	Limited access and high speeds Accommodates a variety of traffic types, including passenger vehicles and trucks	Interstate 26 (I-26)
Arterial	Serves major activity centers with the highest volume and longest trip demands Typically connects all or nearly all urbanized areas and provides an integrated network of continuous routes Limited land access	W 5th N Street (US 78) N Main Street (US 17A) Berlin G. Myers Parkway Boone Hill Road Dorchester Road
Collector	Serves a critical role in the roadway network by gathering traffic from Local Roads and funneling it to the Arterial Network Typically used for trips of moderate length and can link smaller cities and towns Provides moderate land access	W. Richardson Avenue Central Avenue Miles Jamison Road
Local	Primarily provides access to adjacent land Accounts for the largest percentage of all roadways in terms of mileage Typically does not carry through traffic and provides access to Collectors	N Magnolia Street W 3rd N Street Sumter Avenue

## ROADWAY LEVEL OF SERVICE

RATING	DESCRIPTION
LOS A	Unrestricted maneuverability and operating speeds
LOS B	Reduced maneuverability and operating speeds
LOS C	Restricted maneuverability and operating speeds closer to the speed limit
LOS D	Severely restricted maneuverability and unstable, low operating speeds
LOS E	Operating conditions at or near the capacity level
LOS F	Breakdown conditions characterized by stop and go travel



## Future Growth

Based on the technical analysis and input from community members and staff, priority road system performance issues include:

### *Connected Roadway Network*

A connected roadway network is the foundation of an effective, flexible, and safe transportation system. Several major public projects are already in place to improve network connectivity by extending terminating streets and creating additional parallel routes. An extension of Bear Island Road from Sheep Island Road to North Maple Street is currently under construction and will help relieve congestion along North Main Street (US-17A) by creating a parallel east-west route to US-78. The planned extension of Berlin G. Myers Parkway (SC-165) parallel to Sawmill Branch Canal in southwest Summerville will provide an alternate route to US-17A to further relieve Downtown congestion.

Private development also plays a role in building out a connected roadway network. Roads that do not connect to other streets, like cul-de-sacs and loop roads, put pressure on connected streets and contribute to traffic congestion since they limit routing choice. This is especially true of current streets performing at LOS E and F; these streets have been tasked with carrying the majority of traffic because alternate routes and connectivity are limited. In many cases, existing development with disconnected road networks prohibit the creation of new roads that would create parallel routes, reduce travel distances, and help alleviate congestion. The Transportation Policy Map on page 61 identifies several potential connections that could improve network continuity, marked as “future right-of-way.” If properties in these areas redevelop, future site plans should accommodate these conceptual alignments or propose similarly continuous alternatives. As new neighborhoods are developed, cul-de-sacs should be prohibited, and new projects should be required to have roadways or trails that connect to the existing network and provide connections to future development.

### *Recommendations*

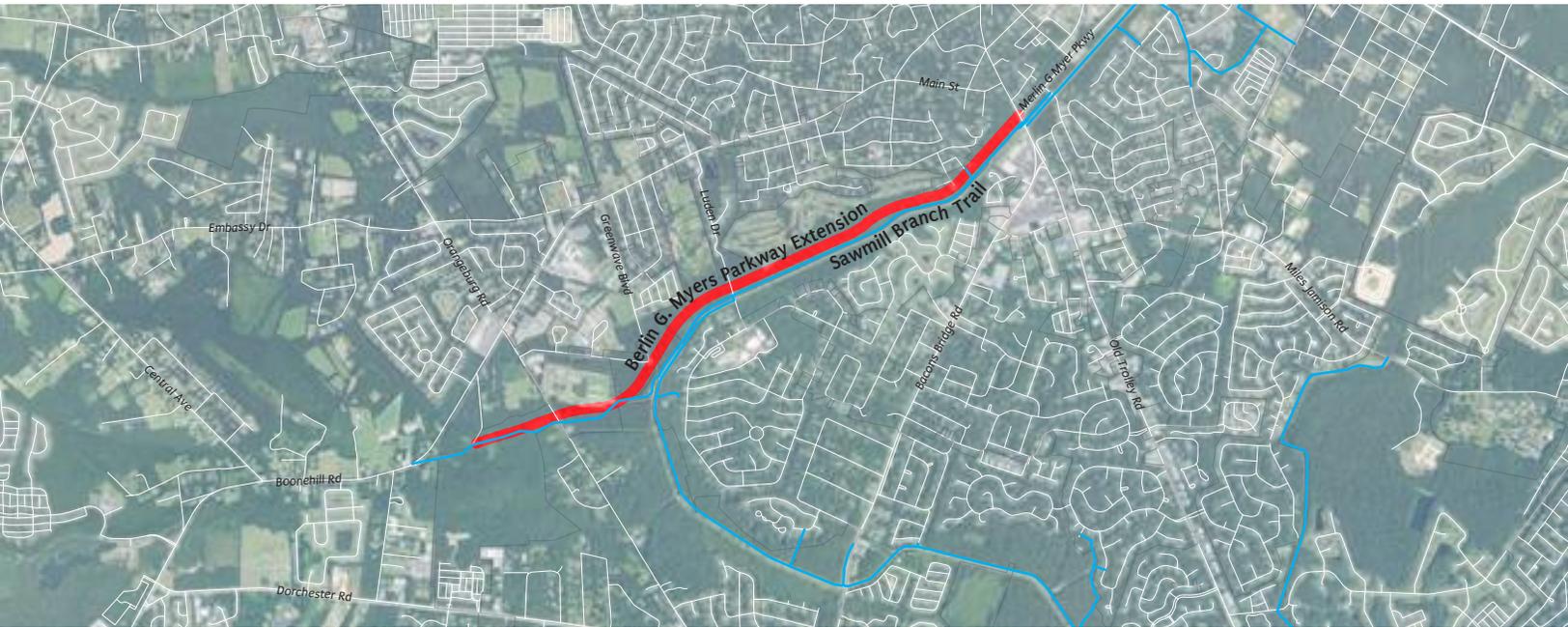
**Require all future roads be connected to public streets**, prohibiting future gated developments and cul-de-sacs, except where limited by site or environmental constraints.

**Require new developments to create stub roads** to connect to future streets wherever applicable.

**Consider establishing a maximum block length** for the Downtown and Downtown Transition character areas.

**Support the implementation of street extension projects** for major roads by SCDOT and Dorchester County.





### *Berlin G. Myers Parkway*

The Berlin G. Myers Parkway (SC-165) runs parallel to Main Street (US-17A) on the edge of Downtown Summerville from the North Main Street Market plaza to the north to East Carolina Avenue to the south. The parkway is designed as a Downtown bypass, allowing drivers to avoid congestion on Main Street. The SCDOT has proposed a 2.5-mile extension to the parkway (Phase 3), which will help relieve congestion along Boone Hill Rd (US-17A) and improve network connectivity.

The proposed \$118 million design is a 4-lane road with a landscaped, raised median and involves the construction of seven new bridge structures, intersection improvements, and the reconstruction of the Sawmill Branch Trail. The project was funded in 2004 and has been in the permitting process since 2006, largely held up due to concerns from the U.S. Army Corps of Engineers (USACE) over potential impacts to Sawmill Branch Canal flooding.

### *Recommendations*

**Continue to coordinate with SCDOT and Dorchester County** on the implementation of the Berlin G. Myers Parkway Phase 3 extension.

**Discourage strip commercial development along this corridor** per the Future Land Use Plan.

**Ensure the Unified Development Ordinance (UDO) encourages access management and limits curb cuts** for properties along this route to reduce future turn movements and congestion.

**Identify opportunities to connect Sawmill Branch Trail across the parkway** to connect to neighborhoods to the north.

## *Downtown Congestion*

Addressing Downtown traffic congestion will require a combination of strategies, including:

- Improving operational efficiencies;
- Shifting more trips to modes like walking, biking, and transit to reduce vehicle volume;
- Creating parallel networks; and
- Reducing trip lengths by concentrating destinations.

Several recent projects and recommendations in other sections of this element work together toward this goal. For example, the planned extensions of Bear Island Road and Berlin G. Myers Parkway may alleviate some congestion issues by creating alternate routes that allow through-traffic to avoid Downtown. The Town is also studying a potential extension of North Cedar Street north of West 9th North Street to provide an alternative to North Main Street between Downtown and the neighborhoods and shopping plazas to the north. Improvements to pedestrian, bicycle, and transit infrastructure within and connecting to Downtown, as well as encouraging compact future development patterns, will increase opportunities for people to shift current short-distance car trips to other modes, limiting the number of vehicles on the road. Although mitigating Downtown congestion is desirable, the primary transportation goal for Downtown is to create a welcoming, vibrant, and walkable destination. All Downtown transportation projects should prioritize creating a safe environment to walk, bike, or take transit above increasing vehicular throughput or reducing travel delays.

## *Recommendations*

**Assess opportunities to install traffic calming features** like raised crosswalks and bulb-outs along Downtown streets to both improve conditions for pedestrians and cyclists and to encourage trucks and other through-traffic to use alternative routes.

**Work with SCDOT and Dorchester County to identify additional locations for upgrading traffic signals** to adaptive signal software.

**Install wayfinding signage in and near Downtown** to improve navigation and parking.

**Implement multimodal recommendations** to reduce dependency on single-occupancy vehicles

## Major Arterials

Major arterial roads provide regional connections and are intended to support high levels of mobility across longer distances, rather than provide high levels of access to adjacent properties. Several arterial and collector roads are performing near, at, or beyond their carrying capacities, sometimes characterized by stop and go travel.

Addressing travel delay concerns and lengthening commute times will require a complex set of solutions that balance mobility needs with other quality of life factors. Although conventional road widening increases roadway capacity and may be appropriate in some cases, it can also have negative impacts on communities by separating neighborhoods, reducing available land for development or recreation, and reducing safety and comfort for pedestrians and cyclists. It can also lead to induced demand, encouraging more drivers to use a route and failing to improve congestion.

The Town of Summerville is implementing a multimodal approach to meet community transportation needs by promoting walking, cycling, and transit while making roadway improvements for vehicles that minimize negative impacts to the built environment and limit long-term maintenance costs. These include the creation of a connected network to increase potential alternate routes, targeted intersection operations improvements, signalization improvements, and access management strategies to maximize the efficiency of the existing roadway network. In many cases, the arterial streets with relatively poor levels of service are designed and maintained by Dorchester County or SCDOT. Effectively addressing issues along these routes will require close coordination with these partner entities, as well as providing alternate routes for shorter trips on local roads and supporting active transportation and transit options to help reduce vehicular traffic volumes.

Several capacity improvement projects by partner entities within Summerville are already underway, including:

- Highway 78 improvement projects (4-5 lanes)
- Berlin G. Myers Parkway extension (Phase 3)
- North Maple Street extension
- Potential new I-26 interchange at mile marker 201 (Royle Road)
- Road resurfacing projects (multiple)

Previous plans have recommended additional roadway projects for roads with average daily traffic volumes exceeding their maximum service capacities, including:

- Central Avenue roadway widening (Carolina Avenue to Orangeburg Road) (4 lanes)
- Miles Jamison roadway widening (Old Trolley Road to Ladson Road) (4 lanes)
- East Carolina Avenue roadway widening (Main Street to Berlin Myers Parkway) (6 lanes)
- US-17A roadway widening (Berlin Myers Parkway to US 78) (6 lanes)
- Parsons Road widening (3 lanes)

As these previously recommended improvements move into the design phase, great care should be taken to limit impacts on adjacent properties, enhance neighborhood character, and incorporate Complete Streets practices to provide safe facilities for all users. This approach is consistent with the Town's Complete Streets policy resolution, adopted in June 2012. Road widening should be considered a last resort, particularly in Downtown Summerville.

*Recommendations*

**Support the implementation of planned roadway projects** by SCDOT and Dorchester County while advocating for Complete Streets designs for all improvements.

**Work with SCDOT and Dorchester County to conduct a traffic analysis** for priority congested corridors, including Dorchester Road, Orangeburg Road, Miles Jamison Road, Central Avenue, and Bacons Bridge Road to identify congestion mitigation strategies, prioritizing operational improvements over road widening where possible.

**Continue to partner with SCDOT to conduct an Intelligent Transportation Systems (ITS)/Adaptive Traffic Control (ATC) Study** for major corridors to improve signal synchronization and traffic flow.

**Enforce traffic impact analysis requirements and access management standards** outlined in the recently adopted Unified Development Ordinance (UDO).





## PUBLIC TRANSPORTATION

Public transit allows people to travel over longer distances without a personal vehicle and can help communities reduce traffic congestion and pollution. Great transit systems offer frequent, reliable service to useful destinations and have safe, comfortable facilities for riders. Different types of vehicles, travel ways, and access offer varying levels of utility and are appropriate in different contexts, ranging from on-demand vanpool service for rural communities to high-frequency rail service in urban areas. The appropriate mode of transit for a community is largely tied to logistics and finances. Higher frequency service is most justified in areas with high concentrations of potential riders and destinations. As a result, municipalities and transit agencies should coordinate transit-service planning and land-use decisions to maximize the utility of future systems by allowing higher density, mixed-use development near transit stops.

Summerville is currently served by two public transportation providers, TriCounty Link and the Charleston Area Regional Transportation Authority (ARTA), that offer bus service to the community. In addition to these existing providers, the Lowcountry Rapid Transit (LCRT) project has been planned to improve Summerville's regional transit connectivity.

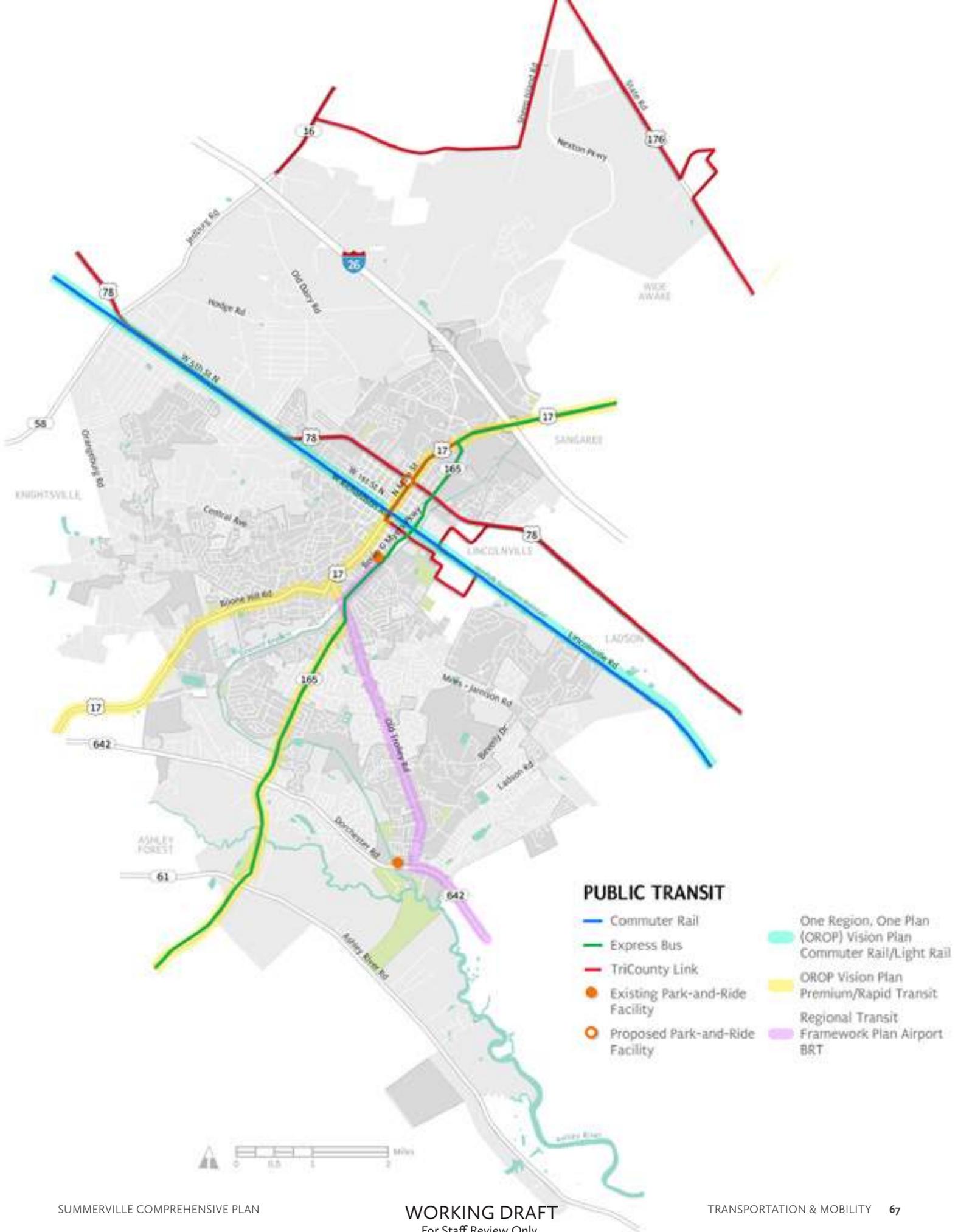
### Existing Infrastructure

Existing transit service is not competitive in time, cost, or convenience when compared to driving, making it unattractive to choice riders. In a survey of Summerville residents, 67 percent of respondents considered mass transit options to be a major disadvantage of living in the community, falling just behind traffic and circulation issues as the town's biggest disadvantage. Because transit in Summerville is not operated by the Town, it will have to coordinate with regional transit providers to support system improvements.

### Existing Providers

TriCounty Link serves rural residents of Berkeley, Charleston, and Dorchester Counties and offers two local bus routes in Summerville. Route D305 provides service to Summerville Medical Center, Trident Medical Center, Downtown Summerville, and the US-17A corridor with service every 90 minutes. Route D306 picks up at the park-and-ride lot in Downtown Summerville and offers service along US-78 to St. George with service on the hour. Service is limited to weekdays and does not run from 10 a.m. to 3 p.m.

Charleston Area Regional Transportation Authority (ARTA) provides express bus service to the Summerville community through Route XP3 – Dorchester Rd/Summerville, which picks up at the Dorchester Village Shopping Center park-and-ride lot in the southeast part of town. It provides weekday morning and evening bus service to Downtown Charleston approximately every 30 minutes, with typical end-to-end trip times of about 50 minutes.



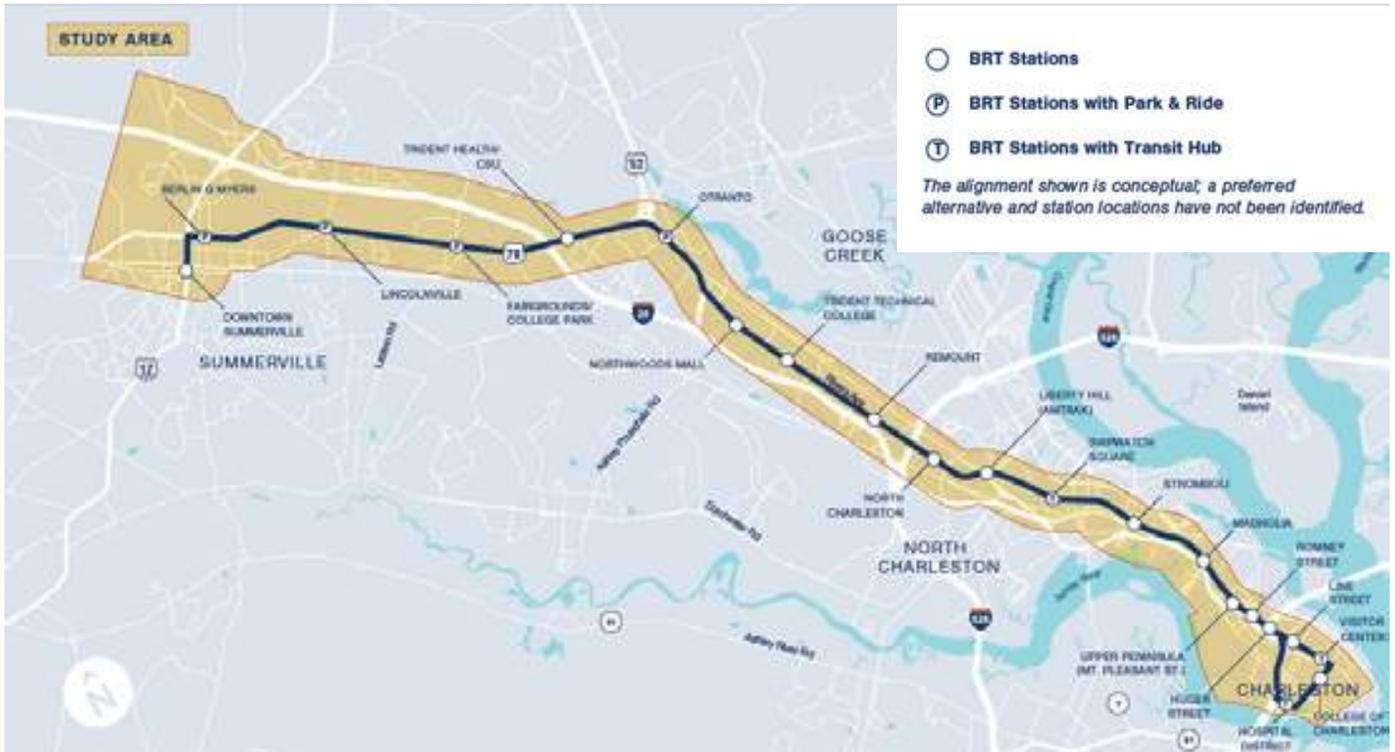


Figure 4. Lowcountry Rapid Transit Conceptual Alignment (Source: BCDCOG)

## Future Growth

Improving the frequency, quality, and reach of public transit will be critical to accommodating the region’s growing population and reducing dependency on single-occupancy vehicles. The Berkeley Charleston Dorchester Council of Governments (BCDCOG) is currently planning a transformational, regional project called the Lowcountry Rapid Transit (LCRT) that will address this key link by creating a 26-mile bus rapid transit (BRT) system between Charleston, North Charleston, and Summerville.

The route will run along US 78 in Summerville and parallel to Interstate 26 into Charleston, with 18 stops and dedicated lanes and minimal time in mixed traffic to gain efficiencies approaching rail transit at a fraction of the cost. The conceptual alignment shows Downtown Summerville as the northwestern terminus of the line; an exact station location has not been selected. The project is expected to be completed by 2025.

## Recommendations

Support BCDCOG's implementation of the LCRT project to improve commuter transit service, including:

**Refining the preferred transit route** within Summerville

**Working with transit agencies to finalize site selection and design** for the proposed East 5th North Street park-and-ride facility

**Implementing pedestrian and bicycle connections** to the station area

**Permitting higher-density, mixed-use development** within a half-mile of the proposed station area

Explore strategies to improve local transit service in Downtown Summerville, including:

**Conduct a feasibility study for a Downtown circulator**, including the identification of potential service providers and a pilot project

**Coordinate with TriCounty Link** to determine the potential to increase service frequency

**Encourage higher-density, mixed-use development** to locate near existing and planned transit routes

**Install seating, shelters, and signage at Downtown bus stops**, and provide direct connections to bicycle facilities and bike racks when possible



Sample park and ride facility with shelter, restrooms, and landscaping in Pitkin County, CO (Source: Pitkin County)



Secure bicycle parking at transit station in Fort Collins, CO (Source: Wikimedia)



## ACTIVE TRANSPORTATION

Active transportation includes modes that are people-powered, including walking, cycling, and transit, which generally requires users to walk to bus stops or stations. The Town of Summerville is prioritizing active modes of transportation as the core of its future transportation system to accommodate more trips with limited infrastructure while reducing vehicle emissions, creating vibrant communities, and supporting healthy lifestyles.

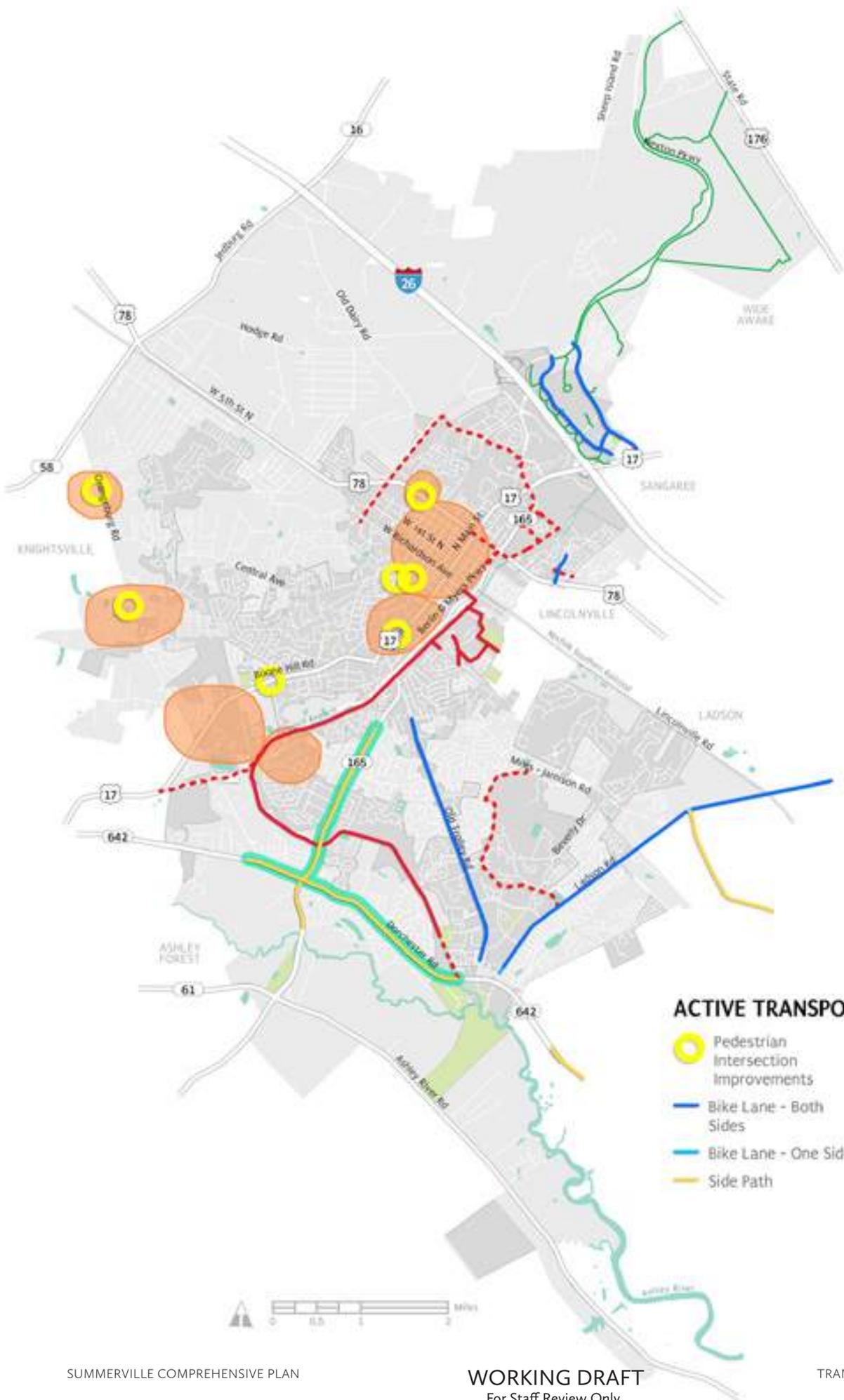
## Existing Infrastructure

### *Sidewalks*

Well-designed pedestrian infrastructure is the foundation of healthy communities. Features like continuous sidewalks, crosswalks, human-scale lighting, and shade establish walking the safe, easy, and enjoyable way to make short trips and can increase the share of trips made on foot. Today, the Town of Summerville has pieces of pedestrian infrastructure in place, but major gaps in the network limit its overall utility. Detailed sidewalk data is not currently available and should be collected as an initial next step. Sidewalks exist in some locations, including portions of Downtown and newer subdivisions. An overview of the system shows sidewalks are often missing or only exist on one side of most Downtown streets and in older residential neighborhoods. Many arterial and collector roads also lack sidewalks, which is particularly dangerous given their travel speeds and volumes.

These include significant portions of 5th North Street, 3rd North Street, Richardson Avenue, Central Avenue, Butternut Road, Gahagan Road, Miles Jamison Road, and North Maple Street. Where sidewalks do exist along major roads, like Old Trolley Road and Ladson Road, they are often directly adjacent to the roadway with no buffer. Some major roads within the Town lack streetlights, which further reduces pedestrian safety and comfort at night.

The Town is already working to gradually build out additional pedestrian infrastructure. Recent projects have included sidewalks on West 2nd North Street, Gahagan Road, East 6th South Street, Wassamassaw Road, Parkwood Drive, Gum Street, South Laurel Street, Springview Lane, Benton Lodge Road, and King Charles Circle, as well as Gahagan Park Trail. A sidewalk project for Central Avenue from Downtown to Old Orangeburg Road is currently underway.



**ACTIVE TRANSPORTATION**

-  Pedestrian Intersection Improvements
-  Bike Lane - Both Sides
-  Bike Lane - One Side
-  Side Path
-  Sawmill Branch Trail
-  Planned/Proposed Multi Use Path
-  Nexton Area Trails
-  Multi Use Path
-  Sidewalk Improvement Area



## Bicycle Facilities

Just as safe and comfortable pedestrian infrastructure supports walking, a connected network of safe bicycle facilities is needed to support people riding bikes. Existing bicycle facilities within Summerville are limited, as illustrated on the Active Transportation Map.

### Trails

The Sawmill Branch Trail is a 6.5-mile multiuse path that connects the Berlin G. Myers Parkway east of Downtown to the Summerville Oakbrook YMCA along Crosscreek Drive. The 10-foot wide, paved trail follows the Sawmill Branch Canal. The planned expansion of the Berlin G. Myers Parkway will require the reconstruction of a portion of the path.

A shared-use path along most of Bacons Bridge Road can be used by both pedestrians and cyclists. Just outside the Town limits, another off-road path adjacent to Dorchester Road connects to several destinations in southern Summerville but does not extend into the town limits.

Nearby, Dorchester County has proposed the new Eagle-Chandler Bridge Creek Trail, which would run through neighborhoods in eastern Summerville and unincorporated areas. The trail will terminate at the planned Pine Trace Natural Area near Eugene Sires Elementary School.

## BICYCLIST USER TYPES

TYPE	DESCRIPTION	PERCENT
Non-bicycle	Uncomfortable biking in any condition, have no interest in biking, or are physically unable to bike.	37%
Interested but concerned	Often not comfortable with bike lanes, may bike on sidewalks even if bike lanes are provided, prefer off-street or separate bike facilities or quiet or traffic-calmed residential streets. May not bike at all bike facilities do not meet needs for perceived comfort.	51%
Somewhat confident	Generally prefer more separated facilities, but are comfortable riding in bike lanes or on paved shoulders, if necessary.	5%
Highly confident	Comfortable riding with traffic, will use streets without bike lanes.	7%

Source: Dill, J., McNeil, N. (2015). *Revisiting the Four Types of Cyclists*. Transportation Research Board. U.S. Bicycling Participation Benchmarking Study (2014).

### On-Street Bicycle Facilities

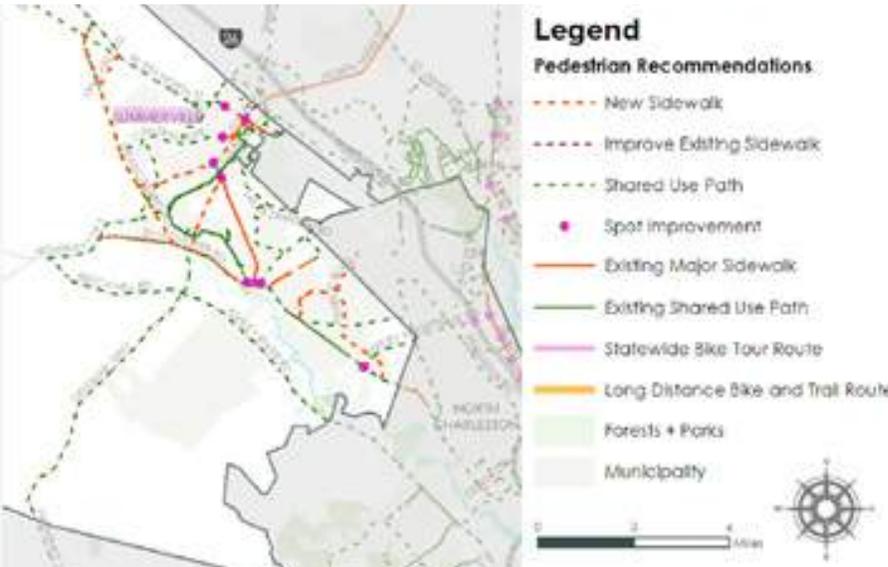
There are existing on-street bicycle facilities on Old Trolley Road (from Miles Jamison Road to Travelers Boulevard), South Pointe Boulevard (from Eastover Circle to East 5th North Street), and Ladson Road (from Alma Drive to US 78 in Ladson). Bicycle lanes allow people on bikes to navigate roadways in their own delineated space. However, on major roads with high traffic volumes and higher vehicular speeds like Old Trolley Road, only confident cyclists will regularly use them. Less-confident cyclists prefer some degree of separation and/or protection from vehicular traffic.

For many years, bicycle facilities placed people riding bikes in or directly adjacent to vehicle travel lanes. While this approach meets the needs of confident cyclists, it does not attract new users or encourage a broader bike culture, which is a key quality-of-life indicator. Transportation planning now recognizes that a variety of bicyclists exist, each with different needs and stress tolerances.

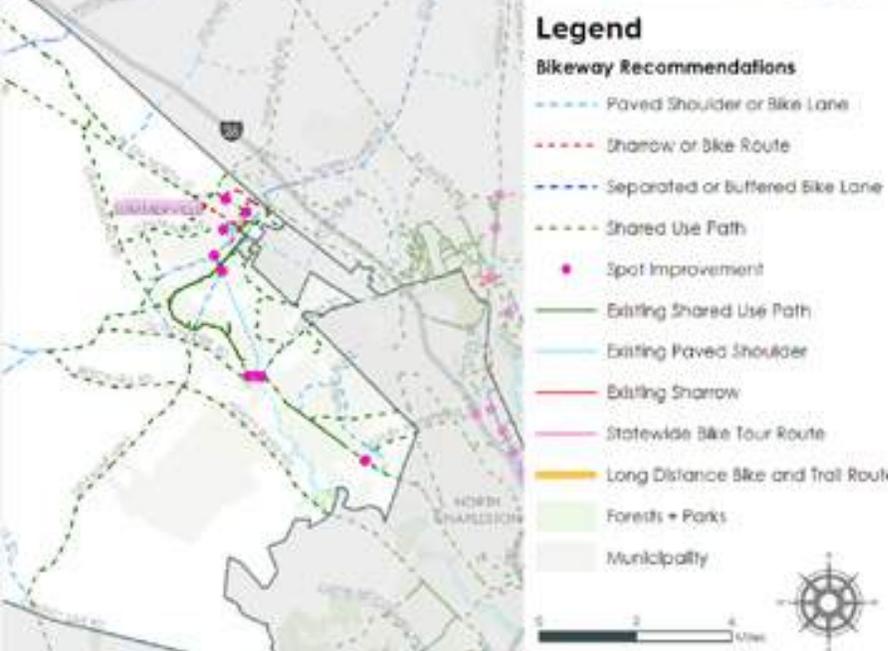
Nationally, over 50 percent of people indicate that they are “Interested but Concerned” in bicycling and would like to ride more often. Over 50 percent say they are worried about being hit by a car, and nearly 50 percent say they would more likely ride a bike if physical separation were provided between motor vehicles and bicycles. While the prescribed user types and cited research are specific to bicyclists, pedestrians also prefer to be placed further away from the curb and/or have a buffer between themselves and motor vehicle traffic. Lower stress environments result in increased numbers of people biking and walking because lower stress design typically accommodates both user types through the combination of sidewalks, separated bike lanes, and shared use paths.



Several local and regional plans include proposed projects to improve pedestrian and bicycle infrastructure in Summerville, including BCGCOG’s 2016 Walk Bike BCD plan, which outlines a regional active transportation network. Amongst several recommended projects within Summerville, the plan identifies the Sawmill Branch Trail Connector as one of its highest-priority, near-term projects. The proposed design is a shared-road bikeway connecting the existing Sawmill branch Trail to Downtown Summerville. Shared lane pavement markings, along with regulatory and wayfinding signage, would be installed along East Richardson Avenue (Sawmill Branch Trail to West Carolina Avenue), Pine Street (East Richardson Avenue to West Doty Avenue), and West Doty Avenue/East Doty Avenue (Magnolia Street to North Maple Street). The proposed connector would interface with the planned North Maple Street extension, which will include a shared use path, and should be reviewed to determine the potential to install a shared use path instead of a shared-road bikeway.



Walk Bike BCD Proposed Pedestrian Improvements (Source: BCGCOG, 2016)



Walk Bike BCD Proposed Bicycle Facility Improvements (Source: BCGCOG, 2016)

## Future Growth

Based on the technical analysis and input from community members and staff, priority active transportation issues include:

### Complete Streets

Complete Streets is an approach to roadway design that provides safe and comfortable access for all transportation users, including pedestrians, cyclists, transit riders, and drivers, regardless of age or physical ability. The Town adopted a Complete Streets policy in 2012 to endorse this approach in all future transportation projects.

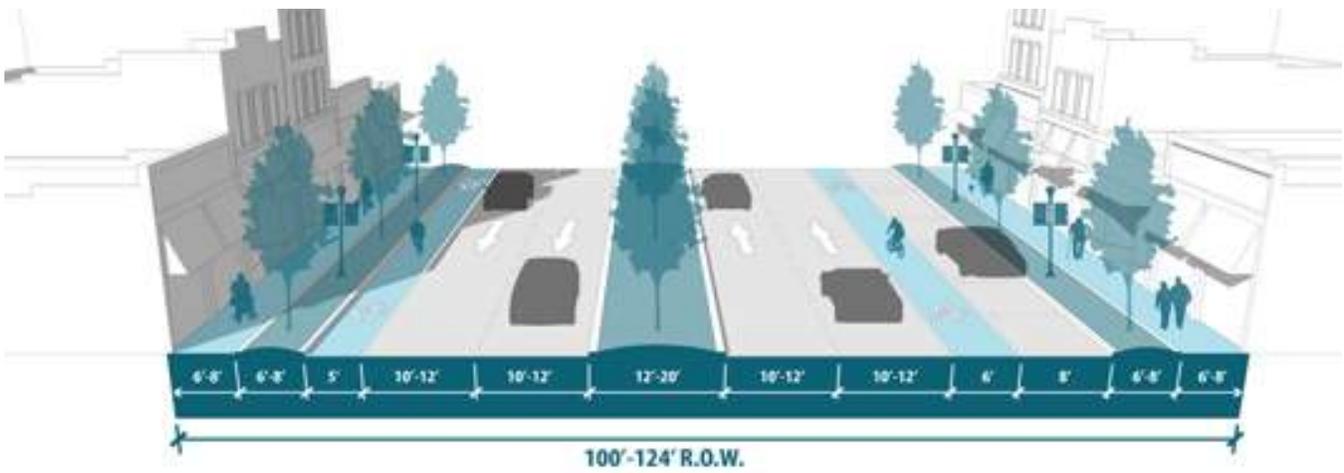
There are many potential roadway designs to achieve these goals, and the right choice must be context sensitive. Features such as sidewalks, bicycle lanes, crosswalks, transit stops, median islands, and other design elements are often included in a Complete Streets design to improve safety and comfort. In some cases, constrained right-of-way will limit which features can be incorporated into a design and dedicated space may not be available for all users. Tradeoffs must be weighed in each case and the entire system should be considered to create a complete and balanced network.

Street design requirements in the Town of Summerville Unified Development Ordinance will help build out segments of Complete Streets as properties redevelop. The UDO outlines context-sensitive design requirements for seven street classifications, summarized in the Summerville UDO Street Classifications Table, that should be used for future developments to ensure they incorporate Complete Streets designs. All street types, except for alleys, require concrete sidewalks. Designated bike lanes are required for street types with higher volumes and travel speeds: Urban Boulevards, Avenues, and Commercial Streets. Informal bicycle facilities or bike boulevards are permitted on streets with lower volumes and travel speeds and constrained rights-of-way: Large Residential Streets, Residential Yield Streets, and Lanes.

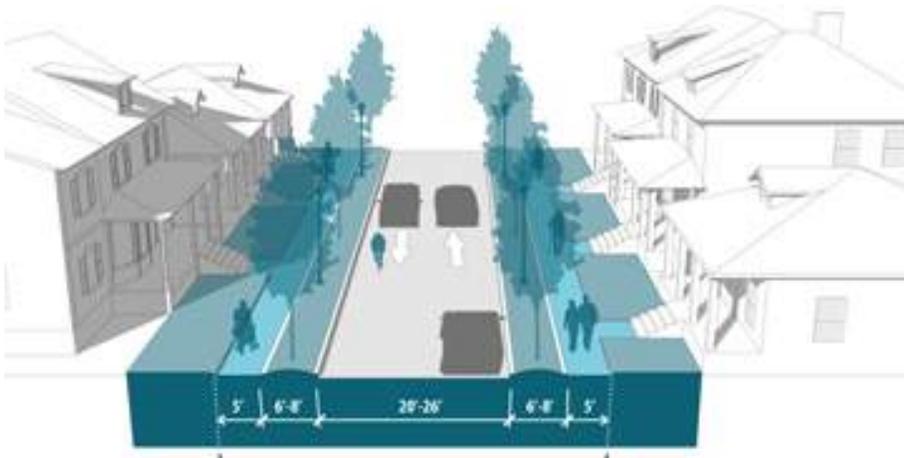
## SUMMERVILLE UDO STREET CLASSIFICATIONS

Street Classification	Right-of-Way Width	Sidewalks	Bike Lanes	Informal/Bike Boulevard
Urban Boulevard	100-124 ft	●	●	-
Avenue	80-104 ft	●	●	-
Commercial Street	60-80 ft	●	●	-
Large Residential Street	60-70 ft	●	-	●
Residential Yield Street	50-60 ft	●	-	●
Lane	40-50 ft	●	-	●
Alley	20-24 ft	-	-	-

Detailed applicability information and design requirements can be found in the UDO – Chapter 5 Subdivision and Infrastructure Standards. Developers should coordinate with Town staff to determine the appropriate roadway network for new developments and apply street classification designs accordingly. Cross sections from the UDO illustrate the recommended sections for two of the street classifications, which use a Complete Streets approach. While they use different facilities and configurations, both are examples of providing safe spaces for all users.



Summerville UDO Urban Boulevard Cross Section



Summerville UDO Residential Yield Street

Converting longer portions of existing streets originally designed only for vehicular travel into Complete Streets for all users will require capital improvement projects implemented by the Town of Summerville, Dorchester County, Berkeley County, Charleston County, SCDOT, or other public partners. As a practical first step toward building out a network of Complete Streets, a series of priority Complete Streets corridors has been identified based on public input, staff institutional knowledge, and the consultant team’s experience. A variety of factors were considered in the identification of these corridors, including street improvements completed to date, locations of Safe Routes to School, historical crash data, planned projects, and logical termini.

While these are not the only roads that should incorporate Complete Streets designs, they are high priorities for near-term improvements. The Transportation Policy Map identifies these priority corridors. While the Town of Summerville does not have authority over County or SCDOT streets, those streets have a significant impact on the way people move through the Town. As the County and SCDOT design future improvements to these roads, the Town should work closely with them to ensure facilities for all users are incorporated into these priority corridors. Dorchester County has also prioritized a shift toward Complete Streets in its recent comprehensive plan and will be a key partner in implementing this holistic approach to roadway design.

*Recommendations*

**Continue to enforce the Town’s Complete Streets policy** to accommodate users of all modes in future street improvements and update it to encourage off-street or separated bicycle facilities wherever feasible and incorporate other latest best practices.

**Implement the street classification design requirements** outlined in the UDO.

**Establish an ongoing annual Complete Streets program** with dedicated funding for priority corridor improvements.

**Study, design, and implement Complete Streets for near-term priority corridors** illustrated in the Transportation Policy Map.

**Advocate for Complete Streets designs** as Dorchester County and SCDOT make improvements to priority corridors.

## Walking

### Sidewalk Network

Throughout the planning process, participants consistently expressed a desire for a more walkable community with a continuous network of sidewalks and safe crossings as a top priority for Summerville. To maximize the value of new sidewalk projects, routes that provide connectivity to key destinations should be prioritized, as well as routes along major roads with high travel speeds and volumes. For example, installing a missing sidewalk along a collector road provides more utility and refuge than along a residential cul-de-sac. In addition to a continuous network of sidewalks and paths, additional infrastructure improvements may be necessary to improve pedestrian safety and comfort. These may include intersection improvements, crosswalks, lighting, traffic calming, or other projects.

A formally adopted sidewalk prioritization plan—or an active transportation plan—should be created to identify missing sidewalk segments, determine scoring criteria and weighting, and rank sidewalk projects according to priority. Installing missing segments near local schools and throughout Downtown should be top priorities. An accurate inventory of existing sidewalks is needed before projects can be identified and ranked.

As new sidewalks are planned, shared-use paths should be considered wherever possible, especially along priority Complete Street routes, as identified in the Transportation Policy Map on page 61. The Town should establish a dedicated source of annual funding to make consistent, incremental improvements to the system. Two ongoing efforts should be incorporated into the plan: The Town of Summerville Bicycle and Pedestrian Advisory Committee recommendations and Walk Bike BCD (2016).

### *Bicycle and Pedestrian Advisory Committee (BPAC)*

The BPAC is a citizen committee that advises the Town on bicycle and pedestrian issues. The committee held two public workshops in 2019 to develop sidewalk and bicycle priorities, including new sidewalks, crosswalks, shared-use paths, and other improvements. This project list provides initial insight into the locations that are the highest perceived priorities for community members. They should be vetted as part of the sidewalk prioritization plan or active transportation plan to ensure they align with safety needs and help develop a continuous network along priority Complete Streets corridors and throughout downtown. Pedestrian and cyclist safety should be a priority for all transportation improvements.

Of the BPAC priority projects, the following align with priority Complete Streets and should be studied as near-term improvements:

New sidewalk on South Main Street from Luden Drive to East Carolina Avenue

Bulb outs at South Cedar Street and West Doty Avenue

Flashing beacon at crosswalk at the intersection of East Richardson Avenue and the Sawmill Branch Trail

Sawmill Branch Trail extension to downtown via Richardson Avenue and/or West Doty Avenue, connecting to the new North Maple Street path

Sidewalk connections and markings at the intersection of North Main Street and West 3rd North Street

New sidewalk on East 6<sup>th</sup> South Street from South Main Street to Magnolia Street, along with improvements at the South Main Street intersection

New sidewalk on West Carolina Avenue from Gadsden Street to Linwood Lane

### *Walk Bike BCD*

Walk Bike BCD is a regional active transportation plan by BCDCOG that includes recommendations for sidewalks, shared-use paths, and bicycle facilities in Summerville. The Town's sidewalk prioritization plan should vet and incorporate recommendations from this plan, including infill sidewalks along portions of:

- Bacons Bridge Road
- Boone Hill Road
- W. 5th North Street (Iris Street to Finucan Road)

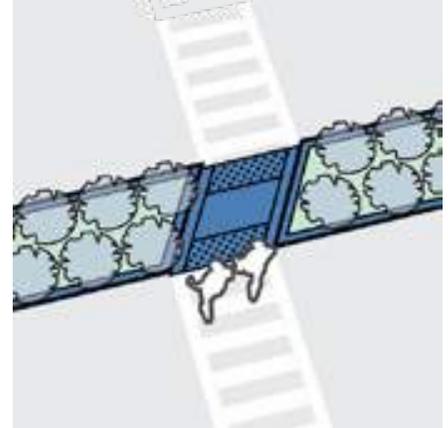
Walk Bike BCD largely recommends shared-use paths rather than sidewalks to accommodate both pedestrians and cyclists. These separated 8- to 10-foot paths can be side paths next to roadways or trails separate from vehicular roadways. The plan provides a framework for pedestrian facilities along major roads. The sidewalk prioritization should provide additional detail for sidewalk improvements in areas where high levels of pedestrian activity is desired, like Downtown Summerville and near local schools.

The newly adopted UDO requires sidewalks to be installed for all development applications requiring a site plan or preliminary plat for all zoning districts. This regulation will help the Town gradually build out a more extensive sidewalk network as properties redevelop over time. Properties located along proposed shared-use paths shall install a 10-foot-wide path, rather than a sidewalk, wherever possible.

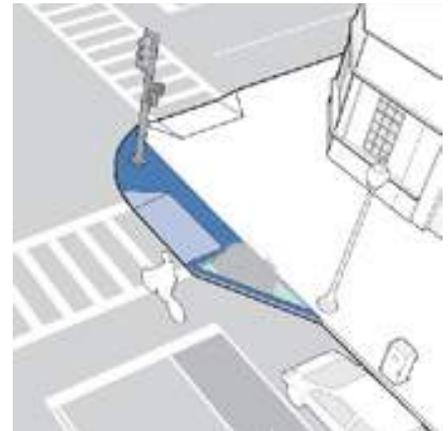
### *Downtown Pedestrian Mobility*

Downtown Summerville is the heart of the community, with local restaurants, shops, and employers within a comfortable walking distance. Transportation improvements to Downtown Summerville should prioritize active modes of transportation and connections to local destinations over vehicular travel and regional trips. Additional network improvements should be pursued to provide alternative routes for commuters currently passing through Downtown to reduce unnecessary traffic on Downtown streets.

The historic street grid remains largely intact Downtown, allowing pedestrians to easily navigate from one destination to another. While the block structure and concentration of destinations are supportive of walking, Downtown lacks a continuous network of sidewalks and needs lighting on several streets.



*Pedestrian Refuge Island*



*Bulb Outs*



*High-Intensity Activated crosswalk (HAWK) Beacon*

As Downtown streets are improved, there should be a focus on making pedestrian infrastructure comfortable by installing wide sidewalks on both sides of the street, shade trees, human-scale lighting, and amenities like seating. The diagrams on page 77 illustrate some of the design solutions appropriate for Downtown Summerville.

Improving pedestrian infrastructure is one piece of the walkability puzzle. The most useful and enjoyable areas for pedestrians are those with a high concentration of desirable destinations nearby, allowing for shorter and more interesting trips. The *Land Use & Development* chapter recommends several changes to development policies and regulations to encourage a higher density, mixed-use development pattern Downtown, a critical step toward improving walkability.

### *Curb Cuts and Cross-Access Easements*

Curb cuts for driveways and parking lot entrances provide valuable vehicular access to properties. They also increase potential conflict points, posing safety risks to pedestrians and cyclists and increasing roadway congestion for motor vehicles by creating additional turn movements. Reducing the number of curb cuts, especially along primary pedestrian and bicycle routes, can help improve safety and traffic flow along these corridors. Consolidating shared driveways for adjacent properties and locating driveways on side streets are two ways to reduce the number of curb cuts.

In larger commercial developments, there may be both primary and secondary driveways. Primary driveways connect directly to adjacent public streets, provide access to parking areas, and have few curb cuts. Secondary driveways provide connections through parking lots and may have direct access to parking aisles. Both primary and secondary driveways should have continuous pedestrian sidewalks on both sides, either through parking lot landscape islands or next to buildings.

### *Recommendations*

**Conduct a sidewalk inventory and develop a sidewalk gap prioritization and maintenance plan**, including the validation and prioritization of the BPAC priority projects (i.e., this could be accomplished independently or as part of an updated active transportation plan).

**Continue to dedicate annual funding** to sidewalk installation and maintenance.

**Study, design, and install traffic calming elements along key roadways** including Carolina Avenue, Central Avenue, Pine Grove Street, Flowertown Elementary School, and Newington Elementary School.

**Work with Norfolk Southern to determine potential pedestrian improvements to the at-grade rail crossings** at Main Street, Cedar Street, and Hickory Street and to extend Sawmill Branch Trail under the railroad.

**Promote and enforce recommended truck corridors and restricted truck corridors**, which require trucks to use routes that avoid Downtown Summerville, such as US-78, Berlin G. Myers Parkway, and Orangeburg Road.

**Install leading pedestrian intervals** at signalized intersections Downtown

**Install pedestrian wayfinding signs** on Downtown sidewalks and trails.

**Work with local schools** to implement a Safe Routes to School (SRTS) sidewalk network.

**Limit curb cuts along primary pedestrian and bicycle routes** by encouraging joint-use driveways, cross-access easements, and locating driveways on side streets as part of site plan reviews and traffic impact analyses.

## *Biking*

### *Cycling Opportunities*

Different types of bicycle facilities are appropriate in different contexts and depend on factors such as travel speed, travel volume, and available right-of-way. They also appeal to different types of potential cyclists, who can range from strong and fearless riders willing to ride in mixed traffic to interested but concerned riders who are unlikely to bike in conditions perceived as dangerous. Separation from vehicular traffic is particularly important along roads with high vehicular speeds and travel volumes. Appendix A: Design Guidelines from *Walk Bike BCD (2016)* provides an overview of a range of appropriate on-street and off-street bicycle facilities and intersection treatments. While these guidelines were developed only four years ago, design guidance for bicycle facilities is advancing at a rapid pace as more research supports better infrastructure. As part of an update to its bicycle plan, the Town of Summerville should explore more current design best practices that provide even safer and more comfortable facilities for cyclists of all ages and abilities.

As the Town of Summerville and private developments plan and design new bicycle facilities, they should prioritize off-road and separated facilities wherever possible. These facilities feel safer and more comfortable for people of all ages and abilities and can encourage more people to bike. As properties along proposed shared-use-path routes redevelop, they shall install minimum 10-foot-wide shared use paths rather than 5-foot sidewalks to accommodate both pedestrians and cyclists. These routes will be confirmed and may be modified as part of an update to the Town's active transportation plan.

### *Bicycle Plan (2010)*

The Town of Summerville Bicycle Plan (2010) serves as the primary guide for the Town's bicycle facility strategy, but was never formally adopted. It outlines a complete network of recommended bikeway routes and facility types. As the plan reaches its 10-year mark, the plan should be updated to reflect completed projects, recent development trends, recent safety data, up-to-date best practice design guidance, current funding sources, population trends, and related regional plans. The scope of the previous plan was unable to incorporate community engagement, which is critical to prioritizing improvements and should be part of the update process. It should also include a more detailed right-of-way analysis to determine the feasibility of recommended bicycle and pedestrian improvements. Because pedestrian and bicycle facilities often work together, such as with multiuse paths, the Town may also consider taking an integrated approach and developing a holistic active transportation plan rather than a bicycle-only master plan.

The Town's updated bicycle plan should vet and incorporate recommended improvements from *Walk Bike BCD (2016)* and work with BCDCOG to implement recommendations. Because some of these recommendations are located partially in the Town of Summerville and partially in other jurisdictions, implementation must be coordinated with partner entities like SCDOT and county governments. The plan's recommendations include:

**Shared-Use Paths or Sidepaths (8 to 12 ft):**

- Orangeburg Road (Boonehill Road to Central Avenue)
- West 5<sup>th</sup> North Street (North Main Street to North Maple Street; Jedburg Road to Pigeon Bay Road)
- East 5<sup>th</sup> North Street (North Main Street to 850 feet west of Berlin G. Myers Parkway)
- Central Avenue (South Laurel Street to shared use path)
- Boonehill Road (Tupperway Dr to US-17A South)
- Dorchester Road (750 feet west of Old Trolley Road to 300 feet south of Seven Oaks Lane)
- North Maple Street extension
- Miles Jamison Road (Deweese Lane to shared use path; Ladson Road to shared use path)
- Gahagan Road (South Gum Street to 270 feet southeast of Berlin G. Myers Parkway)
- Bear Island Road extension
- Sheep Island Road (400 feet north-east of Drop Off Drive to Bear Island Road)
- Berlin G. Myers Parkway (East 3<sup>rd</sup> North Street to East 5<sup>th</sup> North Street)
- Sawmill Branch Trail (extension to Dorchester Road)
- Parsons Road (Central Avenue to shared use path)
- Ladson Road (Limehouse Drive to shared use path; Miles Jamison Road to Old Fort Drive)

Wallace Ackerman Drive/Old Fort Drive (Ladson Road to Recess Drive; Parlor Drive to 670 feet east of Old Fort Drive)

Off-road locations

**Paved Shoulder or Bike Lane (4 to 6 ft):**

- Main Street/Boone Hill Road (East Carolina Avenue to East 5<sup>th</sup> North Street; Brighton Park Boulevard to 170 feet west of Berlin G. Myers Parkway)
- Lincolnton Road (William Aiken Avenue to Von Oshen Road)
- Bacons Bridge Road (Carolina Avenue to Ridge Road)
- Berlin G. Myers Parkway (East 5<sup>th</sup> North Street to East 9<sup>th</sup> North Street)
- Orangeburg Road (US-17A to Dorchester Road)
- Central Avenue (West 2<sup>nd</sup> South Street to South Laurel Street)
- Old Trolley Road (Travelers Boulevard to Dorchester Road)
- South Cedar Street (West 2<sup>nd</sup> South Street to North Cedar Street)

**Sharrow or Bike Route (on-street markings):**

- West/East Doty Avenue (Little Main Street to South Gum Street)
- Weber Road/Tulip Street/Iris Street (North Palmetto Street to West 5<sup>th</sup> North Street)
- North Cedar Street (West 9<sup>th</sup> North Street to South Cedar Street)
- West Luke Avenue (North Main Street to North Cedar Street)
- North Magnolia Street (East 1<sup>st</sup> North Street to East 9<sup>th</sup> North Street)
- South Laurel Street (West Doty Avenue to Central Avenue)

*Ashley River Connections*

The Ashley River is a scenic waterway that connects Summerville to the Atlantic Ocean at Charleston Harbor through the marshes of the South Carolina Lowcountry. Direct riverfront access within the Town is limited to a short stretch of southern Summerville, which includes the Herbert H. Jessen Public Boat Landing just east of the Colonial Dorchester State Historic Site. However, the Town has recently acquired and designated additional land along the River for parks and open space. Bicycle facilities exist along major roadways nearby but stop just short of connecting directly to the River, which can be accessed off Dorchester Road via Ladson Road and Old Trolley Road.

The updated bicycle plan should include opportunities to better connect the community to the river, such as:

**Extending the side path along Dorchester Road** in unincorporated Dorchester County southeast through the town limits

**Extending Sawmill Branch Trail** south across Dorchester Road toward the Ashley River, as well as north toward I-26 to increase access for residents and businesses in that part of the town

**Extending the existing bike lanes along Ladson Road** south of Alma Drive toward Dorchester Road

**Extending the existing bike lanes along Old Trolley Road** south of Travelers Boulevard toward Dorchester Road, as well as north of Miles Jamison Road to connect to Downtown

A planned SCDOT project to improve safety along Dorchester Road near the Ashley River access point does not currently include planned bicycle facilities. The Town should coordinate closely with SCDOT to determine potential alternative designs for this project to incorporate bicycle facilities and fill the missing link connecting cyclists to the Ashley River.

In addition to improving pedestrian and bicycle access to the existing river access point, Summerville should also consider opportunities to develop recreational trails near the river, partner with the State to grow the network of trails at the Colonial Dorchester State Historic Site, and work with Dorchester County to connect it to the new Eagle-Chandler Creek Trail to form a continuous loop.

### *Transportation Alternatives Program (TAP) Funding*

The BCDCOG region receives federal Transportation Alternatives Program (TAP) funds from the Fixing America's Surface Transportation (FAST) Act, which are administered by the Charleston Area Transportation Study Metropolitan Planning Organization (CHATS MPO), which is housed within BCDCOG. Local governments and other eligible applicants may apply for funding for pedestrian facilities, bicycle facilities, streetscaping projects, or Safe Routes to School programs and must provide a local funding match equal to 20 percent or more of project costs. While the application process is competitive, it has the potential to maximize the impact of local funds. Multiple factors make a project competitive for funding, including addressing safety issues, aligning with regional plans, filling gaps in planned corridors, serving a dense nearby population, or supporting an economic development initiative. Summerville should coordinate with the MPO to identify eligible, competitive projects and submit applications for funding. Because the program prioritizes projects with significant local matches, Summerville should identify opportunities to increase the amount of funding it dedicates to pedestrian and bicycle infrastructure, which could be used as matching funds.

### *Recommendations*

**Update the Town of Summerville Bicycle Plan**, preferably as a combined bicycle/pedestrian active transportation plan, to reflect current conditions, trends, and community priorities.

**Coordinate with BCDCOG to implement the Sawmill Summerville Branch Connector** and other proposed projects from Walk Bike BCD (2016).

**Coordinate with Dorchester County on its Bikeway Improvements Program**, which has identified Central Avenue and Main Street (US-17A) as recommended first phase routes.

**Explore opportunities to increase neighborhood access to the existing Sawmill Branch Trail** through connector paths, as illustrated in the Town of Summerville Bicycle Plan (2010).

**Coordinate with SCDOT on the proposed Dorchester Road Safety Improvements project** to determine feasibility of adding bicycle facilities to the initial proposal, if design has not been finalized.

**Support BCDCOG in the creation of the Regional Active Transportation Commission.**

**Meet with the CHATS MPO TAP coordinator** to identify the most competitive projects and develop funding applications.

**Identify opportunities to increase dedicated Town funding** for bicycle facilities.



# COMMUNITY FACILITIES & INFRASTRUCTURE

The Town of Summerville provides an expansive network of existing community facilities and infrastructure to residents. These include schools, police, fire, gathering places, public works and many other facilities and services accessible to the community. This section identifies how Summerville can guarantee not only the continued level of service to residents but identifies opportunities for broader and better coverage and access.



# COMMUNITY FACILITIES & INFRASTRUCTURE

## Goal One

*Continue to provide high-quality community facilities and services to improve quality of life for all residents through collaboration with local and regional partners.*

### Objectives

Consider recommendations from the Master Facilities Plan to ensure compatibility with the Comprehensive Plan.

Work with emergency response organizations to identify issues that may delay emergency response times.

Foster additional partnerships with community groups in the Town of Summerville related to public health and safety, fire, and crime prevention.

Evaluate Town growth to adjust expansion of hiring and facilities for public safety, local government, and public organizations to ensure appropriate level of service is provided.

Coordinate and maintain relationships with intergovernmental agencies and public and private utilities on infrastructure projects.

Implement colocation (such as joint trenching) during utility relocations and road-widening projects where feasible.

Work with utility providers to regularly update their systems to ensure that there is sufficient capacity for future demand while ensuring that it does not adversely impact the character or quality of life in surrounding areas.

Coordinate with local nonprofit services, to ensure community centers, libraries, and other community services are distributed and accessible to all Town residents.

Continue to collaborate with the local school districts to provide high-quality education in Summerville.

## Goal Two

*Coordinate annexation with strategic infrastructure expansion to prevent overextension of Town resources.*

### Objectives

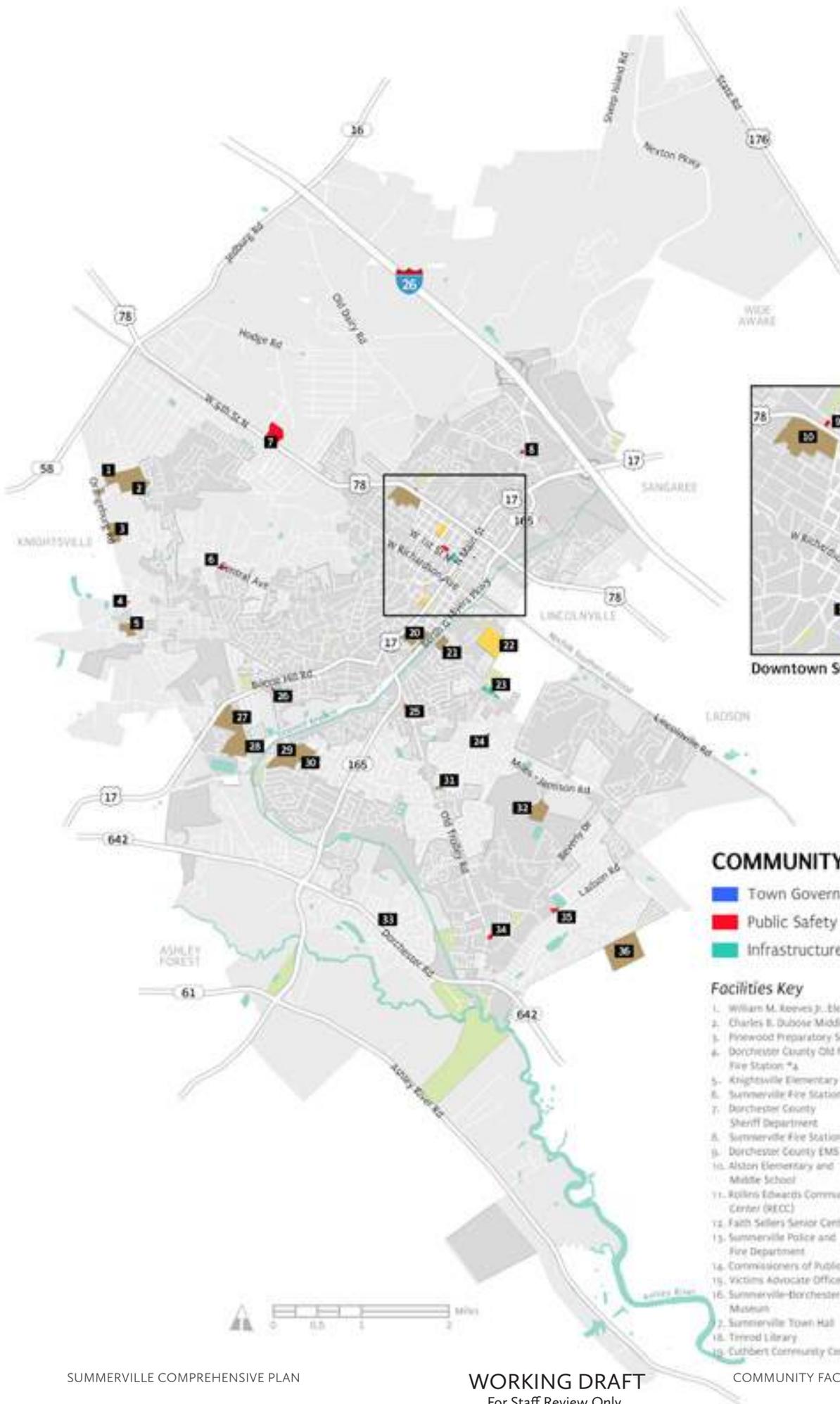
Support a fiscally-responsible growth pattern and annexation policy to maintain and improve existing levels of service for current residents and future generations.

Develop a strategy for Town annexations for adjacent unincorporated areas, and several unincorporated “donut holes” within the Town boundaries, based on the direction provided in the Vision Plan.

Explore funding mechanisms, such as updating rates for development impact fees, to support Town operations and infrastructure as growth and development occurs.

Utilize existing infrastructure for new growth and development and extend Town infrastructure and services in a judicious manner with consideration of future costs.

Ensure that development agreements related to annexation efforts adequately address the long-term costs to the Town of assuming responsibility for all infrastructure costs.



Downtown Summerville Inset

**COMMUNITY FACILITIES**

- Town Government
- Civic Center
- Public Safety
- Library
- Infrastructure
- Education

**Facilities Key**

- 1. William M. Kieves Jr. Elementary
- 2. Charles B. Dubois Middle School
- 3. Pinewood Preparatory School
- 4. Dorchester County Old Fort Fire Station #4
- 5. Knightsville Elementary School
- 6. Summerville Fire Station #5
- 7. Dorchester County Sheriff Department
- 8. Summerville Fire Station #6
- 9. Dorchester County EMS
- 10. Alston Elementary and Middle School
- 11. Rollins Edwards Community Center (RECC)
- 12. Faith Sellers Senior Center
- 13. Summerville Police and Fire Department
- 14. Commissioners of Public Works
- 15. Victims Advocate Office
- 16. Summerville-Dorchester Museum
- 17. Summerville Town Hall
- 18. Timrod Library
- 19. Cuthbert Community Center
- 20. Summerville Elementary School and James H. Sparr Elementary School
- 21. Summerville Catholic School
- 22. Summerville Parks and Recreation Department
- 23. Summerville Public Works
- 24. Dorchester County Fire Station #22
- 25. Dorchester County Library
- 26. Summerville Fire Station #2
- 27. Summerville High School
- 28. Gregg Middle School
- 29. Newington Elementary School
- 30. Flowertown Elementary School
- 31. Dorchester County Career and Technology Center
- 32. Eugene Sires Elementary School
- 33. Dorchester County Old Fort Fire Station #3
- 34. Summerville Fire Station #3
- 35. Dorchester County Fire Station #21
- 36. Oakbrook Elementary and Middle School

## TOWN GOVERNMENT

Per South Carolina Code Section 5-13-20, the Town Council is the main governing body for Summerville and consists of six elected council members from six districts, and a town-wide elected mayor. The Town's staff administration, under the direction of the Town Administrator includes Police, Public Works, Assistant Town Administrator, Finance, Planning, Building Services, and Fire. Coordination between the Town government and the administration is key in order to address the issues and opportunities presented in long term planning.

## Annexation

Annexation is the sole method for the Town to expand its municipal boundary and acquire land within its jurisdiction. South Carolina Code Section 5-3-10 through 5-3-315 dictate the annexation process for municipalities in the state. To help clarify this process, the Municipal Association of South Carolina developed the Annexation Handbook in 2012. The Handbook outlines three methods for the legal annexation of private property:

- 100 percent of the property owners within the area for annexation petition and ordinance method Section 5-3-150(3)

- 75 percent of the property owners within the area for annexation petition and ordinance method Section 5-3-150(1)

- 25 percent elector petition and election method Section 5-3-300 - 315

To support its continued growth, the Town may need to annex unincorporated areas of Berkeley, Charleston, and Dorchester Counties. Additionally, the Town currently has several unincorporated "donut holes" surrounded by its boundaries. This has created leap-frog development all around the Town. Incorporating the donut holes present an opportunity to close service gaps and allow for contiguous urban development in Summerville. However, not all of these areas are currently ideal for annexation while other unincorporated areas adjacent to but not encompassed by the Town boundary are in a desirable position.

The Town must determine how and when it wants to annex areas in order to establish a growth pattern for the future. A formal growth pattern will help plan for jurisdictional growth while maintaining it against a budget.

Jurisdictional expansion will increase the strain on Summerville's existing infrastructure and will eventually necessitate the construction of new facilities and infrastructure to ensure all areas are appropriately served. Using its Capital Improvement Plan (CIP) to create a budget for infrastructure expansion and coinciding that with an established growth pattern will be critical to supporting annexation and preventing unnecessary costs. In the past, the Town has utilized development impact fees as a supplemental funding source to support operations and infrastructure. Impact fees have helped mitigate some infrastructure costs for Summerville but not all. Impact fees are not applicable when annexing a fully developed area as no new development would be built. Other funding sources will be necessary to offset other costs associated with annexation.

## Recommendations

The following recommendations are intended to facilitate sustainable growth across Summerville.

**Identify a growth pattern of development** that prioritizes areas directly adjacent to the municipal boundary to help prevent the overextension of infrastructure and reduce costs. The growth pattern should integrate recommendations from the forthcoming Master Facilities Plan to align with infrastructure need.

**Prioritize annexation of commercial areas** over solely residential areas.

**Ensure that all planned developments include a fiscal impact analysis** to identify long-term financial impacts on the Town.

**Continue to evaluate development impact fees**, requiring adequate private investment to ensure any long-term maintenance of new development will not overburden Town resources, and will be served by adequate infrastructure.

**Research and identify additional funding options** to mitigate the impact of new development and the maintenance of the existing built environment.

**Prioritize the annexation of unincorporated islands** such as those between Old Trolley Road and Sawmill Branch, in Oakbrook, and along Central Avenue. Strategic annexation closes service gaps in the overall infrastructure network and provides adjacent land for future development as the population and needs of Summerville expand in the future.





## PUBLIC SAFETY

Police, fire, and emergency medical services provide invaluable support to the community and require adequate facilities from which to operate. Providing services involves a strategic network of nodes and as Summerville grows this network needs to be flexible.

### Police

The Summerville Police Department has a single facility for operations, located on West 2nd North Street, that serves the entire town, with 116 full-time police officers. The Town is aware that more space and support facilities are needed to provide consistent services to the community. Consideration for the construction of a new police headquarters is being explored.

### Fire

The Summerville Fire and Rescue Department has fire stations at five locations located throughout Summerville, with plans under consideration for a rehab of Fire Rescue Station 1 on West 2nd North Street and for expansion and construction of new stations. Currently the Summerville Fire and Rescue Department operates as a combination paid/volunteer department, providing emergency services, fire-prevention education and training, and special operations (hazmat) and investigations teams. Staff retention has been a key challenge to ensuring efficient and consistent fire protection services throughout Summerville.

### Emergency Services

Dorchester County, Berkeley County, and Charleston County Emergency Medical Services (EMS) all provide emergency medical services to Summerville residents by County-bounded service areas. Coordination of multiple service boundaries creates a challenge to ensuring efficient and effective access to emergency care in Summerville. Additionally, physical impediments or obstructions, such as traffic can effect emergency response times from these County facilities.

## Recommendations

### Identify a new police headquarters

**location:** evaluate the Town's growth pattern to determine the location for a new police headquarters to ensure Summerville provides the appropriate level of service to the public based on analysis and best practice standards.

### Apply appropriate hiring procedures:

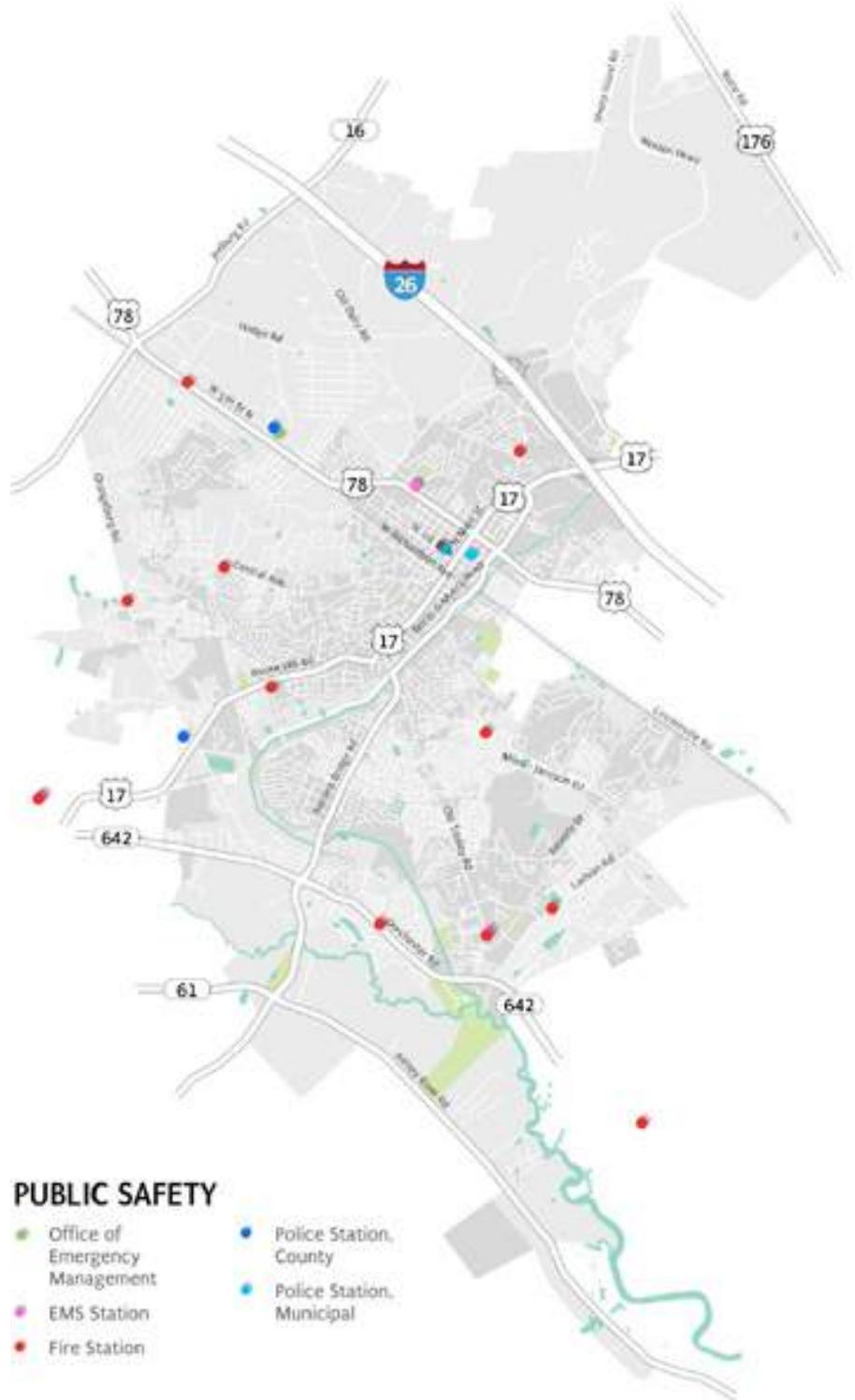
Prioritize hiring and retention policies that support public safety and recognize the challenges to attracting employees in this field of work.

### Examine planning impacts on emergency services:

Consider the impacts on emergency services when planning for new and updating existing roadways such as lane widths, ditches, and shoulders. The Town should also consider evaluating the possibility of establishing their own Town operated EMS system to serve residents more directly.

### Partner with community groups:

Foster additional partnerships with community groups in the Town of Summerville related to public health and safety and fire and crime prevention. Community led neighborhood watches and neighborhood cleanup events are an example of empowering citizens to keep the places they love safe, clean, and healthy.





## INFRASTRUCTURE

### Public Works

The Public Works department is responsible for Summerville's road repair and maintenance, street sweeping, picking up yard debris, stormwater system maintenance (including Sawmill Branch Canal) and drainage improvements, and repair and maintenance of all Town vehicles and equipment. The Public Works department relies on project coordination with County and State jurisdictional agencies, local private utilities, and the public water and wastewater provider, as essential for their projects. In 2018 the Town of Summerville released a revised update to the 2014 Stormwater Management Plan (SWMP) designed to reduce discharge of pollutants from the Town's Municipal Separate Storm Sewer System (located in Dorchester County) to the maximum extent practicable, to protect water quality in accordance with the Clean Water Act.

Impervious surfaces related to urban development within the watershed are a major cause of pollutants such as oil, metals, lawn chemicals, pet waste and other pollutants reaching surface waters especially in extreme rainfall and storm events. New development should follow recommendations laid out in the SWMP and best practices in stormwater management systems to reduce pollutant runoff to the areas waterways.



*Green Stormwater Infrastructure Intervention; Pervious Pavers*

## Parking

Public parking in the Town, such as at the Summerville Parking Garage, is also managed by Public Works. Population growth in Summerville can affect future parking demand. Increasing parking in the Downtown presents an opportunity for green stormwater infrastructure interventions. All new public parking lots should utilize pervious paving materials to reduce stormwater runoff. Implementation of water retention measures including but not limited to bioswales, underground cisterns, and retention planters in these sites will also reduce runoff.

## Streets

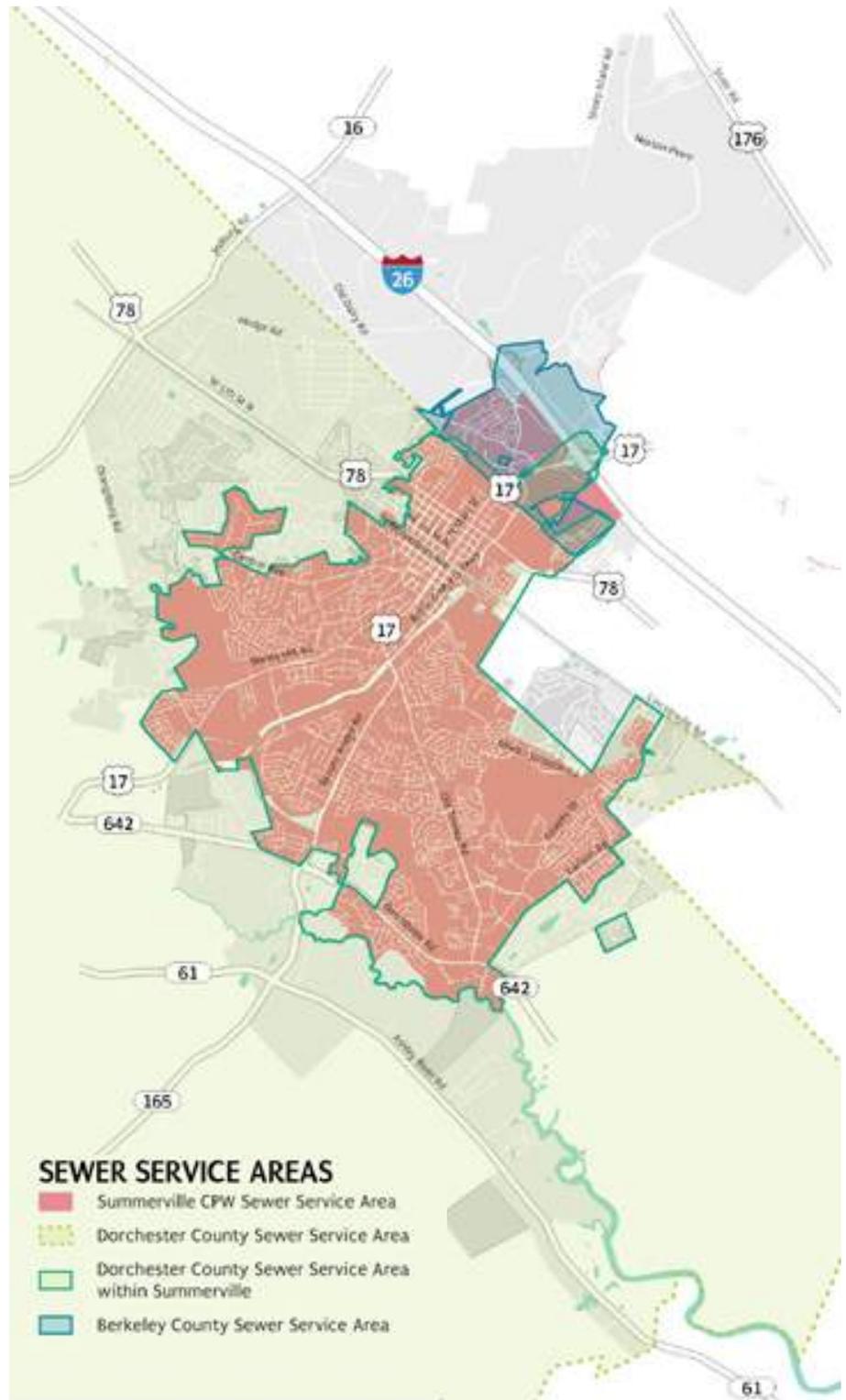
Streets and public rights-of-way also present an opportunity to capture stormwater. Green infrastructure design including curb cuts that allow water to drain from the roadway into a planted retention median or parkway planting naturally filter water before it enters the storm sewer system. The use of pervious pavement on roads and sidewalks can also mitigate ponding during storm events. These interventions can be implemented incrementally as street improvements are needed.



Green Stormwater Infrastructure Intervention

## Water & Wastewater

The Summerville Commissioners of Public Works (CPW) is a separate public entity from the Town of Summerville with a three-person board elected by the registered voters of the Town. The CPW is responsible for control and management of the water and wastewater systems under Section 5-31 of the Code of Laws of South Carolina for a defined service area, which extends no further north than the I-26 corridor. Berkeley County Water and Sanitation provides water and wastewater services north of I-26 and some to the south. Both Dorchester County Water and Sewer and Dorchester County Water Authority have service areas that overlap with Town boundaries and in adjacent areas in Dorchester County. North Charleston Sewer District has a small area of overlap with the Town as well. While the specific location and sizing of water and wastewater infrastructure can be a potential constraint to development, on a case-by-case basis, no issues of general capacity in either water or wastewater systems have been identified. The primary source of water supply for Summerville is Lake Moultrie.



## Electric & Gas

Electric service in Summerville is part of the South Carolina transmission grid, which is served by four generating utilities with a total capacity of 19,721 megawatts. Electric provider service areas are governed by the Public Service Commission, and include Dominion Energy, Edisto Electric Cooperative, and Berkeley Electric Cooperative. Gas utility service providers are not bound by services areas but may be constrained by the location and possible expansion of gas pipelines. The primary natural gas supplier in Summerville is Dominion Energy.

## Telecommunications

The telecommunications utilities in Summerville supply digital cable, DSL, and telephone services in a competitive private market. Fiber optic services are available in limited areas only and deployment of this service continues to expand. Small-cell wireless facilities are also being installed in the Town. AT&T, Home Telecom, Spectrum, Xfinity, WOW!, and Viasat provide coverage to the Summerville area. The presence of multiple telecom providers can result in competing interests for utility locations and the need for colocation agreements between the utilities, the Town, and other service providers.

## Refuse

The Town is contracted with Carolina Waste for trash and recycling collection. Recycling is limited to paper and cardboard due to the lack of facilities capable of taking other materials such as metals and glass.

## Recommendations

**Coordinate and maintain relationships** with intergovernmental agencies and public and private utilities on infrastructure projects. This serves to reduce if not eliminate conflicts between providers to ensure residents are provided with the services they need in a timely and efficient manner.

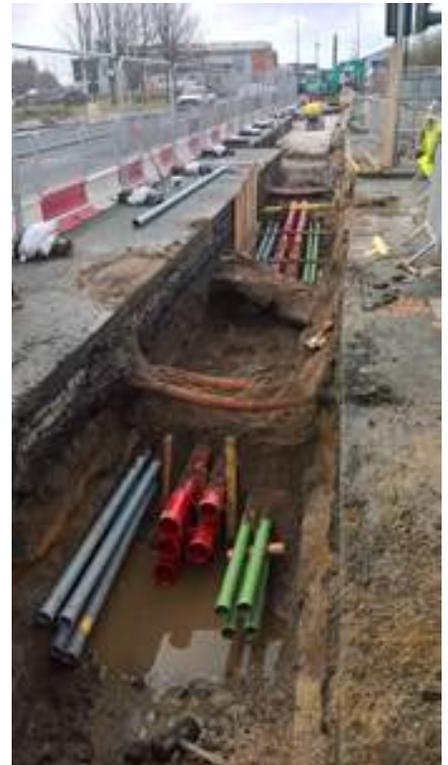
**Prioritize the use of existing infrastructure for new growth and development**, and extend Town infrastructure and services in a judicious manner, consistent with the established growth pattern.

**Locate new utilities underground and require the relocation of existing overhead utilities underground**, particularly in the Historic District, and implement colocation (such as joint trenching) during utility relocations and road widening projects where feasible.

**Upgrade utility infrastructure as it ages out** and protect existing utilities through damage prevention awareness/education such as public service announcements, brochures, and signage for a call-before-you-dig public education program.

**Provide opportunities for community revitalization**, making existing neighborhoods safe, clean, and secure, cleaning up playgrounds, and providing better accessibility, to improve quality of life. Coordinating new and expanding existing programs with the Public Works Department should be the first steps. The Town can also encourage community-led initiatives by providing public funding or education and access to federal or state grant applications.

**Use green stormwater infrastructure** in all new public works projects wherever possible.



*Joint Trenching*

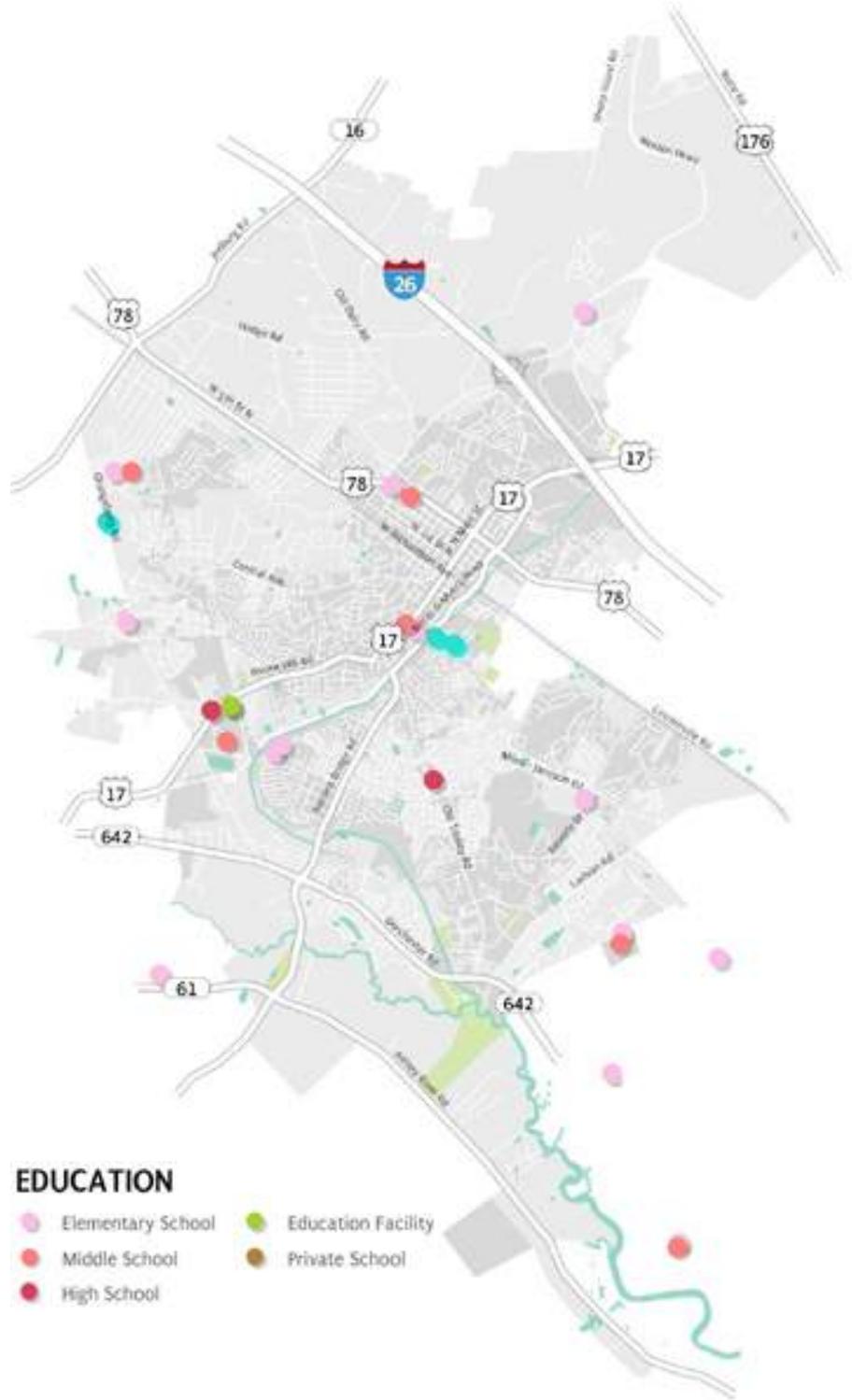
**Continue to support Carolina Waste** in its collection of recyclable materials.

# INSTITUTIONS

## Education

The public-school system for the Town of Summerville residents is covered in part by Dorchester School District Two, Berkeley County School District, and Charleston County School District. Summerville is also home to an extensive private school system offering pre-K through 12 programs. Dorchester County Career and Technology Center (DCCTC) is one of the areas top ranked public high schools. The school is a draw for families as it blends technical and academic courses with career training and boasts a comprehensive education program that has 98 percent of all graduates finding meaningful employment, or following pathways to college or the military within 18 months of graduating. Many families choose to live in Summerville because of its high-quality public and private school system which creates growth pressure for the school districts and existing education facilities.

Trident Technical College offers local post-secondary education options that will include a new campus at the recently purchased former Big Lots store space to expand course offerings to the Oakbrook area. To continue to bolster post-secondary educational opportunities in Summerville, the Town should further its support of Trident Technical College to establish a formal satellite campus.



## Civic Centers

The Town of Summerville and several other governmental or nonprofit entities offer civic amenities to Town residents and visitors, such as community centers, libraries, museums, or senior centers. The newly opened Rollins Edwards Community Center (RECC) is an outstanding example of adaptive reuse for civic needs. Currently the Town manages the rental of space for events in the Doty Depot Building at Doty Park and Cuthbert Community Center at Azalea Park. However there continue to be gaps in public amenities that will widen in the future without intervention.

Libraries in Summerville include the Dorchester County George H. Seago, Jr. Library and the Timrod Library of Summerville. Established in 1897, the Timrod Library is one of only two membership libraries in South Carolina. The Vision Plan cites the need for a new central downtown library, and a supplemental neighborhood library in Oakbrook, as the Town continues to grow.

The Summerville-Dorchester Museum is a history museum that features exhibits and artifacts, and hosts community events downtown in a historic police station. The Summerville Historic Preservation Society meets at the historic Old Town Hall. Cultural resources, such as these history centers and organizations, contribute to the civic pride of the community. Further information on Cultural Resources is provided later in this document.

Senior Services in Summerville are provided by Dorchester Seniors, Inc. at the Faith Sellers Senior Center, located by Doty

Park. This facility provides activities and programming for seniors, and opportunities for socializing.

Gathering places and event spaces are limited in Summerville at present. In 2012, the Convention/Civic Center Feasibility Study evaluated the market potential for a new Town convention or civic center with a performing arts venue and found the market to be generally saturated due to existing facilities in Charleston and North Charleston. However, a new convention center recently opened in Nexton, as part of an eight-story hotel complex within the Town boundary. Another scenario from the study has come to fruition, with the renovation of the armory facility into the new RECC. The Public Works Art Center in the Town's former Post Office and Commissioners of Public Works building also offers additional new space for the community. Despite the adaptive reuse of these existing facilities the need for event space, a performing arts facility, or large meeting spaces, remains a factor in Summerville today.

## Recommendations

As Summerville grows, the Town should **continue coordination with the school districts** to preserve the level of education services that make the area so attractive to residents. This can include identifying locations for additional facilities due to population growth and adequate infrastructure provision. Any newly constructed facilities should include safe routes to school as well to ensure new schools are accessible to all students via pedestrian and bike routes.

**This coordination should also extend to post-secondary education operators**, to address the need for an advanced education facility for local workforce development. The Town should support a formal satellite campus for Trident Technical College.

**Identify potential existing public facilities similar to the armory, now RECC, for retrofit** to support large-scale public events. Additionally, the Town can pursue a public-private partnership to create a facility by incentivizing the land or providing tax credits as means to attract a developer.

**Evaluate growth in order to update Town facilities** and lend support for local nonprofit services to ensure community centers, libraries, and other services are distributed evenly across the Town and accessible to all residents.

**Broaden support for the arts** throughout the Town. This can be accomplished through event programming, mural or arts walks, providing funding for artists to create work in the public realm, open houses at studio and artist spaces, art gallery openings, live music performances, and food tastings. The "First Friday" event series many cities already host is simply named for the first Friday of every month where artist open their studios to the public. First Friday is an excellent example of a successful program that brings communities together around the arts. Collaboration with and support for the Public Works Art Center can help establish these and other programs.

**Implement additional wayfinding and branding programs** to promote awareness of local amenities and help residents and visitors navigate assets within the community. Local artists should be utilized for designing and branding.



# NATURAL RESOURCES, RESILIENCY, PARKS & OPEN SPACE

Summerville situated on the ridge of a pine-forest received its name in the late 1700s from Charlestonians traveling up from the lowcountry seeking respite from the summer heat. This tradition has continued with tourists every year coming in early spring to enjoy millions of blossoms, particularly azaleas leading to the Towns motto “The Flower Town in the Pines.” Modernization and the railroad led Summerville to incorporate as an official town in 1847 in order to enact a law to protect one of their biggest assets, pine trees. The law prohibited cutting down trees of a certain size and is still enforced today making it one of the oldest environmental protection ordinances in the country.

Summerville is a community that has a history protecting its natural resources. Today, parks and recreational areas, including both passive and active recreational spaces, contribute to the health and wellbeing of the Town’s residents and draw visitors to Summerville. Natural areas, open spaces, and sensitive environmental features, such as forests or forested wetlands and waterways, add to the beauty and character of the community and are part of a working ecosystem that supports local air and water quality, and plants and wildlife.

# NATURAL RESOURCES, RESILIENCY, PARKS & OPEN SPACE

## Goal One

*Continue to expand Summerville’s network of parks, trails, and recreational amenities to support active and passive recreation throughout Summerville and improve public health.*

### Objectives

Identify opportunities to expand funding and staff to ensure the parks system can provide outdoor recreation access to all residents throughout the Town.

Evaluate the ability to provide additional recreation facilities in the community to maintain interest and usership in outdoor recreation and meet public health goals.

Continue coordinating with the South Carolina Department of Parks,

Recreation, and Tourism at Colonial Dorchester to provide recreation related to historic preservation.

Support projects that improve access to the Ashley River, such as the Jessen Boat Landing/Oakbrook Ashley River Preserve project, as opportunities to better connect residents and visitors to this natural resource.

Maintain and improve existing facilities, such as Sawmill Branch Trail.

Utilize smaller waterways, such as the Sawmill Branch, to connect various parts of Summerville to each other with trails or water recreation activities.

Explore grant opportunities to establish a bike share program that facilitates economic development and greater connection across the commercial and residential nodes of Town.

## Goal Two

*Support the conservation of Summerville’s natural resources to preserve important environmental and habitat areas as well as bolster Summerville’s resiliency to natural hazards.*

### Objectives

Identify open spaces that should be conserved for habitat protection, hazard mitigation, and resiliency.

Use the 2017 Green Infrastructure Plan as a guide for Town staff when reviewing future development proposals to analyze potential impact on identified conservation areas.

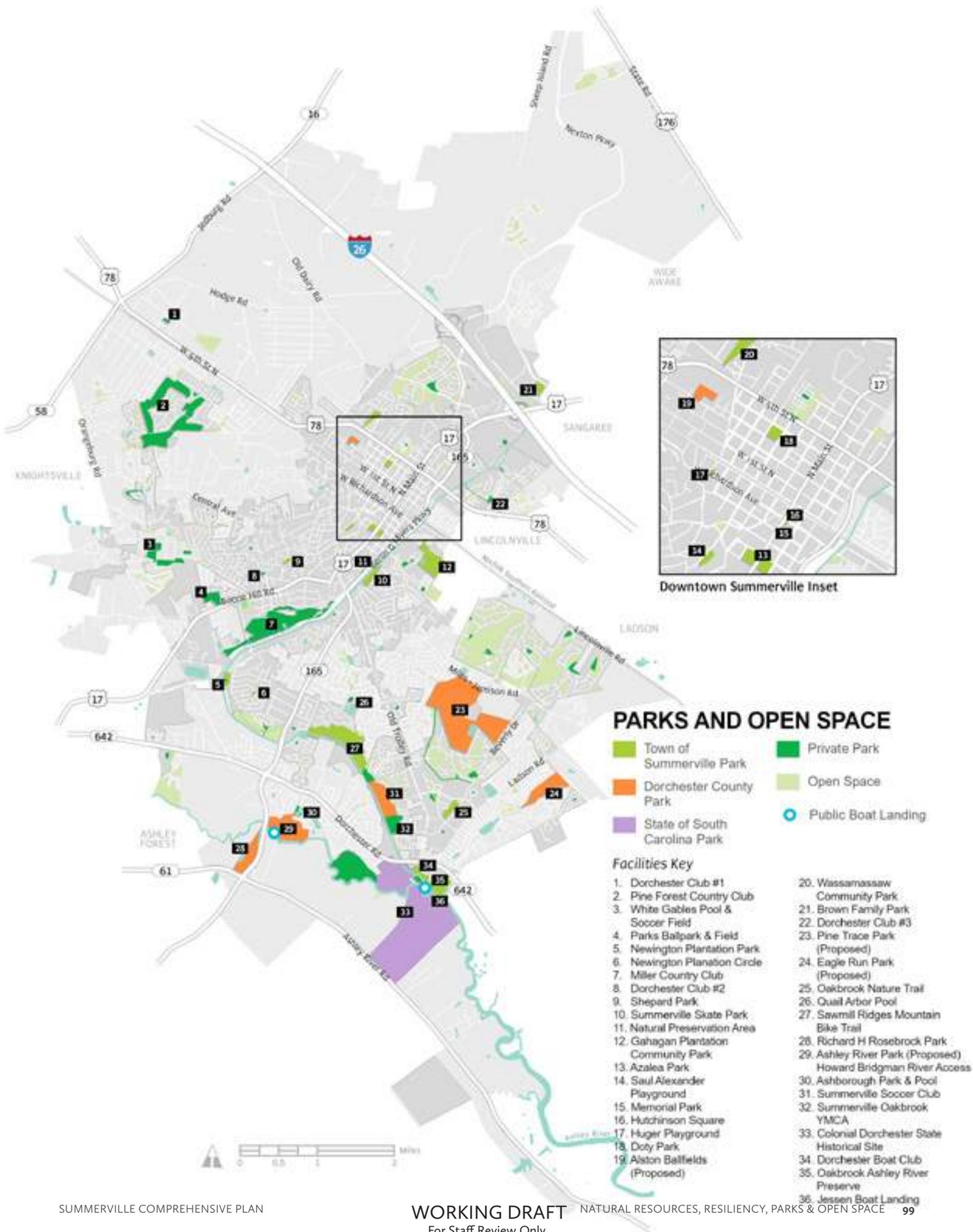
Protect scenic vistas and viewsheds throughout the Town to preserve the Summerville landscape’s unique character.

As new development occurs, develop, update, and implement specific drainage and flood controls to protect local waterways and wetlands, and prohibit development in the floodplain.

Expand upon the existing Town-wide emergency management plan to include flood mitigation, disaster preparedness, and community resiliency.

Regularly update the Stormwater Management Plan (SWMP) in accordance with the MS4 permit and support minimum control measures that use the most modern best management practices (BMP) for stormwater management.

Encourage and/or incentivize the use of Low-Impact Development or Green Infrastructure techniques as a viable alternative to traditional BMPs for stormwater management, including consideration of tree canopy coverage in stormwater calculations.



Downtown Summerville Inset

### PARKS AND OPEN SPACE

- Town of Summerville Park
- Dorchester County Park
- State of South Carolina Park
- Private Park
- Open Space
- Public Boat Landing

### Facilities Key

- |   |  |
|---|--|
| <ul style="list-style-type: none"> <li>1. Dorchester Club #1</li> <li>2. Pine Forest Country Club</li> <li>3. White Gables Pool &amp; Soccer Field</li> <li>4. Parks Ballpark &amp; Field</li> <li>5. Newington Plantation Park</li> <li>6. Newington Plantation Circle</li> <li>7. Miller Country Club</li> <li>8. Dorchester Club #2</li> <li>9. Shepard Park</li> <li>10. Summerville Skate Park</li> <li>11. Natural Preservation Area</li> <li>12. Gahagan Plantation Community Park</li> <li>13. Azalea Park</li> <li>14. Saul Alexander Playground</li> <li>15. Memorial Park</li> <li>16. Hutchinson Square</li> <li>17. Huger Playground</li> <li>18. Doty Park</li> <li>19. Alston Ballfields (Proposed)</li> </ul> | <ul style="list-style-type: none"> <li>20. Wassamassaw Community Park</li> <li>21. Brown Family Park</li> <li>22. Dorchester Club #3</li> <li>23. Pine Trace Park (Proposed)</li> <li>24. Eagle Run Park (Proposed)</li> <li>25. Oakbrook Nature Trail</li> <li>26. Quail Arbor Pool</li> <li>27. Sawmill Ridges Mountain Bike Trail</li> <li>28. Richard H Rosebrock Park</li> <li>29. Ashley River Park (Proposed) Howard Bridgman River Access</li> <li>30. Ashborough Park &amp; Pool</li> <li>31. Summerville Soccer Club</li> <li>32. Summerville Oakbrook YMCA</li> <li>33. Colonial Dorchester State Historical Site</li> <li>34. Dorchester Boat Club</li> <li>35. Oakbrook Ashley River Preserve</li> <li>36. Jessen Boat Landing</li> </ul> |
|---|--|



## RECREATION

Summerville's Parks and Recreation Department manages and maintains 18 facilities across the Town. The Department also owns the Boundary Street Ballfields but leases them out to another organization to maintain, and is also in the process of formalizing a new park, the Oakbrook Ashley River Preserve. These facilities include parks, recreational fields and facilities, functioning wetlands, and other natural features. The Town's sports facilities are well-utilized including a six-diamond complex that hosts several local tournaments as well as the World Series for senior citizen softball. Furthermore, there are 13 additional parks within the Town boundary, and an additional nine within Summerville's extended Planning Area. These other facilities are managed by the State, the federal government, or other nongovernmental organizations.

The new RECC provides needed indoor recreational and gathering facilities for the Town. However, other areas of the Town, such as Oakbrook, remain underserved, and may need additional indoor facilities to better accommodate users in that neighborhood. Similarly, some areas of Summerville are lacking in outdoor sports facilities including baseball/softball, basketball, and soccer. When compared to National Recreation and Parks Association (NRPA) standards, Summerville's Parks and Recreation Department is both understaffed and underfunded for a community of its population size, and this shortfall hinders the ability of the department to maintain facilities and programs.

## Key Plans

The Town of Summerville has two existing recreation plans. The 2018 Parks and Recreation Department Needs Assessment and Strategic Plan is the most recent. Key recommendations from the Plan include creating a complete trail network that connects the parks and recreational facilities in the Town and building equipment that is accessible to people of all capabilities. The second is the 2016 Dorchester County Parks and Recreation Master Plan Update which collected data that led to the reprioritization of projects from the original master plan and identifies usable funding sources to complete the identified projects. These plans already highlight the majority of park needs in Summerville and recommend implementable projects and funding sources to complete them.



## Colonial Dorchester

The Colonial Dorchester State Historic Site is located at the southern edge of Summerville near the Ashley River. The roughly 325-acre site is operated by the South Carolina Department of Parks, Recreation and Tourism with an onsite park office that is shared by the archeology lab. The State has preservation projects planned for both the Bell Tower and the Tabby Fort as well as trail improvements within the next two years. The Town's relationship with the South Carolina Department of Parks, Recreation and Tourism (SCDPRT) is important not only for the maintenance and operation of Colonial Dorchester but also for the identification and success of any future projects. Maintaining this relationship can provide future opportunities for Summerville to be involved in recreation related to historic preservation.

## Open Space

Open space includes unprogrammed natural areas which contribute to the natural beauty of Summerville but are not specifically intended for recreation. Open spaces often result from topographic or hydrologic features which make development challenging, from a desire to preserve scenic or important natural areas, or from the design and layout of residential subdivisions and their common areas. A significant amount of open space in Summerville consists of water features, like the Ashley River, creeks, wetlands, and streams. Other features include detention ponds, or green spaces, located in residential subdivisions. These areas are distributed throughout the Town and are often accessible in any Summerville neighborhood.



## Ashley River

The Ashley River is one of Summerville's greatest natural resources and one of the only largely undisturbed and undeveloped estuarial ecosystems in the region. It not only plays a vital role as a habitat for local flora and fauna but also stormwater management and natural area conservation. The River also has a third role in Summerville, and the greater Charleston region, as a recreational opportunity. The Town has already invested significant resources in establishing formal access to the River with the Jessen Boat Landing, which has been highly used since its completion. The Oakbrook Ashley River Preserve is Summerville's planned park directly adjacent to the Boat Landing. This 35-acre property, along with an additional nine acres create a planned park (not including the Boat Landing) that represents additional efforts by the Town to activate the River while simultaneously protecting it from encroaching development. Similarly, in January 2020, Town Council approved the purchase of an additional 1.18 acres of property directly adjacent to the planned park site to serve as its formal gateway. Through these actions, the Town has clearly established the Ashley River as a critical resource not only for environmental preservation but also for education and recreation.

Continued support of these ongoing efforts as well as identification of future opportunities are key to protecting and activating this integral resource.

## Recommendations

**Pursue funding recommendations made in the Recreation Department Need Assessment and Strategic Plan and Dorchester County Parks and Recreation Master Plan Update** to expand parks services throughout the Town and address the staffing need.

**Explore other alternative/supplemental funding sources** through the state and federal government to help address the two issues as needed.

**Evaluate the ability to provide additional sports facilities in the community** to maintain interest and usership in outdoor recreation and meet public health goals. These additional facilities should coincide with planned urban development to meet local needs at a neighborhood level.

**Continue supporting SCDPRT** to maintain Colonial Dorchester and cultivate new opportunities for potential future projects.

**Maintain open spaces as open whenever possible** to maintain the quality of life, health, and well-being of the community. Any new parks facility or development should follow sustainable practices and minimize impact and preserve open spaces.

**Continue projects that improve access to the Ashley River**, such as the Jessen Boat Landing project, as opportunities to better connect residents and visitors to this resource. Additionally, utilize conservation and preservation techniques to ensure protection while promoting access.

**Utilize smaller waterways**, such as the Sawmill Branch, to connect various parts of Summerville to each other with trails.

## NATURAL RESOURCES & RESILIENCY

Natural resources and environmental features create the fundamental landscape and character of Summerville. These features can impact the viability of growth and development, transportation corridors, overall Town appearance, and the identity of the community. The Ashley River is the most prominent environmental feature in Summerville. It runs along the southern side of the Town and empties south into the Atlantic Ocean in Charleston. Several smaller creeks such as Dorchester Creek, Eagle Creek, and Sawmill Branch (and canal) run through the Town. Sawmill Branch is paralleled by the Sawmill Branch Trail, the most prominent trail in Summerville.

### Stormwater Management

Urban development and the expansive use of impervious surfaces prevents stormwater from being absorbed directly into the ground where it falls. When stormwater is not absorbed or collected in a stormwater catchment sewer, countless toxins such as motor oil run off into the Ashley River and surrounding streams making them unsafe for recreation and negatively impacting the natural habitats they support. High importance should be placed on capturing stormwater before it pollutes the environment. The 2018 Stormwater Management Plan outlines controlling these measures but regular updates to the Plan are necessary. Good stormwater management not only prevents damage to property and people from flooding, but it also protects the water quality. Many green stormwater interventions such as bioswales and pervious pavement can mitigate runoff and flooding effectively.

Green stormwater infrastructure is an example of a low-impact development (LID) technique. LID can be applied to new development and existing development in urban, suburban, and rural situations. Some are as simple as planting a raingarden or a planted buffer along the road. Other more-intensive options also exist and include underground cisterns, pervious pavement, rooftop rainwater catchment systems (blue roofs), and planted rooftops (green roofs). There are a number of federal and state funding sources for municipalities wanting to implement green infrastructure systems, which the Town should research and utilize where applicable to mitigate the impact of flood events.

### Resiliency

The Town of Summerville has experienced a natural disaster as recent as within the last five years. High-vulnerability natural disasters that are among the more predominant in Summerville are flooding, hurricanes, and earthquakes. In October 2015, a low-pressure system spun off of Hurricane Joaquin and dropped 17 inches of rainfall through the eastern portions of Dorchester County. This was recorded as a thousand-year flood event. FEMA declared the Town and adjacent communities a major disaster area after having sustained approximately \$4.2 million in household damages.

Summerville, together with other smaller incorporated jurisdictions, joined in the 2015 Multi-Jurisdictional Hazard Mitigation Plan (HMP) prepared by Dorchester County. The HMP has been recently updated in 2020 to meet FEMA requirements. Updates must be approved to receive federal funding. Summerville, through its various departments, has and continues to implement the various projects, programs, and actions outlined in the HMP to continue to sustain and improved the Town's resiliency.



## Greenways & Blueways

The 2017 Green Infrastructure Plan identifies the Town's most critical natural areas/ environmental assets to help protect them as future development occurs. The Plan also recommends restorative practices to improve and preserve natural ecosystems and provide additional recreation opportunities for certain areas of Summerville. The Ashley River Blue Trail, Sawmill Branch Trail, Eagle-Chandler Trail (planned expansion), proposed trail connections and multiuse paths as identified on the Ashley River Map in the Green Infrastructure Plan are priority greenways and blueways. These areas are intended to protect natural habitats along these sensitive waterways and enable both animals and people to travel between natural spaces with minimal traffic crossing, which can endanger life. Another use of these natural resources is to create a hazard mitigation buffer between the floodable waterways and human development and vice versa protect the water from pollutants in runoff from human development.

## Recommendations

**Use the 2017 Green Infrastructure Plan as a guide** for Town staff when reviewing future development proposals to analyze their impact on these identified areas for environmental protection.

**Develop, update, and implement specific drainage and flood control studies** as new development occurs to establish protections such as riparian buffers, and to discourage development in the floodplain.

**Educate the public on how to create native habitat gardens** such as the Clemson Extension Carolina Yards program to protect habitats for wildlife and preserve the existing natural resources and open spaces.

**Further connect the green network of parks and open spaces to the Ashley River and other waterways**, including greening sidewalks and street corridors to promote and invite people of all ages to comfortably explore the natural assets of the region.

**Expand the tree canopy** to provide shade, making walking outside more inviting in the summer, as well as to absorb large amounts of potential water runoff keeping it out of the waterways.

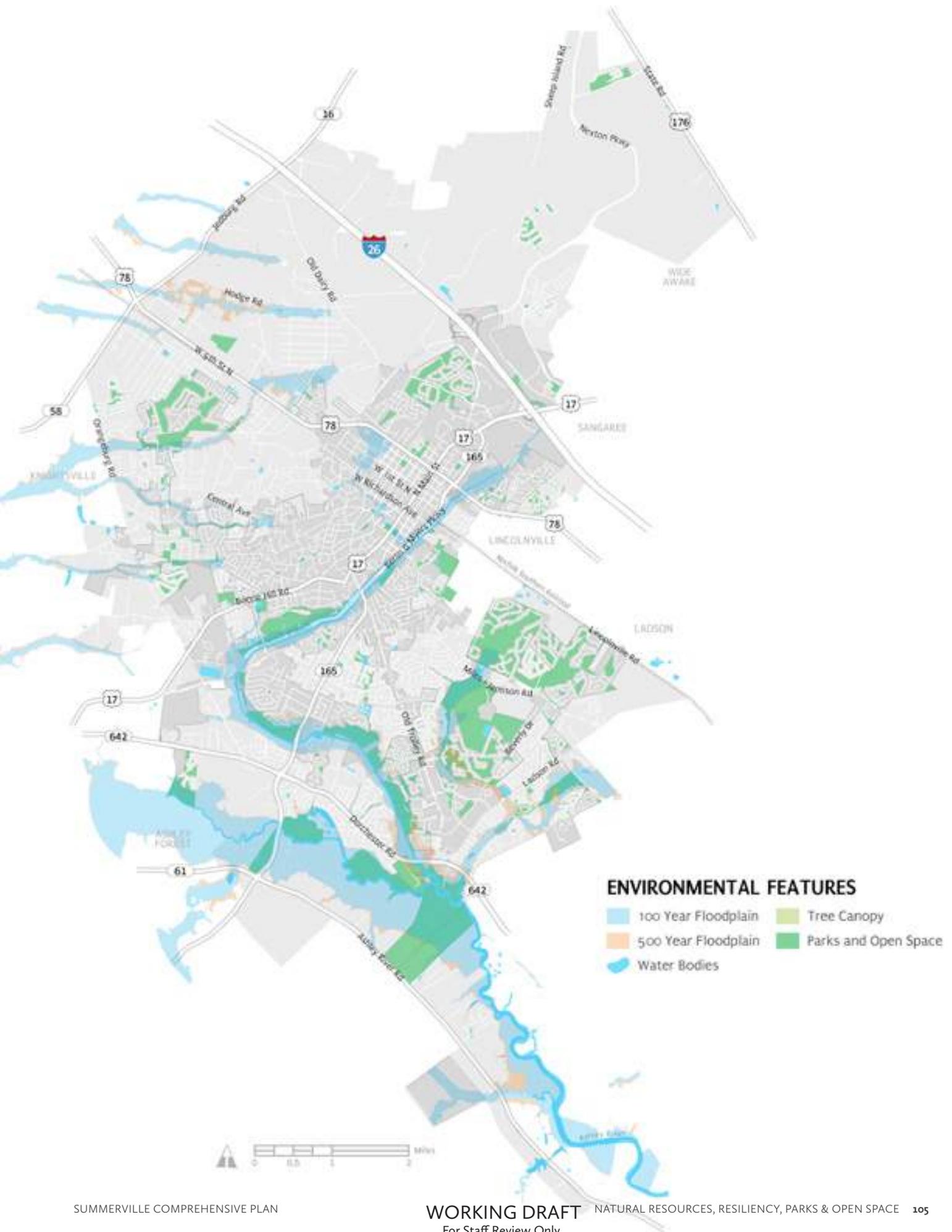
**Ensure nature-based recreation is accessible to all** and that trails, parks, and open spaces are safe, clean, and follow ADA standards providing everyone access to a healthy and active lifestyle.

**Implement Low-Impact Development (LID) techniques** into all new development and public works projects and utilize pervious materials in all new public realm projects including sidewalks and roadways where feasible.

**Maintain and update the Town-wide emergency management plans** for flood mitigation, disaster preparedness, and community resiliency.

**Maintain and update the Stormwater Management Plan (SWMP)** to support minimum control measures that use the most modern best management practices (BMP) for stormwater management.

**Continue to work with Dorchester County to implement strategies and actions from the Multi-Jurisdictional Hazard Mitigation Plan** as well as to identify any opportunities to improve the Town's resiliency to natural and manmade disasters.



**ENVIRONMENTAL FEATURES**

- 100 Year Floodplain
- 500 Year Floodplain
- Water Bodies
- Tree Canopy
- Parks and Open Space





# CULTURAL RESOURCES

Summerville has a wealth of cultural resources that attract and retain residents to the community. These assets also attract visitors to the Town. The quaint charm, character, and identity of Summerville is amplified by its historic buildings and districts, cultural events and activities, and local institutions and organizations. Summerville's growth from a small town of 3,000 residents 40 years ago to a community of over 50,000 today puts greater pressure on the need to preserve the historic assets of the Town as well as incorporate the growing diversity of people, cultures, and experiences that call it home.



# CULTURAL RESOURCES

## Goal

*Maintain historic places while enhancing and reinforcing cultural diversity to strengthen Summerville's established character.*

## Objectives

Preserve and enhance Summerville's historic structures and the architectural character of the Summerville Historic District.

Ensure that the small-town, historic character is not undermined by future development through distinct development and design guidelines.

Develop historic designations for expanded areas and neighborhoods adjacent to or outside of the Downtown Historic District, as appropriate.

Continue to honor and celebrate local history, with an emphasis on Summerville's diverse past through planned events and programmed activities.

Develop new mechanisms to support African American history and investment in culturally rich neighborhoods, including Brownsville.

Identify a site for a venue to host cultural and arts events.

Strengthen relationships with local civic institutions, organizations, and clubs, such as Summerville DREAM, YMCA, Public Works Arts Center, and Greater Summerville/Dorchester County Chamber of Commerce for community revitalization efforts.



Downtown Summerville Inset

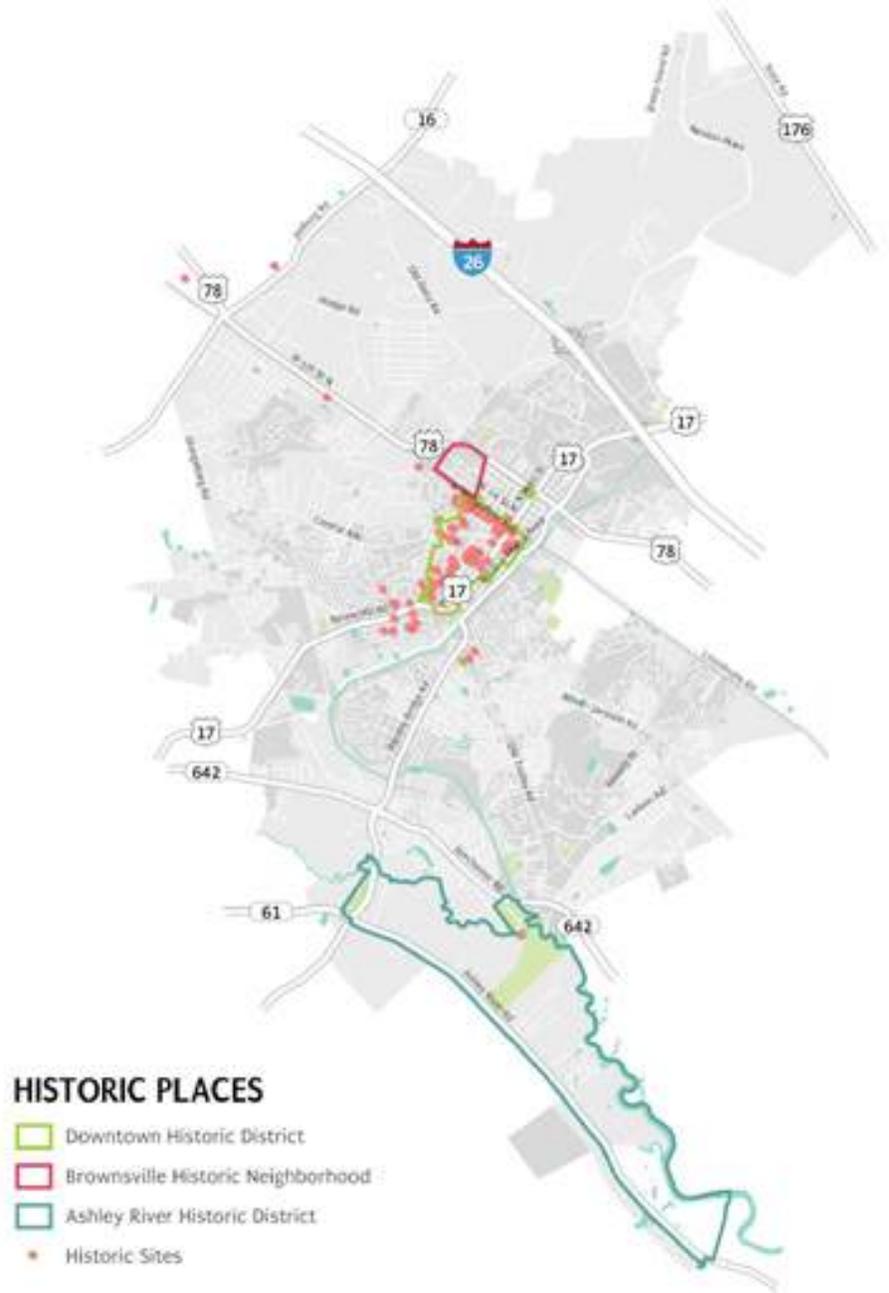
**CULTURAL RESOURCES**

- Auditorium/ Concert Hall/ Theater/Opera House
- House of Worship
- Public Attraction or Landmark Building
- Historic Site/Point of Interest



# HISTORIC PLACES

The Summerville Historic District encompasses over 700 historically significant buildings that range from single-family residential to churches and commercial buildings. All new development, demolitions, or exterior modifications in the Historic District is reviewed by the Board of Architectural Review. The Green Infrastructure Plan, and public comments indicate that there are several historic areas and structures that should be added to the historic district, particularly north of the railroad line in the Downtown area. Established in 1974, the Board of Architectural Review (BAR) oversees the Summerville Historic District to ensure its historic properties are preserved and future renovations or new development are in line with the desired image of the Town and the Historic District. There are also several properties and corridors within the Summerville area that are part of the National Register of Historic Places, including Ashley River Historic District, Ashley River Road, Middleton Place, and Colonial Dorchester State Historic Site.





Historically, Summerville has been a tourist destination known for its unique environmental assets. The architectural design of the early buildings serves as a visual reference to that period in time. These early buildings are a part of the historical narrative of the community, contributing to its small-town charm. This charm and the subsequently well-maintained historic character of Downtown and other neighborhoods help drive tourists to the Town year-round. Preserving the historic character of Summerville is extremely important in maintaining the look and feel of the community as “The Flower Town in the Pines.”

## Historic Preservation

It is important that new development be sensitive to local context. Regardless of the location or housing type, residential development or redevelopment should be carefully regulated to ensure compatibility with the scale and character of surrounding and adjacent residential neighborhoods. New infill development and alterations to existing development should maintain a setback, height, bulk, and orientation similar to that of neighboring development.

The Town has recently adopted Historic District Design Guidelines to assist residents within the Summerville Historic District as they plan projects, and to assist the BAR as they issue certificates of appropriateness for those projects. Previously, the Town had applied general national guidelines that are not specific to Summerville’s unique architecture; however, the Town now has its own guidelines to apply to its 844 historic properties. The new guidelines provide direction and expectations for demolition, renovation, rehabilitation, and/or new construction in the Historic District and generate awareness about the significance of Summerville’s historic architecture. Chapter 4 of the Design Guidelines presents an Architectural Style Guide specific to the building types

and styles found within the Summerville Historic District. Having specific design guidelines to the Town of Summerville is important not only because of the sheer number of historically designated properties but because of the unique context of the community. General national standards do not address the specific design elements exclusive to Summerville or reflect “The Flower Town in the Pines” character. Preserving the small-town character as well as respecting the historic architectural context of the District is key to maintaining Summerville’s charm.



### *Respectful Rehab and New Development*

The Town should encourage new development or redevelopment to be sensitive to, and respectful of, existing Town character and architectural diversity. This is essential in maintaining the unique character of the Historic District and overall quaint atmosphere found in the Downtown. It is important to help educate builders and homeowners to foster development that can preserve and enhance neighborhoods. Modernization of residential, commercial, industrial, and institutional properties is key to keeping these spaces competitive in the marketplace and avoiding functional obsolescence. Utilizing respectful development and renovation techniques will ensure these modernization projects are thoughtful of the Town's character.

In order to assist residents in successful modernization the Town currently provides guidance on funding programs to property owners to prevent deterioration of historic structures and maintain affordability. One of which is the Historic Rehabilitation Credit. This tax credit covers all Nationally Registered Historic Places in Downtown Summerville. This program provides tax incentives and assistance in rehabilitation of historic properties utilizing State and Federal funds. Another rehab financing tool is the Historic Tax Credit for Owner Occupied Property which gives homeowners a 25 percent tax deduction for repair/rehab costs and can help overcome the financial burden of choosing historical rehab over gutting a building. For properties intended for affordable housing, the SC Community Loan Fund provides nontraditional loans and technical assistance. Unfortunately, these programs only cover Historically Registered buildings and affordable housing. The gap in rehab financing is with financing rehab properties that are not on the Register and are not intended for affordable housing. In the interest of preserving the character of the historic and adjacent neighborhoods, the Town of Summerville should consider providing a loan or grant gap funding tool for residents wanting to rehab older buildings that are not on the Register. This gap financing

should enable property owners the option to rehab their properties with consideration to the historic integrity of the buildings and essentially eliminate/minimize the cost prohibitive nature of historic preservation practices.

Any new development project in Summerville creates the opportunity to implement sustainable development practices. Improved stormwater management is a near- and long-term priority for the Town and should continue to be addressed in a comprehensive manner within all residential areas. New developments present the perfect scenario to utilize Low Impact Development (LID) best practices. LID best practices include but are not limited to the use of naturalized storm water retention and detention basin areas, the use of rain gardens, blue roofs, green roofs, and rain collection systems. To work towards the Town's goal of managing stormwater the Town should consider requiring pervious paving materials and the implementation of LID practices to all new construction projects to reduce short and long-term contributions to stormwater run-off.



### *Brownsville*

As noted previously in the Housing & Neighborhoods Chapter (page 49), Brownsville is a historic African American neighborhood in the northern area of Summerville. The community was home to one of the first African American schools in Dorchester County, Alston Grade School built in 1910. The school was relocated in 1953 to Byran Street and served the community as a high school up until it closed in 1970 after desegregation in the County. Much of Brownsville's history is built upon this educational institution. The original Alston School is commemorated by a marker erected at the school's former site at West 1st North Street and North Cedar Street. In 2000 the Alston Heritage Foundation constructed the Alston Middle School and in 2016 the Alston-Bailey Elementary School was completed, highlighting the construction of a new educational institution in the community.

Despite the new school, many houses and sidewalks in this area have experienced disinvestment and are in need of repair. Brownsville presents an opportunity to strengthen the legacy African American heritage has in Summerville. Targeted revitalization of key streets can help trigger greater development and investment in the historically significant neighborhood. However, new development should be inclusive of the historically African American community and not displace existing residents. To help ensure equitable development occurs, the Brownsville neighborhood has been established as an Opportunity Zone in the Summerville region.

Opportunity Zones are designed to spur economic development and job creation in distressed communities throughout the country by providing tax benefits to investors who invest eligible capital into these communities. These Zones incentivize the investment of equity into a neighborhood and generate new jobs creating greater opportunities for residents in the area. To prevent displacement of residents and existing businesses the Town should also consider implementing policies such as inclusionary zoning, linkage fees, local hiring requirements, property tax relief, rent stabilization policies, and housing trust funds.



## LOCAL CULTURE

The Town hosts numerous cultural events and activities throughout the year that provide residents with cultural entertainment and benefit local businesses. Events include the weekly Farmer’s Market, the Ghostwalk Halloween celebration, and the annual Christmas Parade & Tree Lighting. The largest event is the Flowertown Festival in April, which takes place in Azalea Park. Hosted by the YMCA, the Festival celebrates the commencement of spring each year, drawing crowds to view blossoming flowers and enjoy entertainment, food, and arts and crafts.

The Town also hosts the Freedom Fest celebration on Independence Day with live music, food vendors, and fireworks. These celebrations are important to the sense of community the Town of Summerville promotes and provide opportunity for interactions and shared experiences between residents. Additionally, events like the Flowertown Festival connect events to abundant natural resources to create yet another large regional draw for the community furthering establishing tourism as one of the Town’s key industries.

Town of Summerville also has events intended to foster connections between the community and commerce. Summerville DREAM, a nonprofit with a mission to promote Downtown revitalization, hosts Third Thursdays each month, when Downtown shops, restaurants, and art galleries extend their hours until 8:30 p.m. or later.

This extension helps bring more people into Downtown during the week, reinforcing it as a community gathering space and providing more patrons for businesses. On most Third Thursdays, Hutchinson Square becomes an entertainment venue, with live local musicians and vendor booths. DREAM also hosts the annual Sweet Tea Festival, #FeedtheVille, and a variety of other events throughout the year, serving the Town with additional events and activities for all. These events not only reinforce the importance of Downtown for residents but also for regional visitors.



## Organizations

In addition to events, the Town has several well-regarded performing arts groups, including the Flowertown Players, Summerville Community Orchestra, and the Singers of Summerville. These groups not only bring entertainment to residents and visitors to the community, but also attract spending for local businesses nearby. Before its closure in 2017, the Arts, Business and Civic Coalition (ABCC) advocated for the development of a civic center facility to provide a venue for cultural events in Summerville, including for the Summerville Community Orchestra and Singers of Summerville.

The previous comprehensive plan, adopted in 2009, originally identified the old armory as a potential site; however, a study completed in 2012 determined the location to be unsuitable. The armory has since been converted to the Rollins Edwards Community Center (RECC), a new indoor recreation facility. Another example of adaptive reuse of existing facilities for public programming in the Town is the Public Works Arts Center in the former Post Office and SCPW building. Each of these organizations provides opportunities for residents to be involved with a group, cause, or hobby outside of their daily life/work regimen. These opportunities are some of the greatest cultural assets to Summerville. The Town should support these assets and foster their growth into the future.

The Town should consider expanding opportunities and diversity by providing program funding sources like a Community Block Grant for sponsored events and facilities for less established community groups. Meeting spaces are important as many already established organizations currently struggle to find space in Summerville. The Town should facilitate collaborations with businesses and community facilities to create more flexible meeting spaces for groups across the Town. The Town should consider expanding the online portal for available space and reservations to include these more informal/flexible meeting spaces.



## Places of Worship

Religion is a significant part of Summerville's history and present-day culture. As such, numerous places of worship dot the community map. These churches or religious centers serve as community gathering spaces where residents can practice their religions, bond over common faith, or attend social or cultural gatherings. There are a variety of races, faiths, and cultures within Summerville, which is reflected in the diversity of religious facilities in the Town.

A few places of worship within Summerville include Summerville Baptist Church, Saint John the Beloved Catholic Church, Bethany United Methodist Church, Church of God Brownsville, and Cummins Theological Seminary. As prominent institutions in Summerville, places of worship should be supported and utilized for their direct connection and impact to the community.

## Recommendations

**Preserve and enhance Summerville's historical structures** and the architectural character of the Historic District. This can be achieved by utilizing the new Historic District Design Guidelines and ensuring there is political weight behind enforcing these standards.

**Ensure that the small-town, historic character is not undermined** by future development.

**Develop historic designations for expanded areas and neighborhoods** adjacent to or outside of the historic district, as appropriate. The Town should also consider more historic buildings not on the register for designation within the Town.



**Consider utilizing a gap financing tool** for property owners interested in historic preservation of older buildings that are not on the Historic Register and therefore do not qualify for Historic Tax Credits.

**Maintain the historic character and charm of Downtown** by encouraging smaller, locally-owned businesses and shops.

**Continue to honor and celebrate local history**, with an emphasis on Summerville's diverse past.

**Utilize the Opportunity Zone to foster reinvestment in the Brownsville neighborhood**, ensuring the participation, inclusion, and support of existing neighborhood residents. Identify key streets in Brownsville for improvement and renewal.

Identify additional mechanisms to support and strengthen the long-standing African American history of Summerville, ensuring investment in culturally rich neighborhoods such as Brownsville.

Identify a new site for a cultural facility to provide a venue for cultural events and the arts to meet the needs of the community.

**Consider providing a community group grant program** and tool to find meeting spaces throughout the Town.

**Maintain and grow partnerships with local civic institutions, organizations, and clubs**, such as Summerville DREAM and the YMCA to help continue the management and development of a variety of community events.



WORKING DRAFT  
For Staff Review Only



# PRIORITY INVESTMENT PROJECTS

*Summerville: Our Town, Our Future* provides direction for growth and development within the Town and the planning area, and serves as a guide for Town staff, officials, residents, and stakeholders. The Comprehensive Plan is the product of a collective effort between Town staff and elected and appointed officials, the Comprehensive Plan Advisory Committee, the Planning Commission, Town Council, and most importantly, the Summerville community. It represents the end of a 20-month planning process, but also the first step towards guiding change within the community and implementing the recommendations of the Plan.

The *Implementation* chapter translates the Comprehensive Plan's recommendations into direct action. This chapter outlines specific steps to assist the Town in achieving the Comprehensive Plan's long-term vision. It includes an action matrix detailing recommendations to realize the Comprehensive Plan's supporting strategies and identifies a variety of potential funding sources to support these efforts.



## ADMINISTRATION

The Comprehensive Plan should be used daily, functioning as the official policy guide for land use, development, and community improvement in Summerville. It should act as the “go-to” document to assist Town staff, the Town Council, and other boards and commissions, providing direction for the review and evaluation of future projects, development proposals, and initiatives. In addition, the Town should encourage service providers and partner organizations to utilize the Plan when establishing goals and analyzing future development, new facilities, infrastructure extensions, and programming.

## Regularly Use the Plan

To ensure daily usage and further educate the community about the Summerville: Our Town, Our Future Comprehensive Plan, the Town should:

- Make copies of the plan document available online.

- Aid the public in explaining the Plan and its relationship to public- and private-development projects and other proposals, as appropriate.

- Assist the Town Council and other boards and commissions in the day-to-day administration, interpretation, and application of the Plan.

- Meet with department directors and officials to explain the purpose, importance, and benefits of the Plan.

- Provide a Plan “orientation” for new staff, officials, and board members that highlights key takeaways and major goals of Summerville: Our Town, Our Future that are essential to local policy and initiatives.

- Maintain a list of current possible amendments, issues, or needs that may be the subject of change, addition, or deletion from the Plan.



## Develop & Maintain Partnerships

The Town of Summerville should be the primary lead for plan implementation, coordinating administrative actions and public improvement projects as identified within the Comprehensive Plan. The success of implementation will be reliant on developing and maintaining partnerships with the numerous stakeholders throughout Summerville, including public agencies, neighborhood groups, adjacent municipalities, the local business community, foundations, and the private sector. Given the breadth and scope of the Plan, these organizations will be essential to assisting the Town in reaching the established goals and vision for the future of Summerville.

Per the recommendations of the Plan, the Town should identify specific organizations and agencies to assist with implementation and explore opportunities for potential partnerships and collaborations. This should include open and regular communication with a Technical Review Committee for large scale development and subdivision proposals with representatives from Water and Sewer Authorities, Utility Providers, School Districts, SCDOT and in the future, CARTA and Tri-County Link as public transit service increases within the Planning Area.

Discussion should occur following the adoption of the Plan regarding what goals and recommendations are most likely to affect partner agencies. Further, the Town should encourage property owners and developers to undertake improvements and new construction that conforms to the directives of the Plan.

## Maintain Public Communication

The Comprehensive Plan was supported by an outreach process intended to gather public input and foster a sense of stewardship and excitement for the Plan. Through outreach events, public workshops, the project website, online surveys, interactive mapping tools, and other media, residents and stakeholders were able to get involved and stay informed of the Plan's development. This public participation throughout the process helped communicate the importance of planning and provided individuals with a clear understanding of ongoing efforts to better their community and improve overall quality-of-life.

The outreach process should serve as a foundation for continued communication with members of the public throughout the implementation process. The Town should ensure that major recommendations and the overall vision for Summerville, as defined within the Plan, are conveyed to the entire community. This should be supported by regular updates, coverage of major milestones, and additional opportunities for residents to voice their opinion. In addition, the Town should maintain avenues by which residents and stakeholders can communicate with Town staff and receive information about planning and development efforts. This should include methods for residents to voice questions and concerns that are then reviewed and addressed in a timely manner.



## Update Regularly

Noting the Town's dedication to thoughtful planning, the Comprehensive Plan should not exist as a static document, but rather the center of a continuous planning process. Following adoption of the Plan, the community will continue to move forward, change, and evolve. As such, the Plan should be updated on a regular basis to respond to these changes, addressing shifts in community aspirations and demographic trends as well as new and unexpected issues as they arise. The Town should regularly initiate a systematic review and analysis of the Plan.

In general, a full review should be completed at least every two to three years. Best practice, however, would be an annual review. This process should coincide with preparation of the Town's annual budget and Capital Improvement Plan (CIP), enabling recommendations and projects from the Plan to be considered as part of upcoming funding commitments for that fiscal year. Establishing a routine for review of the Plan will ensure the document remains relevant to the needs and desires of Summerville.

## ZONING REGULATIONS

The Town's development regulations in the Zoning Code provide the legal framework for the Comprehensive Plan's recommendations. It is important that these controls, including zoning, property maintenance, and code enforcement, and other related codes and ordinances, are reviewed to ensure that all are consistent with and complementary to the Comprehensive Plan. The Comprehensive Plan sets forth policies regarding the use of land within the Town and establishes guidelines for the quality and character of new development to be promoted in the years ahead. The Comprehensive Plan's policies and guidelines should greatly assist the Town in fine tuning zoning and development code regulations to better reflect the needs of the Summerville community.

## FUNDING SOURCES

Many of the policies and strategies recommended in the Comprehensive Plan can be implemented through regulatory amendments, administrative policies, or partnerships, and can be executed immediately with minimal or no financial cost. Others, however, may require special financing or expertise. In these cases, the Town should pursue external partnerships and funding sources. A list of potential funding and incentives is in the following section. Town staff should regularly monitor these sources to account for legislative or statutory changes that may influence the applicability or availability of funding, as well as proactively seek new, available funding sources. The following list provides a general overview of the potential tools and resources rather than a detailed summary of requirements and applications



## Economic Development

### *New Market Tax Credit (NMTC)*

Administered by the Department of the Treasury, NMTCs are designed to increase the flow of capital to businesses and lower-income areas by providing a modest tax incentive to private investors, businesses, and communities across the country. The program is administered by South Carolina Jobs-Economic Development Authority (JEDA) on behalf of the U.S. department of Treasury through the Community Development Financial Institution.

### *Abandoned Buildings Credit*

Established through the SC Abandoned Buildings Revitalization Act in 2013, this credit promotes the rehabilitation of eligible empty or underutilized buildings. Property owners can choose between two credit options: income tax or property tax. The income tax credit can be up to 25 percent of eligible expenses taken against state taxes and fees but cannot exceed \$500,000 in any year. Also eligible for up to 25 percent of expenses, the property tax credit cannot be more than 75 percent of the real property taxes dues for the building. This credit can be combined with the Historic Rehabilitation Tax Credit.

### *Tax-Increment Financing (TIF)*

The State of South Carolina allows local governments to designate special tax assessment districts to generate revenue for construction of infrastructure projects and public facilities through taxincrement financing (TIF), municipal improvement districts (MID), business improvement districts (BID), and residential improvement districts (RID). TIF Districts allow a municipality to channel property tax revenue to an account programmed for financing infrastructure or public facility improvements within predetermined district locations. Municipal Improvement Districts (MID) function in the same manner as a TIF District, however MIDs are special assessments primarily used to fund vertical public facilities as opposed to infrastructure improvements use primarily through TIF Districts. BIDs function similar to MIDS, whereas property owners in the district voluntarily agree to an additional assessment on their properties to maintain and enhance the district. RIDs also function similar to MIDs, however RIDs may be used to construct schools. A TIF is currently being utilized in the Oakbrook neighborhood to support the recommendations outlined in the Oakbrook Redevelopment Plan.

### *South Carolina Community Loan Fund, Community Business Loans*

South Carolina Community Loan Fund (SCCLF) provides loans up to \$1,000,000 to finance acquisition, predevelopment, infrastructure, construction, renovation, leasehold improvements, machinery and equipment, working capital, and permanent financing business costs. This Community Development Financial Institution provides equitable access to capital and financing projects and small businesses that build healthy, resilient South Carolina Communities and is certified by the State and U.S. Treasury. Other lending programs includes affordable housing financing and healthy food enterprise financing.

### *South Carolina Community Loan Fund, Community Facility Loans*

SC Community Loan Fund (SCCLF) provides loans between \$50,000 and \$1,000,000 to finance acquisition, predevelopment, infrastructure, construction, rehabilitation, and permanent financing development costs. Funding for this loan comes from the State and U.S. Treasury.



### *Revolving Loan Fund (RLF)*

The Revolving Loan Fund specializes in gap financing or resolving cash shortages that assist startup and growing businesses whose projects help improve the tri-county economy. The primary purpose of the RLF is to aid in the creation and retention of jobs in the Berkeley Charleston Dorchester (BCD) region. This fund is administered by the Berkeley Charleston Dorchester Council of Governments (BCDCOG). Loan amount are determined on case-by-case basis between \$50,000-\$200,000.

### *Brownfields Program*

The EPA offers two separate grants to cleanup and reuse contaminated sites—an assessment grant of up to \$300,000 for three years to identify the presence of hazardous materials and a cleanup grant of up to \$500,000 for three years to remediate any identified hazardous materials. The cleanup grant requires a 20 percent match, but the assessment grant does not require any matching funds.

### *Opportunity Zones (OZ)*

Enacted as part of the 2017 tax reform package (Tax Cuts and Jobs Act), Opportunity Zones are federal tax incentives to increase investment in low-income urban areas and rural communities. This economic development incentive allows investors to support distressed communities through private equity investments in businesses and real estate projects. The incentive is the deferral, reduction, and potential elimination of specific federal capital gains taxes. Investments are only applicable in a federally designated low-income census tract, of which Summerville has one (Dorchester County tract 107). This tract is located largely within the historic Brownsville neighborhood. Investments must be made into a Qualified Opportunity Fund (QOF). The QOF then must deploy 90 percent of the funds into qualified opportunity zone properties or businesses within six months.

### *Bailey Bill*

The Bailey Bill is a property tax incentive for revitalization of historic buildings. The incentive allows municipal governments to lock in a property tax assessment for up to 20 years, based on the fair market value before rehabilitation of the building.

## Workforce Development

### *Workforce Innovation and Opportunity Act (WIOA)*

The Workforce Innovation and Opportunity Act is designed to help jobseekers access employment, education, training, and support services. The WIOA also matches employers with skilled workers that can compete in the global economy. Administered by the South Carolina Department of Employment and Workforce and 12 Local Workforce Development Areas (LWDAs) across the State, the BCDCOG administers the WIOA funding for the Summerville region. The 2020 WIOA program will allot between \$83,710 and \$2,150,120 in funding per state.

### *readySC*

The readySC program provides recruiting and training assistance to companies that are expanding or looking to move to South Carolina in partnership with the SC Technical College System. The program works with the 16 technical colleges to develop curriculum tailored to meet a company's workforce requirements at no cost to that company. This program is administered by the SC Technical College System on behalf of the SC Department of Employment and Workforce.



### *Apprenticeship Carolina Program*

This program ensures that all employers have access to the resources they need to create a registered apprenticeship program. Companies with registered programs earn a \$1,000 South Carolina State tax credit for each registered apprentice. This program is administered by the SC Technical College System on behalf of the SC Department of Employment and Workforce.

### *Enterprise Zone Retraining Credit Program*

This program reimburses companies engaged in manufacturing, processing, or technology intensive activities related to manufacturing for certain training and education provided to employees. Companies can claim a credit of \$1,000 per employee against withholding taxes. This program is administered by the SC Technical College System.

## Housing

### *Low-Income Housing Tax Credit (LIHTC)*

LIHTC are dollar-for-dollar federal tax credits for the creation of multifamily, affordable housing units. A developer could receive either a four or nine percent credit to cover the costs of redeveloping a multi-family building. This credit helps to increase the housing stock of livable housing units in neighborhoods. In addition, it provides affordable options for low-income families and helps them to access better neighborhoods.

### *SC Housing Homeownership Program*

Administered by the South Carolina State Housing Finance and Development Authority (SC Housing) Homeownership Program assists low-to-moderate income families and individuals by offering a competitive, fixed interest rate mortgage loan. SC Housing also offers forgivable down payment assistance of up to \$6,000. These funds may also be used to pay closing costs.

### *Historic Rehabilitation Tax Credit (HTC)*

HTCs are subsidies used for the preservation of historically significant buildings and/or neighborhoods. A developer could receive up to a 45 percent tax credit for the rehabilitation and maintenance of a historic property. The Federal Historic Tax Credit provides a 20 percent federal income-tax credit to renovate income-producing, historic buildings. The State's Historic Preservation Tax Credit allows developers to obtain up to a 25 percent state income-tax credit on the rehabilitation of a historic property. Qualifying housing could be saved, and properties of significance preserved.

### *HTF Group Home & Supportive Housing Program*

The Group Home Activity is designed to provide financing to eligible sponsors for the purpose of funding a Group Home that provides a combination of services and permanent housing for permanently disabled individuals. This type of housing includes only community training homes and residential care facilities operated by the Department of Disabilities and Special Needs. There is a maximum allowable subsidy per project up to \$100,000 or 50 percent of the total development cost.



### *Community Development Block Grant (CDBG) Program*

CDBG grants can fund projects ranging from revitalizing neighborhoods to improving community infrastructure, providing public facilities and creating or retaining jobs. The estimated 2020 allocation for CDBG to the State is over \$20 million.

### *SC Housing Trust Fund (HTF) Home Repair Program*

The Housing Trust Fund (HTF) is a State-funded program designed to provide financial assistance in the development and preservation of safe, decent, sanitary, and affordable housing for low-income households. The Home Repair Program is intended to provide very-low-income homeowners financial means to make repairs to their primary residence to correct life, health, and safety issues; provide ADA access for disabled persons; repair or replace major housing systems; and address structural problems. For Emergency Repairs (ER), a maximum funding of \$10,000 is allowed. For Owner-Occupied Repairs (OOR) the maximum allowable funding for each Block Grant is \$109,000, while the maximum amount per property is \$25,000.

### *HOME Investment Partnership (HOME) Program*

The State Housing Finance and Development Authority (SC HOUSING) administers the HOME Program. This program provides funding for multifamily housing activities, including development of affordable rental housing, small rental development, short-term rental assistance and tenant-based rental assistance for low-income, special-needs households. Funding must be used for households at or below 30 percent Area Median Income (AMI) or the federal poverty level. Over \$15 million is available statewide in funding.

### *ESG Program*

The State Department of Administration administers the ESG Program. Provides funds for conversion and rehab for transitional housing, financial assistance, overnight shelter, rapid re-housing, and rental assistance services. Over \$2 million is available statewide in funding.

### *Housing Opportunities for Persons with AIDS (HOPWA)*

The State Department of Health and Environmental Control (DHEC) administers the HOPWA Program. The Program provides funding for permanent housing in facilities, permanent housing placement, short-term or transitional housing facilities, short-term rental mortgage and utility (STRMU) supportive services, and tenant based rental assistance (TBRA) supportive services for people living with HIV/AIDS. Over \$2 million in funding is available.



## Transportation

### *Guideshare Program*

The Guideshare Programs is allocated by South Carolina Department of Transportation (SCDOT) and provides funds for road improvements. The Guideshare sets the annual budget for highway improvements within each Metropolitan Planning Organization (MPO) or Council of Governments (COG) based on population and vehicle miles traveled in each region. Over \$18 million in funds are available Statewide.

### *Transportation Impact Fees*

Transportation Impact Fees ensure that new development pays if not helps to pay the construction costs of new public facilities necessary to serve that development taking the burden off taxpayers. Revenue from Transportation Impact Fees can be combined with other local funding sources to accelerate major infrastructure and facility improvements.

### *Upgrades Program*

This program consists of the Interstate Upgrade Program, a State-managed program for the Interstate System, and Rural and Urban System Upgrade Program (Guideshare). Funding for the program is made available by the SCDOT Commission to address MPO and COG priorities, such as intersections, road widening, and new road construction. System upgrade funding typically requires a 20 percent match.

### *BUILD Transportation Grants*

The Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grant program replaces the preceding Transportation Investment Generating Economic Recovery (TIGER) grant program. BUILD appropriates \$1 billion to selected participants for projects that include safety, economic competitiveness, quality of life, environmental protection, state of good repair, innovation, and partnership. This grant is administered by the U.S. Department of Transportation.

### *SC Transportation Alternative Program*

The Transportation Alternative Program (TAP) is a federally funded grant for state and MPO agencies to use to build pedestrian facilities, bicycle facilities, and streetscaping projects. It is not an “up-front” grant program and funds are available only on a reimbursement basis. This program is administered by SCDOT and has allocated over \$880,000 in funding to the Charleston Area Transportation Study (CHATS) region. A local match for 20 percent of total cost for projects is required.

### *Pavements Program*

Funding is divided between three categories of improvements including reconstruction, rehabilitation, and preservation. Funding for resurfacing of Primary Routes (U.S. and SC) and State secondary routes are eligible for federal funding. Pavement and Reconstruction funds typically require a 10 or 20 percent match depending on the project type.



### *Infrastructure Maintenance Trust Fund (IMTF)*

This fund is administered by SCDOT from incremental gas and diesel taxes collected through the 2023 financial year and vehicle purchase fees. Funds can only be used for the repair, maintenance, and improvement of existing transportation systems.

### *“C” Program*

“C” funds come from an allocation of the State Gas Tax and are administered by SCDOT in partnership with counties for approved projects including maintenance, repairs, and improvements to State and county highway systems. In 2019, Berkeley, Charleston, and Dorchester Counties collectively received over \$8 million in funding.

### *Dorchester County Sales Tax Transportation Authority (DCTA) or the Penny Sales Tax Transportation Authority*

This program is funded by the one-cent sales tax, SCDOT and the Federal Highway Administration (FHWA). Roughly \$125 million is available in funding and is administered by Dorchester County for projects related to constructing and improving roadways, intersections, and sidewalks.

### *Charleston County Transportation Sales Tax*

This is a one-cent transportation sales tax in place to finance local transportation infrastructure projects. Roughly \$9 million is available per year until 2030 for resurfacing, bike/pedestrian, local paving, and intersection improvement projects within the County. Project funding is allocated by the Charleston County Council.

### *South Carolina Transportation Infrastructure Bank*

This program is administered by SCDOT to provide loans and other financial assistance for the construction and improvement of highway and public transportation facilities. Amount of financial assistance provided on project, if any, is determined by the Board based on the Evaluation Committee recommendations.

### *Safe Routes to School*

The Federal Highway Administration provides funding for individual schools to create walking and biking routes that are safe for students. Schools, school districts, municipalities or other governmental bodies, or nonprofit associations are eligible to apply. This fund is administered by SCDOT.

## **Parks, Trails & Open Space**

### *Recreational Trails Program*

The Recreational Trails Program (RTP) is a federal-aid assistance program designed to help states provide and maintain recreational trails for both motorized and nonmotorized recreational trail use including hiking and kayak/canoeing trails. Administered by South Carolina Parks, Recreation and Trails (SCPRT) under the approval of the Federal Highway Administration, applicants are required to match 20 percent of the overall cost.

### *Boating and Infrastructure Grants (BIG)*

The Boating Infrastructure Grant program provides grants for the development and maintenance of boating infrastructure facilities in South Carolina for transient recreational vessels. Administered by the South Carolina Department of Natural Resources (SCDNR), eligible projects include mooring buoys, day docks, floating docks, and fixed piers, as well as certain support facilities and equipment. Both publicly owned and privately owned marina facilities that are open to the public are eligible to apply for funding. Grants may not exceed \$200,000 and require a 25 percent match.



### *Park and Recreation Development Fund (PARF)*

The PARF grant program is a state-funded noncompetitive reimbursable grant program for eligible local government or special purposes district entities within each county which provide recreational opportunities. This is an 80-20-match noncompetitive program available to eligible local governmental entities within each county area for development of new public recreation facilities or enhancement/renovations to existing facilities.

### *Sports Tourism Advertising and Recruitment Grant (STAR Grant)*

Provides state grants to nonprofit tourism or sports-related organizations for common sporting event recruitment costs such as bid fees, event advertising and equipment rentals directly related to the event. This grant will provide a match for actual expenditures if the bid is successful on a 1:1 match up to \$50,000.

## **Environment & Sustainability**

### *Transfer of Development Rights*

The Transfer of Development Rights (TDR) program can be used to redirect growth and development away from environmentally sensitive areas to locations in which existing and planned infrastructure capacity and transportation improvements are scheduled. The Town of Summerville can implement a TDR program to conserve culturally, historically, and environmentally sensitive areas in the region.

### *Land and Water Conservation Fund*

This fund provides matching grants to states and local governments for the acquisition and development of public outdoor recreation areas and facilities (as well as funding for shared federal land acquisition and conservation strategies). Funds are provided through the U.S. Forest Service, U.S. Fish and Wildlife Service, National Park Service, and Bureau of Land Management.

### *Wildlife Restoration Program*

The U.S. Fish and Wildlife Service provides grant funds to states and insular fish and wildlife agencies for projects to restore, conserve, manage, and enhance wild birds and mammals and their habitat.

### *319 Nonpoint Source and Clean Water State Revolving Fund Joint Funding*

The 319 Nonpoint Source (NPS) Program can be used to fund a variety of NPS water pollution control projects that reduce pollution into South Carolina waterbodies. The Clean water State Revolving Fund (CWSRF) is a low-interest loan program to fund water quality protection efforts including assistance for public entities for management activities. Both of these programs are administered by the SC Department of Health and Environmental Control (DHEC). The 319 funding requires a 40 percent nonfederal match and the CWSRF fund may serve as this nonfederal match for certain 319 projects.



## Arts & Culture

### *Our Town Grants*

Provided by the National Endowment for the Arts, Our Town Grants offers support for projects in several areas including: arts engagement, cultural planning, and design projects. These projects represent the distinct character and quality of their communities. These projects require a partnership between a nonprofit organization and a local government entity, with one of the partners being a cultural organization. Matching grants range from \$25,000 to \$150,000.

### *Operating Support for Small Organizations (OSS) Grants*

This grant program provides up to \$2,500 per year for eligible nonprofit organizations and units of government with a total arts expense budget of \$75,000 or less and have offered a minimum of one fiscal year of programming. The grant recipient must match funding on a 1:1 requirement. This fund is administered by the South Carolina Arts Commission.

### *Folklife & Traditional Arts (FLK) Grants*

Available to nonprofit organizations and units of government to ensure the living traditions remain a vibrant and visible part of community life in South Carolina. Funding is administered by the South Carolina Arts Commission for up to \$6,000 with a 1:1 match requirement.



## ACTION MATRIX

The Action Matrix offers a comprehensive list of all implementation strategies, policies, and recommendations contained within the Summerville: Our Town, Our Future Comprehensive Plan. The matrix provides staff with a tool to prioritize implementation activities and projects over the life of the Plan. In addition, the matrix allows the Town to approve specific, actionable items on an annual basis and evaluate progress based upon completed implementation strategies. The implementation action matrix offers a brief description of each project and indicates the following:

### Priority Investment

Specific to South Carolina state law, priority investment identifies key projects within the Comprehensive Plan that should be prioritized for completion with public funds. The Priority Investment Act states, “South Carolina Priority Investment Act by amending section 6-29-510, relating to comprehensive plans of local planning commissions, so as to amend the housing element and to provide for transportation and priority investment elements of comprehensive plans; to amend section

6-29-720, relating to regulation of zoning districts, so as to allow local governments to develop market-based incentives and elimination of nonessential housing regulatory requirements to encourage private development, traditional neighborhood design, and affordable housing in priority investment areas; to amend section 6-29-1110, relating to definitions, so as to define ‘affordable housing’, ‘market based incentives’, ‘traditional neighborhood design’, and ‘nonessential housing regulatory requirements’; to amend section 6-29-1130, relating to regulation of local governing body governing the development of land upon the recommendation of the local planning commission, so as to further provide for the content of these regulations relating to land development; and to provide that local governments amend their comprehensive plans to comply with these provisions.” Each priority investment recommendation includes potential funding sources, currently available, to complete part or all of the project. While other sources are available, those listed are well-utilized at the local level across the State.

### Responsible Entities & Partner Organizations

Responsibility includes government bodies, civic organizations, private entities, and other associations that may be able to aid Plan implementation. As applicable, lead responsibility groups should coordinate with potential partners to explore opportunities for collaboration to complete the identified recommendation.

### Time Frame

‘S’ = Short-Term (1-3 Years)

‘M’ = Mid-Term (3-5 Years)

‘L’ = Long-Term (5+ Years)

‘O’ = Ongoing (Requires immediate action and continued attention throughout the life of the Plan)

## ACTION MATRIX

NUM	PG	RECOMMENDATION	PRIORITY ACTION	PRIORITY INVESTMENT	RESPONSIBLE ENTITIES & PARTNER ORGANIZATIONS	TIME FRAME
Chapter 3 Land Use & Development Plan						
1	24	Residential development in the Downtown area should provide a mix of denser single-family detached, single-family attached, and multi-family housing to help support commercial and office businesses in Downtown.			Planning, Planning Commission, Town Council, Design Review Board, Business/property owners, Developers	○
2	24	The overall character and design of housing options in this area not included in a mixed-use building should match that of the Downtown to ensure compatibility and support desirable transitions to other areas farther away from Downtown, particularly the Town's historic neighborhoods.			Planning, Planning Commission, Town Council, Design Review Board, Business/property owners, Developers, Historic District/Board of Architectural Review	○
3	24	All development in the Downtown Transition area must be compatible with Downtown development and the adjacent residential or commercial uses.			Planning, Planning Commission, Town Council, Design Review Board, Business/property owners, Developers	○
4	24	Commercial uses in the Neighborhood Mixed Use designation should include residentially scaled businesses, such as sales of consumer goods, health and personal care, professional services, offices, restaurants, and religious institutions			Planning, Planning Commission, Town Council, Design Review Board, Business/property owners, Developers	○
5	26	Maximize the amount of development and redevelopment in urbanized portions of Summerville through market-responsive regulations and infrastructure installations and upgrades.	*	Community Development Block Grant (CDBG) Program, Guidesshare Program, Transportation Impact Fees, TIF/MID/RID, BUILD Transportation Grants, Dorchester County Sales Tax Transportation Authority (DCTA), SC Transportation Infrastructure Bank	Planning, Engineering, Public Works, Planning Commission, Town Council, SCPW, BCWS, DCWS, DCWA, NCSD, Business/property owners, Developers	○
6	26	Prioritize the maintenance and upgrading of existing infrastructure in areas designated for more intensive development over the installation of new infrastructure in long-term growth areas.	*	SC Housing Trust Fund (HTF) Home Repair Program, Pavements Program, Infrastructure Maintenance Trust Fund (IMTF), "C" Program, CDBG	Planning, Engineering, Public Works, Planning Commission, Town Council, SCPW, BCWS, DCWS, DCWA, NCSD, Business/property owners, Developers	○
7	26	Limit the extension of infrastructure to those incorporated areas designated for development in the Land Use Plan.	*	Land and Water Conservation Fund, Transfer of Development Rights	Planning, Engineering, Public Works, Planning Commission, Town Council, SCPW, BCWS, DCWS, DCWA, NCSD, Business/property owners, Developers	○
8	26	Due to its planned growth and already significant presence in the Town, development in Nexton should be prioritized and supportive of its existing master plan.			Planning, Planning Commission, Town Council, Business/property owners, Developers	○
9	26	Prioritization of areas for incorporation within identified Town Edges growth strategy should be given to areas that include commercial development over solely residential areas.			Planning, Economic Development, Planning Commission, Town Council, Business/property owners, Developers	○

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NUM	PG	RECOMMENDATION	PRIORITY ACTION	PRIORITY INVESTMENT	RESPONSIBLE ENTITIES & PARTNER ORGANIZATIONS	TIME FRAME
10	26	Similar to in Town Edges, commercial development should be considered before residential development for incorporation within the Planning Area Edges.			Planning, Economic Development, Planning Commission, Town Council, Business/property owners, Developers	○
11	26	Development should be prohibited and avoided in the No Growth Area unless absolutely necessary.	*	Land and Water Conservation Fund, Transfer of Development Rights	Planning, Planning Commission, Town Council, Business/property owners, Developers	○
<b>Chapter 4 Economic Development</b>						
12	32	The Town should encourage mixed-use development as the primary land use in Downtown with restaurants, local shops, and smaller offices located on the ground floor with residential units above. A boutique hotel or convention center should be considered to help support tourism and provide a place for regional visitors to enjoy Downtown charm. The public realm should be improved with high-quality streetscapes, sidewalks, and attractive civic spaces while transportation access should prioritize the pedestrian.	*	Impact Fees	Planning, Economic Development, Historic District/Board of Architectural Review, Planning Commission, Town Council, Business/property owners, Developers	M-L
13	32	The Downtown Transition Historic Neighborhoods area should allow for mixed-use development that complements the adjacent historic neighborhoods in design and match its overall character. Development in this area is less intense than Downtown and still supports pedestrian mobility. Properties directly adjacent to the historic neighborhoods should be primarily residential and include similar landscaping and streetscaping elements.	*		Planning, Economic Development, Historic District/Board of Architectural Review, Design Review Board, Planning Commission, Town Council, Business/property owners, Developers	M-L
14	32	Due to its proximity to key commercial corridors and nodes, commercial businesses are prominent in the Downtown Transition Commercial Areas district, especially fronting Main Street. Mixed-use development can also be more prevalent and at a scale that better matches that of Downtown, although standalone commercial and office uses are also common. Pedestrian mobility is still a priority, but automobile access is also convenient with targeted areas for parking.			Planning, Economic Development, Historic District/Board of Architectural Review, Design Review Board, Planning Commission, Town Council, Business/property owners, Developers	M-L
15	33	The Regional Commercial Hub includes a variety of well-established, large-scale commercial businesses in Summerville. This area should be managed and maintained so that it can continue to draw shoppers, diners, commuters, and visitors from across the Charleston region. Large retail centers, national department stores, restaurants, and hotels are all desirable and appropriate. Smaller distribution and indoor manufacturing businesses are allowed if located behind commercial uses, have their own distinct access, and are well-screened.	*	Pavements Program, TIF, BUILD Transportation Grants, SC Community Loan Fund (SCCLF) - Community Business Loans	Planning, Economic Development, Planning Commission, Town Council, Business/property owners, Developers	M-L

## ACTION MATRIX

NUM	PG	RECOMMENDATION	PRIORITY ACTION	PRIORITY INVESTMENT	RESPONSIBLE ENTITIES & PARTNER ORGANIZATIONS	TIME FRAME
16	33	As a planned bypass around Downtown, the Berlin G. Myers Expressway will experience significant commuter traffic. To capture these potential customers, auto-oriented commercial uses should be included. Existing commercial uses along the Expressway are appropriately designed to serve this corridor and should be mimicked by future development.			Planning, Economic Development, Design Review Board, Planning Commission, Town Council, Dorchester County, Business/property owners, Developers	M-L
17	33	Maintaining commercial uses along the Old Trolley Road Commercial Corridor is important for capturing additional retail sales. Corridor commercial uses are intended to accommodate larger shopping centers and developments along arterial corridors that serve a more regional function. This auto-oriented corridor has a mix of big box stores, national retailers, franchise restaurants, and a critical mass of multiple stores with large parking areas. Corridor commercial uses are appropriate along Old Trolley Road. Additionally, this corridor should allow strategically placed multifamily housing to help accommodate residential growth and increase density.			Planning, Economic Development, Planning Commission, Town Council, Business/property owners, Developers	O
18	34	A commercial center should be established in the area surrounding the intersection of Old Trolley Road and Dorchester Road. Commercial uses already exist in this area and they should be maintained and expanded upon to create a cohesive hub for a variety of businesses. New development should be able to support local shoppers as well as regional commuters. Mixed-use residential and multifamily are also appropriate to provide customers in close proximity to support the commercial development.	*	TIF, BUILD Transportation Grant, Revolving Loan Fund, SCCLF - Community Business Loans	Planning, Economic Development, Public Works, Design Review Board, Planning Commission, Town Council, Dorchester County, Business/property owners, Developers	M-L
19	34	Community Commercial Areas include Knightsville, Ladson, and the intersection of Orangeburg Road and U.S. 17-A identified as Boonehill. Commercial uses here should be maintained and improved to meet design standards established in the Town's Unified Development Ordinance to provide goods and services to their local residents. Automobile access should be prioritized but pedestrian access should be supported.		SC Transportation Alternative Program, Infrastructure Maintenance Trust Fund, Upgrades Program, Pavements Program	Planning, Economic Development, Design Review Board, Planning Commission, Town Council, Dorchester County, Charleston County, Business/property owners, Developers	M-L
20	34	To support and ensure compatibility with the Dorchester County's 2018 design guidelines Cook's Crossroads should be established as a neighborhood mixed use area.	*	CDBG Program, Pavements Program, BUILD Transportation Grants	Planning, Economic Development, Design Review Board, Planning Commission, Town Council, Dorchester County, Business/property owners, Developers	M-L
21	34	Neighborhood Mixed Use is most appropriate in Midtown Nexton to support the well-integrated mixture of businesses and residences. Nexton has site plans for this portion of the community; ultimately those plans should be followed as development occurs.	*	SC HTF Home Repair Program, HTF Group Home & Supportive Housing Program, CDBG Program, Revolving Loan Fund, SC Community Loan Fund - Community Facility Loans, SC Community Loan Fund - Community Business Loans, New Market Tax Credit	Planning, Economic Development, Planning Commission, Town Council, Berkeley County, Business/property owners, Developers, Nexton Design Committee	M-L

## ACTION MATRIX

NUM	PG	RECOMMENDATION	PRIORITY ACTION	PRIORITY INVESTMENT	RESPONSIBLE ENTITIES & PARTNER ORGANIZATIONS	TIME FRAME
22	34	Small groups of existing neighborhood commercial uses are not a priority of the Comprehensive Plan, but should remain as long as they meet standards set forth in the Unified Development Ordinance updated in 2019. Over time, commercial activity should be concentrated within the districts designated in this framework plan and the Future Land Use map and isolated neighborhood commercial uses should maintain neighborhood compatibility or transition to residential development.			Planning, Economic Development, Design Review Board, Board of Architectural Review, Planning Commission, Town Council, Business/property owners, Developers	O
23	35	To further support Nexton's master plan, a business park should be prioritized in this area to provide substantial employment opportunities in the Town. Office uses are the most appropriate here due to the proximity of residential units, but development should ultimately follow what the community has proposed. To serve the residential and business park uses, commercial businesses are appropriate in this area as well.	*	New Market Tax Credit, BUILD Transportation Grants, Transportation Impact Fees, SC Transportation Infrastructure Bank	Planning, Economic Development, Planning Commission, Town Council, Business/property owners, Developers, Nexton Design Committee	S-M
24	35	As Nexton reaches its development capacity, the area across Interstate 26 should be utilized to establish an additional employment center. Development in this area should mirror that of Nexton in use, design, size, and character.			Planning, Economic Development, Planning Commission, Town Council, Business/property owners, Developers, Nexton Design Committee	L
25	35	Light manufacturing, small-scale distribution, office, and logistics businesses are appropriate in the Varnfield Business Park as capacity allows. This area should continue to be screened and buffered from adjacent neighborhoods.			Planning, Economic Development, Engineering, Public Works, Design Review Board, Planning Commission, Town Council, Berkeley County, Business/property owners, Developers	O
26	35	If the Town expands into and incorporates the Interstate 26 Industrial Park, it should be targeted for new heavy industrial businesses. The industrial park should continue to be buffered and screened from natural areas and future residential neighborhoods. Direct access to Interstate 26 should be maintained. Regional Commercial is also appropriate along North Maple Street to capture traffic from Interstate 26 and to help buffer the industrial park.	*	Infrastructure Maintenance Trust Fund, Pavements Program, Upgrades Program, Guidesare Program, BUILD Transportation Grants	Planning, Economic Development, Engineering, Public Works, Design Review Board, Planning Commission, Town Council, Dorchester County, Business/property owners, Developers	M-L
27	36	Similar to the Interstate 26 Industrial Park, new business park uses should be encouraged to locate in the McQueen Industrial Park should it become incorporated. Direct access to U.S. Route 78 and the BNSF railroad line should be bolstered and maintained.	*	Infrastructure Maintenance Trust Fund, Pavements Program, Upgrades Program, Guidesare Program, BUILD Transportation Grants	Planning, Economic Development, Engineering, Public Works, Design Review Board, Planning Commission, Town Council, Dorchester County, Business/property owners, Developers	M-L
28	36	An Employment Center should be established on the western edge of Town along West 5th North Street near the Brownsville community, to provide an additional location for business park and industrial uses within the current Town Boundary. Due to its proximity to the historic Brownsville Neighborhood it is important that this area be well screened and buffered. This area should also create direct access to U.S. Route 78 and the BNSF rail line.	*	Infrastructure Maintenance Trust Fund, Pavements Program, Upgrades Program, Guidesare Program, BUILD Transportation Grants, TIF, NMTC	Planning, Economic Development, Engineering, Public Works, Design Review Board, Planning Commission, Town Council, Business/property owners, Developers	M-L

## ACTION MATRIX

NUM	PG	RECOMMENDATION	PRIORITY ACTION	PRIORITY INVESTMENT	RESPONSIBLE ENTITIES & PARTNER ORGANIZATIONS	TIME FRAME
29	36	A formal medical campus should be established in the Oakbrook neighborhood to reinforce the strength and success of the Summerville Medical Center. The campus should be well connected with sidewalks to support pedestrian accessibility along with stoplights and crossings to ensure safety, particularly on Old Trolley Road. Parking lots should be strategically placed to prevent disruption of emergency services and signage should be placed throughout the campus to improve wayfinding. The medical campus would foster further expansion of the healthcare industry in the Town.	*	NMTC, BUILD Transportation Grants, SC Transportation Alternative Program, TIF	Planning, Economic Development, Engineering, Public Works, Design Review Board, Planning Commission, Town Council, Business/property owners, Developers, Trident Health	M-L
30	36	As redevelopment occurs in pocket employment areas, consideration should be given to less-intensive commercial, residential, or open space uses that better complement surrounding residential areas.			Planning, Economic Development, Design Review Board, Planning Commission, Town Council, Business/property owners, Developers	○
31	37	Following the Future Land Use map, establish business parks on Highway 78 and in Nexton along Interstate 26 as dedicated areas for professional employment opportunities, which include an incubator pilot for area entrepreneurs.	*	NMTC, BUILD Transportation Grants, Workforce Innovation and Opportunity Act	Planning, Economic Development, Design Review Board, Planning Commission, Town Council, Business/property owners, Developers, Nexton Design Committee	M-L
32	37	Continue to support the existing business park on Varnfield Drive as a quality example of a well-designed and maintained employment center in Summerville.			Planning, Economic Development, Design Review Board, Planning Commission, Town Council, Business/property owners, Developers	○
33	37	Align future infrastructure investment with the needs of existing and planned industrial and business park development to ensure there is adequate access for freight trucks.			Planning, Economic Development, Engineering, Public Works, Planning Commission, Town Council, SCPW, BCWS, DCWS, DCWA, NCSD, Business/property owners, Developers	○
34	37	Ensure that industrial and business park uses are appropriately screened and buffered from residential areas and environmental features.			Planning, Economic Development, Design Review Board, Planning Commission, Town Council, Business/property owners, Developers	○
35	37	Enforce regulations that minimize the impacts of business operations and products, including noise, light pollution, harmful emissions, etc.			Planning, Economic Development, Code Enforcement, Design Review Board, Planning Commission, Town Council, Business/property owners, Developers	○
36	37	Develop design standards to ensure business parks include well-designed streets, on-site landscaping, attractive public spaces, cyclist and pedestrian access, wayfinding, and preferred architectural elements.			Planning, Economic Development, Engineering, Public Works, Design Review Board, Planning Commission, Town Council, Business/property owners, Developers, Planning Consultant	S
37	38	Commercial development should continue to be located primarily along the Town's arterials, near Interstate 26, Highway 78, and the Berlin G. Myers Expressway.	*	BUILD Transportation Grants, NMTC	Planning, Economic Development, Planning Commission, Town Council, Business/property owners, Developers	○
38	38	The Town should work with other agencies, such as SCDOT, as well as property owners to improve access management within corridor commercial areas to improve traffic flow.			Planning, Economic Development, Engineering, Public Works, Planning Commission, Town Council, Counties, Business/property owners, Developers, SCDOT	○

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NUM	PG	RECOMMENDATION	PRIORITY ACTION	PRIORITY INVESTMENT	RESPONSIBLE ENTITIES & PARTNER ORGANIZATIONS	TIME FRAME
39	38	Along commercial corridors, the Town should work to minimize curb cuts, consolidate the number of access points, and facilitate cross-access easements and shared parking agreements.			Planning, Economic Development, Engineering, Public Works, Design Review Board, Planning Commission, Town Council, Counties, Business/property owners, Developers	○
40	38	Sidewalks should also be visually distinct from adjacent driveway and parking lot areas to emphasize pedestrian access.			Planning, Economic Development, Engineering, Public Works, Design Review Board, Planning Commission, Town Council, Business/property owners, Developers	○
41	38	The Town's abundance of resources, natural and developed, permanent and temporary, should be protected and strengthened for their crucial importance to Summerville's tourism industry and overall economy.	*	Recreation Trails Program, Boating and Infrastructure Grants, Sports Tourism Advertising and Recruitment Grant, Land and Water Conservation Fund, Wildlife Resoration Program, 319 Nonpoint Source and Clean Water State Revolving Fund Joint Funding opportunities, Impact fees	Planning, Economic Development, Parks & Recreation, Planning Commission, Town Council, Business/property owners, Developers, DREAM, Chambers of Commerce, YMCA, Public Works Arts Center	○
42	39	Regularly communicate with businesses: Establishing regular communication with existing and future businesses to identify issues and solutions to local problems.			Planning, Economic Development, Town Council, DREAM, Chambers of Commerce	○
43	39	Create a Town brochure: Developing a local business brochure to provide the most current information about the Town to prospective businesses and employers.			Planning, Economic Development, Town Council, DREAM, Chambers of Commerce	○
44	39	Build partnerships with economic development groups: Enhancing partnerships with the Greater Summerville/Dorchester County Chamber of Commerce and other area chambers of commerce such as the Berkeley Chamber of Commerce and Charleston Metro Chamber of Commerce.	*	CDBG Program, SCCLF - Community Business Loans, SCCLF - Community Facility Loans, Revolving Loan Fund	Planning, Economic Development, Planning Commission, Town Council, County Economic Development Departments, DREAM, Chambers of Commerce	○
45	39	Establish industrial park signage: Using the Town's brand to develop gateway signage for all industrial and business park areas, ensuring that they are located on primary roadways including Interstate 26, Highway 78, and Varnfield Drive. The gateway signs can also be utilized to incorporate directories for tenants.			Planning, Economic Development, Public Works, Administration, Design Review Board, Planning Commission, Town Council, Business/property owners, Developers	M-L
46	39	Reinforce local partnerships: Continue to work with local, regional, and state economic development partners to attract and train a talented workforce through existing programs such as the Workforce Innovation and Opportunity Act.	*	Workforce Innovation and Opportunity Act, readySC, Apprenticeship Carolina Program, Enterprise Zone Retraining Credit Program	Planning, Economic Development, Planning Commission, Town Council, DREAM, Chambers of Commerce, BizBuilderSC, Center for Women/South Carolina Women's Business Center, Charleston Area Small Business Development Center (SBDC), South Carolina Manufacturing Extension Partnership (SCMEP), SCRA Technology Ventures/SC Launch, Oakbrook Civic Association, BCDCOG, County Economic Development Departments, Trident Technical College (TTC), other nonprofits	○

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NUM	PG	RECOMMENDATION	PRIORITY ACTION	PRIORITY INVESTMENT	RESPONSIBLE ENTITIES & PARTNER ORGANIZATIONS	TIME FRAME
47	39	Emphasize existing workforce training opportunities: Support and encourage Summerville residents to utilize existing local workforce training programs such as readySC, Tri-County STEMersion, and ManuFirstSC to strengthen and increase retention of the Town's labor pool.	*	Workforce Innovation and Opportunity Act, readySC, Apprenticeship Carolina Program, Enterprise Zone Retraining Credit Program	Planning, Economic Development, Planning Commission, Town Council, DREAM, Chambers of Commerce, BizBuilderSC, Center for Women/South Carolina Women's Business Center, Charleston Area Small Business Development Center (SBDC), South Carolina Manufacturing Extension Partnership (SCMEP), SCRA Technology Ventures/SC Launch, Oakbrook Civic Association, BCDCOG, County Economic Development Departments, TTC, other nonprofits	O
48	39	Foster new relationships: Foster relationships with Dorchester, Berkeley, and Charleston County school districts and Dorchester County Career and Technology Center (DCCTC) to support existing workforce training programs and identify the need for new programs in Summerville schools.			Planning, Economic Development, Planning Commission, Town Council, Dorchester School District Two, Berkeley County School District, Charleston County School District, TTC, County Economic Development Departments	S-M
49	39	Formalize a satellite campus: Building off the recent success of the Trident Technical College satellite facility in the former Big Lots building in Oakbrook, work to establish a complete satellite campus in Summerville.			Planning, Economic Development, Planning Commission, Town Council, Trident Technical College, Oakbrook Civic Center, County Economic Development Departments, Dorchester County	M-L
50	40	Through partnership with Downtown Restoration Enhancement And Management (DREAM), Summerville should lead initial efforts to support entrepreneurs and small, new-business startups.			Economic Development, DREAM, Chambers of Commerce, Business/property owners	O
51	40	Create local entrepreneur events: Work with local and regional partners to organize regular events for entrepreneurs to meet and troubleshoot shared challenges, as well as exchange leads and best practices. Potential partners are numerous and include BizBuilderSC, Center for Women/South Carolina Women's Business Center, Charleston Area Small Business Development Center (SBDC) South Carolina Manufacturing Extension Partnership (SCMEP), SCRA Technology Ventures/SC Launch, Berkeley Chamber of Commerce, Charleston Metro Chamber of Commerce, Greater Summerville/Dorchester County Chamber of Commerce, and the Oakbrook Civic Association.			Planning, Economic Development, DREAM, Chambers of Commerce, BizBuilderSC, Center for Women/South Carolina Women's Business Center, Charleston Area Small Business Development Center (SBDC), South Carolina Manufacturing Extension Partnership (SCMEP), SCRA Technology Ventures/SC Launch, Oakbrook Civic Association, County Economic Development Departments	O
52	40	Collaborate with leading businesses: Collaborate with leading businesses in growing regional sectors including healthcare, technology, and logistics to identify and develop strategies to further expand these industries in Summerville.			Planning, Economic Development, DREAM, Chambers of Commerce, Trident Health, SCRA, County Economic Development Departments	O
53	40	Establish entrepreneur office hours: Work with business partners in the community to organize "entrepreneur office hours" where experienced business and start-up mentors host open-forum events and one-on-one advising opportunities.			Planning, Economic Development, DREAM, Chambers of Commerce, SCRA, County Economic Development Departments	S

## ACTION MATRIX

NUM	PG	RECOMMENDATION	PRIORITY ACTION	PRIORITY INVESTMENT	RESPONSIBLE ENTITIES & PARTNER ORGANIZATIONS	TIME FRAME
54	40	Organize a strategic planning meeting: Organize a strategic planning meeting with its three regional chambers of commerce to identify shared goals and areas where Summerville's local entrepreneurship and economic development goals coincide with existing regional efforts.			Planning, Economic Development, Chambers of Commerce	S
55	41	Establish a minority business liaison position: Consider the establishment of a minority business liaison position in the Economic Development Department to provide direct support for the Town's existing minority-owned businesses and foster new business growth.			Planning, Economic Development, Administration, Town Council	S
56	41	Participate in regional entrepreneur-focused events: Work with local entrepreneurs and businesses to participate in regional events, such as Small Business Hub, Global Entrepreneurship Week, and through more ongoing monthly trainings and events through groups such as the Young Professionals Council.			Planning, Economic Development, DREAM, Chambers of Commerce, BizBuilderSC, Center for Women/South Carolina Women's Business Center, Charleston Area Small Business Development Center (SBDC), South Carolina Manufacturing Extension Partnership (SCMEP), SCRA Technology Ventures/SC Launch, Oakbrook Civic Association, BCDCOG, County Economic Development Departments, Business/property owners	O
57	41	Consider a business incubator space: Partner with local educational institutions, property owners, and developers to evaluate the potential for the construction of incubator spaces in Summerville, particularly in Nexton and Downtown. Although this is a long-term strategy, early discussions and relationships can be formed in the near-term.			Planning, Economic Development, Dorchester School District Two, Berkeley County School District, Charleston County School District, Trident Technical College, SCRA, County Economic Development Departments, Business/property owners, Developers, Nexton, DREAM	M-L
58	41	Take advantage of the Town's desirability: Utilize Summerville's national and regional desirability as an outdoor tourism destination to attract new businesses.	*	Parks and Recreation Development Fund, Sports Tourism Advertising and Recruitment Grant, H Tax, Impact Fees	Planning, Economic Development, Parks & Recreation, DREAM, Chambers of Commerce	O
59	41	Promote existing business development incentives: Promote the Town's and other regional agencies' business development incentives such as the For-Profit Property Credit, DREAM Building Improvement Grant Program, and New Market Tax Credits to attract new and expand existing businesses.			Planning, Economic Development, DREAM	O
60	41	Develop an economic recovery plan to identify contingencies that support businesses and maintain Summerville's overall economy during times of economic crises.	*	Operating Support for Small Organizations Grants, Opportunity Zones	Planning, Economic Development, DREAM, Chambers of Commerce, BCDCOG, Consultant	S-M
<b>Chapter 5 Housing &amp; Neighborhoods</b>						
61	46	Utilize grants, low-interest loans, or tax credits to help foster reinvestment in both housing stock and infrastructure within Neighborhood Revitalization areas.	*	NMTC, CDBG Program, SC Housing Homeownership Program, SC Housing Trust Fund (HTF) Home Repair Program, HTF Group Home & Supportive Housing Program, HOME Program, ESG Program, HOPWA	Planning, Economic Development, Planning Commission, Town Council, Business/property owners, Developers, Nonprofits	O

## ACTION MATRIX

NUM	PG	RECOMMENDATION	PRIORITY ACTION	PRIORITY INVESTMENT	RESPONSIBLE ENTITIES & PARTNER ORGANIZATIONS	TIME FRAME
62	46	Renovation of homes and installation/repair of pedestrian infrastructure should be emphasized in the Historic Neighborhoods.	*	SC Housing Trust Fund (HTF) Home Repair Program, Pavements Program	Planning, Engineering, Public Works, Planning Commission, Town Council, Business/property owners, Developers, Historic District/Board of Architectural Review, Nonprofits	○
63	47	Targeted infill areas should be promoted to potential developers as the best locations to accommodate growth in Summerville.	*	NMTC, CDBG Program	Planning, Economic Development, Planning Commission, Town Council, Business/property owners, Developers, Nonprofits	○
64	47	New development should be limited until most infill areas have been built out and should only occur in accordance with the Future Land Use map. This includes greenfield development opportunities that should be used to meet long-term demand. In general, when greenfield development occurs it should be within the Town boundary or directly adjacent to it to reduce the need for extending infrastructure.	*	Transfer of Development Rights	Planning, Engineering, Public Works, Public Safety, Planning Commission, Town Council, Business/property owners, Developers	○
65	47	The newer neighborhoods with updated infrastructure and room for additional development should be considered for new development before older, built-out neighborhoods that require more substantial infrastructure improvements. In general, any areas being considered for New Growth should demonstrate the desired character of Summerville.	*	NMTC, CDBG Program, SC Housing Homeownership Program, SC Housing Trust Fund (HTF) Home Repair Program, HTF Goup Home & Supportive Housing Program, HOME Program, ESG Program, HOPWA	Planning, Planning Commission, Town Council, Business/property owners, Developers	○
66	48	As a community known for the protection of open space and environmental features, Summerville should utilize conservation design techniques wherever possible. Summerville should implement conservation design in new development to ensure sites exist in harmony with its numerous natural areas and the preservation of open spaces and natural habitats is prioritized.			Planning, Engineering, Public Works, Planning Commission, Town Council, Business/property owners, Developers	○
67	49	Brownsville has been a safe space and welcoming community for African American residents of Summerville for decades and should be acknowledged and supported as such. Coordination and collaboration with Brownsville residents should occur for all redevelopment to ensure the preservation of local culture and history. Future growth and development should strengthen the Brownsville neighborhood without displacing long-standing, existing residents and causing gentrification.	*	SC Housing Homeownership Program, SC Housing Trust Fund (HTF) Home Repair Program, HTF Goup Home & Supportive Housing Program, HOME Program, ESG Program, HOPWA	Planning, Planning Commission, Town Council, Business/property owners, Developers, Brownsville Neighborhood, Nonprofits	○
68	51	To address affordability the Town can encourage developers and property owners to increase density in key areas to reduce the land cost per unit for a development.			Planning, Planning Commission, Town Council, Business/property owners, Developers	○
69	51	To address affordability the Town can encourage developers and property owners to allow alternative forms of density, such as small-lot homes or accessory dwelling units ("granny flats"), that would provide more attainable housing units without altering neighborhood character.			Planning, Planning Commission, Town Council, Business/property owners, Developers	○

## ACTION MATRIX

NUM	PG	RECOMMENDATION	PRIORITY ACTION	PRIORITY INVESTMENT	RESPONSIBLE ENTITIES & PARTNER ORGANIZATIONS	TIME FRAME
70	51	To address affordability the Town can encourage developers and property owners to promote the missing middle housing options (duplexes, triplexes, multiplexes, courtyard apartments, and townhouses) on infill parcels within single-family neighborhoods as well as throughout Summerville to increase density and maintain neighborhood character.	*	NMTC, TIF, HOME Program, CDBG Program	Planning, Planning Commission, Town Council, Business/property owners, Developers, Home Owners Associations (HOAs)	○
71	51	To address affordability the Town can encourage developers and property owners to reduce parking provisions in order to reduce the amount (and cost) of land needed per unit.			Planning, Planning Commission, Town Council, Business/property owners, Developers	○
72	51	To address affordability the Town can encourage developers and property owners to prioritize the permitting of projects that demonstrate a mix of housing types that increases market-driven affordability.	*	NMTC, CDBG Program, HTF Group Home & Supportive Housing Program, HOME Program	Planning, Planning Commission, Town Council, Business/property owners, Developers	○
73	51	To address affordability the Town can encourage developers and property owners to explore the use of tax credits and other financial incentives to accommodate affordable housing units to help meet the demand of lower-income households.	*	NMTC, CDBG Program, HTF Group Home & Supportive Housing Program, HOME Program	Planning, Planning Commission, Town Council, Business/property owners, Developers	○
74	51	To address affordability the Town can explore the use of incentives for developers to purchase lots or blighted homes within Summerville's disinvested neighborhoods while avoiding and preventing gentrification.	*	SC Housing Homeownership Program, SC Housing Trust Fund (HTF) Home Repair Program, ESG Program, Opportunity Zones	Planning, Code Enforcement, Planning Commission, Town Council, Business/property owners, Developers	○
75	51	To address affordability the Town can encourage developers and property owners to prioritize the rehabilitation of vacant housing over its demolition to demonstrate the Town's commitment to neighborhood improvements, environmental protection, and to avoid increasing the amount of vacant land in neighborhoods.	*	SC Housing Homeownership Program, SC Housing Trust Fund (HTF) Home Repair Program, ESG Program	Planning, Code Enforcement, Planning Commission, Town Council, Business/property owners, Developers, Nonprofits	○
76	52	Increase housing diversity (i.e. single-family homes, townhouses, and apartments or condominiums) at the block and neighborhood levels that allow for down-sizing within the local area.			Planning, Planning Commission, Town Council, Business/property owners, Developers, Nonprofits	○
77	52	Allow for the development of nearby commercial centers for goods and services that meet the needs of the senior community.			Planning, Planning Commission, Town Council, Business/property owners, Developers	○
78	52	Study the designation of senior living centers or campuses that provide the full spectrum of independent, semi-supported, and full-care living options and services, and are fully integrated into surrounding neighborhoods in terms of local mobility and character.	*	HTF Group Home & Supportive Housing Program, CDBG Program, HOME Program	Planning, Planning Commission, Town Council, Business/property owners, Developers	○
79	52	Develop well-designed and fully connected local bicycle and pedestrian networks that provide safe and accessible access to parks, commercial centers, and services.	*	TIF, CDBG, CHATS	Planning, Engineering, Public Works, Planning Commission, Town Council, Business/property owners, Developers	○

## ACTION MATRIX

NUM	PG	RECOMMENDATION	PRIORITY ACTION	PRIORITY INVESTMENT	RESPONSIBLE ENTITIES & PARTNER ORGANIZATIONS	TIME FRAME
80	52	Promote alternative modes of transportation—provided by public agencies, special service providers, or senior housing providers—that enhance mobility and access to other parts of Summerville.			Planning, Planning Commission, Town Council, Business/property owners, Developers, TriCounty Link, LowCountry Rapid Transit, BCDCOG	○
81	53	Duplexes, townhomes, multifamily apartments, condominiums, and senior housing should be considered in all residential land use areas on a case-by-case basis, assuming they can be integrated into the character of a given neighborhood.			Planning, Planning Commission, Town Council, Business/property owners, Developers	○
Chapter 6 Transportation & Mobility						
82	60	Require all future roads be connected to public streets, prohibiting future gated developments and cul-de-sacs, except where limited by site or environmental constraints.	*	DCTA, “C” Program	Planning, Engineering, Planning Commission, Town Council, Business/property owners, Developers, SCDOT, Public Works	○
83	60	Require new developments to create stub roads to connect to future streets wherever applicable. CHATS 2040 Projects: New roadway extending Bellwright Road to Marymeade Drive.	*		Planning, Engineering, Planning Commission, Town Council, Business/property owners, Developers, SCDOT, Berkeley Charleston Dorchester Council of Governments (BCDCOG), Public Works	○
84	60	Consider establishing a maximum block length for the Downtown and Downtown Transition character areas.			Planning, Engineering, Planning Commission, Town Council, Historic District/Board of Architectural Review, Board of Zoning Appeals, Design Review Board	○
85	60	Support the implementation of street extension projects for major roads by SCDOT and the three counties. CHATS Planned roadways: Bear Island Road, Marymeade Drive, N Cedar Street, Bellwright Road, Berlin G Meyers Parkway, and N Maple Street. Summerville Potential Future Right-of-Way: Hodge Road to Old Dairy Road connection, Old Dairy Road to Business Park Road connection, N Hickory Street extension, I-26 service road south connection, Mill Street extension, W Smith Street to Miles-Jameson Road connection, and Longleaf Drive extension to Orangeburg Road.	*	“C” Program, Upgrades Program, SC Transportation Infrastructure Bank, DCTA, Charleston County Transportation Sales Tax, Berkeley County One-Cent Sales Tax	Planning, Engineering, Public Works, Planning Commission, Town Council, Business/property owners, Developers, SCDOT, Berkeley Charleston Dorchester Council of Governments (BCDCOG), Counties	○
86	62	Continue to coordinate with SCDOT and Dorchester County on the implementation of the Berlin G. Myers Parkway Phase 3 extension.	*	“C” Program, DCTA, Guide-share Program	Planning, Engineering, Public Works, Planning Commission, Town Council, Business/property owners, Developers, SCDOT, Berkeley Charleston Dorchester Council of Governments (BCDCOG), Dorchester County	○
87	62	Discourage strip commercial development along the Berlin G. Myers Parkway corridor per the Future Land Use Plan.			Planning, Engineering, Planning Commission, Business/property owners, Developers, Board of Zoning Appeals, Design Review Board, Dorchester County	○
88	62	Ensure the Unified Development Ordinance (UDO) encourages access management and limits curb cuts for properties along the Berlin G. Myers route to reduce future turn movements and congestion.			Planning, Engineering, Planning Commission, Board of Zoning Appeals, Design Review Board	○

## ACTION MATRIX

NUM	PG	RECOMMENDATION	PRIORITY ACTION	PRIORITY INVESTMENT	RESPONSIBLE ENTITIES & PARTNER ORGANIZATIONS	TIME FRAME
89	62	Identify opportunities to connect Sawmill Branch Trail across the parkway to connect to neighborhoods to the north. Planned/Proposed Connections: Bear Island and N Maple proposed expansion, Branch Creek to Maymeade Drive Proposed expansion, 2nd route for Sawmill Proposed Expansion, Berlin to Connection Sawmill planned connection, E 5th North Street planned connection, Southpointe Boulevard to Finucan Road proposed expansion, Sawmill Branch to W Boundary proposed expansion, Sawmill Branch from YMCA to Oakbrook Ashley River Preserve proposed expansion, and Gahagan Road connection.	*	Recreation Trails Program, SC Transportation Alternative Program, Impact Fees, H Tax, TIF	Planning, Engineering, Public Works, Bicycle & Pedestrian Committee, Planning Commission, Parks & Recreation, Town Council, Business/property owners, Developers	○
90	63	Assess opportunities to install traffic calming features like raised crosswalks and bulb-outs along Downtown streets to both improve conditions for pedestrians and cyclists and to encourage trucks and other through-traffic to use alternative routes. Pedestrian Intersection Improvements (crosswalks and signal improvements): W 5th North Street – Iris Street – Bryan Street, St Laurel Street – Central Avenue, Central Avenue – W Carolina Ave	*	SC Transportation Alternative Program, Pavements Program	Planning, Engineering, Public Works, Planning Commission, Town Council, SCDOT, Bicycle & Pedestrian Committee	○
91	63	Work with SCDOT and Dorchester County to identify additional locations for upgrading traffic signals to adaptive signal software.			Planning, Engineering, Public Works, Planning Commission, Town Council, SCDOT, BCDCOG, Dorchester County	○
92	63	Install wayfinding signage in and near Downtown to improve navigation and parking.		H Tax	Chambers of Commerce, Planning, Economic Development, Engineering, Public Works, Administration, Town Council, Design Review Board	○
93	63	Implement multimodal recommendations to reduce dependency on single-occupancy vehicles.			Planning, Engineering, Planning Commission, Public Works, SCDOT, BCDCOG, Bicycle & Pedestrian Committee	○
94	65	Support the implementation of planned roadway projects by SCDOT and the three counties while advocating for Complete Streets designs for all improvements. Complete Street Projects: N Main Street, W 5th Street from Main Street to Bryan Street, W 2nd North Street from Main Street to Bryan Street, Bryan Street between W 5th Street to W 2nd North Street, Central Avenue to Orangeburg Road, Old Trolley Rd to Dorchester Road, Boone Hill Road to Orangeburg Road, E 6th South St from Main to W Boundary Street, E Richardson Avenue to W Boundary Street, W Boundary Street between E 6th South Street and E Richardson Avenue	*	Pavements Program, SC Transportation Alternative Program, TIF/MID/RID, DCTA, Upgrades Program	Planning, Engineering, Planning Commission, Public Works, SCDOT, BCDCOG, Counties, Bicycle & Pedestrian Committee	○

## ACTION MATRIX

NUM	PG	RECOMMENDATION	PRIORITY ACTION	PRIORITY INVESTMENT	RESPONSIBLE ENTITIES & PARTNER ORGANIZATIONS	TIME FRAME
95	65	<p>Work with SCDOT and the three counties to conduct a traffic analysis for priority congested corridors, including Dorchester Road, Orangeburg Road, Miles Jamison Road, Central Avenue, and Bacons Bridge Road to identify congestion mitigation strategies, prioritizing operational improvements over road widening where possible.</p> <p>Dorchester Projects: Orangeburg Road Phase 3 from US 17A to Dorchester Road widening and resurfacing, N Main Street from W 5th North Street to Olde Trolley Road</p> <p>CHATS 2040 Projects: Ladson Road widening, Old Trolley Road access management, Ashley River Road access management and widening, Highway 17A S widening, Boone Hill Road widening between Luden Drive and Tupperway Drive, Central Avenue widening, W 5th North Street widening between Royle Road and W Richardson Avenue, Jedburg Road widening between I 26 and Orangeburg Road</p>	*	Pavements Program, SC Transportation Alternative Program, TIF/MID/RID, DCTA, Upgrades Program, "C" Program	Planning, Engineering, Planning Commission, Public Works, SCDOT, BCDCOG, Counties	O
96	65	Continue to partner with SCDOT to conduct an Intelligent Transportation Systems (ITS)/ Adaptive Traffic Control (ATC) Study for major corridors to improve signal synchronization and traffic flow.			Planning, Engineering, Planning Commission, Public Works, SCDOT, BCDCOG	O
97	65	Enforce traffic impact analysis requirements and access management standards outlined in the recently adopted Unified Development Ordinance (UDO).			Planning, Engineering, Planning Commission, Public Works, SCDOT, BCDCOG, Board of Zoning Appeals	O
98	69	Refine the preferred transit route for the LCRT project within Summerville.			Planning, Engineering, Planning Commission, Town Council, Public Works, SCDOT, BCDCOG, LowCountry Rapid Transit	O
99	69	Work with transit agencies to finalize site selection and design for the proposed LCRT East 5th North Street park-and-ride facility.	*	South Carolina Transportation Infrastructure Bank, BUILD Transportation Grants	Planning, Engineering, Planning Commission, Town Council, Public Works, SCDOT, BCDCOG, LowCountry Rapid Transit	O
100	69	Implement pedestrian and bicycle connections to the LCRT station area.			Planning, Engineering, Planning Commission, Public Works, SCDOT, BCDCOG, LowCountry Rapid Transit, Bicycle & Pedestrian Committee	O
101	69	Permit higher-density, mixed-use development within a half-mile of the proposed station area			Planning, Engineering, Planning Commission, Economic Development, Town Council, Board of Zoning Appeals, Design Review Board, Board of Architectural Review	O
102	69	Conduct a feasibility study for a Downtown circulator, including the identification of potential service providers and a pilot project			Planning, Engineering, Planning Commission, Chamber of Commerce, LowCountry Rapid Transit	S-M
103	69	Coordinate with TriCounty Link to determine the potential to increase service frequency			Planning, Engineering, Planning Commission, BCDCOG, TriCounty Link	O
104	69	Encourage higher-density, mixed-use development to locate near existing and planned transit routes			Planning, Engineering, Planning Commission, Economic Development, Town Council, Design Review Board, Board of Architectural Review	M-L

## ACTION MATRIX

NUM	PG	RECOMMENDATION	PRIORITY ACTION	PRIORITY INVESTMENT	RESPONSIBLE ENTITIES & PARTNER ORGANIZATIONS	TIME FRAME
105	69	Install seating, shelters, and signage at Downtown bus stops, and provide direct connections to bicycle facilities and bike racks when possible	*	SC Transportation Alternative Program, H Tax	Planning, Engineering, Planning Commission, Public Works, SCDOT, BCDCOG, Bicycle & Pedestrian Committee, Board of Architectural Review	S
106	75	Continue to enforce the Town's Complete Streets policy to accommodate users of all modes in future street improvements and update it to encourage off-street or separated bicycle facilities wherever feasible, increase safety, and incorporate other latest best practices.			Planning, Engineering, Planning Commission, Town Council, Public Works, SCDOT, BCDCOG, Bicycle & Pedestrian Committee	O
107	75	Implement the street classification design requirements outlined in the UDO.			Planning, Planning Commission, Board of Zoning Appeals, Town Council, Engineering, SCDOT, Code Enforcement, Public Works	O
108	75	Establish an ongoing annual Complete Streets program with dedicated funding for priority corridor improvements.			Planning, Planning Commission, Town Council, Engineering, SCDOT, Public Works	O
109	75	Study, design, and implement Complete Streets for near-term priority corridors illustrated in the Transportation Policy Map.			Planning, Planning Commission, Town Council, Engineering, SCDOT, Public Works	O
110	75	Advocate for Complete Streets designs as the three counties and SCDOT make improvements to priority corridors.			Planning, Planning Commission, Town Council, Engineering, SCDOT, Public Works, BCDCOG	O
111	78	Conduct a sidewalk inventory and develop a sidewalk gap prioritization and maintenance plan, including the validation and prioritization of the BPAC priority projects (i.e., this could be accomplished independently or as part of an updated active transportation plan).			Planning, Planning Commission, Engineering, SCDOT, Public Works, BCDCOG, Bicycle & Pedestrian Committee	O
112	78	Continue to dedicate annual funding to sidewalk installation and maintenance.			Planning, Planning Commission, Town Council, Engineering, SCDOT, Public Works, BCDCOG	O
113	78	Study, design, and install traffic calming elements along key roadways including Carolina Avenue, Central Avenue, Pine Grove Street, Flowertown Elementary School, and Newington Elementary School.	*	Safe Routes to School, SC Transportation Alternative Program	Planning, Planning Commission, Town Council, Engineering, SCDOT, Public Works, BCDCOG, Dorchester County School District Two	O
114	78	Work with Norfolk Southern to determine potential pedestrian improvements to the at-grade rail crossings at Main Street, Cedar Street, and Hickory Street and to extend Sawmill Branch Trail under the railroad.	*	SC Transportation Alternative Program	Planning, Planning Commission, Town Council, Engineering, SCDOT, Public Works, BCDCOG, Norfolk Southern Railway, Bicycle & Pedestrian Committee	O

## ACTION MATRIX

NUM	PG	RECOMMENDATION	PRIORITY ACTION	PRIORITY INVESTMENT	RESPONSIBLE ENTITIES & PARTNER ORGANIZATIONS	TIME FRAME
115	78	Promote and enforce recommended truck corridors and restricted truck corridors, which require trucks to use routes that avoid Downtown Summerville, such as US-78, Berlin G. Myers Parkway, and Orangeburg Road. Recommended Truck Routes at: Jedburg Road and Mallard Road between I 26 and Orangeburg Road, Orangeburg Road between Mallard Road and Dorchester Road, Dorchester Road, Old Trolley Road, Highway 17, Berlin G Myers Parkway (and the planned extension), Bacons Bridge Road, Ladson Road between Lincolville Road and Dorchester Road, Highway 78 and E 5th North Street, N Maple Street (and the planned extension) south of Highway 78, N Main Street from I 26 to W 5th North Street	*	"C" Program, DCTA, Guide-share Program, Upgrades Program	Planning, Planning Commission, Town Council, Engineering, SCDOT, Public Works, BCDCOG	○
116	78	Install leading pedestrian intervals at signalized intersections Downtown. CHATS 2040 Intersection Projects: Sheep Island Road between Bear Island Road and Holiday Drive, Lincolville Road and Ladson Road, Dorchester Road and Ladson Road, Dorchester Road and Old Trolley Road, Gahagan Road and Miles-Jamison Road, Tupperway Drive and Boone Hill Road, Highway 17 and Central Avenue, Orangeburg Road and Mallard Road	*	Upgrades Program, Guide-share Program	Planning, Planning Commission, Engineering, SCDOT, Public Works, BCDCOG, Bicycle & Pedestrian Committee	○
117	78	Install pedestrian wayfinding signs on Downtown sidewalks and trails.		H Tax	Planning, Planning Commission, Public Works, Administration, Chamber of Commerce, Parks & Recreation, Design Review Board, Board of Architectural Review, Bicycle & Pedestrian Committee	○
118	78	Work with local schools to implement a Safe Routes to School (SRTS) sidewalk network.	*	Safe Routes to School, SC Transportation Alternative Program	Planning, Engineering, Planning Commission, Public Works, Dorchester School District Two, Berkeley County School District, Charleston County School District	○
119	78	Limit curb cuts along primary pedestrian and bicycle routes by encouraging joint-use driveways, cross-access easements, and locating driveways on side streets as part of site plan reviews and traffic impact analyses.			Planning, Engineering, Public Works, Planning Commission, Building, Code Enforcement, SCDOT, Counties	○
120	81	Update the Town of Summerville Bicycle Plan, preferably as a combined bicycle/pedestrian active transportation plan, to reflect current conditions, trends, and community priorities. This update should include Extending the side path along Dorchester Road in unincorporated Dorchester County southeast through the town limits, Extending Sawmill Branch Trail south across Dorchester Road toward the Ashley River, as well as north toward I-26 to increase access for residents and businesses in that part of the town, Extending the existing bike lanes along Ladson Road south of Alma Drive toward Dorchester Road, and Extending the existing bike lanes along Old Trolley Road south of Travelers Boulevard toward Dorchester Road, as well as north of Miles Jamison Road to connect to Downtown.	*	Recreation Trail Program, SC Transportation Alternative Program	Planning, Engineering, Parks & Recreation, Planning Commission, Town Council, BCDCOG, Public Works, Bicycle & Pedestrian Committee	○

## ACTION MATRIX

NUM	PG	RECOMMENDATION	PRIORITY ACTION	PRIORITY INVESTMENT	RESPONSIBLE ENTITIES & PARTNER ORGANIZATIONS	TIME FRAME
121	81	Coordinate with BCDCOG to implement the Sawmill Summerville Branch Connector and other proposed projects from Walk Bike BCD 2016. Planned/Proposed Sawmill Branch Trail: Extension to 17A proposed expansion, YMCA to Dorchester Road planned expansion, Eagle-Chandler trail phase 2 planned expansion.	*	Recreation Trails Program, Impact Fees, H Tax, TIF	Planning, Engineering, Public Works, Planning Commission, Town Council, Parks & Recreation, YMCA	○
122	81	Coordinate with Dorchester County on its Bikeway Improvements Program, which has identified Central Avenue and Main Street (US-17A) as recommended first phase routes.			Planning, Engineering, Planning Commission, Town Council, BCDCOG, Public Works, Bicycle & Pedestrian Committee, Dorchester County	○
123	81	Explore opportunities to increase neighborhood access to the existing Sawmill Branch Trail through connector paths, as illustrated in the Draft Town of Summerville Bicycle Plan (2010).			Planning, Engineering, Planning Commission, BCDCOG, Public Works, Bicycle & Pedestrian Committee, Parks & Recreation	○
124	81	Coordinate with SCDOT on the proposed Dorchester Road Safety Improvements project to determine feasibility of adding bicycle facilities to the initial proposal, if design has not been finalized.			Planning, Engineering, Planning Commission, BCDCOG, Public Works, Bicycle & Pedestrian Committee, SCDOT	○
125	81	Support BCDCOG in the creation of the Regional Active Transportation Commission.			Planning, Engineering, Planning Commission, Town Council, BCDCOG, Public Works, Bicycle & Pedestrian Committee, SCDOT, Parks & Recreation	○
126	81	Meet with the CHATS MPO TAP coordinator to identify the most competitive projects and develop funding applications.			Planning, Engineering, Planning Commission, BCDCOG, Public Works, SCDOT	○
127	81	Identify opportunities to increase dedicated Town funding for bicycle facilities.			Planning, Engineering, Planning Commission, Town Council, Parks & Recreation, Bicycle & Pedestrian Committee	○
<b>Chapter 7 Community Facilities &amp; Infrastructure</b>						
128	87	Identify a growth pattern of development that prioritizes areas directly adjacent to the municipal boundary to help prevent the overextension of infrastructure and reduce costs. The growth pattern should integrate recommendations from the forthcoming Master Facilities Plan to align with infrastructure need.	*		Planning, Planning Commission, Town Council, Public Works, Engineering, BCDCOG, Berkeley County Water and Sanitation (BCWS), Dorchester County Water and Sewer (DCWS), Dorchester County Water Authority (DCWA), North Charleston Sewer District (NCSD), Counties	○
129	87	Prioritize annexation of commercial areas over solely residential areas.	*		Planning, Planning Commission, Town Council, Economic Development, Summerville Commissioners of Public Works (SCPW), Business/property owners, Developers	○
130	87	Ensure that all planned developments include a fiscal impact analysis to identify long-term financial impacts on the Town.	*		Planning, Planning Commission, Town Council, Economic Development, Business/property owners, Developers	○

## ACTION MATRIX

NUM	PG	RECOMMENDATION	PRIORITY ACTION	PRIORITY INVESTMENT	RESPONSIBLE ENTITIES & PARTNER ORGANIZATIONS	TIME FRAME
131	87	Continue to evaluate development impact fees, requiring adequate private investment to ensure any long-term maintenance of new development will not overburden Town resources, and will be served by adequate infrastructure.			Planning, Engineering, Public Works, Economic Development, Parks & Recreation, Public Safety, Planning Commission, Town Council, Developers	○
132	87	Research and identify additional funding options to mitigate the impact of new development and the maintenance of the existing built environment.			Planning, Economic Development, Engineering, Planning Commission, Town Council, Public Works	○
133	87	Prioritize the annexation of unincorporated islands such as those between Old Trolley Road and Sawmill Branch, in Oakbrook, and along Central Avenue. Strategic annexation closes service gaps in the overall infrastructure network and provides adjacent land for future development as the population and needs of Summerville expand in the future.	*		Planning, Economic Development, Planning Commission, Town Council	○
134	89	Identify a new police headquarters location: evaluate the Town's growth pattern to determine the location for a new police headquarters to ensure Summerville provides the appropriate level of service to the public based on analysis and best practice standards.			Planning, Building, Planning Commission, Town Council, Police	S-M
135	89	Apply appropriate hiring procedures: Prioritize hiring and retention policies that support public safety and recognize the challenges to attracting employees in this field of work.			Town Council, Police, Fire & Rescue, Human Resources	○
136	89	Examine planning impacts on emergency services: Consider the impacts on emergency services when planning for new and updating existing roadways such as lane widths, ditches, and shoulders. The Town should also consider evaluating the possibility of establishing their own Town operated EMS system to serve residents more directly.			Planning, Planning Commission, Town Council, Police, Fire & Rescue, Public Works, Engineering	○
137	89	Partner with community groups: Foster additional partnerships with community groups in the Town of Summerville related to public health and safety and fire and crime prevention. Community led neighborhood watches and neighborhood cleanup events are an example of empowering citizens to keep the places they love safe, clean, and healthy.			Police, Fire & Resuce, Dorchester School District Two, Berkeley County School District, Charleston County School District, Businesses/property owners	○
138	93	Coordinate and maintain relationships with intergovernmental agencies and public and private utilities on infrastructure projects. This serves to reduce if not eliminate conflicts between providers to ensure residents are provided with the services they need in a timely and efficient manner.			Planning, Engineering, Planning Commission, Town Council, BCDCOG, Public Works, Summerville Commissioners of Public Works (SCPW), Berkeley County Water and Sanitation (BCWS), Dorchester County Water and Sewer (DCWS), Dorchester County Water Authority (DCWA), North Charleston Sewer District (NCSD), Private utility providers	○

## ACTION MATRIX

NUM	PG	RECOMMENDATION	PRIORITY ACTION	PRIORITY INVESTMENT	RESPONSIBLE ENTITIES & PARTNER ORGANIZATIONS	TIME FRAME
139	93	Prioritize the use of existing infrastructure for new growth and development, and extend Town infrastructure and services in a judicious manner, consistent with the established growth pattern.	*		Planning, Planning Commission, Town Council, Public Works, Engineering, Public Works, Summerville Commissioners of Public Works (SCPW), Berkeley County Water and Sanitation (BCWS), Dorchester County Water and Sewer (DCWS), Dorchester County Water Authority (DCWA), North Charleston Sewer District (NCSD), Private utility providers	○
140	93	Locate new utilities underground and require the relocation of existing overhead utilities underground, and implement colocation (such as joint trenching) during utility relocations and road widening projects where feasible.			Public Works, Engineering, Summerville Commissioners of Public Works (SCPW), Berkeley County Water and Sanitation (BCWS), Dorchester County Water and Sewer (DCWS), Dorchester County Water Authority (DCWA), North Charleston Sewer District (NCSD), Private utility providers, Town Council	○
141	93	Upgrade utility infrastructure as it ages out and protect existing utilities through damage prevention awareness/education such as public service announcements, brochures, and signage for a call-before-you-dig public education program.			Public Works, Engineering, , Summerville Commissioners of Public Works (SCPW), Berkeley County Water and Sanitation (BCWS), Dorchester County Water and Sewer (DCWS), Dorchester County Water Authority (DCWA), North Charleston Sewer District (NCSD), Private utility providers, Business/property owners	○
142	93	Provide opportunities for community revitalization, making existing neighborhoods safe, clean, and secure, cleaning up playgrounds, and providing better accessibility, to improve quality of life. Coordinating new and expanding existing programs with the Public Works Department should be the first steps. The Town can also encourage community-led initiatives by providing public funding or education and access to federal or state grant applications.			Planning, Planning Commission, Public Works, Business/property owners, Parks & Recreation, Police	○
143	93	Use green stormwater infrastructure in all new public works projects wherever possible.			Public Works, Engineering	○
144	95	As Summerville grows, the Town should continue coordination with the school districts to preserve the level of education services that make the area so attractive to residents. This can include identifying locations for additional facilities due to population growth and adequate infrastructure provision. Any newly constructed facilities should include safe routes to school as well to ensure new schools are accessible to all students via pedestrian and bike routes.			Planning, Planning Commission, Town Council, Public Works, SCDOT, Engineering, Bicycle & Pedestrian Committee, Dorchester School District Two, Berkeley County School District, Charleston County School District, TTC	○
145	95	Coordination with educational institutions should also extend to post-secondary education operators, to address the need for an advanced education facility for local workforce development. The Town should support a formal satellite campus for Trident Technical College.			Planning, Planning Commission, Town Council, Trident Technical College, Dorchester County Career and Technology Center, Dorchester School District Two, Berkeley County School District, Charleston County School District	○

## ACTION MATRIX

NUM	PG	RECOMMENDATION	PRIORITY ACTION	PRIORITY INVESTMENT	RESPONSIBLE ENTITIES & PARTNER ORGANIZATIONS	TIME FRAME
146	95	Identify potential existing public facilities similar to the armory, now RECC, for retrofit to support large-scale public events. Additionally, the Town can pursue a public-private partnership to create a facility by incentivizing the land or providing tax credits as means to attract a developer.			Planning, Planning Commission, Town Council, Parks & Recreation, Counties, Dorchester School District Two, Businesses/property owners, Developers, Nonprofits	○
147	95	Evaluate growth in order to update Town facilities and lend support for local nonprofit services to ensure community centers, libraries, and other services are distributed evenly across the Town and accessible to all residents.	*		Planning, Planning Commission, Parks & Recreation, Police, Fire & Rescue, Public Works, Summerville DREAM, YMCA, Public Works Arts Center, Nonprofits	○
148	95	Broaden support for the arts throughout the Town. This can be accomplished through event programming, mural or arts walks, providing funding for artists to create work in the public realm, open houses at studio and artist spaces, art gallery openings, live music performances, and food tastings. The “First Friday” event series many cities already host is simply named for the first Friday of every month where artist open their studios to the public. First Friday is an excellent example of a successful program that brings communities together around the arts. Collaboration with and support for the Public Works Art Center can help establish these and other programs.	*	Our Town Grants, Folklife & Traditional Arts Grants	Planning, Parks & Recreation, Public Works, Summerville DREAM, Public Works Arts Center, Nonprofits	○
149	95	Implement additional wayfinding and branding programs to promote awareness of local amenities and help residents and visitors navigate assets within the community. Local artists should be utilized for designing and branding.	*	SC Transportation Alternative Program, H Tax	Planning, Administration, Economic Development, Planning Commission, Town Council, Chamber of Commerce, Bicycle & Pedestrian Committee	S
Chapter 8 Natural Resources, Resiliency, Parks & Open Space						
150	102	Pursue funding recommendations made in the Recreation Department Need Assessment and Strategic Plan and Dorchester County Parks and Recreation Master Plan Update to expand parks services throughout the Town and address the staffing need.	*	Parks and Recreation Development Fund, Impact Fees	Planning, Parks & Recreation, Planning Commission, Town Council	○
151	102	Explore other alternative/supplemental funding sources through the state and federal government to help address the two issues as needed.		Impact Fees	Parks & Recreation, Town Council	○
152	102	Evaluate the ability to provide additional sports facilities in the community to maintain interest and usership in outdoor recreation and meet public health goals. These additional facilities should coincide with planned urban development to meet local needs at a neighborhood level.	*	Parks and Recreation Development Fund, Impact Fees	Planning, Building, Planning Commission, Town Council, Parks & Recreation, Counties	○
153	102	Continue supporting SCDPRT to maintain Colonial Dorchester and cultivate new opportunities for potential future projects.			Planning, Parks & Recreation, Town Council, South Carolina Department of Parks, Recreation and Tourism (SCDPRT)	○

## ACTION MATRIX

NUM	PG	RECOMMENDATION	PRIORITY ACTION	PRIORITY INVESTMENT	RESPONSIBLE ENTITIES & PARTNER ORGANIZATIONS	TIME FRAME
154	102	Maintain open spaces as open whenever possible to maintain the quality of life, health, and well-being of the community. Any new parks facility or development should follow sustainable practices and minimize impact and preserve open spaces.	*	Land & Water Conservation Fund	Planning, Planning Commission, Parks & Recreation	○
155	102	Continue projects that improve access to the Ashley River, such as the Ashley Oakbrook River Preserve project, as opportunities to better connect residents and visitors to this resource. Additionally, utilize conservation and preservation techniques to ensure protection while promoting access.	*	Recreational Trails Program, Boating and Infrastructure Grants, Impact Fees	Planning, Parks & Recreation, Public Works, Engineering, Town Council	○
156	102	Utilize smaller waterways, such as the Sawmill Branch, to connect various parts of Summerville to each other with trails.		Impact Fees	Planning, Planning Commission, Parks & Recreation, Public Works, Engineering	○
157	104	Use the 2017 Green Infrastructure Plan as a guide for Town staff when reviewing future development proposals to analyze their impact on these identified areas for environmental protection.			Planning, Planning Commission, Parks & Recreation, Public Works, Engineering	○
158	104	Develop, update, and implement specific drainage and flood control studies as new development occurs to establish protections such as riparian buffers, and to discourage development in the floodplain.	*	319 Nonpoint Source Clean Water State Revolving Fund Joint Funding Opportunities	Planning, Planning Commission, Town Council, Parks & Recreation, Public Works, Engineering	○
159	104	Educate the public on how to create native habitat gardens such as the Clemson Extension Carolina Yards program to protect habitats for wildlife and preserve the existing natural resources and open spaces.			Planning, Planning Commission, Parks & Recreation, Tree Protection Board	○
160	104	Further connect the green network of parks and open spaces to the Ashley River and other waterways, including greening sidewalks and street corridors to promote and invite people of all ages to comfortably explore the natural assets of the region.			Planning, Planning Commission, Town Council, Parks & Recreation, Public Works, Engineering, Bicycle & Pedestrian Committee	○
161	104	Expand the tree canopy to provide shade, making walking outside more inviting in the summer, as well as to absorb large amounts of potential water runoff keeping it out of the waterways.			Planning, Public Works, Engineering, Parks & Recreation, Tree Protection Board	○
162	104	Ensure nature-based recreation is accessible to all and that trails, parks, and open spaces are safe, clean, and follow ADA standards providing everyone access to a healthy and active lifestyle.			Planning, Parks & Recreations, Public Works, Engineering	○
163	104	Implement Low-Impact Development (LID) techniques into all new development and public works projects and utilize pervious materials in all new public realm projects including sidewalks and roadways where feasible.	*	319 Nonpoint Source Clean Water State Revolving Fund Joint Funding Opportunities, SC Transportation Alternative Program, TIF, Impact Fees	Planning, Public Works, Engineering, Town Council, Developers	○

## ACTION MATRIX

NUM	PG	RECOMMENDATION	PRIORITY ACTION	PRIORITY INVESTMENT	RESPONSIBLE ENTITIES & PARTNER ORGANIZATIONS	TIME FRAME
164	104	Maintain and update the Town-wide emergency management plans for flood mitigation, disaster preparedness, and community resiliency.			Planning, Planning Commission, Town Council, Police, Fire & Rescue, Public Works, Engineering, Summerville Commissioners of Public Works (SCPW), Berkeley County Water and Sanitation (BCWS), Dorchester County Water and Sewer (DCWS), Dorchester County Water Authority (DCWA), North Charleston Sewer District (NCSD), Counties	O
165	104	Maintain and update the Stormwater Management Plan (SWMP) to support minimum control measures that use the most modern best management practices (BMP) for stormwater management.			Planning, Public Works, Engineering, Summerville Commissioners of Public Works (SCPW), Berkeley County Water and Sanitation (BCWS), Dorchester County Water and Sewer (DCWS), Dorchester County Water Authority (DCWA), North Charleston Sewer District (NCSD)	O
166	104	Continue to work with Dorchester County to implement strategies and actions from the Multi-Jurisdictional Hazard Mitigation Plan as well as to identify any opportunities to improve the Towns resiliency to natural and manmade disasters.			Planning, Planning Commission, Town Council, Police, Fire & Rescue, Public Works, Engineering, Summerville Commissioners of Public Works (SCPW), BCDCOG, Dorchester County, Berkeley County	O
Chapter 9 Cultural Resources						
167	116	Preserve and enhance Summerville's historical structures and the architectural character of the Historic District. This can be achieved by utilizing the new Historic District Design Guidelines and ensuring there is political weight behind enforcing these standards.	*	Historic Rehabilitation Tax Credit, DREAM Façade Grant, State Historic Preservation Office funds	Planning, Planning Commission, Building, Historic District/Board of Architectural Review, Code Enforcement, Businesses/property owners, Developers	O
168	116	Ensure that the small-town, historic character of Summerville is not undermined by future development.			Planning, Planning Commission, Building, Historic District/Board of Architectural Review, Code Enforcement, Businesses/property owners, Developers	O
169	116	Develop historic designations for expanded areas and neighborhoods adjacent to or outside of the historic district, as appropriate. The Town should also consider more historic buildings not on the register for designation within the Town.			Planning, Planning Commission, Building, Historic District/Board of Architectural Review	S
170	117	Consider utilizing a gap financing tool for property owners interested in historic preservation of older buildings that are not on the Historic Register and therefore do not qualify for Historic Tax Credits.			Planning, Economic Development, Planning Commission, Town Council	S
171	117	Maintain the historic character and charm of Downtown by encouraging smaller, locally-owned businesses and shops			Planning, Economic Development, Planning Commission, Town Council, Chambers of Commerce, Code Enforcement, Board of Architectural Review, Businesses/property owners, Developers	O
172	117	Continue to honor and celebrate local history, with an emphasis on Summerville's diverse past.			DREAM, Nonprofits, Businesses/property owners, Developers	O

## ACTION MATRIX

NUM	PG	RECOMMENDATION	PRIORITY ACTION	PRIORITY INVESTMENT	RESPONSIBLE ENTITIES & PARTNER ORGANIZATIONS	TIME FRAME
173	117	Utilize the Opportunity Zone to foster reinvestment in the Brownsville neighborhood, ensuring the participation, inclusion, and support of existing neighborhood residents. Identify key streets in Brownsville for improvement and renewal.	*	Opportunity Zone	Planning, Planning Commission, Economic Development, Public Works, Engineering, Brownsville residents, Business/property owners, Nonprofits	○
174	117	Identify additional mechanisms to support and strengthen the long-standing African American history of Summerville, ensuring investment in culturally rich neighborhoods such as Brownsville.			Planning, Planning Commission, Town Council, Economic Development, Brownsville residents, Business/property owners, Nonprofits	○
175	117	Identify a new site for a cultural facility to provide a venue for cultural events and the arts to meet the needs of the community.	*	SCCLF - Community Facility Loans	Planning, Building, Planning Commission, Town Council, Parks & Recreation	S
176	117	Consider providing a community group grant program and tool to find meeting spaces throughout the Town.			Planning, Planning Commission, Parks & Recreation, Public Works Art Center, YMCA, Summerville DREAM, Nonprofits	○
177	117	Maintain and grow partnerships with local civic institutions, organizations, and clubs, such as Summerville DREAM and the YMCA to help continue the management and development of a variety of community events.			Planning, Planning Commission, Parks & Recreation, Public Works Art Center, YMCA, Summerville DREAM, Nonprofits	○
Chapter 10 Implementation						
178	120	Make copies of the plan document available online.	*		Planning, Administration	S
179	120	Aid the public in explaining the Plan and its relationship to public- and private-development projects and other proposals, as appropriate.	*		Planning, Planning Commission	○
180	120	Assist the Town Council and other boards and commissions in the day-to-day administration, interpretation, and application of the Plan.	*		Planning, Planning Commission	○
181	120	Meet with department directors and officials to explain the purpose, importance, and benefits of the Plan.	*		Planning, Planning Commission	○
182	120	Provide a Plan “orientation” for new staff, officials, and board members that highlights key takeaways and major goals of Summerville: Our Town, Our Future that are essential to local policy and initiatives.	*		Planning, Planning Commission, Town Council	○
183	120	Maintain a list of current possible amendments, issues, or needs that may be the subject of change, addition, or deletion from the Plan.	*		Planning, Planning Commission, Town Council	○
184	121	Per the recommendations of the Plan, the Town should identify specific organizations and agencies to assist with implementation and explore opportunities for potential partnerships and collaborations.			Planning, Planning Commission, Town Council	○

## ACTION MATRIX

NUM	PG	RECOMMENDATION	PRIORITY ACTION	PRIORITY INVESTMENT	RESPONSIBLE ENTITIES & PARTNER ORGANIZATIONS	TIME FRAME
185	121	Ensure open and regular communication with a Technical Review Committee for large scale development and subdivision proposals with representatives from water and sewer districts, utility providers, school districts, SCDOT and in the future, CARTA and Tri-County Link as public transit service increases within the Planning Area. Discussion should occur following the adoption of the Plan regarding what goals and recommendations are most likely to affect partner agencies.			Planning, Summerville Commissioners of Public Works (SCPW), Berkeley County Water and Sanitation (BCWS), Dorchester County Water and Sewer (DCWS), Dorchester County Water Authority (DCWA), North Charleston Sewer District (NCSD), Dorchester School District Two, Berkeley County School District, Charleston County School District, SCDOT, CARTA, Tri-County Link	○
186	121	Further, the Town should encourage property owners and developers to undertake improvements and new construction that conforms to the directives of the Plan.			Planning, Economic Development, Developers, Business/property owners	○
187	121	The Town should ensure that major recommendations and the overall vision for Summerville, as defined within the Plan, are conveyed to the entire community.			Planning, Planning Commission, Town Council	○
188	121	This should be supported by regular updates, coverage of major milestones, and additional opportunities for residents to voice their opinion.			Planning, Planning Commission, Town Council	○
189	121	The Town should maintain avenues by which residents and stakeholders can communicate with Town staff and receive information about planning and development efforts, which should include methods for residents to voice questions and concerns that are then reviewed and addressed in a timely manner.			Planning, Planning Commission, Town Council	○
190	122	The Town should regularly initiate a systematic review and analysis of the Plan.			Planning	○
191	122	In general, a full review should be completed at least every two to three years. Best practice, however, would be an annual review. This process should coincide with preparation of the Town's annual budget and Capital Improvement Plan (CIP), enabling recommendations and projects from the Plan to be considered as part of upcoming funding commitments for that fiscal year.			Planning	○
192	122	Town staff should regularly monitor these sources to account for legislative or statutory changes that may influence the applicability or availability of funding, as well as proactively seek new, available funding sources.			Planning, Economic Development, Engineering, Public Works, Parks and Recreation	○

**ANNEXATION  
STAFF REPORT  
PLANNING COMMISSION  
August 17, 2020**

**TMS#s: 232-00-02-179 and 138-00-00-036**

**Location: Berlin G. Myers Pkwy. And E. 9<sup>th</sup> North St.**

**Description: two lots, approximately 4.7 acres**

**Request: Annexation and zoning to G-B (to be combined with two lots already in Town and zoned G-B)**

The property owner is requesting for the above referenced parcels to be annexed into the Town from Berkeley County and Dorchester County. The existing zoning in Berkeley County is GC, General Commercial, and in Dorchester County is CG, General Commercial. These properties previously came before the Commission in 2017; however, that petition for annexation was withdrawn.

This property is included in the Town's 'Gateway Mixed Use' District within the Town's 2009-2011 Comprehensive Plan and Update as well as on the accompanying Future Land Use Map. Multiple land uses encouraging a variety of intensities to support transit are encouraged, including high residential densities. The draft Future Land Use Map in the Comprehensive Plan up for recommendation currently shows this area as Regional Commercial. Based on these findings requested G-B General Business zoning district is interpreted by staff to be in conformance with the Town's Comprehensive Plan and is recommended for approval.

STATE OF SOUTH CAROLINA )  
COUNTY OF Dorchester )

PETITION FOR ANNEXATION

TO THE HONORABLE MAYOR AND TOWN COUNCIL OF SUMMERVILLE

WHEREAS, SECTION 5-3-150 (3) Code of laws of South Carolina provides for the annexation of an area or property which is contiguous to a Town by filing with the municipal governing body a petition signed by all persons owning real estate in the area requesting annexation, and

WHEREAS, the undersigned are all persons owning real estate in the area requesting annexation, and

WHEREAS, the area requesting annexation is described as follows, to wit:

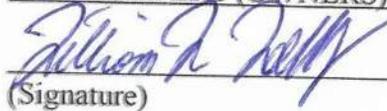
Berlin G. Myers Parkway  
SAID PROPERTY, located at and E. Ninth Street (approximately 4.13 acres) to be annexed is identified by the Dorchester County Assessor's Office as Property Identification Number: TMS # 138-00-00-036 to include, if necessary to establish contiguity, any road, waterway, easement, railroad track, marshland or utility line that intervenes between this property and the municipal limits of the Town of Summerville.

NOW, THEREFORE, the undersigned petition the Town Council of Summerville to annex the above described area into the municipal limits of the Town of Summerville.

Dated this 22 day of July 2020, ~~2018~~.

FREEHOLDERS (OWNERS) SIGNED

DATE OF SIGNATURE

  
(Signature)

7/22/20  
(Date)

William W. Walker JR  
(Print Name)

\_\_\_\_\_  
(Date)

\_\_\_\_\_  
(Signature)

\_\_\_\_\_  
(Print Name)

STATE OF SOUTH CAROLINA )  
COUNTY OF Berkeley )

PETITION FOR ANNEXATION

TO THE HONORABLE MAYOR AND TOWN COUNCIL OF SUMMERVILLE

WHEREAS, SECTION 5-3-150 (3) Code of laws of South Carolina provides for the annexation of an area or property which is contiguous to a Town by filing with the municipal governing body a petition signed by all persons owning real estate in the area requesting annexation, and

WHEREAS, the undersigned are all persons owning real estate in the area requesting annexation, and

WHEREAS, the area requesting annexation is described as follows, to wit:

SAID PROPERTY, located at Berlin G. Myers Parkway and E. Ninth Street (approximately .57 acres) to be annexed is identified by the Berkeley County Assessor's Office as Property Identification Number: TMS # 232-00-02-179 to include, if necessary to establish contiguity, any road, waterway, easement, railroad track, marshland or utility line that intervenes between this property and the municipal limits of the Town of Summerville.

NOW, THEREFORE, the undersigned petition the Town Council of Summerville to annex the above described area into the municipal limits of the Town of Summerville.

Dated this 22 day of July, 2020, ~~2018.~~

FREEHOLDERS (OWNERS) SIGNED

DATE OF SIGNATURE

William R. Kelly  
(Signature)

7-22-20  
(Date)

William W. Walker JR  
(Print Name)

\_\_\_\_\_  
(Date)

\_\_\_\_\_  
(Signature)

\_\_\_\_\_  
(Print Name)

## Chase, Erica

---

**From:** Billy <Billy@wccwilbur.com>  
**Sent:** Thursday, July 23, 2020 4:47 PM  
**To:** Chase, Erica  
**Subject:** Annexation Authority on 10 ac parcels on Berlin G Myers and 9th street stub out section

I, William W Walker , Jr. of the Marymeade Associates L.P. (Property Owner ) authorize Stantec and Childress Klein Properties to represent me on all matters of annexation of TMS # 232-00-02-179 and TMS # 138-00-00-036 into the Town of Summerville.

Sincerely,

William W. Walker, Jr.  
Marymeade Associates L.P.

HOLMES & THOMSON, L.L.P.  
RIVERS T. JENKINS, JR.  
ATTORNEY AT LAW  
4975 LaCross Road, Suite 306  
North Charleston, SC 29406-8528

004387  
FILED-RECORDED

BK 1724PG036

STATE OF SOUTH CAROLINA )  
COUNTIES OF BERKELEY AND )  
DORCHESTER )

MAR 3 11 31 AM 1997 FILE TO REAL ESTATE

BOOK 1031 PAGE 302

Recording Fee 11.00  
S.C. Fee             
Berkeley County Fee 660.00  
Date 3-20-97

KNOW ALL MEN BY THESE PRESENTS, THAT,  
PURSUANT TO THE CONSUMMATION OF A LIKE-KIND EXCHANGE BY GRANTEE

TLC HOLDINGS, LLC

in the State aforesaid for/end in consideration of the sum of:

SIX HUNDRED THOUSAND AND DD/1DD (\$600,000.00) DOLLARS

to it in hand paid at and before the sealing of these presents by:

MARYMEADE ASSOCIATES LIMITED PARTNERSHIP

(hereinafter whether singular or plural the "Grantee") has granted, bargained, sold and released, and by these Presents does grant, bargain, sell and release unto the said Grantee the following described property:

ALL that certain piece, parcel or tract of land, situate partly in Berkeley County and partly in Dorchester County, South Carolina, containing Seventeen and sixty one hundredths (17.61) acres, as shown on a plat prepared by Associated Surveyors and Engineers on January 20, 1997, revised February 14, 1997, entitled "Plat Showing a Tract of Land, Located on the South Side of The Berlin G. Myers Parkway, Owned by T.L.C. Holdings, L.L.C. Proposed to be Conveyed to Marymeade Associates, A Limited Partnership", and recorded in the RMC Office for Berkeley County in Plat Cabinet M, Page 232C, and the RMC Office for Dorchester County in Plat Book J, Page 9. Said tract having such size, shape, dimensions, buttings and boundings as will by referenced to said plat more fully and at large appear.

BEING a portion of the property conveyed to the Grantor herein by Deed of Salisbury Brick Corporation dated January 19, 1996 and recorded in the RMC Office for Dorchester County in Book 1550, at page 227, and in the RMC Office for Berkeley County in Book 809, at page 13.

TMS: ~~137-00-00-001~~  
          <sup>024</sup>  
          ~~232-00-02-046~~

Address of Grantee: P. O. Box 5225

North Charleston, SC 29406

RECORDED THIS 2/11/97  
OF 11/16/97 1997  
BERKELEY COUNTY, S.C.

DORCHESTER COUNTY

SC Deed Rec Fee 694.20

Co. Deed Rec Fee 293.90

Filing Fee 10.00

Exemption #           

LINDA T. MESSERVY  
Register of Mesne Conveyances

DORCHESTER COUNTY  
Real Estate Transfer Fee Collected  
667.33

Holmes & Thompson, L.L.P.  
Real Estate Trust Account  
P.O. Box 858  
Charleston, S.C. 29402-0858

BK 1724PG037

TOGETHER with all and singular, the rights, members, hereditaments and appurtenances to the said premises belonging, or in anywise incident or appertaining.

TO HAVE AND TO HOLD all and singular the premises before mentioned unto the said Grantee(s), its successors and Assigns forever.

And the Grantor does hereby bind it and its successors and Administrators, to warrant and forever defend all and singular the said premises unto the said Grantee and the Grantee's Heirs and Assigns, against the Grantor and the Grantor's Heirs and against every person whomsoever lawfully claiming, or to claim, the same or any part thereof.

WITNESS the Hand and Saal of the Grantor this 21 day of February, in the year of our Lord one thousand nine hundred and ninety-seven and in the two hundredth and twenty-first year of the Sovereignty and Independanca of the United States of America.

SIGNED, SEALED AND DELIVERED  
IN THE PRESENCE OF:

TLC HOLDINGS, LLC

[Signature]  
[Signature]  
JAMES C THIGPEN

BY: [Signature] (SEAL)  
JAMES C. THIGPEN Authorized Member

BY: [Signature] (SEAL)  
JIMMY S. LOVELL, Authorized Member

STATE OF SOUTH CAROLINA  
COUNTY OF CHARLESTON

PERSONALLY appeared before me the undersigned witness and made oath that (s)he saw the within named TLC Holdings, LLC, by James C. Thigpen, Authorized Membar, sign, seal and as the Grantor's act and deed, deliver the within-written Dead for the uses and purposes therein mentioned and that (s)he with the other witness witnessed the executed thereof.

SWORN to before me this

21 day of February, 1997.

[Signature]

[Signature] (SEAL)  
NOTARY PUBLIC FOR SOUTH CAROLINA  
My Commission Expires: 04-07-99

ENTERED IN  
ASSESSOR'S OFFICE  
MAR 05 1997  
DORCHESTER COUNTY, SC

STATE OF SOUTH CAROLINA  
COUNTY OF CHARLESTON

PERSONALLY appeared before me the undersigned witness and made oath that (s)he saw the within named TLC Holdings, LLC, by Jimmy S. Lovell, Authorized Member, sign, seal and as the Grantor's act and deed, deliver the within-written Deed for the uses and purposes therein mentioned and that (s)he with the other witnesses witnessed the executed thereof.

SWORN to before me this

26 day of Feb., 1997.



Jack C. Hugraw (SEAL)  
NOTARY PUBLIC FOR SOUTH CAROLINA  
My Commission Expires: 4-22-02

FILED - RECORDED  
97 MAR 20 PM 12:26  
CYNTHIA E. FORTÉ  
REGISTER  
MESSE CONVEYANCES  
BERKELEY COUNTY, SC

STATE OF SOUTH CAROLINA  
COUNTY OF DORCHESTER  
Filed for record this 3rd  
day of May, 1997  
at 11:31 A.M. and recorded  
in book 1724 page 30  
LINDA F. MESSERVY  
REGISTER OF MESSE CONVEYANCES

BK 1724PG039

STATE OF SOUTH CAROLINA )  
 )  
COUNTIES OF DORCHESTER AND BERKELEY )

AFFIDAVIT

PERSONALLY appeared before me the undersigned who, being first duly sworn, deposes and says:

1. That the property with a legal description of 17.60 acres, bearing Dorchester County tax map number 138-00-00-001 and Berkeley County tax map number 232-00-02-046, situate in the Counties of Berkeley and Dorchester, South Carolina, was transferred by T.L.C. Holdings, L.L.C. to Marymeade Associates Limited Partnership on February 28, 1997.

2. That the transaction was (Check one)  
XX an arm's length real property transaction and the sales price paid or to be paid in money or money's worth was \$600,000.00.  
\_\_\_\_ not an arm's length real property transaction and the fair market value of the property is (N/A).

3. That the above transaction is exempt, or partially exempt, from the recording fee as set forth in SC Code Ann. §12-24-10, et. seq., because the deed is (N/A).

4. That, as required by Code §12-24-70, I state that I am a responsible person who was connected with the transaction as purchaser.

5. That documentary stamps were calculated as follows:

\$600,000.00 (purchase price) divided by 17.60 acres (total acreage) = \$34,090.91/acre  
Berkeley = 9.77 acres x \$34,090.91 = \$333,068.18 (\$333.5 x 3.7 = \$1,233.95)  
Dorchester = 7.83 acres x \$34,090.91 = \$266,931.82 (\$267 x 3.7 = \$987.90)

6. That transfer fees were calculated as follows:

\$34,090.91 (price per acre) x 7.83 acres (acreage in Dorchester County) = \$266,931.82  
\$266,931.82 x .25% = \$667.33

7. I further understand that a person required to furnish this affidavit who wilfully furnishes a false or fraudulent affidavit is guilty of a misdemeanor and, upon conviction, must be fined not more than One thousand and no/100 Dollars (\$1,000.00) or imprisoned not more than one (1) year, or both.

MARYMEADE ASSOCIATES LIMITED PARTNERSHIP  
BY: WALKER CAPITAL CORPORATION

BY: [Signature]  
ITS: \_\_\_\_\_

SWORN to before me this  
28th day of February, 1997.

[Signature] (SEAL)  
NOTARY PUBLIC FOR SOUTH CAROLINA  
My Commission Expires: 4-7-99

RECORDED  
INDEXED  
BERKELEY COUNTY, SC

15.00

49267

FILED-RECORDED BOOK 1098 PAGE 307

File No. 1 14310-C.V

FEB 1 11 03 AM '93

STATE OF SOUTH CAROLINA  
COUNTY OF DORCHESTER

LIMITED  
MORTGAGE  
DEED

CONFIRMATORY DEED

WHEREAS, by deed dated 12/30/92, recorded in the RMC Office for Dorchester County on 12/30/92, in Book 1097, page 19, the property hereinafter described was conveyed by the Grantor to the Grantee herein, and

WHEREAS, an inadvertent error was made in the description of the "Shopping Center" tract in the "Savings and Excepting" clause of the legal description, which mistake the Grantor desires to correct by the execution and delivery of the within Confirmatory Deed,

KNOW ALL MEN BY THESE PRESENTS, that we, W. W. Walker, a/k/a William W. Walker, and Mary R. Walker, in the State aforesaid, for and in consideration of the sum of Five and no/100 Dollars (\$5.00) paid in hand at and before the sealing of these presents by Marymeade Associates Limited Partnership, in the State aforesaid, the receipt whereof is hereby acknowledged, have granted, bargained, sold and released, and by these presents do grant, bargain, sell and release unto the said Marymeade Associates Limited Partnership, the following described property, to-wit:

SEE EXHIBIT 'A' ATTACHED HERETO FOR LEGAL DESCRIPTION

THE property conveyed hereby is the same property conveyed to W. W. Walker as set forth on Exhibit 'A' and unto Mary R. Walker, as to an undivided one-half (1/2) interest, by deed of W. W. Walker to be recorded simultaneously herewith.

Grantee's Address: c/o W. C. Wilbur Co., Inc.  
1072 E. Montague Avenue  
North Charleston, SC 29406

TOGETHER with all and singular, the rights, members, hereditaments, and appurtenances to the said premises belonging, or in anywise incident or appertaining.

TO HAVE AND TO HOLD, all and singular, the said premises before mentioned unto the said Marymeade Associates Limited Partnership and its assigns forever.

AND we do hereby bind ourselves and our heirs and assigns to warrant and forever defend, all and singular, the said premises unto the said Marymeade Associates Limited Partnership and its assigns, against us and our heirs and assigns, and all persons

WALTER T. JENNINGS, JR.  
ATTORNEY AT LAW  
4975 WACROSS ROAD, SUITE 355  
N. CHARLESTON, S. C. 29418



## EXHIBIT A

LEGAL DESCRIPTION

ALL that certain, piece, parcel or tract of land, situate, lying and being partly in Berkeley County and partly in Dorchester County, South Carolina, measuring and containing 322.33 acres, being shown on a "PLAT SHOWING A TRACT OF LAND OWNED BY W. W. WALKER, BERKELEY AND DORCHESTER COUNTIES", made January, 1965 by William H. Mitchell, P.E. & L.S., R. Earl Fischer, Jr., P.E. & L.S. and James C. Rogers, L.S.; which said plat is recorded in the RMC Office for Berkeley County in Plat File Cabinet on May 21, 1965; said 322.33 acre tract of land has such size, shape, metes, bounds, location and dimension as are shown on said plat.

BEING a portion of the same property conveyed to W. W. Walker by E. A. Marvin, Jr., dated August 31, 1956, recorded in the Office of the Clerk of Court for Berkeley County in Book 103, page 66, and in the Office of the Clerk of Court for Dorchester County in Book 113, page 211; wherein said tract of land is said to contain 337.3 acres, less a 1.1 acre tract of land retained by the said E. A. Marvin, Jr. and BEING the same property conveyed to William W. Walker by deed of Jennie L. Goree, dated June 23, 1962, recorded in the RMC Office for Berkeley County in Book A-125, page 234.

TMS: 130-16-00-006 -- Dorchester County  
232-00-02-052 -- Berkeley County

## ALSO

ALL that piece, parcel or lot of land, with the buildings and improvements thereon, situate, lying and being near the Town of Summerville, County of Dorchester, State aforesaid; butting and bounding as follows, to wit: Northwest on a public road 365.5'; Northeast on lands of William W. Walker 181'; Southeast on lands of William W. Walker 348.5'; and Southwest on lands of William W. Walker 103'.

BEING the same property conveyed to W. W. Walker by Grace McD. Marvin, Jr., by deed dated May 30, 1973, recorded in the Office of the Clerk of Court for Dorchester County in Book 213, page 8.

TMS: 130-16-00-006 Dorchester County

## ALSO

ALL that piece, parcel or tract of land, situate, lying and being near the Town of Summerville, County of Dorchester, State aforesaid, containing 5.6 acres, more or less; Butting, bounding and measuring as follows, to wit: Northeast on Ninth North Street, 468.8'; Southeast on a 25' Right-of-way dedicated by the Grantors herein to the public use, 520'; Southwest on Gum Street and on

lands now or formerly of T. W. Salisbury, 474.5'; having such shape, form, marks, courses, distances, buttings, boundings, and content, as are delineated on a map thereof by J. W. Foster, R. E., from a survey made March 6, 1937, a blueprint of which said map is attached to deed of Marva Corporation and Lawrence A. Walker to Cannon F. Prettyman, recorded in the Office of the Clerk of Court for Dorchester County in Book 66, page 438; said property is also shown on a revised map of the same dated April 13, 1937, prepared by C. M. Murdaugh for the State Highway Department.

BEING a portion of the property conveyed to W. W. Walker by deed of Cannon F. Prettyman, dated June 2, 1966, recorded in the Office of the Clerk of Court for Dorchester County in Book 147, page 34.

TMS: 130-16-07-001 Dorchester County

ALSO

ALL those two certain parcels of land located in Berkeley County, being shown and designated as Parcel One (1) and Parcel (2) containing 12.4 acres and 2.1 acres, respectively, on "PLAT SHOWING A TRACT OF LAND OWNED BY W. W. WALKER, BERKELEY AND DORCHESTER COUNTIES, SOUTH CAROLINA", dated January, 1965, prepared by William H. Mitchell, P.E. & L.S., R. Earl Fischer, Jr., P.E. & L.S. and James C. Rogers, L.S.; which said plat is recorded in the RMC Office for Berkeley County in Plat File Cabinet on May 21, 1965; said two parcels being shown on said plat as "PARCEL ONE, C. F. PRETTYMAN" and "PARCEL TWO, C. F. PRETTYMAN", said parcels having such boundaries, courses, metes and distances as reference to said plat will more fully disclose.

BEING a portion of the property conveyed to W. W. Walker by deed of Cannon F. Prettyman, dated June 2, 1966, recorded in the Office of the Clerk of Court for Berkeley County in Book A-160, page 68.

TMS: 232-00-02-052 Berkeley County

SAVING AND EXCEPTING from all of the property above described the following:

(Shopping Center) ALL that piece parcel, or tract of land, situate, lying, and being in the County of Berkeley, State of South Carolina, being a portion of property shown on a plat entitled "North Main Market Center, Town of Summerville, Berkeley County, South Carolina," dated November 4, 1992, made by Joel P. Porcher, R.P.E. & L.S., said portion of property being bounded by and contained within lines connecting the following points: Beginning at a point on the southerly side of U.S. Highway 17-A, a distance 404.76' from the center line of Berlin G. Meyers Parkway, said point being identified as A and designated POINT OF BEGINNING; thence continuing in an easterly direction along U.S. Highway 17-A to points B, V, W, B-1, C-1, G-1, H-1, I-1, N-1, and O-1; thence continuing in a southerly direction to point P-1; thence continuing in an easterly direction to point Q-1; thence continuing in a

southerly direction to points R-1 and S-1; thence continuing in a westerly direction to points T-1, U-1, V-1, W-1, X-1; thence continuing S30°48'00"E, a distance of 50.00' to the southern boundary line of "Future Roadway"; thence continuing S59°12'00"W, a distance of 658.06' along said boundary line to a point not designated by letter; thence continuing along a curve in said boundary line having a chord bearing of S45°46'44"W a distance of 213.35' to a point not designated by letter on the southern boundary line of "Proposed 50' Access Easement for Lowe's"; thence continuing S32°21'28"W a distance of 170.63' to a point not designated by letter; thence along a curve in said boundary line having a chord bearing of S12°38'32"E a distance of 47.12'; thence continuing S32°21'28"W a distance of 80.00'; thence N57°38'32"W a distance of 130'; thence N32°21'28"E a distance of 40.00' to a point not designated by letter on the center line of "80' R/W"; thence continuing N32°21'28"E a distance of 40.00' to a point not designated by letter; thence continuing N57°38'32"W a distance of 150.00' to a point not designated by letter at the intersection of "80' R/W" with "Berlin G. Meyers Parkway 100' R/W"; thence continuing N32°21'28"E a distance of 54.30' to a point not designated by letter; thence continuing along a curve having a chord bearing of N11°01'08"E a distance of 570.72' to a point not designated by letter; thence continuing along a curve having a chord bearing of N20°30'47"W a distance of 272.62' to point L; thence continuing to points M, N, O, and A, the POINT OF BEGINNING.

ALSO SAVINGS AND EXCEPTING

(First Citizens) ALL that certain piece, parcel or tract of land, situate, lying and being in the County of Berkeley, State of South Carolina, being shown and designated as Tract C containing 0.823 acres on "PLAT PREPARED FOR SUMMERVILLE DEVELOPMENT COMPANY SHOWING FIVE TRACTS OF LAND SITUATE ON U. S. HIGHWAY 17-A, BERKELEY COUNTY, SOUTH CAROLINA" made June 24, 1987 by Joel P. Porcher, recorded in the RMC Office for Berkeley County in Plat Cabinet G, page 210; said Tract C has such size, shape, metes, bounds, location and dimensions as are shown on said plat and is more particularly described according to said plat as follows: Beginning at an iron pipe on the southerly right-of-way of U. S. Highway 17-A, which said point is located 80' from the center line of the "future roadway" as shown on the plat above referred to, at the intersection of said future roadway with U. S. Highway 17-A, the POINT OF BEGINNING; and continuing thence with a curve to the right, having a radius of 30', a chord bearing and distance of S57°13'30"E 42.43' to an iron pipe on the westerly right-of-way of said future roadway S12°13'30"E 179.50' to an iron pipe on the westerly right-of-way of said future roadway; thence along the boundary of Tract A as shown on said plat S77°46'30"W 172' to an iron pipe; thence continuing along the boundary of said Tract A N12°13'30"W 209.50' to an iron pipe on the southerly right-of-way of U. S. Highway 17-A; thence continuing along the southerly right-of-way of U. S. Highway 17-A N°46'30"E 142' to an iron pipe on the southerly right-of-way of U. S. Highway 17-A, the POINT OF BEGINNING.

ALSO SAVINGS AND EXCEPTING

(Hardees) ALL that piece, parcel or tract of land, situate, lying and being in the County of Berkeley, State of South Carolina, and being designated as Tract F containing 0.794 acres, more or less, as shown on a certain plat entitled "PLAT SHOWING TRACTS 'F', 'F-1', 'F-2' & 'F-6" PROPERTY OF W. W. WALKER, ABOUT TO BE CONVEYED TO HARDEE'S FOOD SYSTEM, INC." by Andrew C. Gillette, SCRLS No. 5933, dated October 17, 1986, revised March 10, 1987; the property is more fully described as follows: to wit: From a concrete monument located on the eastern right-of-way of Gum Street, thence in an easterly direction along the southern right-of-way of U. S. 17-A 2372' to an iron pin designated as Point B, the POINT OF BEGINNING, thence N77°46'30" 165' to an iron pin designated as Point F, thence S12°13'30"E, 209.50' to an iron pin designated as Point I, thence S77°46'30"W 165' to an iron pin designated as Point C, thence N12°13'30"W 209.50' to Point B, the POINT OF BEGINNING.

ALL that piece, parcel or tract of land, situate, lying and being in the County of Berkeley, State of South Carolina, being designated as Tract F-1 containing 0.118 acres, more or less, as shown on a certain plat entitled "PLAT SHOWING TRACTS 'F', 'F-1', 'F-2' & 'F-6" PROPERTY OF W. W. WALKER, ABOUT TO BE CONVEYED TO HARDEE'S FOOD SYSTEM, INC." by Andrew C. Gillette, SCRLS No. 5933, dated October 17, 1986, revised March 10, 1987; the property is more fully described as follows: to wit: From a concrete monument located on the eastern right-of-way of Gum Street, thence in an easterly direction along the southern right-of-way of U. S. Highway 17-A 2367' to an iron pin designated as Point A, the POINT OF BEGINNING, thence N77°46'30"E 5' to an iron pin designated as Point B; thence S12°13'30"E 209.50' to an iron pin designated as Point C; thence S77°46'30"W 25' to an iron pin designated as Point D; thence N12°13'30"W 189.50' to an iron pin designated as Point E; thence New 46°30"E 28.28' to Point A, the POINT OF BEGINNING; said line E-A is a curve having a radius of 20' and an arc length of 31.42'.

ALL that piece, parcel or tract of land, situate, lying and being in the County of Berkeley, State of South Carolina, and being designated as Tract F-2 containing 0.048 acres, more or less, as shown on a certain plat entitled "PLAT SHOWING TRACTS 'F', 'F-1', 'F-2' & 'F-6" PROPERTY OF W. W. WALKER, ABOUT TO BE CONVEYED TO HARDEE'S FOOD SYSTEM, INC." by Andrew C. Gillette, SCRLS No. 5933, dated October 17, 1986, revised March 10, 1987; the property is more fully described as follows: to wit: From a concrete monument located on the eastern right-of-way of Gum Street, thence in an easterly direction along the southern right-of-way of U. S. Highway 17-A 2537' to an iron pin designated as Point F, the POINT OF BEGINNING, thence N77°46'30"E 10' to an iron pin designated as Point G; thence S12°13'30"E 209.50' to an iron pin designated as Point H; thence S77°46'30"W 10' to an iron pin designated as Point I; thence N12°13'30"W 209.58' to Point F, the POINT OF BEGINNING.

ALL that piece, parcel or tract of land, situate, lying and being in the County of Berkeley, State of South Carolina, and being designated as Tract F-6 containing 0.713 acres, more or less, as shown on a certain plat entitled "PLAT SHOWING TRACTS 'F', 'F-1', 'F-2' & 'F-6" PROPERTY OF W. W. WALKER, ABOUT TO BE CONVEYED TO

HARDEE'S FOOD SYSTEM, INC." by Andrew C. Gillette, SCRLS No. 5933, dated October 17, 1986, revised March 10, 1987; the property is more fully described as follows: to wit: From a concrete monument located on the eastern right-of-way of Gum Street, thence in easterly along the southern right-of-way of U. S. 17-A 2367' to an iron pin designated as Point A, the POINT OF BEGINNING; thence S32°46'30"W 28.28' to Point E, said Line E-A is a curve having a radius of 20' and an arc length of 31.42'; thence S12°13'30"E 189.50' to Point D; thence N77°46'30"E 100' to Point Q; thence S12°13'30"E 50' to Point R; thence S77°77'46'30"W 200' to Point S; thence N12°13'30"W 259.50' to Point P; thence N77°46'30"E 120' to Point A, the POINT OF BEGINNING.

## ALSO SAVING AND EXCEPTING

(Waffle House) ALL that certain lot or tract containing 0.491 acres, more or less, being located East of the Town of Summerville, Berkeley County, South Carolina, being referenced to a concrete monument, old, at the intersection of the southern right-of-way of U. S. Highway 17-A being 55' from the centerline of said highway and the South right-of-way of said highway being 140' from the centerline of said highway, said concrete monument being the POINT OF BEGINNING; thence S39°56'47"E 100.1' along the southern right-of-way of Interstate Highway 26 and U. S. Highway 17-A to a concrete monument, old; thence N80°00'58"E 29.92' along said right-of-way to an iron pipe, new; thence S10°00'31"E 122.74' along property of W. W. Walker to an iron pipe, new; thence S80°02'30"W 124.85' along property of W. W. Walker to an iron pipe, old; thence N09°59'43"W 209.56' along the property of W. W. Walker leased to Hardee's to an iron pipe, old, the same being on the right-of-way of U. S. Highway 17-A; thence N80°10'38"E 44.98' along said right-of-way to the POINT OF BEGINNING, being 55' from the centerline of said highway.

## ALSO SAVING AND EXCEPTING

(Comfort Inn) ALL that certain piece, parcel or tract of land measuring and containing 2.00 acres, situate, lying and being in the County of Berkeley, State of South Carolina, being shown and designated on a 'PRELIMINARY PLAT OF A 2.000 AC. TRACT OWNED BY W. W. WALKER HIGHWAY 17-A AT I-26, BERKELEY COUNTY, SOUTH CAROLINA' made April 11, 1989, revised May 31, 1989, by Engineering, Surveying & Planning, Inc., which said plat is recorded in the RMC Office for Berkeley County in Plat Cabinet H, page 308. Said tract has such size, shape, metes, bounds, location and dimensions as are shown on said plat.

## ALSO SAVING AND EXCEPTING

(Flowertown Associates) ALL that certain piece, parcel or tract of land, situate, lying and being in the County of Berkeley, State of South Carolina, containing 2.000 acres and being shown on a "PLAT SHOWING SUBDIVISION OF A 2.000 ACRE TRACT OWNED BY W. W. WALKER, HIGHWAY 17-A & I-26, BERKELEY COUNTY, SOUTH CAROLINA", made by Joel

P. Porcher, Land Surveyor, which said plat is recorded in the RMC Office for Berkeley County in Plat Cabinet J, page 314. Said tract of land is shown on said plat as "2.000 ACRES, 87,120 SQ. FT. TO BE CONVEYED TO FLOWERTOWN ASSOCIATES" and is more particularly described according to said plat as follows: Beginning at a Punch Mark Set on Reinforced Concrete Pipe, at the easterly right-of-way of a 50' Utility and Ingress-Egress Easement shown on said plat as "FUTURE JOCKEY COURT", the Point of Beginning, said point being 640.96' along the right-of-way of Jockey Court to its intersection with Rackaway Drive; thence along the common boundary of property of Cohen Gaskins, Jr. & Marvin Wiggins, N52°42'00"E 105' to an Iron Pipe Found; thence continuing along the common boundary of property of Cohen Gaskins, Jr. & Marvin Wiggins, N22°14'26"E 159.58' to a Concrete Monument Found on the boundary of U. S. Interstate 26; thence continuing along the boundary of U. S. Interstate 26 S45°24'42"E 143.45' to a Concrete Monument Found; thence continuing along the boundary of U. S. Interstate 26 with a curve to the left, having a chord bearing and distance of S54°29'00"E 183.35' to a Rebar Set; thence along the boundary of property now or formerly of W. W. Walker S39°04'21"W 338.84' to a Rebar Set; thence along the easterly right-of-way of a 50' Utility and Ingress-Egress Easement shown on said plat as "FUTURE JOCKEY COURT" with a curve to the right having a chord bearing and distance of N39°30'55"W 92.76' to a Rebar Set; then continuing along the easterly right-of-way of a 50' Utility and Ingress-Egress Easement shown on said plat as "FUTURE JOCKEY COURT" N33°13'30"W 224.00' to a Punch Mark Set on Reinforced Concrete Pipe, the Point of Beginning.

ALSO SAVING AND EXCEPTING

(Tract H and Surrounding Streets) ALL that certain piece, parcel or tract of land designated as Tract H containing 4.904 acres as shown on a "PLAT SHOWING A 4.904 ACRE TRACT WITH STREET RIGHTS-OF-WAY OWNED BY W.W. WALKER LOCATED ON U.S. HIGHWAY 17-A AT U.S. INTERSTATE ROUTE I-26 TOWN OF SUMMERVILLE, BERKELEY COUNTY, SOUTH CAROLINA", dated August 7, 1991, by Engineering, Surveying & Planning, Inc., Joel P. Porcher, P.E. & L.S., together with the rights-of-way for Rackaway Drive, Jockey Court, and Rowe Lane, also shown on said plat.

ALSO SAVING AND EXCEPTING

ALL property heretofore taken in condemnation by the South Carolina Highway Department, including the right-of-way for the Berlin G. Meyers Parkway and rights-of-way for the widening of U. S. Highway 17-A.

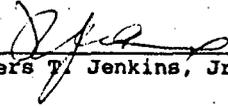
STATE OF SOUTH CAROLINA )  
 ) AFFIDAVIT  
COUNTIES OF BERKELEY AND DORCHESTER )

PERSONALLY appeared before me Rivers T. Jenkins, Jr. who,  
being first duly sworn, deposes and says:

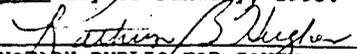
That he is the attorney who prepared the confirmatory  
deeds of W. W. Walker, a/k/a William W. Walker and Mary R. Walker  
to Marymeade Associates Limited Partnership dated January 20, 1993,  
covering a one-half (1/2) interest in real property located in  
Berkeley and Dorchester Counties for a consideration of Five  
Dollars (\$5.00); and

That the Grantors are the sole partners of the Grantee  
and the percentage of interests in the property conveyed is the  
same percentage of the ownership of partnership interests, to wit:  
Fifty Percent (50%) each.

Five Dollars (\$5.00) is the full, true and complete  
consideration for the above conveyance.

  
\_\_\_\_\_  
Rivers T. Jenkins, Jr.

SWORN to before me this  
30 day of January, 1993.

  
\_\_\_\_\_  
NOTARY PUBLIC FOR SOUTH CAROLINA (SEAL)  
My Commission Expires: 4-16-95

**LEGEND**

- CMF — BOUNDARY LINE & 4" x 4" CONC. MONUMENT
- IFF — BOUNDARY LINE & CORNER FOUND (AS DESCRIBED)
- IPS — BOUNDARY LINE & CORNER SET (5/8" REBAR)
- - - ADJACENT BOUNDARY LINE
- - - RIGHT OF WAY LINE
- - - EASEMENT LINE (AS DESCRIBED)
- - - RELOCATED EASEMENT LINE
- CENTERLINE
- POWERPOLE
- △ CALCULATED POINT
- SANITARY SEWER MANHOLE
- ⊗ WATER VALVE
- ⊕ FIRE HYDRANT

Doc# 000018388  
 PLAT CABINET Q, PAGE 380-E  
 Filed and Recorded  
 06/07/2005 01:17:40PM  
 Cynthia B. Forte  
 Register of Deeds Berkeley Co. SC

CURVE	RADIUS	DELTA	TANGENT	LENGTH	BEARING	CHORD
C3	230.00	17°23'51"	35.19	69.84	N18°17'11"E	69.57
C4	30.00	84°49'50"	27.41	44.42	N35°55'56"W	40.47
C5	635.00	10°21'13"	57.53	114.75	S83°31'14"E	114.59
C6	30.00	84°49'50"	27.41	44.42	S48°53'28"W	40.47
C7	230.00	23°36'47"	48.08	94.79	S18°17'11"W	94.12

CURVE	RADIUS	DELTA	TANGENT	LENGTH	BEARING	CHORD
C1	30.00	71°19'18"	21.53	37.34	N83°49'58"E	34.98
C2	30.00	18°03'37"	4.77	9.46	N39°27'29"E	9.42

**REFERENCES**

- PLAT BY JOHN DAVID BASS DATED MARCH 31, 1996. RECORDED IN PLAT BOOK J, PAGE 61 #44. DORCHESTER COUNTY RMC.
- PLAT BY JOHN DAVID BASS DATED MARCH 31, 1996. RECORDED IN PLAT BOOK J, PAGE 61 #45. DORCHESTER COUNTY RMC.
- PLAT BY JOHN DAVID BASS DATED JANUARY 20, 1997. RECORDED IN PLAT CABINET M, PAGE 232C. BERKELEY COUNTY ROD.
- PLAT BY THOMAS V. BESSENT DATED JUNE 27, 2000. RECORDED IN PLAT CABINET Q, PAGE 249-A. BERKELEY COUNTY ROD.
- PLAT BY JOEL P. PORCHER DATED JANUARY 6, 1987. RECORDED IN PLAT CABINET F, PAGE 22. BERKELEY COUNTY ROD.
- PLAT BY THOMAS W. BAILEY DATED DECEMBER 4, 1994. RECORDED IN PLAT CABINET F, PAGE 137. BERKELEY COUNTY ROD.
- PLAT BY JOEL P. PORCHER DATED DECEMBER 4, 1994. RECORDED IN PLAT CABINET J, PAGE 137. BERKELEY COUNTY ROD.
- PLAT BY STANTEC CONSULTING SERVICES INC. DATED APRIL 10, 2001. RECORDED IN PLAT CABINET P, PAGE 57-A. BERKELEY COUNTY ROD.
- PLAT BY HLA INC. DATED JANUARY 23, 2005. RECORDED IN PLAT CABINET Q, PAGE 366-A. BERKELEY COUNTY ROD.
- PLAT BOOK K, PAGE 145. DORCHESTER COUNTY RMC.
- BERKELEY COUNTY TMS #s 232-00-02-135, 232-00-02-052, 232-00-02-145
- DORCHESTER COUNTY TMS #s 138-00-00-006, 138-00-00-001, 138-00-00-024.

**NOTES**

- AREA DETERMINED BY THE COORDINATE METHOD.
- PROPERTY IS LOCATED IN FLOODZONE X, SHARED X, AE, AND FLOODWAY AE, AS PER COMMUNITY PANEL NO. 450088 0235 C, DATED APRIL 15, 1994, AND COMMUNITY PANEL NO. 450073 006, DATED DECEMBER 23, 2005.
- FLOOD ZONE X IS OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN, WHEREAS FLOOD ZONE SHARED X LIES WITHIN THE AREA OF 0.2% ANNUAL CHANCE FLOOD. AREAS OF 1% ANNUAL CHANCE FLOOD WITH AVG. DEPTHS OF LESS THAN 1 FOOT OR WITH DRAINAGE AREAS LESS THAN 1 SQ. MILE, AND AREAS PROTECTED BY LEVEES FROM 1% ANNUAL CHANCE FLOOD, IN FLOOD ZONE X AT THE BASE FLOOD ELEV. HAVE BEEN DETERMINED AND ARE SHOWN. THE FLOODWAY IS THE CHANNEL OF A STREAM PLUS ANY ADJACENT FLOODPLAIN AREAS THAT MUST BE KEPT FREE OF ENCROACHMENT SO THAT THE 1% ANNUAL CHANCE FLOOD CAN BE CARRIED WITHOUT SUBSTANTIAL INCREASES IN FLOOD HEIGHTS.
- ELEVATIONS BASED ON NOV 1929 DATUM.
- THE REFERENCED DEEDS/BOOK 59, PG. 287 BERKELEY CO., BOOK 940, PG. 338 DORCHESTER CO., DESIGNATE THE EASEMENT TO BE 35'. THE REFERENCED PLAT (CAB. J, PG. 137-139 BERKELEY CO.) DESIGNATES THE EASEMENT TO BE 25'.
- PROPERTY ZONED B-3 (GENERAL BUSINESS).
- TERMINATED 60' INGRESS/EGRESS EASEMENT AUTOMATICALLY TERMINATED ON JULY 1, 2001 BY UNRECORDED AGREEMENT OF TLO HOLDINGS, LLC, A SOUTH CAROLINA LIMITED LIABILITY COMPANY AND MARYMEADE ASSOCIATES, A SOUTH CAROLINA LIMITED PARTNERSHIP.



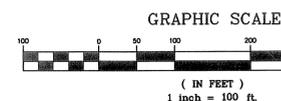
**LOCATION MAP**  
NOT TO SCALE

THIS PLAT SUPERCEDES THE PLAT RECORDED APRIL 14, 2005 IN PLAT CABINET Q, PAGE 366-A. BERKELEY CO. ROD. PLAT BOOK K, PAGE 145. DORCHESTER CO. RMC.

LINE	BEARING	LENGTH
L15	N 30°05'36" E	35.25
L16	S 59°54'36" E	60.00
L17	S 30°05'36" W	146.85
L18	S 59°54'24" E	35.00
L19	S 60°03'21" E	43.50
L20	S 85°09'59" E	86.03
L21	N 89°22'21" E	151.48
L22	N 86°52'36" E	40.37
L23	N 29°28'21" E	79.36
L24	N 35°40'04" E	35.63
L25	N 29°28'21" E	91.74
L26	N 86°52'36" E	41.54
L27	N 89°22'21" E	153.89
L28	S 85°09'59" E	95.49
L29	S 60°03'21" E	16.38
L30	N 30°05'36" E	35.00
L31	S 60°31'30" E	64.75
L32	N 30°05'36" E	34.87
L33	S 54°19'56" E	40.61
L34	N 30°05'36" E	50.15
L35	N 06°28'46" E	120.13
L36	S 06°28'46" W	120.13
L37	S 30°05'36" W	50.15
L38	N 58°26'28" E	24.33
L39	N 29°28'21" E	41.54
L40	N 86°52'36" E	18.75
L41	N 30°05'36" E	23.92
L42	S 60°31'30" E	35.00
L43	N 60°38'29" W	60.01
L44	N 60°38'29" W	96.46
L45	N 30°05'37" E	30.00

APPROVED  
*[Signature]*  
 TOWN OF SUMMERVILLE, SC  
 DATE 6 June 2005

LINE	BEARING	LENGTH
L1	S 55°38'42" E	61.70
L2	N 30°05'37" E	75.30
L3	S 85°09'59" E	72.98
L4	N 86°52'36" E	99.00
L5	S 39°56'26" E	49.99
L6	S 39°56'26" E	50.09
L7	S 52°23'25" W	212.35
L8	N 48°54'10" W	50.96
L9	S 52°22'08" W	220.29
L10	N 74°13'44" W	62.30
L11	S 29°20'53" W	167.65
L12	N 29°23'00" E	29.78
L13	N 60°26'06" W	16.66
L14	N 29°42'15" E	29.73



I HEREBY STATE THAT TO THE BEST OF MY KNOWLEDGE AND BELIEF, THE SURVEY SHOWN HEREON WAS MADE IN ACCORDANCE WITH THE REQUIREMENTS OF THE MINIMUM STANDARDS FOR THE PRACTICE OF LAND SURVEYING IN THE STATE OF SOUTH CAROLINA, AND MEETS OR EXCEEDS THE REQUIREMENTS FOR A CLASS "A" SURVEY AS SPECIFIED THEREIN; ALSO THERE ARE NO VISIBLE ENCROACHMENTS OR PROJECTIONS OTHER THAN SHOWN.

*[Signature]*  
 RICHARD D. LACEY S.C.P.L.S. 16120

**HLA INC** LAND PLANNING LANDSCAPE ARCHITECTURE  
 CIVIL ENGINEERING SURVEYING  
 29 Leinbach Drive, A2 Charleston SC 29407-6988  
 tel 843.763.1166 fax 843.763.1909

**LEGEND**

- CMF — BOUNDARY LINE & 4" x 4" CONC. MONUMENT
- IPF — BOUNDARY LINE & CORNER FOUND (AS DESCRIBED)
- IPS — BOUNDARY LINE & CORNER SET (5/8" REBAR)
- ADJACENT BOUNDARY LINE
- - - RIGHT OF WAY LINE
- - - EASEMENT LINE (AS DESCRIBED)
- - - RELOCATED EASEMENT LINE
- CENTERLINE
- POWERPOLE
- △ CALCULATED POINT
- SANITARY SEWER MANHOLE
- WATER VALVE
- FIRE HYDRANT

EASEMENT CURVE TABLE						
CURVE	RADIUS	DELTA	TANGENT	LENGTH	BEARING	CHORD
C3	230.00	17°23'51"	35.19	69.84	N18°17'11"E	69.57
C4	30.00	84°49'50"	27.41	44.42	N35°55'56"W	40.47
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CURVE TABLE						
CURVE	RADIUS	DELTA	TANGENT	LENGTH	BEARING	CHORD
C1	30.00	71°19'18"	21.53	37.34	N83°49'58"E	34.98
C2	30.00	18°03'37"	4.77	9.46	N39°27'29"E	9.42

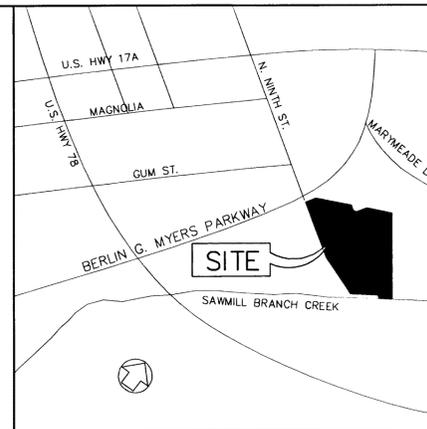
#179  
FILED RECORDED  
RMC / ROD  
2005 JUN -7 AM 11:43  
MARGARET L. BAILEY  
DORCHESTER COUNTY, SC  
K-154

**REFERENCES**

- PLAT BY JOHN DAVID BASS DATED MARCH 31, 1996. RECORDED IN PLAT BOOK J, PAGE 61 #44. DORCHESTER COUNTY RMC.
- PLAT BY JOHN DAVID BASS DATED MARCH 31, 1997. RECORDED IN PLAT BOOK J, PAGE 61 #45. DORCHESTER COUNTY RMC.
- PLAT BY JOHN DAVID BASS DATED JANUARY 20, 1997. RECORDED IN PLAT CABINET M, PAGE 232C. BERKELEY COUNTY ROD.
- PLAT BY THOMAS V. BESSENT DATED JUNE 27, 2000. RECORDED IN PLAT CABINET O, PAGE 249-A. BERKELEY COUNTY ROD.
- PLAT BY JOEL P. PORCHER DATED JANUARY 6, 1997. RECORDED IN PLAT CABINET M, PAGE 212. BERKELEY COUNTY ROD.
- PLAT BY THOMAS W. BAILEY DATED DECEMBER 4, 1994. RECORDED IN PLAT CABINET F, PAGE 22. BERKELEY COUNTY ROD.
- PLAT BY JOEL P. PORCHER DATED DECEMBER 4, 1991. RECORDED IN PLAT CABINET J, PAGE 137. BERKELEY COUNTY ROD.
- PLAT BY STANTEC CONSULTING SERVICES INC. DATED APRIL 10, 2001. RECORDED IN PLAT CABINET P, PAGE 57-A. BERKELEY COUNTY ROD.
- PLAT BY HLA INC. DATED JANUARY 27, 2005. RECORDED IN PLAT CABINET Q, PAGE 366-A. BERKELEY COUNTY ROD.
- PLAT BOOK K, PAGE 145. DORCHESTER COUNTY RMC.
- BERKELEY COUNTY TMS #s 232-00-02-135, 232-00-02-052, 232-00-02-145
- DORCHESTER COUNTY TMS #s 130-16-00-006, 138-00-00-001, 138-00-00-024.

**NOTES**

- AREA DETERMINED BY THE COORDINATE METHOD.
- PROPERTY IS LOCATED IN FLOODZONE X, SHADED X, AE, AND FLOODWAY AE, AS PER COMMUNITY PANEL NO. 450068 D235 C, DATED APRIL 15, 1994, AND COMMUNITY PANEL NO. 450073 DD05, DATED DECEMBER 29, 2003.
- FLOOD ZONE X IS OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN, WHEREAS FLOOD ZONE SHADED X LIES WITHIN THE AREA OF 0.2% ANNUAL CHANCE FLOOD. AREAS OF 1% ANNUAL CHANCE FLOOD WITH AVG. DEPTHS OF LESS THAN 1 FOOT OR WITH DRAINAGE AREAS LESS THAN 1 SQ. MILE; AND AREAS PROTECTED BY LEVEES FROM 1% ANNUAL CHANCE FLOOD. IN FLOOD ZONE AE THE BASE FLOOD ELEV. HAVE BEEN DETERMINED AND ARE SHOWN. THE FLOODWAY IS THE CHANNEL OF A STREAM PLUS ANY ADJACENT FLOODPLAIN AREAS THAT MUST BE KEPT FREE OF ENCROACHMENT, SO THAT THE 1% ANNUAL CHANCE FLOOD CAN BE CARRIED WITHOUT SUBSTANTIAL INCREASES IN FLOOD HEIGHTS.
- ELEVATIONS BASED ON NGVD 1929 DATUM.
- THE REFERENCED DEEDS/BOOK 69, PG. 287 BERKELEY CO., BOOK 940, PG. 338 DORCHESTER CO. DESIGNATE THE EASEMENT TO BE 35'. THE REFERENCED PLAT (CAB. J, PG. 137-139 BERKELEY CO.) DESIGNATES THE EASEMENT TO BE 25'.
- PROPERTY ZONED B-3 (GENERAL BUSINESS).
- TERMINATED 60' INGRESS/EGRESS EASEMENT AUTOMATICALLY TERMINATED ON JULY 1, 2001 BY UNRECORDED AGREEMENT OF TLC HOLDINGS, LLC, A SOUTH CAROLINA LIMITED LIABILITY COMPANY AND MARYMEADE ASSOCIATES, A SOUTH CAROLINA LIMITED PARTNERSHIP.



**LOCATION MAP**  
NOT TO SCALE

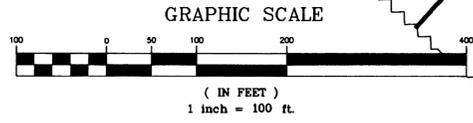
THIS PLAT SUPERCEDES THE PLAT RECORDED APRIL 14, 2005 IN PLAT CABINET Q, PAGE 366-A. BERKELEY CO. ROD. PLAT BOOK K, PAGE 145. DORCHESTER CO. RMC.

EASEMENT LINE TABLE		
LINE	BEARING	LENGTH
L15	N 30°05'36" E	35.25
L16	S 59°54'36" E	60.00
L17	S 30°05'36" W	146.85
L18	S 59°54'24" E	35.00
L19	S 60°03'21" E	43.50
L20	S 85°09'59" E	86.03
L21	N 89°22'21" E	151.46
L22	N 86°52'36" E	40.37
L23	N 29°28'21" E	79.36
L24	N 35°40'04" E	35.63
L25	N 29°28'21" E	91.74
L26	N 86°52'36" E	41.54
L27	N 89°22'21" E	153.89
L28	S 85°09'59" E	95.49
L29	S 60°03'21" E	16.38
L30	N 30°05'36" E	35.00
L31	S 60°31'30" E	64.75
L32	N 30°05'36" E	34.87
L33	S 54°19'56" E	40.61
L34	N 30°05'36" E	50.15
L35	N 06°28'46" E	120.13
L36	S 06°28'46" W	120.13
L37	S 30°05'36" W	50.15
L38	N 58°26'28" E	24.33
L39	N 29°28'21" E	41.54
L40	N 86°52'36" E	18.75
L41	N 30°05'36" E	23.92
L42	S 60°31'30" E	35.00
L43	N 60°38'29" W	60.01
L44	N 60°38'29" W	96.46
L45	N 30°05'37" E	30.00

APPROVED  
*[Signature]*  
TOWN OF SUMMERVILLE, SC  
DATE 6 June 2005

EAST NINTH NORTH STREET  
60' R/W

LINE TABLE		
LINE	BEARING	LENGTH
L1	S 55°38'42" E	61.70
L2	N 30°05'37" E	75.30
L3	S 85°09'59" E	72.98
L4	N 86°52'36" E	99.00
L5	S 39°56'26" E	49.99
L6	S 39°56'26" E	50.09
L7	S 52°23'25" W	212.35
L8	N 48°54'10" W	50.96
L9	S 52°22'08" W	220.29
L10	N 74°13'44" W	62.30
L11	S 29°20'53" W	167.65
L12	N 29°23'00" E	29.78
L13	N 60°26'06" W	16.66
L14	N 29°42'15" E	29.73



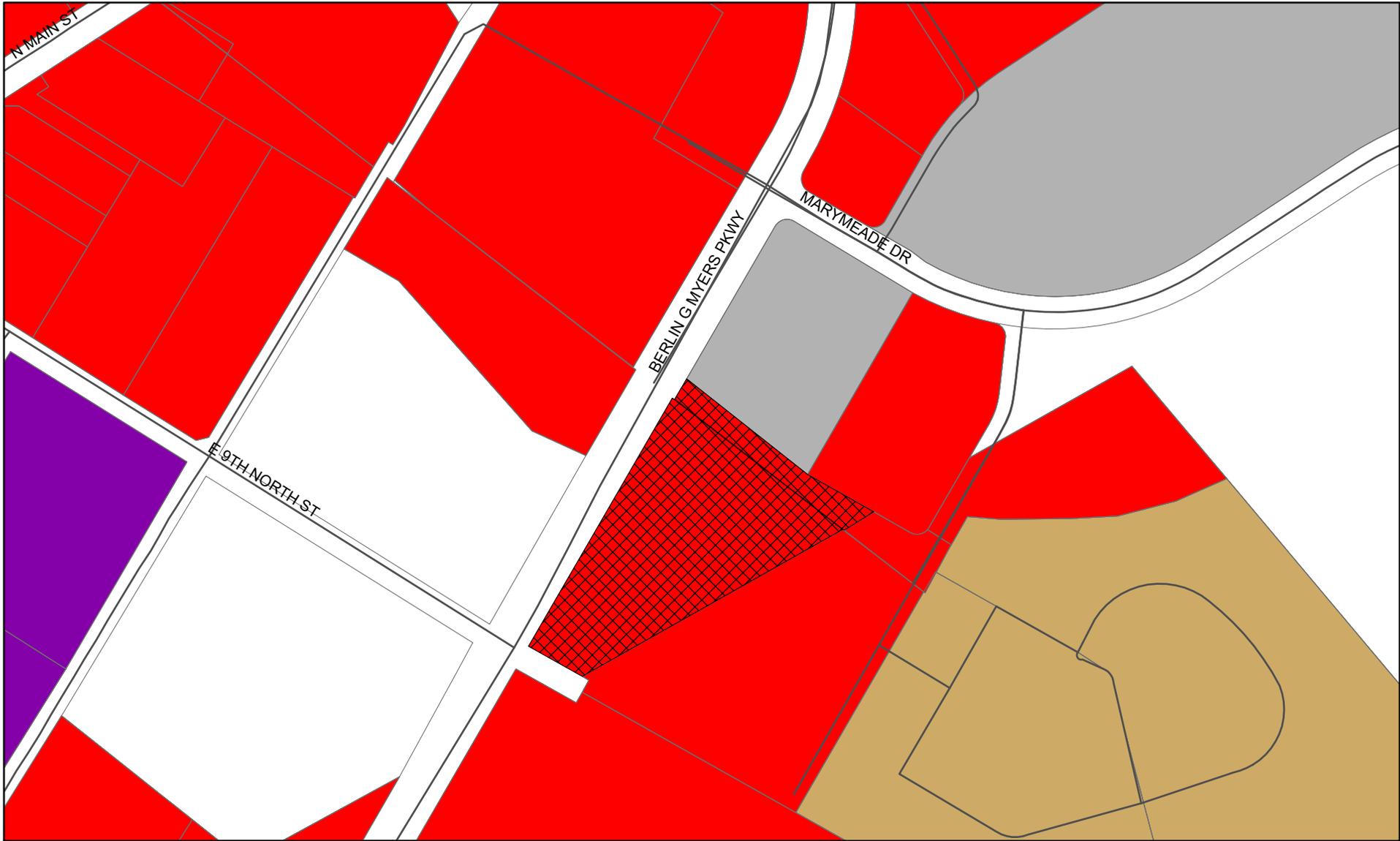
I HEREBY STATE THAT TO THE BEST OF MY KNOWLEDGE INFORMATION AND BELIEF, THE SURVEY SHOWN HEREON WAS MADE IN ACCORDANCE WITH THE REQUIREMENTS OF THE MINIMUM STANDARDS FOR THE PRACTICE OF LAND SURVEYING IN THE STATE OF SOUTH CAROLINA, AND MEETS OR EXCEEDS THE REQUIREMENTS FOR A CLASS "A" SURVEY AS SPECIFIED THEREIN; ALSO THERE ARE NO VISIBLE ENCROACHMENTS OR PROJECTIONS OTHER THAN SHOWN.

*[Signature]*  
RICHARD D. LACEY S.C.P.L.S. 16120

PLAT SUPERCEDING THE PLAT RECORDED APRIL 14, 2005 IN PLAT CABINET Q, PAGE 366-A BERKELEY CO. ROD & PLAT BOOK K, PAGE 145 DORCHESTER CO. RMC SHOWING THE ADJUSTMENT OF THE PROPERTY LINE BETWEEN TRACT A AND TRACT B AND BETWEEN TRACT A AND TRACT C TO CREATE TRACT 1 (CONTAINING 24.160 ACRES); THE ADJUSTMENT OF THE PROPERTY LINES BETWEEN RESIDUAL TRACT B, TRACT D, TRACT E, AND TRACT F TO CREATE TRACT 2 (CONTAINING 10.283 ACRES); THE CREATION OF A NEW 60' INGRESS/EGRESS EASEMENT ACROSS RESIDUAL TRACT A, TRACT 2, AND BERKELEY CO. TMS NO. 232-00-02-052; THE CREATION OF A NEW 30' INGRESS/EGRESS EASEMENT ACROSS TRACT 2; AND THE RELOCATION OF A 35' DRAINAGE EASEMENT ACROSS RESIDUAL TRACT A AND TRACT 1

PROPERTY OF  
**MARYMEADE ASSOCIATES A LIMITED PARTNERSHIP**  
LOCATED IN THE TOWN OF SUMMERVILLE BERKELEY AND DORCHESTER COUNTIES SOUTH CAROLINA  
DATE: May 17, 2005 SCALE: 1" = 100'

**HLA INC** LAND PLANNING LANDSCAPE ARCHITECTURE  
CIVIL ENGINEERING SURVEYING  
29 Leinbach Drive, A2, Charleston SC 29407-6988  
tel 843.763.1166 fax 843.763.1909

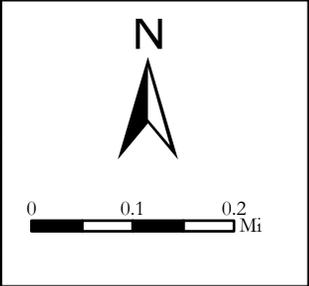


Zoning	
	G-B
	LI
	MF-R
	UC-MX
	Annexation Request

## Annexation - TMS# 232-00-02-179 and 138-00-00-036

Disclaimer: This map is a graphic representation of data obtained from various sources. All efforts have been made to warrant the accuracy of this map; however, the Town of Summerville disclaims all representation and liability for the use of this map.

2020



Coordinate System: WGS 1984 Web Mercator Auxiliary Sphere

**UDO AMENDMENT  
STAFF REPORT  
PLANNING COMMISSION  
August 17, 2020**

**Description: Amendment of Section 8.7.4, Maintenance**

**Reason for request:** The requested amendment was made by staff. This language was previously included in the tree protection ordinance, and although not used frequently, it was inadvertently left out of the UDO. This amendment will add back in the language to allow the Town to require removal of dead or diseased trees that pose a hazard.

**AN ORDINANCE**

**TO AMEND THE SUMMERVILLE UNIFIED DEVELOPMENT ORDINANCE SECTION 8.7.4 MAINTENANCE, TO ADD SUBSECTION (D) ENTITLED DEAD OR DISEASED TREE REMOVAL**

**WHEREAS**, it is the desire of the Town Council of Summerville for the Unified Development Ordinance to promote the health, safety, and general welfare of the town and to maintain and/or improve aesthetic values; and,

**WHEREAS**, the Unified Development Ordinance in its current form does not contain a provision for the protection of the public from the dangers of dead or diseased trees,

**NOW THEREFORE:**

**BE IT ORDAINED**, by the Mayor and Council Members of the Town of Summerville, in Council assembled that the Unified Development Ordinance Section 8.7.4 Maintenance be amended to add the following Subsection (D) entitled Dead of Diseased Tree Removal:

- D. Dead or Diseased Tree Removal: The town shall have the right to cause the removal of any dead or diseased trees on private property within the town, when such trees constitute a hazard to life and property, or harbor insects or disease which constitute a potential threat to other trees within the town. Town staff shall notify in writing the owners of such trees. Removal shall be done by said owners at their own expense within 60 days after the date of service of notice.

It is so Ordained this \_\_\_\_ day of \_\_\_\_\_ 2020.

\_\_\_\_\_  
Ricky Waring, Mayor

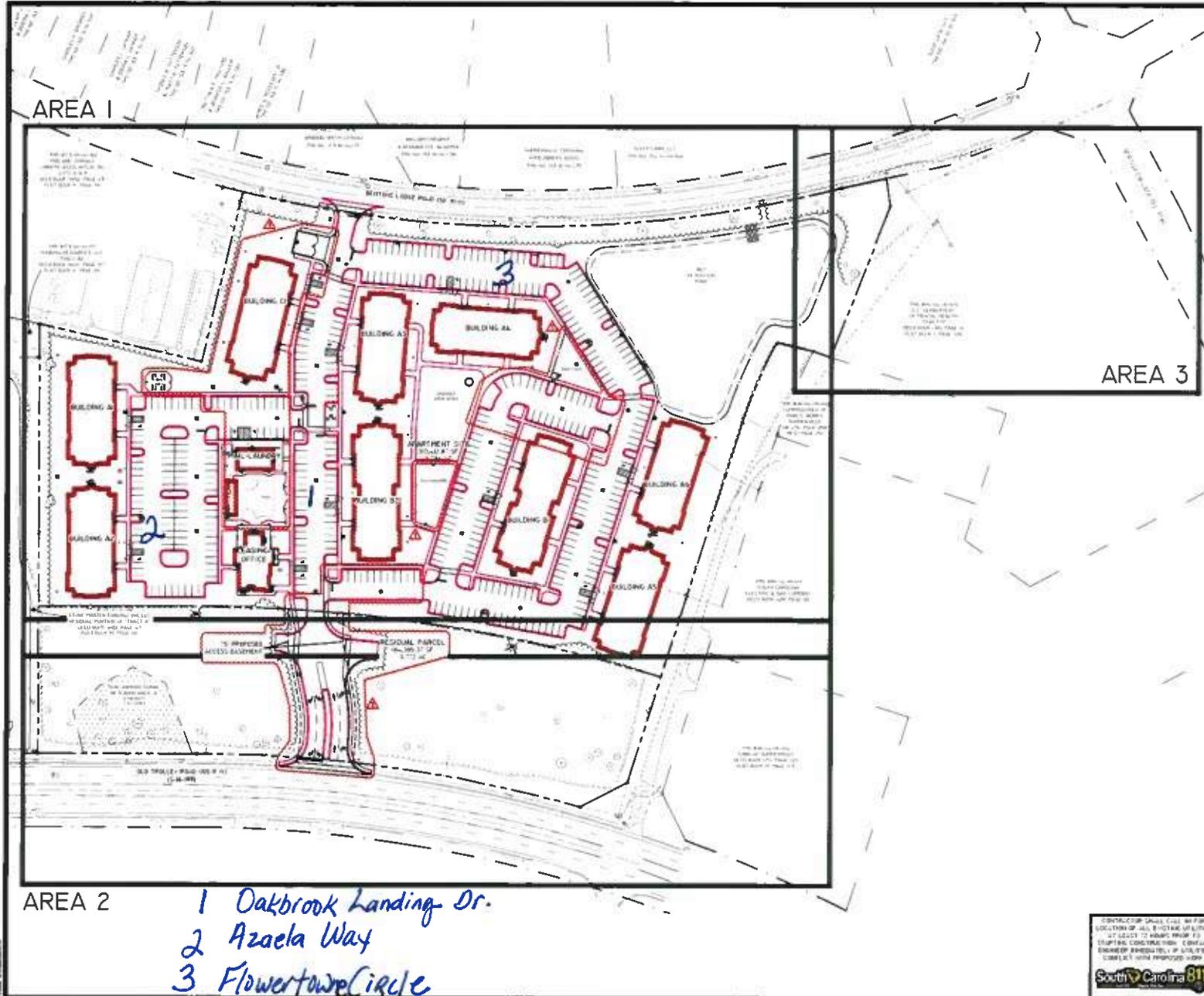
ATTEST:

\_\_\_\_\_  
Beth Messervy, Clerk to Council

Public Hearing: \_\_\_\_\_

First Reading: \_\_\_\_\_

Second Reading: \_\_\_\_\_



**GENERAL NOTES:**  
 1. SEE SHEET C0.01 FOR CIVIL, MECHANICAL, AND GENERAL NOTES.  
 2. SEE SHEET C0.02 FOR EXISTING SITE LEGEND.

- Allocates*
- 1 Oakbrook Landing Dr.
  - 2 Gathering Way
  - 3 Flowertowne Cir. or Ave.



**CYPRESS ENGINEERING**  
 CYPRESS ENGINEERING  
 88 SOUTH PALM STREET  
 SUMMERVILLE, SC 29585  
 PHONE: 803-775-1550  
 WWW.CYPRESSENG.COM

DATE: 7-25-2008	CAD PROJECT: 08-001
DRAWN: JWP	CLIENT: ATLANTIC WINDING FOUNDATION
DESIGNED: JCT	CLIENT JOB #:
CHECKED: JWP	

**WATERS AT OAKBROOK**  
 SUMMERVILLE, SC

NO.	DESCRIPTION	DATE
1	PERMIT SET SUBMIT	07-15-08
2	PERMIT SET REVISIONS	07-23-08

**OVERALL SITE PLAN C0.03**

AREA 1

AREA 3

AREA 2

- 1 Oakbrook Landing Dr.
- 2 Azaela Way
- 3 Flowertowne Circle

