

TOWN OF SULLIVAN'S ISLAND, SOUTH CAROLINA
PLANNING COMMISSION
REGULAR MEETING MINUTES
Tuesday, April 10, 2018

A regular meeting was held immediately following the Comprehensive Plan Steering Committee Workshop (at 6:46PM), this date, at Town Hall, 2056 Middle Street, all requirements of the Freedom of Information Act satisfied. Present: Commissioners Gary Visser (Chair), Charlie Cole, Hal Currey, Carl Hubbard and Manda Poletti. Staff members: Zoning Administrator Henderson and Asst. to Administrator Darrow.

Call to Order. Chair Visser called the meeting to order, stated press and public were duly notified pursuant to state law and all Commissioners were present except Vice-Chair Sydney Cook and Tim Watterson (excused absence); special guest Ryan McClure (Berkeley-Charleston-Dorchester County of Government aka BCD-COG); one audience member (Councilmember Mark Howard) present; no media.

Chair Visser noted that at this meeting and, following through the Commission's consideration of the 2018 Comprehensive Plan update project, the regular Commission's meeting will be preceded by the Comprehensive Plan Steering Committee. Minutes from these Steering Committee meetings are reviewed and approved at the Regular Planning Commission meetings.

- I. APPROVAL OF AGENDA – approved as presented (Mr. Currey motioned; Mr. Cole seconded; unanimous vote)**

II. APPROVAL OF MINUTES

MOTION: Ms. Poletti moved to approve two sets of minutes as presented: March 14, 2018 Comprehensive Plan Steering Committee and March 14, 2018 Regular Commission meeting; seconded by Mr. Currey. MOTION UNANIMOUSLY PASSED.

III. ITEMS FOR APPROVAL

- 1. Cultural Resources Element: Consider preliminary approval of revised *Cultural Resources* Element draft language with goals and objectives (per Comprehensive Plan Steering Committee review and comments from April 10, 2018 meeting).**
- 2. Transportation Element: Consider preliminary approval of *Transportation* Element draft language with goals and objectives (per Comprehensive Plan Steering Committee review and comments from April 10, 2018 meeting).**
- 3. Economic Element: Consider preliminary approval of *Economic* Element draft language with goals and objectives (per Comprehensive Plan Steering Committee review and comments from April 10, 2018 meeting).**

MOTION: Mr. Cole moved to recommend preliminary conceptual approval of the Housing Element Needs & Goals as outlined in Exhibits A-C herein that incorporates changes recommended at the preceding Steering Committee meeting (below):

Cultural Resources

Element

Grammatical, spelling, punctuation and readability
Corrections page 1-2- seven places
Correction of dates on page 3- two places
Correction Page 3 - 1600 to 16,000
Correction Page 5 - language
Table 4.1 page 6 - add address for batteries
Correction Page 7 – change to Atlanticville NRHD and 240 properties
Correction Page 13 - language
Correction Page 14 – Farmers Market- April to June
Add Page 14 – SI Park Foundation raises money for new equipment/repairs/ resurfacing
Add Page 14 – Large field is a multisport field
Add Page 14 – Polar Bear Plunge at New Years
Modify page 6 in Element to include lifesaving station at Coast Guard Rescue Station

Needs & Goals

Change Page 1 GOALS – CR1.1 and CR1.2 change to ongoing
MODIFY CR 1.2 to read, “.....provide the guidelines and means to ensure a *local* level of protection.....”[change italicized]
MODIFY CR 1.5 to read, “.....Battery Logan, Station 26 landing, the old dump site at Station 19 and Station rights-of-way *where currently existing.*” [change italicized]
ADD CR 2.2: Create an ad-hoc committee to study the Town’s historic batteries and develop long term plan recommendations for potential community use. Committee comprised of Planning Commission, Town Staff, and selected representatives from public historic non-profit groups and residents. Strategy timeframe: short term

Transportation

Element

ADD language about the use of golf carts and low-speed vehicles on the Island (page 2, before Public Transportation).

Needs & Goals

ADD: Welcome signs to Ben Sawyer Bridge and Breach Inlet
ADD: Assessment of crosswalks island-wide
ADD: Strategies and initiatives to expand public awareness of golf cart rules, and, increase safe use and parking of golf carts
ADD: Re-affirmation of island-wide parking plan

MODIFY P6.1 to expand examination of parking solutions through the entire Community Commercial District (Station 22.5 through Station 20.5/Town Hall area)

Economic

Element (N/A)

Needs & Goals

DELETE P1.3: “Examine ‘formula ordinances’ that promote local businesses (<https://ilsr.org/>) and keep with the current atmosphere of the Island.”

DELETE P2.3: “Restripe parking lines within the Commercial District.”

Seconded by Mr. Currey. MOTION UNANIMOUSLY PASSED.

IV. NEW ITEMS FOR INFORMATION

- 1. Town Projects (Status):** Staff provided oral report of current project. Town Staff to send Commission meeting dates for summer and have Commissioners reconfirm their summer meeting availability with Asst. to Administrator Darrow.
- 2. Forthcoming Elements for Consideration on Wednesday, May 9, 2018 (Agenda):**
 - **Land Use Element/Needs & Goals**
 - **Natural Resources Element/Needs & Goals**

Commission directed Staff to ensure Town staff boost advertisement of the May 9th meeting and specifically invite representatives from the following groups for the Natural Resources Element discussion: SCDHE/OCRM, and Lowcountry Open Land Trust and East Cooper Land Trust.

V. PUBLIC INPUT

No written comments received by Town Staff; Consultant McClure noted comments from the current Comprehensive Plan element surveys are incorporated in documents presented.

Staff encouraged public to bookmark the project website (will carry this web information with each set of minutes):

Website is: <https://bcdcog.com/sullivans-island-comprehensive-plan/>

Bitly shortcut: http://bit.ly/2018_SI_COMP_PLAN

There being no further business, the meeting adjourned at approximately 6:56PM (Mr. Cole moved; Mr. Currey seconded; unanimously passed).

Respectfully submitted,
Lisa Darrow
Asst. to Administrator

Approved at the May 9, 2018 Planning Commission Meeting

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Our History...

Introduction

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

History

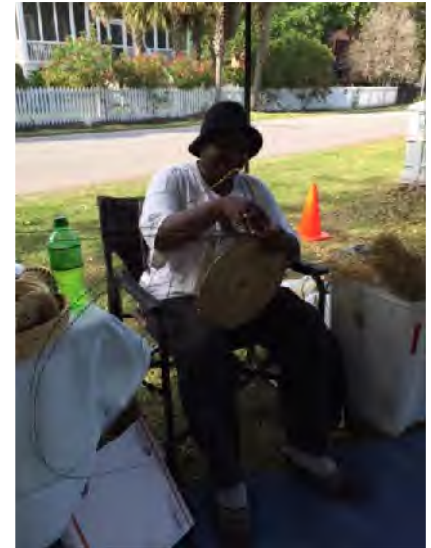
Native American Settlement

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

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

European Settlement and Revolutionary War

Throughout the late 1600s and early 1700s, the Island was inhabited by men serving as watchmen or scouts, whose primary duty was to guide ships through the treacherous waters at the mouth of the Charleston Harbor. Some of the Island's earliest buildings were the timber platforms and towers designed to keep the warning fires



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



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



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

¹ Thomas F. King, A Companion to Cultural Resource Management (Cha. 24)

² Suzannah Smith Miles, The Islands Sullivan's Island and Isle of Palms: An Illustrated History (12)

³ Suzannah Smith Miles, The Islands Sullivan's Island and Isle of Palms: An Illustrated History (15)

burning throughout the night. At that time, only a few rustic huts and a handful of people occupied the Island.

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

Pest Houses or Lazarettos

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

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

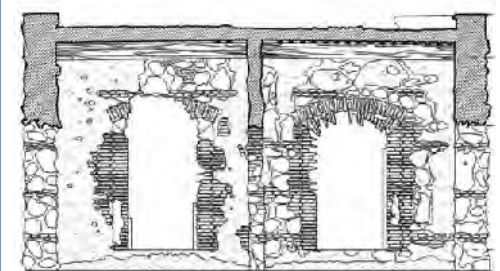
Much of the prevailing information from the National Park Service claims that "nearly half of all those of African descent in the US, had ancestors that passed through the quarantine structures on Sullivan's Island."⁶ This figure infers that most of the 200,000



Fort Moultrie National Monument provides multiple interpretive plaques explaining the history of Sullivan's Island.



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



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

⁴ Suzannah Smith Miles, "The Islands Sullivan's Island and Isle of Palms: An Illustrated History" (22,29)

⁵ David Schneider, Historical Survey 1987

⁶ National Park Service,

enslaved Africans transported through the Charleston Harbor were actually quarantined on the island.

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

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

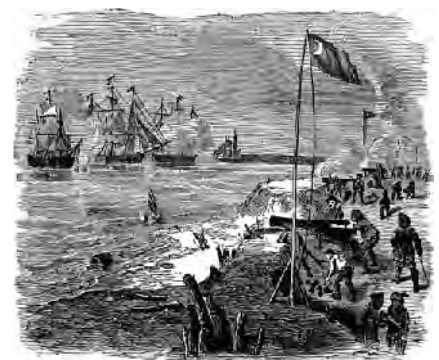
From emancipation through the mid-1900s, Sullivan's Island maintained a sizeable African American population who thrived as watermen, farmers, house-keepers, soldiers and various professionals and in the trades. Some of these original families still reside on the Island today. Indeed, many African American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

Revolutionary War

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



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



Sergeant William Jasper raises the Moultrie Flag to rally the troops during

⁷ Wood, Mimi. "Challenging Sullivan's History," Island Eye News (Sullivan's Island, SC) 2016

⁸ Lucas, Jake. "Doubt cast on S.I. as slave landing point," Moultrie News (Mt. Pleasant, SC) 2016

⁹ Sullivan's Island Plaque

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

As tribute to the tree's historical significance, the sabal palmetto has been designated as South Carolina's state tree and is featured on the state flag, state seal, and gives South Carolina its nickname- "the Palmetto State."¹⁰

Town Incorporation to Modern Era

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

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

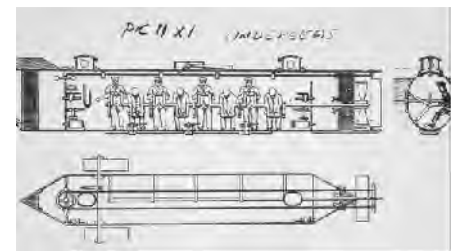
Named for her inventor, Horace Lawson Hunley, the submarine was shipped by rail from Mobile, Alabama to Charleston, SC in August 1863. For a time during the Civil War, the *H.L. Hunley*, was stationed on Sullivan's Island in order to keep its development and existence a secret from the Union forces.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

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

From the 1900s to the present, the Island continued to be a summer resort and became accessible by a trolley-line that ran from Mt. Pleasant to Sullivan's Island and then to the Isle of Palms. This original



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



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



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

¹⁰ www.scstatehouse.gov

trolley service moved from west to east, and the trolley's stops or "stations" became the namesakes of most of the island's north-south streets.

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

Although Sullivan's Island was formally incorporated as the Town of Moultrieville in 1817, it was not governed by a locally elected body until 1975. Today, there are zoning regulations geared to the preservation of historic structures, sites and significant archeological features of the Island. Of the 992 residential structures, approximately 240, nearly 25%, are deemed historically significant.

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

Historic Sites and National Monuments

Fort Moultrie National Monument

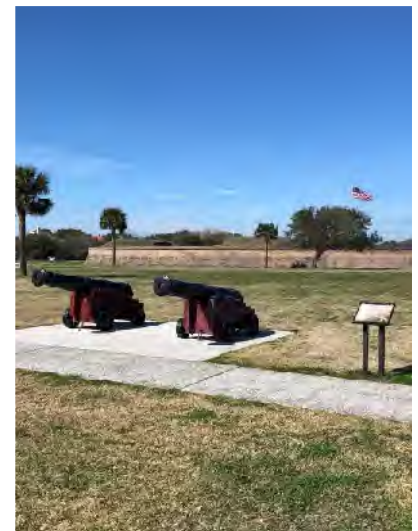
Fort Moultrie is part of the Fort Sumter National Monument, a unit of the National Park Service. A visitor center museum is located at 1412 Middle Street and is open to visitors year-round. Because of its importance in American history, Fort Moultrie's future protection is of the utmost importance to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

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

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



Fort Moultrie Visitors Center



Pictured above is the seaward view of Fort Moultrie and one of the many ground level entrances.

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

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

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

Constructed on June 15, 1962, the Sullivan's Island Lighthouse was the last functional lighthouse built by the U.S. government. In 2008, the lighthouse conveyed ownership from the US Coast Guard to the National Park Service, becoming a part of the Fort Sumter National Monument¹¹. The lighthouse is best known for its unusual triangular shape and unique architectural features. Due to its unique design, the lighthouse can withstand wind gusts up to 125 miles per hour. Additionally, it was once touted as the second most powerful lighthouse in the western hemisphere with a 28 million candlepower, which was later reduced to 1.5 million to accommodate Island residents. The lighthouse is located at 1815 I'On Avenue.

Postbellum and Endicott Period Fortifications

One of the more distinctive characteristics of the Island's built environment are the various military batteries and fortifications weaved throughout Island's neighborhoods and core commercial district. These batteries, armories and munition storage fortifications were constructed during two major periods of the military's occupancy of the Island: 1890 to 1910 during the Endicott Period, and the Harbor and coastal defense improvements during World War II. The U.S. Army remained on Sullivan's Island until the decommissioning of Fort Moultrie in 1947.¹² Table



Sullivan's Island Light House circa 1962

Table 4.1

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

Endicott Program Batteries of Fort Moultrie and Fort Marshall.

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

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

4.1 lists the Endicott Program batteries of Fort Moultrie and the Marshall reservation armaments constructed in the 1940s.

Historic Districts

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

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

[Map 1.1](#) provides an overview of local historic districts with their underlying National Register Historic District (NRHDs) boundaries. Also included in this section, is a brief description of the characteristics within each district and an inventory of prominent historic resources.

The distinction between local historic districts and NRHD's is important for Island residents to understand. A "local historic district" is a type of zoning that applies to entire neighborhoods or individual properties which gives the Town residents and officials police protectionary powers over demolition and appearance. On the other hand, NRHD's provide no regulatory protection. However, NRHD designation may qualify a structure or property for state or federal preservation incentives.

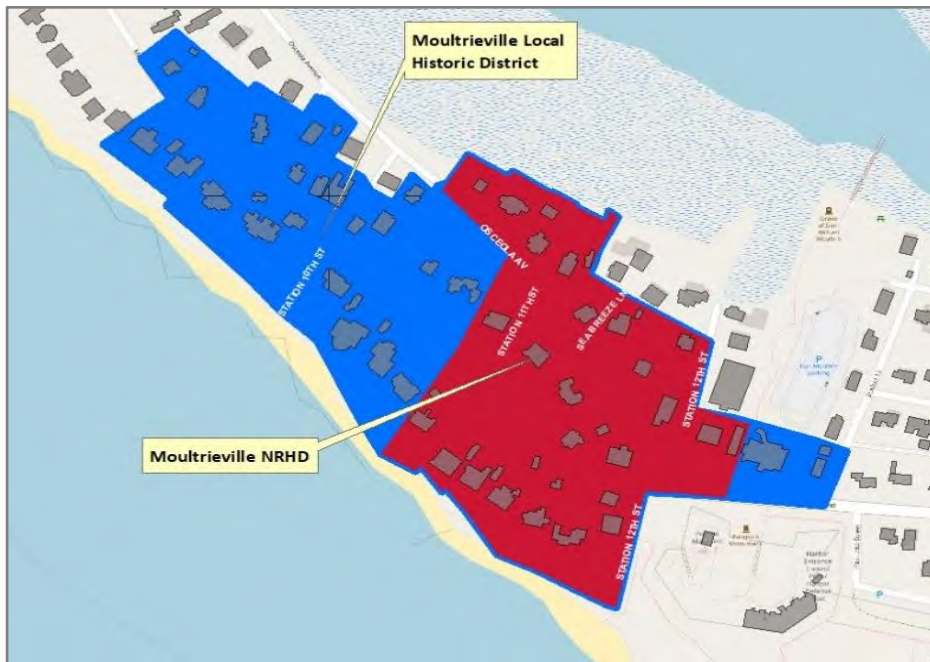
The *Sullivan's Island Design Review Board* serves as the overseeing authority of the Town's Local Historic Districts and is charged with the protection all designated properties within the Historic Preservation Overlay (HP). Their duties and powers include reviewing and approving projects within all local historic districts and individually designated properties. The Board also approves contemporary infill construction within a given historic district. Ensuring the size, scale and location of newly constructed homes within historic districts is of the utmost importance to the Town. Combined, there are approximately 240 historic properties Island-wide, accounting for 22% of the houses on Sullivan's Island



Map 1.1

Moultrieville Historic Districts

The Moultrieville Historic District, located on the west end of the Island, is composed of a relatively small collection of Island houses constructed circa 1830 through 1930 as part of the earliest period of resort housing on the Island. The most notable nonresidential historic resource within the district is Stella Maris Church, located at 1204 Middle Street.



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

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

Although these homes were built in 1910, they were either poorly altered over the years with nontraditional construction materials or sustained significant damage in 1989 from Hurricane Hugo.



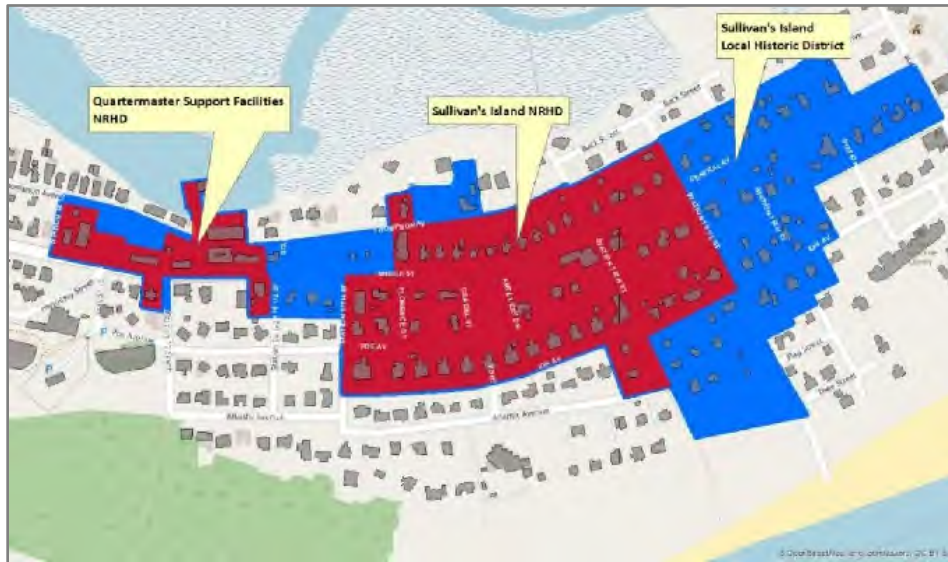
Stella Maris Church, circa 1873



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



The Torpedo Storehouse of Moultrieville



The Sullivan's Island Local Historic District

The Sullivan's Island Local Historic District contains the Fort Moultrie Quartermaster and Support Facilities NRHD and the Sullivan's Island NRHD is located in the general area of Middle Street, Thompson Avenue and I'On Avenue, between Station 14 ½ and 18 ½.

Fort Moultrie Quartermaster and Support NRHD

Developed between 1900 and 1930, the Quartermaster Support Facilities District consists of ten (10) nonresidential military buildings intended to serve as the community facilities for Fort Moultrie. These buildings were a key component to establishing a quality of life for soldiers and their families on what was previously a sparsely populated and desolate island. Nearly all of the buildings are visible from Middle Street and are within walking distance of most residential neighborhoods.

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

The Sullivan's Island NRHD

The Sullivan's Island Local HD is located east of the Fort Moultrie support facilities. The district was intended to serve as the core administrative and residential area for commissioned and non-



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



The Commandant's House of Officer's Row



Bachelor's Officer's Quarters

commissioned officers stationed at Fort Moultrie. Distinctive features of this district include the single-family military dwellings constructed circa 1900 to 1905. These homes can be divided into three residential home styles that corresponded with the military rank of their occupants. This includes the Senior Officer's Quarters, Junior Officer's Quarters and multi-family Bachelor's Officer's Quarters.

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

Atlanticville Historic Districts

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



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



Junior Officer's Quarters



African-American Cemetery located in the Atlanticville Historic District.



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

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

Other Island Cultural Resources

Because of the long military and resort history of the Island, there are many interesting architectural styles and cultural features. Some of these sites are listed individually below.

Residential Areas

Most of Sullivan's Island consists of historic residential neighborhoods; however, there is a constant flow of new infill construction taking place. Additionally, there are various unique features of these neighborhoods that express the culture of the island.

Unique Architecture – Dome and cylindrical shaped houses can be found on the front beach along Marshall Boulevard. These homes are post-Hurricane Hugo buildings constructed to be more tolerant of high winds from tropical storms and hurricanes.

Historic Post Station Markers – From the 1890s until the mid-1930s, the trolley was the primary method of transportation to Sullivan's Island, linking travelers from Mount Pleasant to Sullivan's Island and Isle of Palms. The station stops became the unofficial street names for most of the Island, being designated the official street names in 1968. It is believed that the original stations were marked in the early 1900s by the same style concrete markers that now identify the Town's major intersections. Although not officially on the National Historic Register, these concrete posts are a part of the Island's history.

Cemetery, Station 22 ½ – Few grave markers remain on this site that was used until the mid-1900 primarily for those of African American descent. Many of those interred were from nearby Mount Zion A.M.E. or the Stella Maris Catholic Church. The cemetery was significantly damaged during Hurricane Hugo but recent efforts have been made



The unique architecture of the Island can be found scattered through the Island. The Dome house and Hurricane House on Breach Inlet.



Historic trolley station markers

to update records and maintain the site. A historic marker was erected in 2004 to commemorate the site and the contributions of those buried there.

Cemetery, Station 22 and Myrtle Street – Similar to the cemetery located at Station 22 ½, few grave markers remain on the site, but some are still legible.

Commercial Area

The Sullivan's Island commercial district runs along Middle Street, from Station 22 ½, westward just beyond Station 20 ½. Because of the small scale of the business district and the surrounding neighborhoods, the commercial district creates a unique community center for Sullivan's Island residents. The area is best known for its quaint sense of a low-key sea-side village.

Natural and Scenic Areas

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

- Breach Inlet – Broad views of the ocean, the Isle of Palms and features Thomson Park, a small arrangement of interpretive sign boards describing the Battle of Breach Inlet during the Revolutionary War.
- Star of the West – Views of Downtown Charleston and Ravenel Bridge over the Charleston Harbor
- The Trolley Bridge Overlook – Used as a fishing pier and scenic overlook of Cove Inlet.
- Battery Capron (the mound) – The highest point of Sullivan's Island providing expansive island views of the Charleston Harbor, Arthur Ravenel Bridge, Atlantic Ocean and the marsh.
- Old Landfill Site – Serves as a public canoe and kayak launching area to Cove Creek and the marsh.

Religious Sites

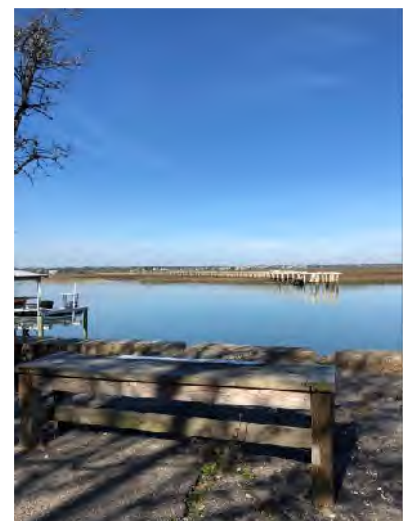
There are several churches on the Island. Some of them have a long history, while others are relatively new. Many of the community's churches function both as places of worship and as



Restaurants and offices along Middle Street



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



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

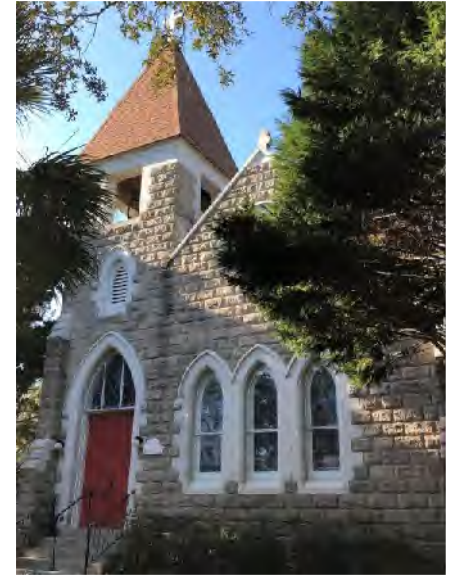
outposts for community events, thus contributing to the array of various community facilities available to Sullivan's Island residents.

- Church of the Holy Cross - The Episcopal Church built the stone church at 1401 Middle Street near Fort Moultrie in 1891. The Army immediately decided to expand the reservation and acquired the building for \$6,000 as the Post Chapel. The Episcopal Church was then moved to its present location at 2520 Middle Street. A large new church and parish hall were constructed in 2006. When Fort Moultrie was decommissioned, the Lutheran congregation acquired the original building. The original granite building, located on Middle Street, is now a private residence.
- Sunrise Presbyterian Church - The Presbyterian Church was originally located at 2302 Middle Street within the historic Sullivan's Island Graded School from 1957 to 1977. Sunrise Presbyterian is now located at 3222 Middle Street.
- Stella Maris Catholic Church - Located at 1204 Middle Street.
- Sullivan's Island Baptist Church - The Sullivan's Island Baptist Church occupies an old fort chapel near the former gates of Fort Moultrie at Station 18.

Entertainment and Community Activities

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

- Sullivan's Island Volunteer Fire Department Oyster Roast and Fish Fry - These yearly fundraisers, which occur in the fall, winter and summer, attract residents from the Town and surrounding area. The fire department has constructed a large shelter near Fort Moultrie to accommodate the events' large groups.
- Arbor Day - Sullivan's Island was awarded Tree City USA status in 2016 and has held regular Arbor Day celebrations and tree giveaway events at Battery Gadsden.
- Carolina Day - On June 28th each year, the Island commemorates the defeat of the British attempting to occupy Charleston in the early days of the American Revolutionary War. The day is commemorated in several



Chapel of the Holy Cross: Circa 1907



Carolina Day -Steve Rosamilia



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

ways around the community including a reenactment and a parade downtown.

- Sullivan's Island Park - The Sullivan's Island Park is a community gathering place and is the location for many community concerts and festivals. This park and playground is located on Middle Street in the commercial district of Town. The park contains a large open field for public use and two separate playgrounds, one for children under the age of six and one for older children. The historic Fort Moultrie bandstand provides shade for picnics and a site for entertainers to perform during various community activities. The Sullivan's Island Park Foundation, an active group of Island residents who raise money to provide landscape improvements, resurfacing basketball and tennis courts and hosts several events throughout the year.
- Sullivan's Island community activities – Town Council routinely organizes family-oriented events for most major holidays. These events include the annual tree lighting ceremony during the December holidays, St. Patrick's Day Children's Fest, and fireworks display on the 4th of July. These events take place at the Sullivan's Island Park.
- Fort Moultrie – The Fort's historic status combined with its preserved location on the coast make the site an ideal place to visit. Annually the National Park Service hosts multiple events.
- Station 26 kayak & canoe launching area – The landing was restored by the Town in 2016 as a small-scale boat launching area for non-motorized boats. Provides direct marsh access.
- Town boat landing - The Town offers a boat landing for Sullivan's Island residents and non-residents for a fee.
- Farmers Market - Operating from April to June, the Farmers Market hosts 25-30 vendors, food trucks and live entertainment.
- New Year's Day Polar Plunge – Although not a Town sponsored event, the New Year's Day Polar Plunge is a fundraiser for the Special Olympics that draws 1000 of visitors to the Island each year.



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



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

-Steve Rosamilia



St. Patrick's Day Children's Festival

-Steve Rosamilia



New Year's Day Polar Plunge

- Post and Courier

Cultural Resource Goals and Policies

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

Cultural Resources Goal: The Town will continue to focus its efforts on protecting sites that are significant to the Town’s history, uniqueness and natural beauty.			
<i>Cultural Resources Policy 1: The Town will continue to strive to protect historic resources (sites, structures, archeological features).</i>			
	Objectives	Responsible Parties	Timeframe
	CR1.1 Property owners of important sites and structures should be encouraged to place deed restrictions on these properties, thus protecting these sites for future generations.	Town Administration Town Council	Ongoing
	CR1.2 The Town should continue to encourage the local historical designation of properties and compliance with the <i>Secretary of Interior’s Standards for the Treatment of Historic Properties: Guidelines for Preserving, Rehabilitating, Restoring, and Reconstruction of Historic Buildings</i> .	Design Review Board Town Administration	Ongoing
	CR1.3 The Town should continue efforts, where appropriate, for the inclusion of historical properties on the National Register of Historic Sites.	Town Administration;	Ongoing
	CR1.4 The Town should conduct or facilitate periodic educational opportunities for citizens to benefit from available tax or other incentives in the maintenance of historical properties	Town Administration;	Ongoing
	CR1.5 The Town should make such efforts using best management practices and within its scope of responsibilities to protect and preserve scenic/historical sites and view corridors such as Breach Inlet, “The Mound,” Cove Inlet, Battery Logan, Station 26 landing, the old dump site at Station 19 and wherever view corridors are available from public rights-of-way.	Town Administration;	Ongoing
	CR1.6 The Town should continue to support the preservation and historical records of the historic cemeteries on the Island. Island cemeteries should be researched and the grounds should continue to be maintained and protected	Town Administration;	Ongoing

	CR1.7 The Town should continue membership of Certified Local Government Program through the State Historic Preservation Office (SHPO).	Town Administration;	Ongoing
	CR1.8 Continue applying zoning standards and SIS guidelines when elevating historic structures and adding additions.	Town Administration;	Ongoing
<i>Cultural Resources Policy 2: Encourage the preservation and restoration of all Island batteries, including Batteries Capron and Butler.</i>			
	Objectives	Responsible Parties	Timeframe
	CR2.1 Support such groups as the Sullivan’s Island Park Foundation, Battery Gadsden Cultural Center and others in efforts consistent with this goal.	Town Council	Ongoing
	CR2.2 Support the creation of a new volunteer organization dedicated to the preservation and restoration of island-wide historic military structures.	Town Council	Ongoing
<i>Cultural Resources Policy 3: Continue the mutually beneficial and supporting relationships with the United States National Park Service, Fort Moultrie.</i>			
	Objectives		
	CR3.1 The Town should work to maintain a strong mutually cooperative bond with Fort Moultrie in support of activities such as Carolina Day and various other events conducted by the Park Administration.	Town Administration	Ongoing

How we travel...

Introduction

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

Transportation

Roads

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

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

Bicycle and Pedestrian Facilities

Bicycle

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



SOURCE: CHARLESTON MOVES

Pedestrian

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

Public Transportation

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



SOURCE: CARTA

Mobility Management

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



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

Average Daily Traffic Volumes

As a coastal community, Sullivan's Island experiences higher traffic volumes in the summer months than any time of the year. Seasonal traffic volume data are no longer maintained, so Average Annual Daily Traffic (AADT), collected by SCDOT, has been utilized. Sullivan's Island has four traffic counters which are depicted on the map and the subsequent on Figure 3.1.



Figure 3.1 shows that AADT is fairly constant between 2007 and 2016 on the Island. This does not take into account seasonal traffic congestion where peaks may vary vastly from off season times. Although it should be noted that seasonal traffic patterns are included in the annual numbers. Table 3.1 shows the numbers that were used to derive Figure 3.1.

Figure 3.1 AADT Counts for Sullivan's Island

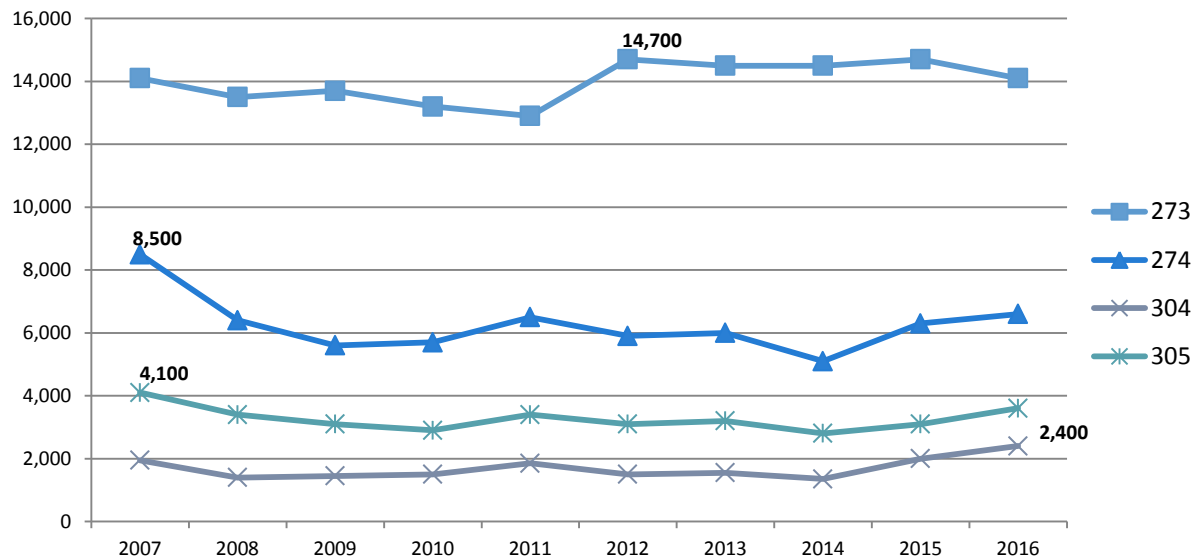


Table 3.1: Average Annual Daily Traffic Counts

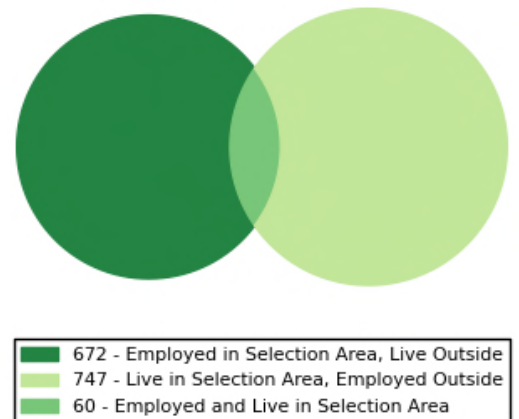
Traffic Counter #	Location	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
273	Before Ben Sawyer Bridge (Mt. P side)	14,100	13,500	13,700	13,200	12,900	14,700	14,500	14,500	14,700	14,100
274	Before Breach Inlet (SI Side)	8,500	6,400	5,600	5,700	6,500	5,900	6,000	5,100	6,300	6,600
304	Middle St - East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

Sullivan's Island Resident's Transportation Patterns

Where Residents Live and Work

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

Figure 3.2: Inflow/Outflow Job Counts in 2015

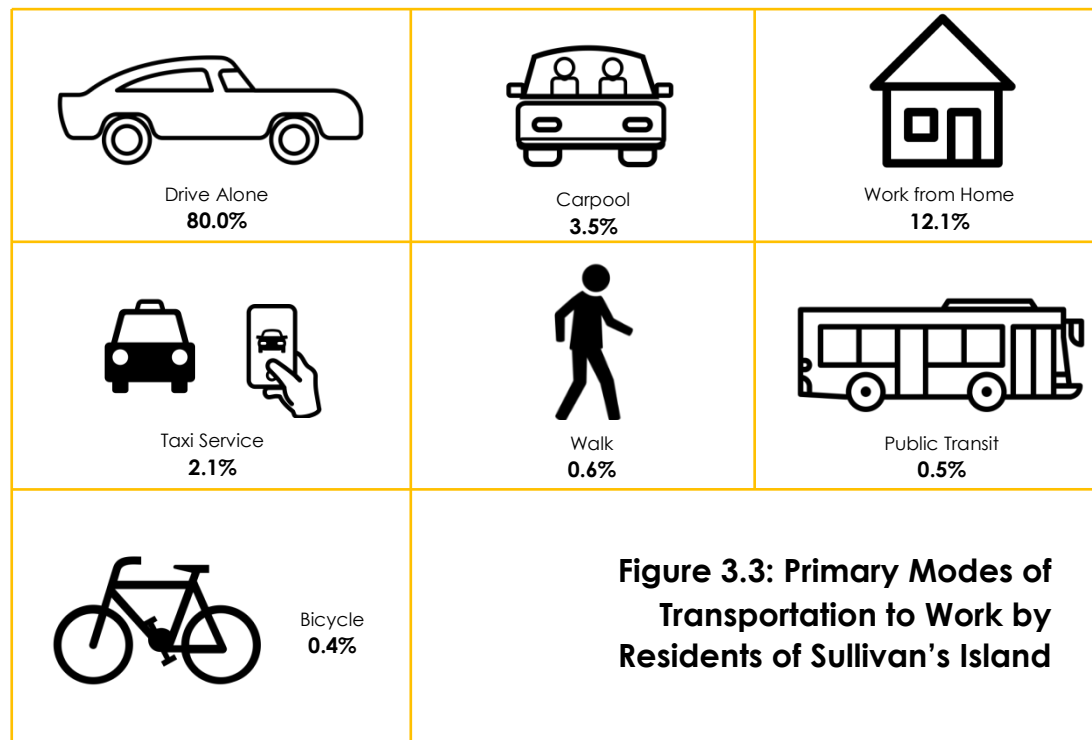


Transportation to Work

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

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

SOURCE: CENSUS ON THE MAP



Travel Time to Work

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

Figure 3.4: Travel Time to Work

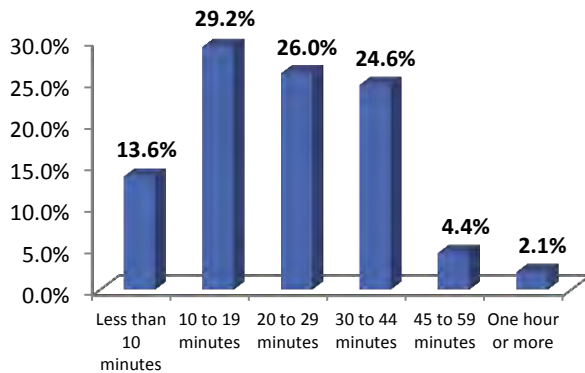
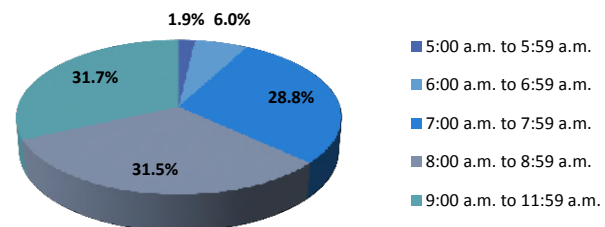


Figure 3.5: Time Leaving Home from Work



Parking Management

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



NEW "NO PARKING" SIGNS IMPLEMENTED IN THE TOWN. (SOURCE: GRACE BEAHM, POST & COURIER)

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

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

Transportation Goals and Objectives

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

Transportation Goal:			
	Objectives	Responsible Parties	Timeframe
<i>Transportation Policy 1: The Town will continue to keep processes in place that ensure Sullivan’s Island receives its fair share of federal, state and county funding to enhance the roadway and pedestrian systems</i>			
	P1.1 Continue exploration of federal, state and local funding opportunities to enhance Sullivan’s Island’s transportation network	Town Administration	Ongoing
	P1.2 Coordinate with SCDOT and pursue funding through all funding sources, such as the Charleston County Transportation Committee (CTC) or other repaving or maintenance funding sources	Town Council; Town Administration	Ongoing
<i>Transportation Policy 2: Support and promote community bicycle and pedestrian efforts to promote safety and access for both residents and visitors</i>			
	P2.1 Encourage Bicycle Committee in its efforts to obtain Bicycle Friendly Community designation for Sullivan’s Island	Town Administration	Ongoing
	P2.2 Continue to support the needs of the East Coast Greenway Trail System	Town Administration	Ongoing
	P2.3 Look for ways to improve pedestrian connectivity along Middle Street, especially the South side	Town Administration	Ongoing
	P2.4 Conduct a sidewalk and crosswalk assessment island wide (ex. Stations 23-27) and make sure appropriate signage is in place to enhance safety	Town Administration	Long Term
	P2.5 Seek grants and resources to establish safe routes for students attending Sullivan’s Island Elementary School	Town Administration; Town Council	Short Term
	P2.6 When available, seek funding and opportunities to provide additional handicap parking spaces and improve beach path approaches	Town Administration	Ongoing

<i>Transportation Policy 3: Develop a community-wide education program regarding the rules and regulations for operating golf carts on Town streets</i>			
	P3.1 Collect all applicable state and Town regulations regarding the operation of golf carts	Town Administration	Short-term
	P3.2 Distribute printed copies of rules and regulations and post these on the Town website	Town Administration	Short-term
	P3.3 Enforce the rules and regulations regarding golf cart usage	Town Staff; Law Enforcement	Ongoing
<i>Transportation Policy 4: Continue to Improve Roadways on the Island</i>			
	P4.1 Implement plans, as funding is available, for street tree planting, as well as pursuing a commitment from South Carolina Electric and Gas Company (SCE&G) to place all utility lines underground with decorative, environmentally sensitive lamp posts replacing the streetlights currently on the poles	Town Council; Town Administration	Long-term
	P4.2 As part of the construction permitting process, assess the impact of proposed new construction projects on traffic flow, parking, safety and stormwater runoff onto roadways	Town Administration	Ongoing
<i>Transportation Policy 5: Continue participation in all opportunities for public transportation</i>			
	P5.1 Remain active in CARTA	Town Council	Ongoing
	P5.2 Work with BCDCOG Mobility Manager to discuss alternative transportation options through the Low Country Go program.	Town Administration	Ongoing
<i>Transportation Policy 6: Address Community Parking Needs</i>			
	P6.1 Examine parking management solutions for Middle Street for the entire community commercial district	Town Administration	Ongoing
	P6.2 Restripe parking lines within the Commercial District	Town Administration	Short-Term
	P6.3 Ensure ADA compliance with all parking facilities on the island	Town Administration	Ongoing
<i>Transportation Policy 7: Future Transportation Issues</i>			
	P7.1 Assess and create policies for Uber/Lyft transportation services (i.e. – specific drop-off/pickup locations that do not impede traffic)	Town Administration	Long-Term

	P7.2 Monitor advancing technologies such as Connected/Autonomous Vehicles CAVs	Town Administration	Long-Term
	P7.3 Review the potential need or desire for Gateway Signage to Sullivan Island	Town Administration	Long-Term

DRAFT

How we thrive...

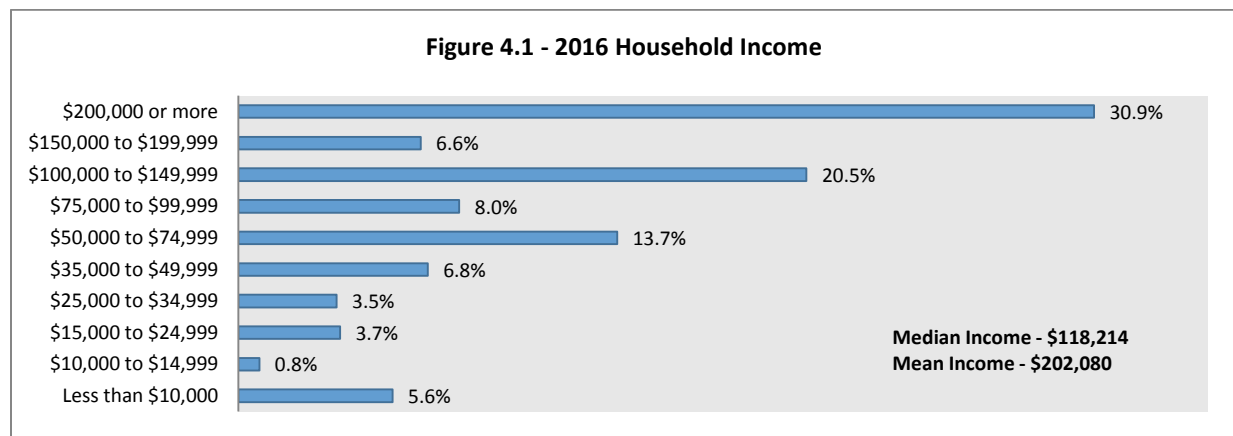
Introduction

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

Income

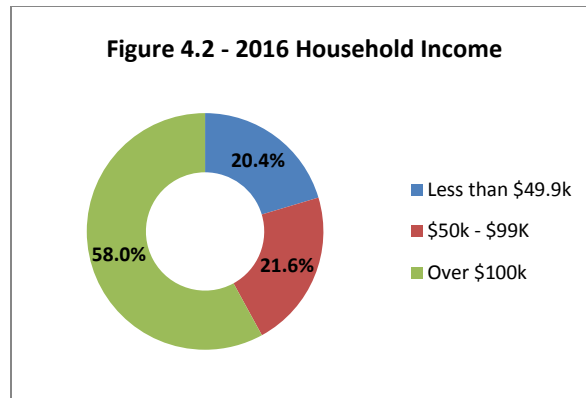
Household and Family Incomes

The American Community Survey (ACS) "considers the combined earnings of individuals who either live alone or with other non-family members as "Household Income." Figures 4.1 and 4.2 show trends for Household Incomes for residents of Sullivan's Island during 2016. Those individuals who earn \$200,000 or more represent almost one-third of the population on the Island. The median income is \$118,214 for households on the Island, whereas the average income is significantly higher at \$202,080. When the average income is considerably higher than the median, there must be very significant salaries that skew the average positively.



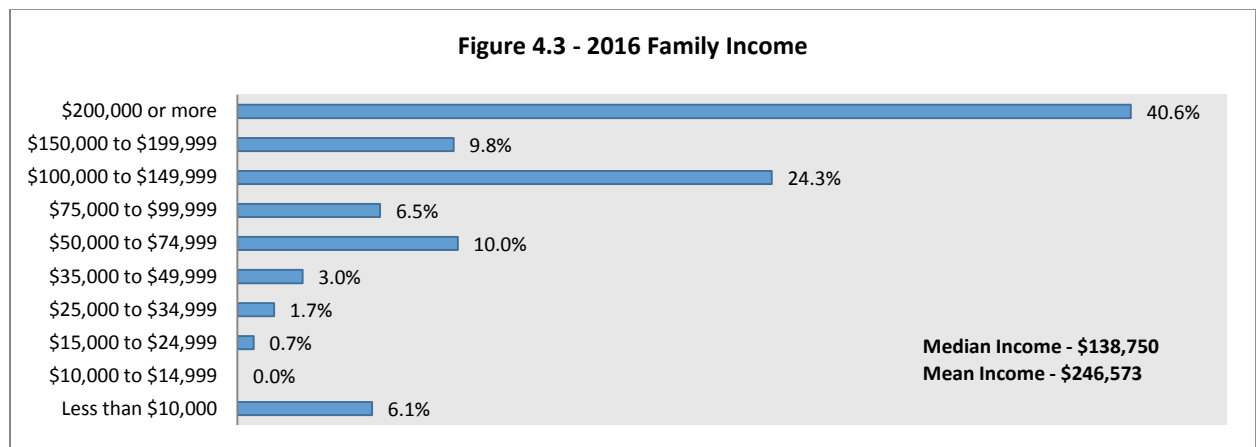
Source: 2016 American Community Survey

Figure 4.2 takes the analysis of household income data slightly further. Those who make over \$100,000 represent 58% of the residents on the Island. Those who make \$99,000 or less, represent 42% of the population. With a median income of \$118,214, these percentages are in line with the average by positively increasing it.



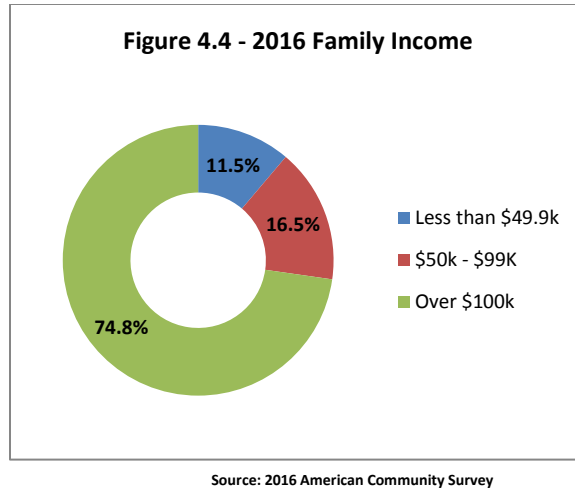
Source: 2016 American Community Survey

“Family Income” consists of individuals who are related and live together; their incomes are then combined for ACS reporting purposes. As to be expected, Figure 4.3 shows that dual incomes increase dramatically for the residents on the Island with almost 41% of the residents earning \$200,000 or more. The average and median incomes follow a very similar pattern to household income as well. The median income is almost \$139,000, while the average income is almost \$247,000. The gap between the two is larger, which signifies that both family members who are reporting have large salaries and are pushing the average in a positive direction.



Source: 2016 American Community Survey

Figure 4.4 illustrates family members reported dual incomes. Roughly 75% of the Island reported that they make \$100,000 a year or more. To put these numbers in perspective, the next section on Regional Income will show a comparison where Sullivan’s Island stands among Charleston County, Mt. Pleasant, and Isle of Palms.

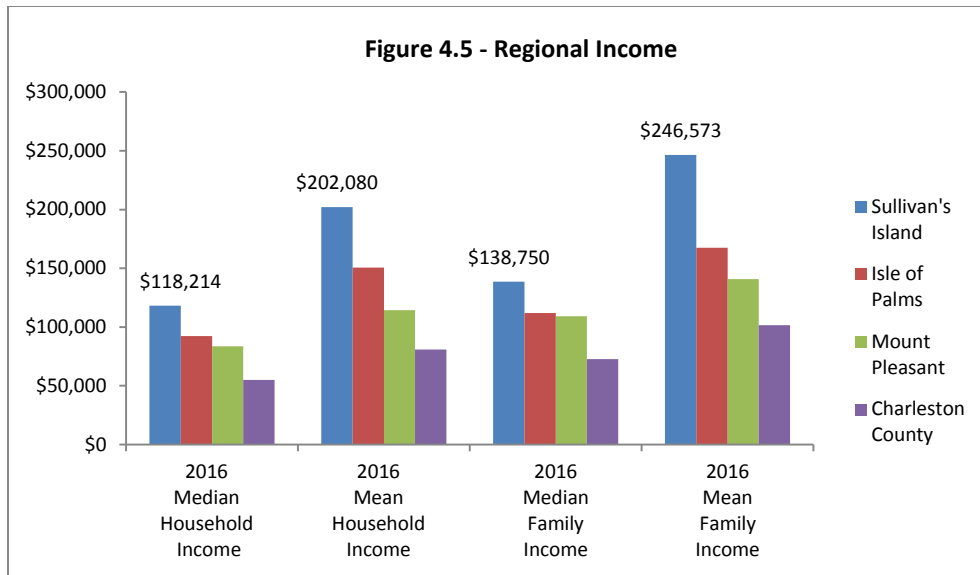


Regional Income

Chapter 2 (Population) showed that Sullivan's Island contains a highly-educated population. As one would expect, the correlation between those with higher education and higher incomes shows positive results on Sullivan's Island. Sullivan's Island has always performed well with regards to regional income over the past 30 years. Both Table 4.1 and Figure 4.5 depict how well Sullivan's Island does in comparison to its peers regionally. In fact, in 2016, Sullivan's Island led each category for household income and family income. With the high cost of a limited supply of land and housing on Sullivan's Island, these numbers project to remain on top for the foreseeable future.

Table 4.1	Median Household Income	Mean Household Income	Median Family Income	Mean Family Income
Sullivan's Island	\$118,214	\$202,080	\$138,750	\$245,657
Isle of Palms	\$92,222	\$150,507	\$111,920	\$167,560
Mount Pleasant	\$83,490	\$114,328	\$109,313	\$140,746
Charleston County	\$54,931	\$81,013	\$72,836	\$101,722

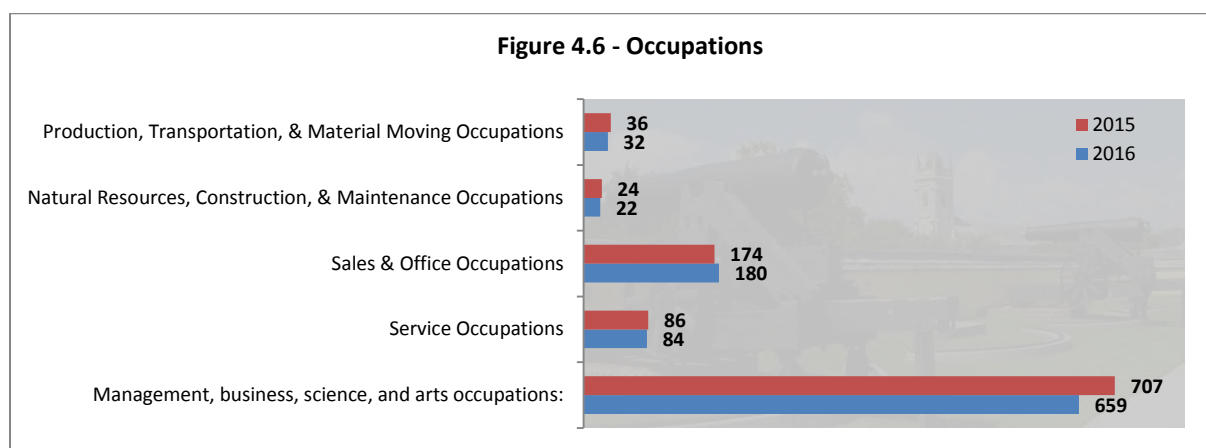
Source: 2016 American Community Survey



Source: 2016 American Community Survey

Labor Force

Sullivan's Island residents have a large base of differing occupations. The ACS has broken them down into five broad categories as shown in Figure 4.6. High wage earners came in a variety of fields on Sullivan's Island, but it should be no surprise that most of the residents work within the category of "Management, Business, Science, and Arts Occupations." This category contains jobs such as Chief Executives, General/Operations/Architecture/Engineering Managers, Computer Programmers, Network Administrators, Architects, Engineers, Scientists, Dentists, Doctors, and Therapists.



Source: 2015/ 2016 American Community Survey

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



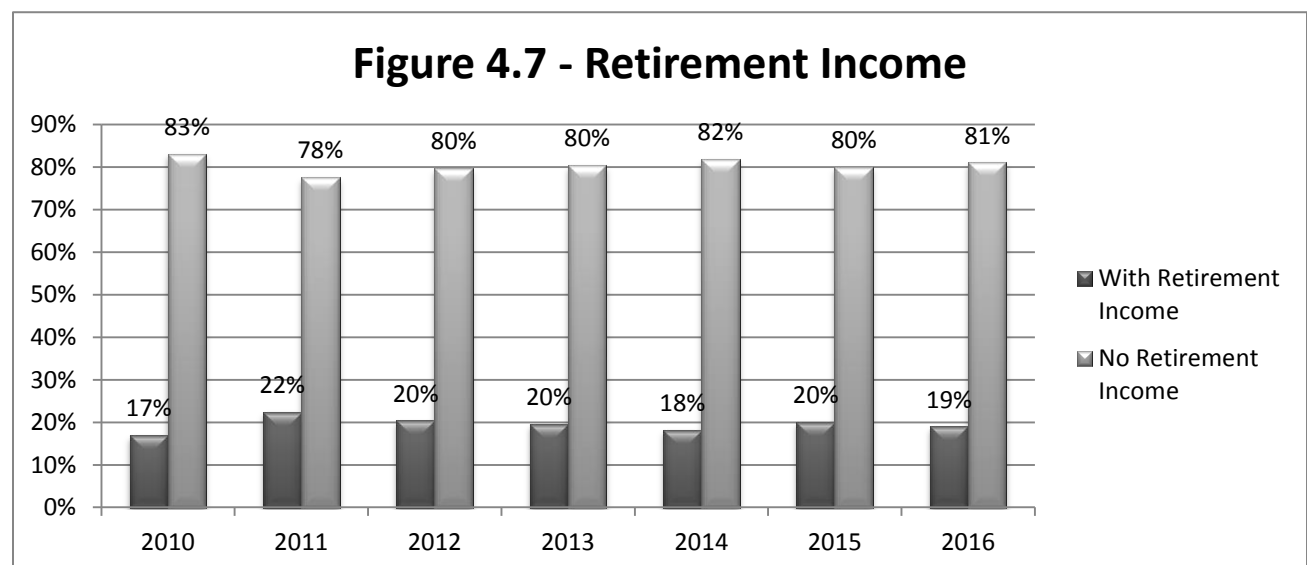
Just like the CCD, the natural environment plays a significant role in Sullivan's Island economy, drawing people to live and explore the Island. The surrounding ocean and marsh, expansive views, and recreational opportunities attract visitors and residents alike. Economic benefits from these amenities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

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

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

Retirement Income

Table 2.3, in Chapter 2 (Population), shows that there are 781 residents who are age 55 or older for Sullivan's Island. This represents approximately 38% of the entire population. Similarly, the trend as shown in Figure 4.7 shows that roughly 20% of the Island's population uses retirement income. This suggests that there may be a growing population of retirees on the Island. There will be a need to monitor these trends for future policy considerations.



Economic Goals and Objectives

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

Economic Goal: Preserve the business district size, scale, and local atmosphere.			
	Objectives	Responsible Parties	Timeframe
<i>Economic Policy 1: Through landuse and zoning regulations, monitor existing and future business uses.</i>			
	P1.1 Zoning – Maintain zoning regulations that do not change the fabric of the district.	Planning Commission; Town Council; Town Staff	Ongoing
	P1.2 Design – Monitor and regulate design through the DRB.	Planning Commission; Town Council; Town Staff; DRB	Ongoing
<i>Economic Policy 2: Revisit the Community Commercial District Master Plan</i>			
	P2.1 Update the Plan when needed.	Town Staff	Long-Term
	P2.2 Re-evaluate parking within the Commercial District.	Town Staff	Long-Term
<i>Economic Policy 3: Monitor changes in economic data</i>			
	P3.1 Review ACS and Census Data Annually	Town Staff	Ongoing

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