

A tall, white and black lighthouse stands on a sandy dune under a clear blue sky. The foreground is filled with sand and sparse, dry vegetation.

SULLIVAN'S ISLAND COMPREHENSIVE PLAN 2024 5-YEAR REVIEW



Adopted Month XX, 2024

BCDC  G
BERKELEY-CHARLESTON-DORCHESTER
COUNCIL OF GOVERNMENTS

SEPTEMBER 2024
TOWN COUNCIL DRAFT

[Insert Ordinance]



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Many citizens participated and provided valuable input during the open house and public hearing processes and we are grateful for their participation.



CHAPTER 1: INTRODUCTION

HOW WE BEGIN



Source: Charleston CVB

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

Each revision of the plan offers Island residents an opportunity to enhance the framework guiding growth and development in the Town over the next 10 to 20 years. Although visions may be different over time, they share common qualities. As

stated in the vision statement, Sullivan’s Island is an exceptional community that focuses on livability, environmental and historic preservation and a place where citizens are true partners in their Town government.

The basis of the comprehensive planning process is in the South Carolina Local Government Comprehensive Planning Enabling Act of 1994 (SC Code §6-29-310 through §6-29-1200), which repealed and replaced all existing state statutes authorizing municipal planning and zoning. The 1994 Act established the Comprehensive Plan as the essential first step of the planning process and mandated that the plan must be systematically evaluated and updated. As such, elements of the plan must be re-evaluated at least once every five years, and the entire plan must be rewritten every ten years. This document is the five-year review to the 2018 Comprehensive Plan.

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



*“Make big plans;
aim high in hope
and work.”*

~Daniel Burnham



PURPOSE

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

The plan is “long-range” in that it has a planning horizon of 20 years, and is “comprehensive” in that it covers the entire Town. Furthermore, it encompasses all the functions that make a community work and considers the interrelatedness of these functions. The Comprehensive Plan is intended to generate local pride and enthusiasm about the future of the community, thereby ensuring that citizens are involved with the implementation of the plan.

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

1. *Population*
2. *Housing*
3. *Economic Development*
4. *Natural Resources*
5. *Cultural Resources*
6. *Community Facilities*
7. *Transportation*
8. *Land Use*
9. *Resiliency (& Sea Level Rise)*
10. *Priority Investment*

The Resiliency and Sea Level Rise Element was added to the 2018 Comprehensive Plan to address the emerging importance of climate change and its effects on coastal communities. The Sullivan's Island community is at the forefront, feeling the early effects of rapid climate changes, and taking action to preserve what is important and adapt where it is necessary. The 2018 Comprehensive Plan recognized the need to concerted efforts to address climate changes, implementing the Resiliency and Sea Level Rise Element two years before the State Legislature amended the South Carolina Local Government Comprehensive Planning Enabling Act to require a Resiliency Element.

The most important issues identified by residents at the public kickoff meeting in 2018, as well as throughout the planning process by the Planning Commission, continued to be in the spotlight for residents and Commissioners in 2023. These issues include:

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

Stormwater management is not a new issue to the Island residents, but in the 2023-24 planning process, it has risen to the top of mind for many of the Town's citizens.



Source: Charleston CVB



PUBLIC ENGAGEMENT

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

VISION

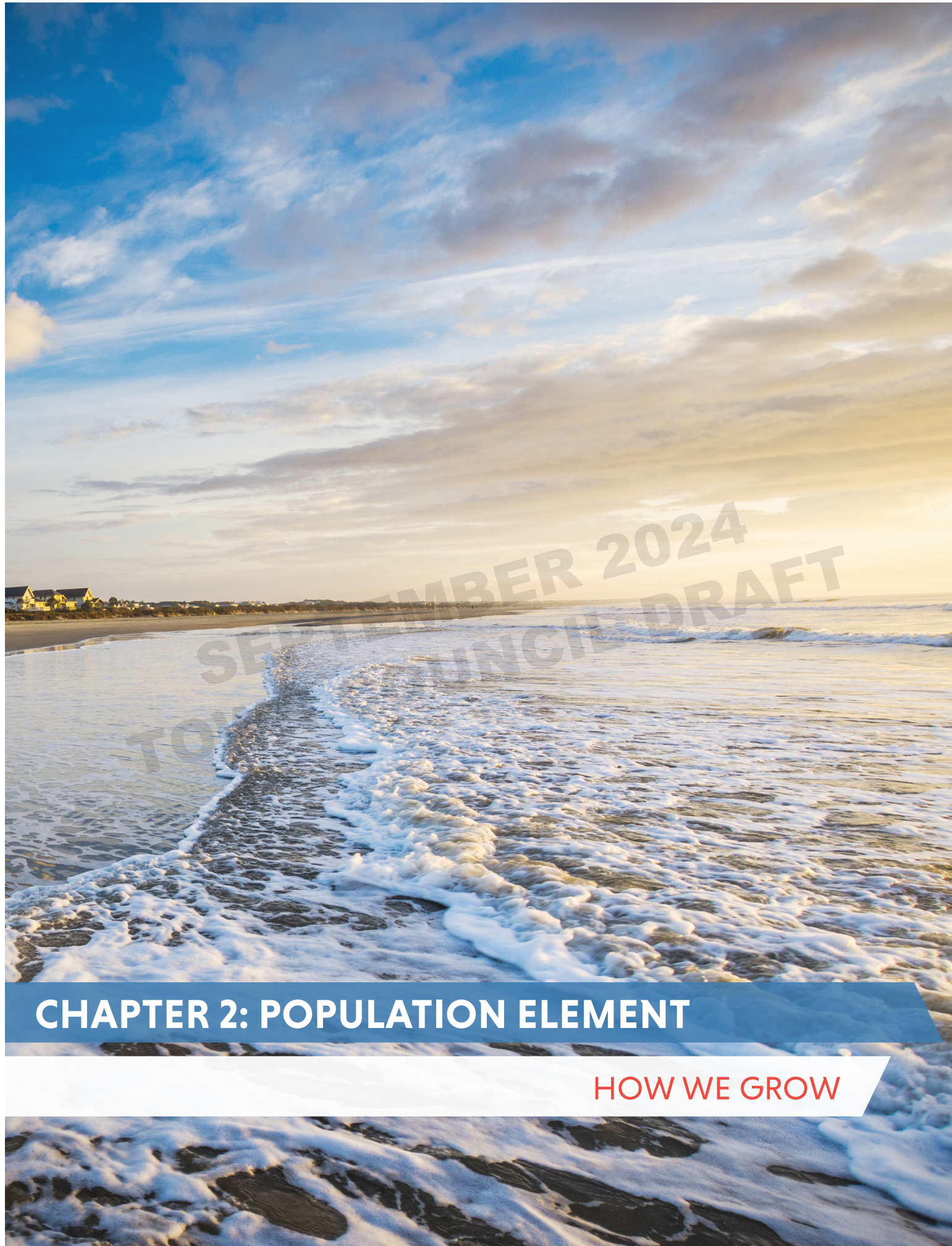
Through its long history, Sullivan's Island has become an exceptional community on the coast of South Carolina that focuses on livability, promotes preservation of the natural environment and its historic character, and fosters a small-scale and unique business district.

GUIDING PRINCIPLES

The guiding principles will help influence the writing for each chapter and the goals and objectives throughout the 2023 Comprehensive Plan review. They are intentionally concise and provide clear direction for the future of Sullivan's Island.

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





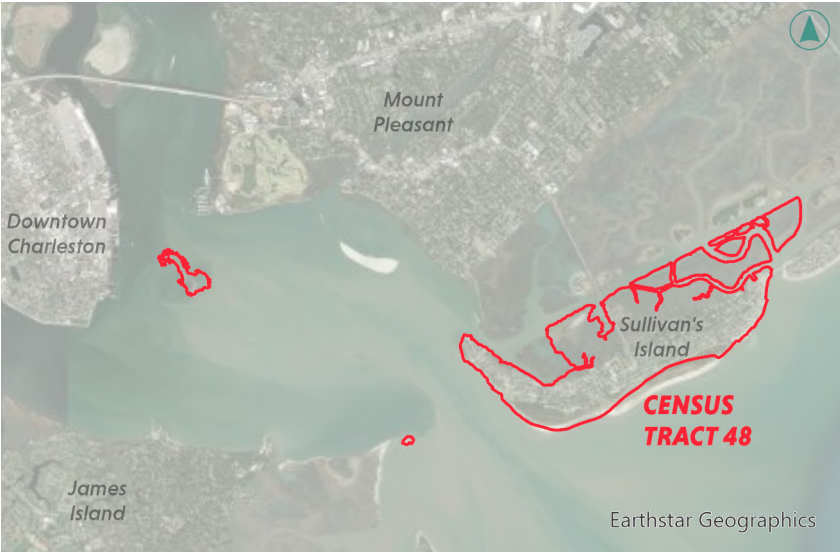
CHAPTER 2: POPULATION ELEMENT

HOW WE GROW

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

Information for the Population Element was obtained through the United States Census Bureau, the Town of Sullivan’s Island, and the Berkeley-Charleston-Dorchester Council of Governments (BCDCOG). Unless otherwise stated, data referenced throughout this update is from the Decennial Census, American Community Survey (ACS) 5-Year Estimates (2010, 2015, 2020, 2022), or Esri’s Business Analyst tool (2023 and 2028). The Town of Sullivan’s Island consists of Census Tract 48 (Figure 2.1).

Figure 2.1: Census Tract 48



HISTORY

Sullivan’s Island has seen a steady population growth pattern since the 1920s. As seen in Figure 2.2, there was a surge in population between 1930 and 1940 due to the increased use of the military facilities located on Sullivan’s Island around World War II. However, by the 1960s, the population returned to pre-war levels after Fort Moultrie closed and the military population relocated. Since 1980, the population of Sullivan’s Island has fluctuated between about 1,600 and 2,000 residents with events like Hurricane Hugo in 1989 and the 2008 recession preceding the 1990 and 2010 decennial censuses respectively likely impacting population counts. Figure 2.2 shows the population of Sullivan’s Island increased from 1,791 in 2010 to 2,177 in 2020, a 21% increase overall (or +386 people), leading to the largest population on the island since the military’s presence in the 1940’s.

Figure 2.2: Historical Population Trends

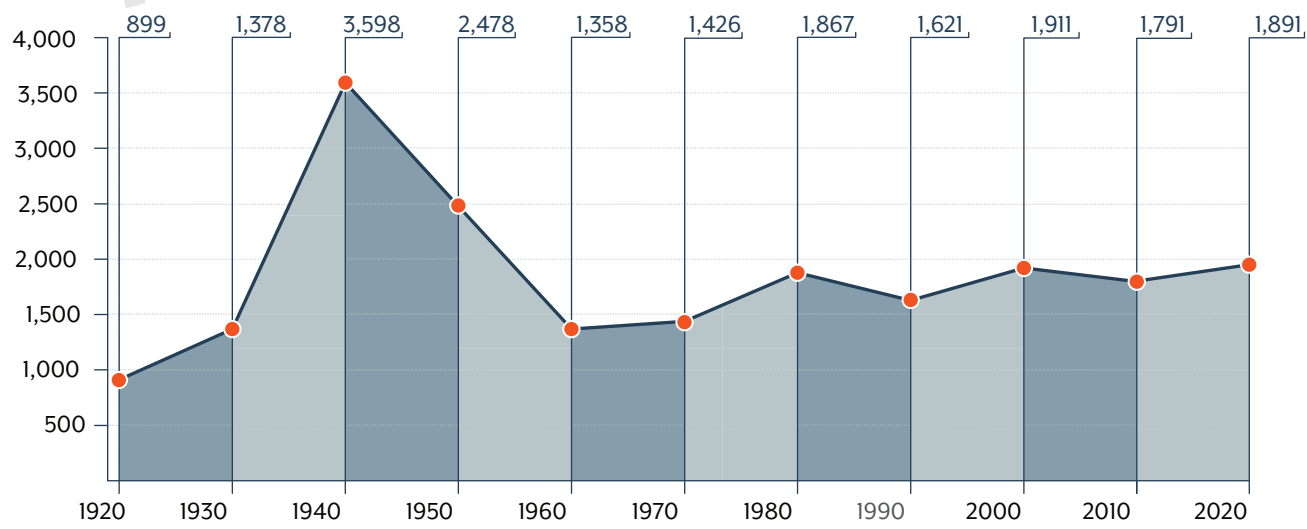
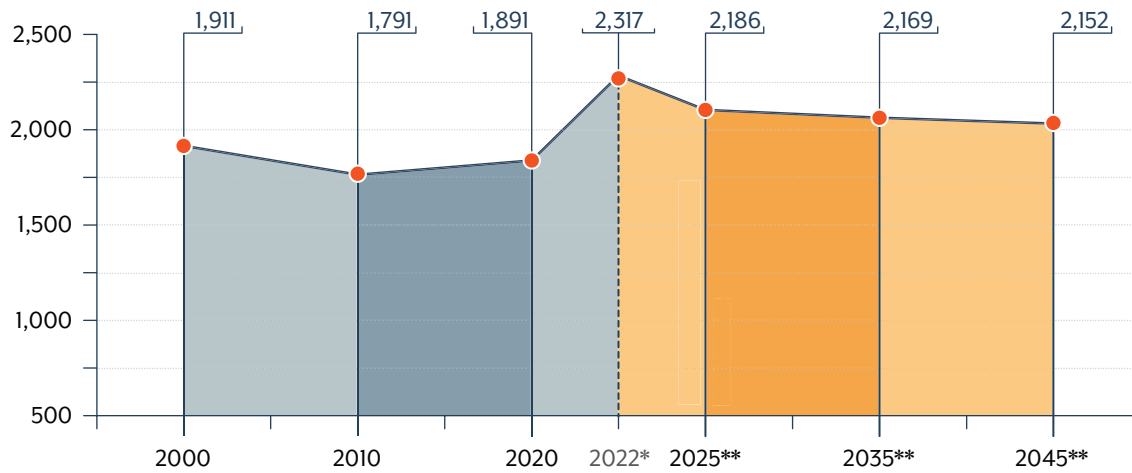


Figure 2.3: Population Projections



* Estimated Population by ACS 5-Year Estimates

** Population Projection by BCDCOG's TDM

Table 2.1: Population Trend/Projection for the Town of Sullivan's Island (1920-2045)

YEAR	POP.	NET POPULATION CHANGE	
		NUMBER	%
1920	899	-	-
1930	1,378	479	53.3%
1940	3,598	2,220	161.1%
1950	2,478	-1,120	-31.1%
1960	1,358	-1,120	-45.2%
1970	1,426	68	5.0%
1980	1,867	441	30.9%
1990	1,621	-246	-13.2%
2000	1,911	290	17.9%
2010	1,791	-120	-6.3%
2020	1,891	100	5.6%
2022*	2,317	426	22.5%
2025**	2,186	-131	-5.7%
2035**	2,169	-17	-0.8%
2045**	2,152	-17	-0.8%

* Estimated Population by ACS 5-Year Estimates

** Population Projection by BCDCOG's TDM

PROJECTIONS

Figure 2.3 shows that the population of Sullivan's Island is projected to remain steady between 2,100 and 2,200 people over the next 20+ years. These projections are widely supported as reasonable considering the limited availability of developable land on the island, local laws established to prevent subdivisions, and zoning regulations that support single-family-oriented development. Projections for the Town's future population were generated by the BCDCOG using the region's travel demand model tool.

Table 2.1 shows the historical population trend for Sullivan's Island using the US Decennial Census, ACS Estimates, and BCDCOG projections for the years 2025, 2035, and 2045. This details the net population change in Sullivan's Island as a whole number and a percent.



DEMOGRAPHICS

Age & Sex

It is important for the Town to understand who resides on the island so that policies and programs can effectively benefit the citizens. Since 2010, residents of Sullivan's Island have aged quite a bit. This is reflected by the median age rising from 45.6 years in 2010 to 51.7 years in 2022. This increase can likely be explained by the number of residents ages 65 and over doubling between 2010 (12.8%) and 2022 (25.4%), as illustrated in Figure 2.4. If this trend continues, the Town will have to add or adjust existing services, resources, and amenities in the future that are targeted for an older population.

Table 2.2 shows the detailed change in age groups between 2010, 2015, and 2022, highlighting the significant increase in Older Adults, specifically those ages 65 to 69, and the gradual decrease in Young- and Middle-Aged Adults. Other notable shifts between 2010 and 2022 were in the 5 to 9, 30 to 34, 40 to 44, and 50 to 54 age groups.

Another demographic change observed, the male-to-female ratio was approximately 50:50 (101.7 males per 100 females) in 2022. However, this ratio drops to only 38:62 (62.4 males per 100 females) when looking only at residents ages 65 and over. This indicates that of the older population, majority of them are females.

Figure 2.4: Population by Age Groups: 2010, 2015, 2022

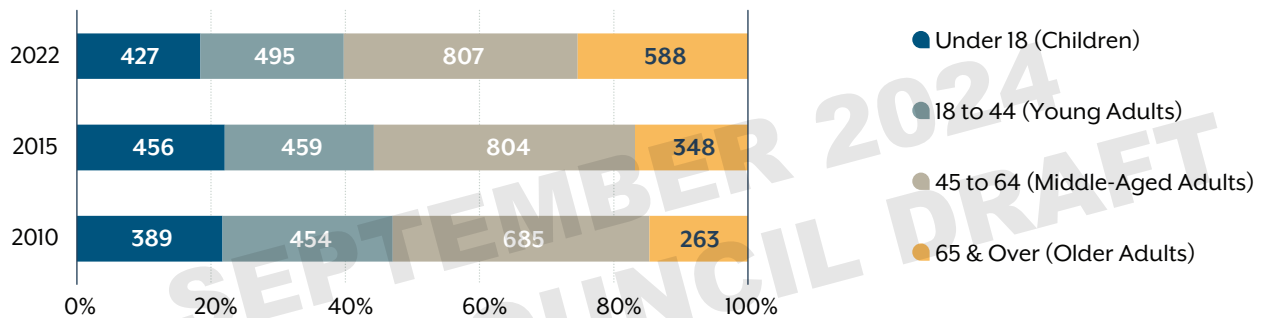


Table 2.2: Change in Population by Age Group 2010, 2015, 2022

AGE GROUP	2010	2015	2022	2010-15: % CHANGE	2015-22: % CHANGE	2010-22: % CHANGE
Under 5	68	123	87	80.9%	-29.3%	27.9%
5 to 9	126	74	71	-41.3%	-4.1%	-43.7%
10 to 14	115	137	144	19.1%	5.1%	25.2%
15 to 19	106	150	190	41.5%	26.7%	79.2%
20 to 24	80	77	56	-3.8%	-27.3%	-30.0%
25 to 34	152	199	119	30.9%	-40.2%	-21.7%
35 to 44	196	155	255	-20.9%	64.5%	30.1%
45 to 54	316	371	367	17.4%	-1.1%	16.1%
55 to 59	197	240	183	21.8%	-23.8%	-7.1%
60 to 64	172	192	257	11.6%	33.9%	49.4%
65 to 74	168	214	413	27.4%	93.0%	145.8%
75 to 84	60	70	127	16.7%	81.4%	111.7%
85 & Over	35	65	48	85.7%	-26.2%	37.1%



Race and Ethnicity

2022 estimates show that the vast majority of the Town residents identified as White alone, which totals approximately 98% of the total population. Comparatively, in 2010, the second largest group was estimated to be Black or African-Americans, which comprised of 0.7% whereas in 2022, the second largest group was estimated to be Asian alone, which accounted for about 1% of the total population. The remainder of the population was a smaller fractional combination of other races. This composition was not drastically different from previously recorded decades. In addition to the racial composition of the Town, estimates of the ethnicity of residents was also reported. The percent of Sullivan's Island residents that identified as having a Hispanic or Latino Origin, regardless of race, increased from 0% in 2010 to 1.6% in 2022.

HOUSEHOLDS

According to the U.S. Census Bureau, households may include families or they may include individuals who live by themselves. Families are counted as those who are related and live with each other. From 2010 to 2022, estimates show that the total number of households grew by 5.4%, while the number of families grew at roughly triple that pace at 17.6%. The average household size in 2022 was estimated at 2.74 people per household compared to 2.55 people per household in 2010, which suggests families are not only increasing in quantity but in family size as well.

EDUCATIONAL ATTAINMENT

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

In 2022, over 85% of residents in Sullivan's Island had attained a bachelor's degree or higher. This was an 8-point increase since 2010. In comparison, the population (ages 25+) of Sullivan's Island was more educated than IOP (72%), Folly Beach (44%), and Charleston County (48%) with bachelor degrees, however, was only slightly less educated than Kiawah (87%). Furthermore, **Figure 2.5** shows the change in educational attainment among Sullivan's Island residents between 2010, 2015, and 2022. Although estimates show that the percent of people attaining a bachelor's degree leveled off between 2015 and 2022, this was likely due to residents simply continuing on to attain a graduate or professional degree as that educational group experienced a 12-point increase between 2015 and 2022.

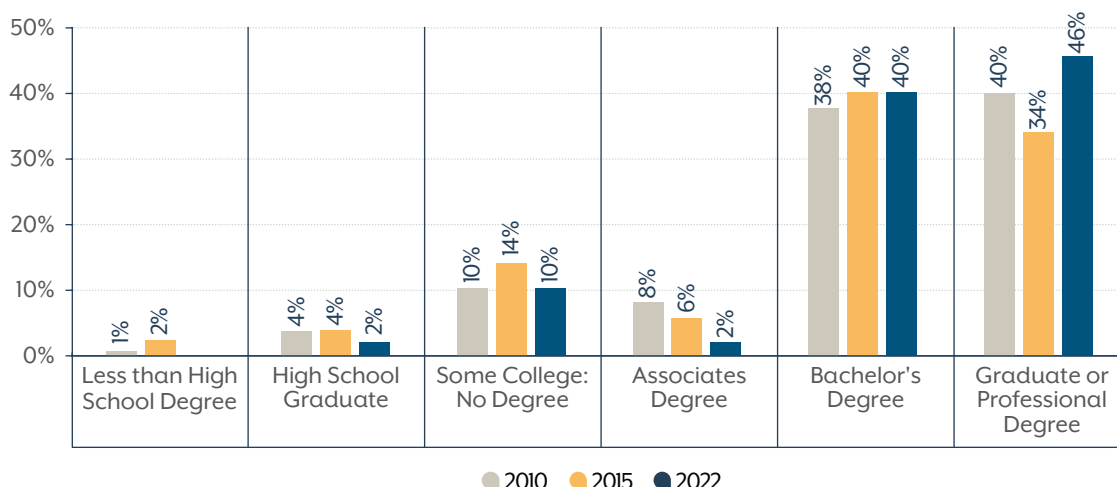
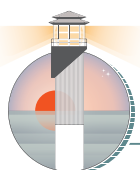


Figure 2.5: Highest Level of Education Attained (2010-2022)





CHAPTER 3: HOUSING ELEMENT

HOW WE LIVE

Figure 3.1: Total Housing Units

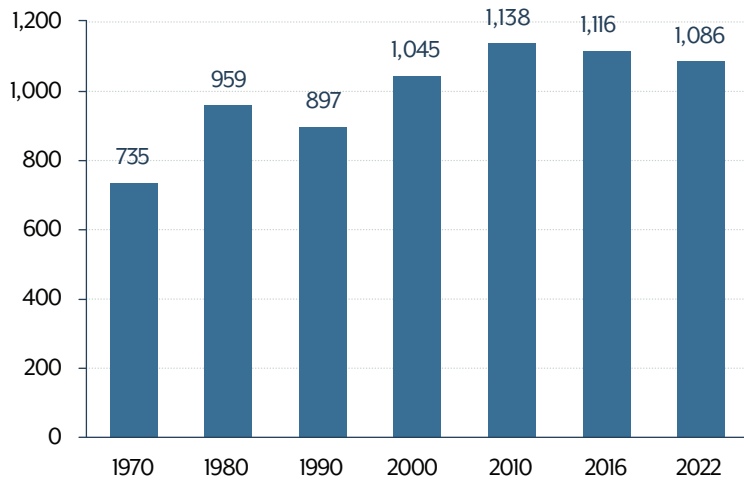
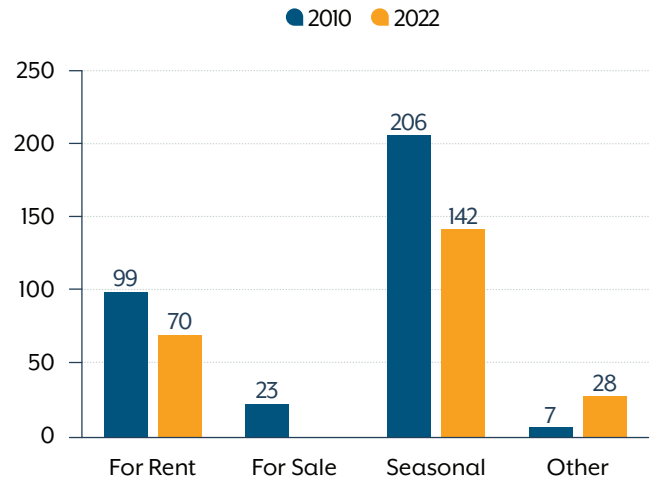


Figure 3.2: Change in Vacancy Status



Sullivan's Island had an estimated total of 1,086 housing units in 2022, of which, 846 (78%) were reported as being occupied and 240 (22%) were reported as being vacant and/or for seasonal use. This was a slight decrease (-5%) in the total number of units since 2010 when the Town reportedly had an estimated 1,138 housing units (Figure 3.1). Furthermore, the percentage of vacant units decreased by 7-points from 29% in 2010 to 22% in 2022.¹ This suggests that more housing units are actually being lived in as opposed to being used for seasonal use. This is further supported by the significant decrease (-29%) in the number of units for seasonal, recreation, or occasional use between 2010 and 2022 (Figure 3.2)

Sullivan's Island has remained successful in maintaining the unique single-family character of a quaint, small beach town since its inception. Table 3.1 (next page) compares the housing units by structure type between 2000, 2010, and 2022, highlighting the consistency of single-family units as the dominant housing type in Town. However, this predominance in single-family housing presents a challenge for the Town in the future. Young professionals, beginner families, single-income households, the elderly, and disable individuals are often priced out of this type of real estate and/or may not want the constant maintenance of a single-family home. Maintaining a more diverse mix of housing types would help make Sullivan's Island more affordable to a wider range of people, families, and incomes.

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

Sullivan's Island Resident

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

- Sullivan's Island Resident

1. Housing Units are considered vacant by ACS after a three-month contact period by regular mail (1st month), phone (2nd month), and an in person visit (3rd month).



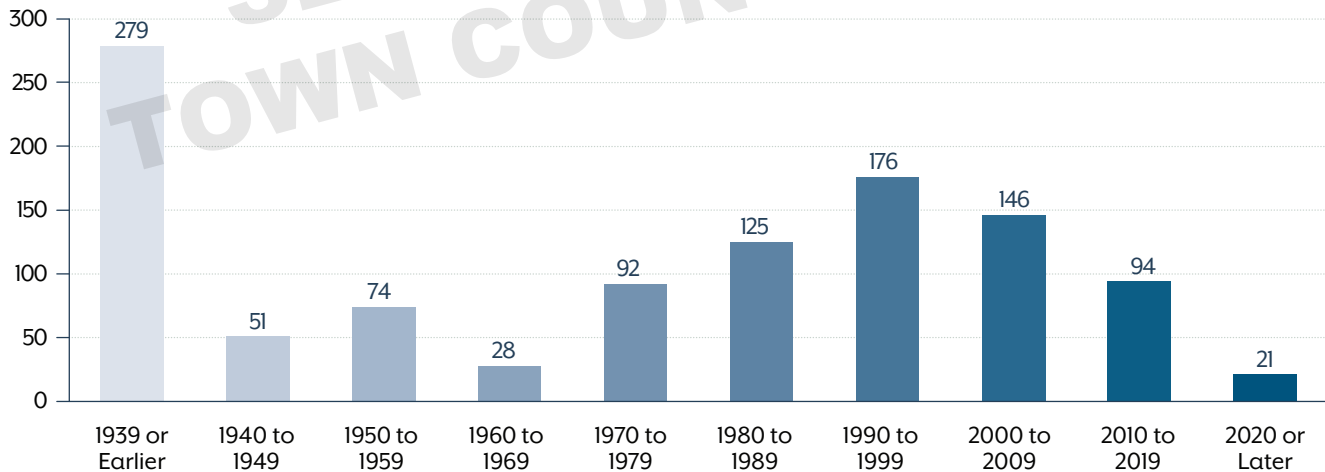
Table 3.1: Distribution of Housing Units by Structure Type

	2000		2010		2022	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
Single-Family *	928	88.8%	1,013	89.0%	951	87.6%
2 to 4 Units	71	6.8%	55	4.8%	64	5.9%
5 or More Units	39	3.7%	65	5.7%	71	6.5%
Mobile Home or Other	7	0.7%	5	0.4%	0	0.0%
Total:	1,045	100.0%	1,138	100.0%	1,086	100.0%

* Single-Family Structure Types include detached and attached units.

Considering the limited availability of developable land on the island, the age of the housing stock can provide important insight on the amount of newly constructed or rehabilitated housing units. As seen previously in **Figure 3.1**, the number of housing units in 2000 was estimated as 1,045. Fast forward twenty-two years and the number of housing units has only lightly increased to 1,086 units. At first glance, this would suggest that development on Sullivan's Island was waived, however, quite the opposite has occurred. **Figure 3.3** shows that 261 units, or 24% of Sullivan's Island's total housing stock, was constructed since 2000. This indicates that the limited availability of developable land has not deterred development on Sullivan's Island, but rather caused homeowners to redevelop existing structures. If this continues, which trends suggest that it will, the number of older units will likely continue to decline in favor of new, more modern housing units.

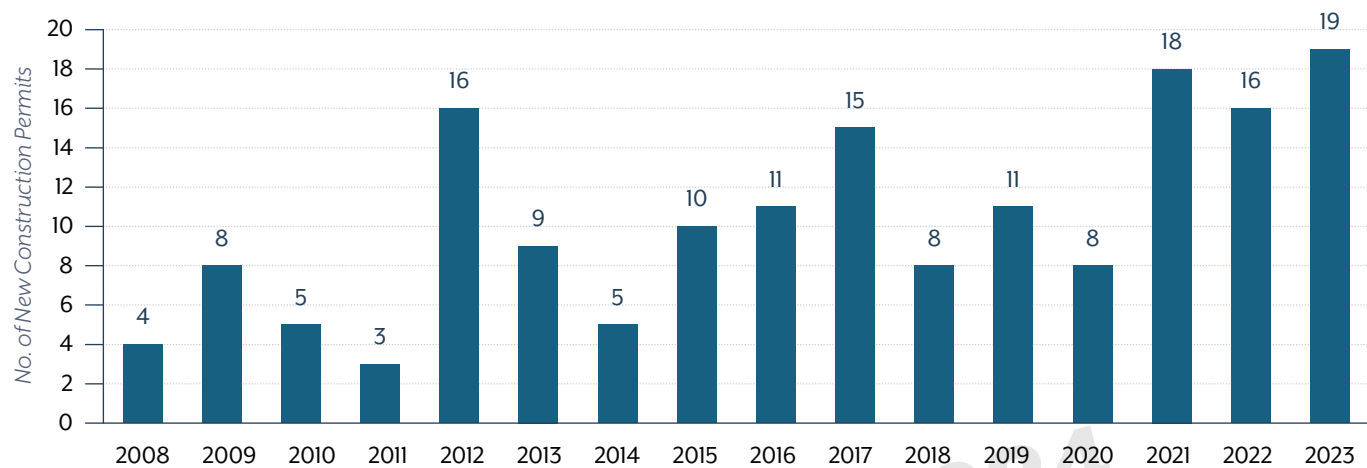
It is important to note that recovery and redevelopment efforts in the aftermath of Hurricane Hugo in 1989 likely contributed to the spike in homes constructed between 1990 and 1999. Also, given national housing trends during this time period, newer, larger homes were commonly built to accommodate for larger household sizes and increased land values.

Figure 3.3: Age of Housing Stock (Year Constructed)

BUILDING PERMITS FOR NEW HOME CONSTRUCTION

Between 2008 and 2023, the Town averaged 10.4 newly constructed homes on the Island per year. As seen in Figure 3.4, permits for new home construction in recent years greatly exceeded this average. Given the limited availability of developable land and other environmental constraints, these permit levels are higher than expected. This further indicates that despite the small change in total housing units between 2000 and 2022, permitting for new construction or redevelopment still occurred on Sullivan’s Island.

Figure 3.4: Number of Residential Building Permits Issued per Year



HOUSING TENURE

Housing tenure is defined by the U.S. Census as a binary status, which means a housing unit is either owner-occupied or renter-occupied. Of the 846 occupied-housing units in 2022, it was estimated that 713 units (84%) were owner-occupied and the remaining 133 units (16%) were renter-occupied. This was a small shift since 2010 when 80% were estimated to be owner-occupied and 20% were renter-occupied (Figure 3.5). Comparatively, Sullivan’s Island had a lower housing tenure ratio than IOP and Kiawah (Figure 3.6).

Figure 3.5: Historic Ratio of Housing Tenure

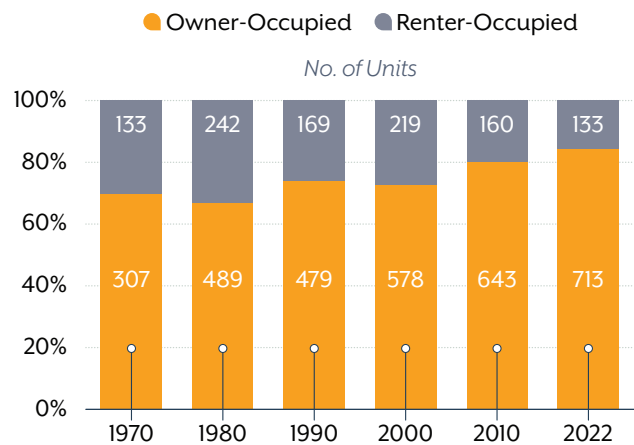
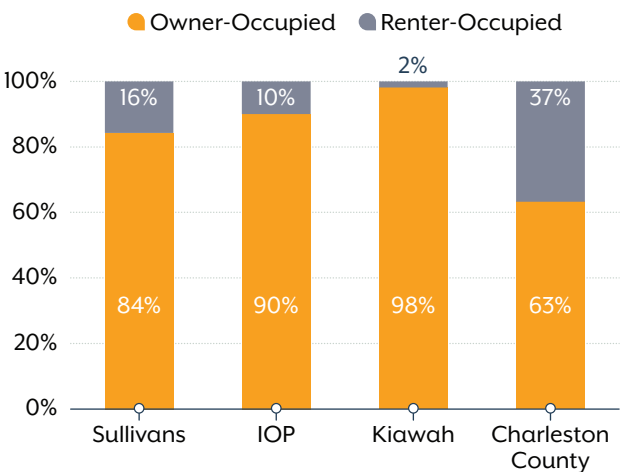


Figure 3.6: Comparison of Housing Tenure Ratio



MEDIAN HOME SALES PRICE

According to Esri's Business Analyst tool, the median home value in Sullivan's Island was estimated at \$1.76 million in 2023. However, the Charleston Trident Association of Realtors (CTAR) reported that in 2023, the median home sales price in Sullivan's Island was \$3.8 million. This would suggest that a majority of homes sold on Sullivan's Island in 2023 either fell within the upper value quartile of homes, that homes were sold way above the reported value, or a combination of the two. In comparison, homes on IOP also sold at higher prices than the median home value whereas homes on Kiawah Island and in Charleston County were more comparable between median home values and median home sales price, as seen in Figure 3.7.

Figure 3.7: Comparison between Median Home Value and Median Sales Price

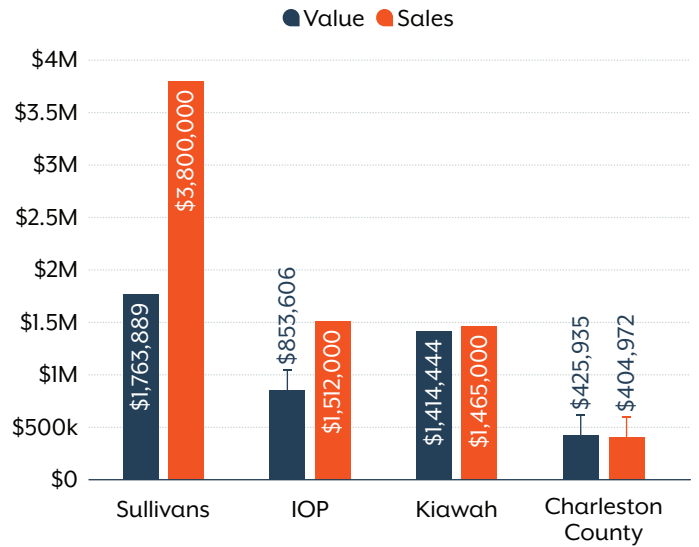
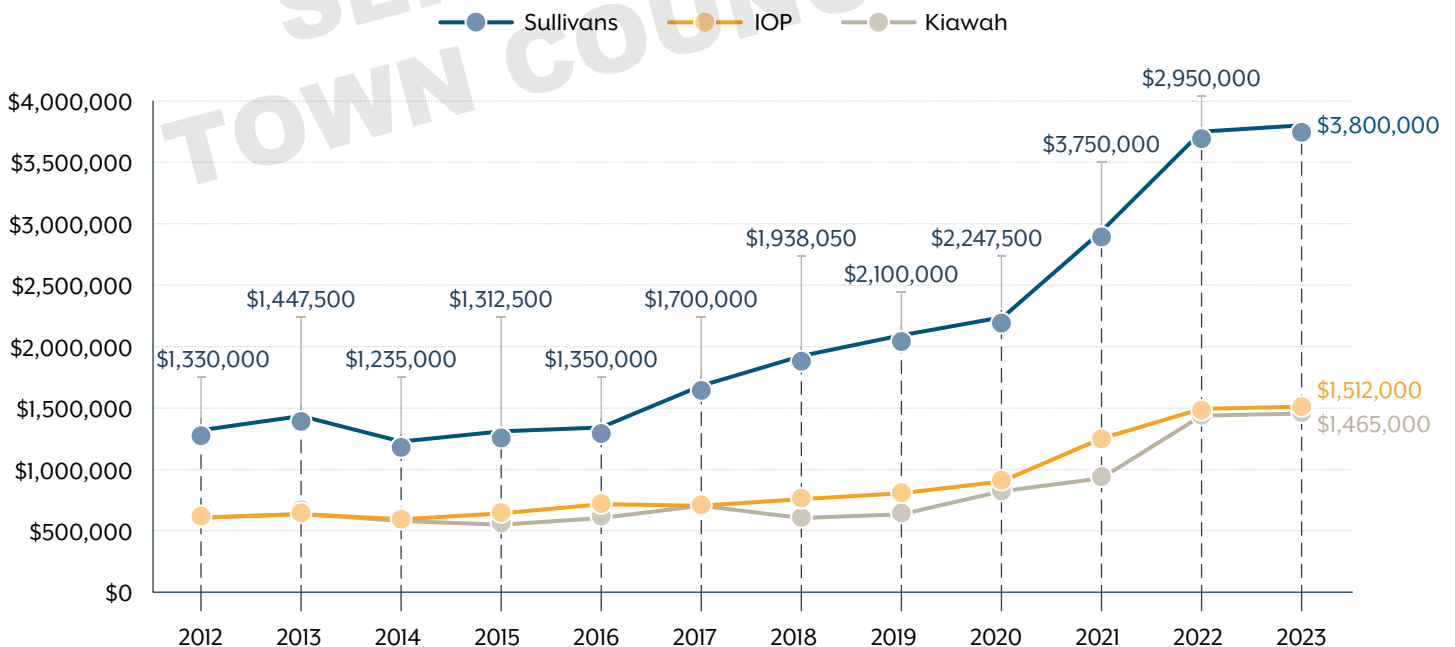


Figure 3.8 compares CTAR's reported median home sales price in Sullivan's Island with other island towns in Charleston County between 2012 and 2022. Throughout this time period, the median sales price of homes in Sullivan's Island experienced a near constant rise whereas IOP and Kiawah Island experienced more gradual and fluctuating sale prices. However, between 2022 and 2023, the rate of price increases leveled off in Sullivan's Island, IOP, and Kiawah Island. At the moment, it is unclear what caused this leveling off but future data should reveal possible factors that contributed to this change in trends.

Figure 3.8: Comparison of Median Home Sales Price



Data Source: Charleston Trident Association of Realtors (CTAR)



AFFORDABILITY

The Department of Housing and Urban Development (HUD) defines affordability based on a percentage of a homeowner or renters' monthly income rather than a set dollar amount. A housing unit is considered 'affordable' if monthly housing expenses (i.e., rent, mortgage, taxes, insurance, utilities, maintenance, etc.) do not exceed 30% of the households combined monthly income. However, households that spend over that 30% threshold are considered cost burdened. Cost burdened households can experience serious challenges as oftentimes the additional financial resources that are required to cover housing costs take away from other basic necessities such as food, clothes, transportation, and medical care.

In 2022, it was estimated that 305 households in Sullivan's Island were considered cost burdened as their monthly housing costs exceeded the 30% affordability threshold. This was an increase of 13 households since 2010, when it was estimated that 292 households were considered cost burdened. However, despite this increase, the percent of households considered cost burdened was 36% in both 2010 and 2022.

As seen in **Figure 3.9**, 59% of those 305 households considered cost burdened in Sullivan's Island were owner-occupied with a mortgage whereas 55% of cost burdened households in Charleston County were renter-occupied. Sullivan's Island had a more similar break down of cost burdened households to IOP than Kiawah or Charleston County.

Figure 3.9: Comparison of Cost Burdened Households by Tenure

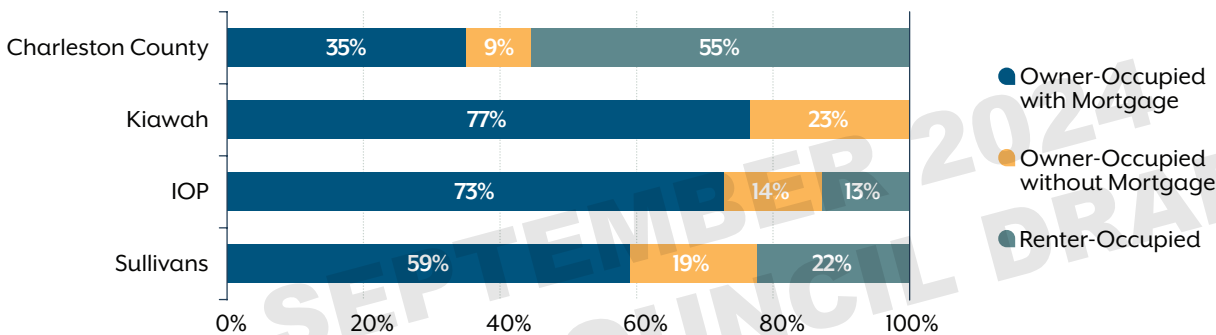
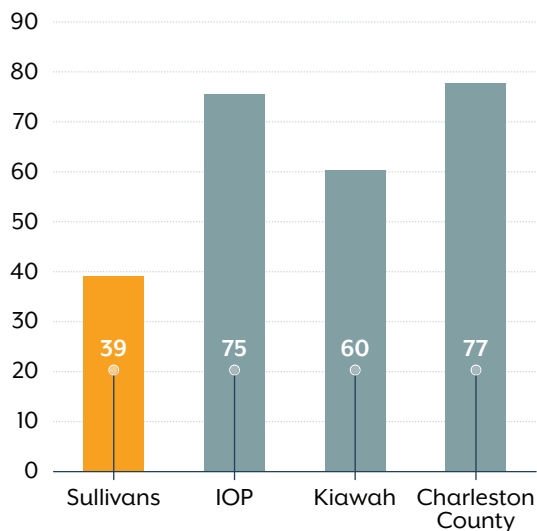


Figure 3.10: Comparison of Housing Affordability Index



Housing Affordability Index

According to the National Association of Realtors, "the Housing Affordability Index measures whether or not a typical family earns enough income to qualify for a mortgage loan on a typical home at the national and regional level based on the most recent price and income data." An index of 100 indicates an affordability equivalent to the national average. In 2023, Sullivan's Island had an estimated housing affordability index of 39 (**Figure 3.10**). This is not surprising as Sullivan's Island is one of the most expensive places to live in the state.



DESIGN REVIEW BOARD

Convened for the first time in 2004, the Sullivan's Island Design Review Board (DRB) was created with the intent to "enhance the Island's character, preserve property values and protect the unique identity of Sullivan's Island" (Town Ordinance Section 21-106). Board members are appointed by Town Council and chosen from those in the community who exhibit knowledge and interest in a variety of fields related to architecture and design as spelled out in the ordinance. To achieve this goal, the DRB maintains jurisdiction with respect to 1) certain new construction and alteration to existing structures, 2) design appeals, 3) implementation of the historic overlay district, 4) enforcement of design regulations, and 5) certifying the appropriateness of historic renovations and additions within the historic districts.

In these areas, the DRB is charged with more specific objectives. Among these responsibilities, the Board considers "neighborhood compatibility" regarding elements' consistency with zoning and design standards ; maintains updated historic overlay districts on the Official Zoning Map, and initiates all applications to nominate town structures for consideration on the National Register of Historic Places. The DRB may submit their comments to the State Historic Preservation Office for consideration by the State Board of Review.

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

FUTURE HOUSING NEEDS AND OPPORTUNITIES

Chapter 2 (Population) delineates a stable population is predicted for the Island over the coming decades with a slow, but steady population decline, in 2025 (2,186), 2035 (2,169) and 2045 (2,152). Given the rate of change, as well as the small-town character of the Island, accommodating future housing needs will not be needed as a large-scale, coordinated effort. An incremental approach will be sufficient for future demands on the Island. Based on these projections, the Goals and Objectives section for Chapter 2, Population, provides guidance to help identify and monitor population growth in conjunction with housing stock capacity. One area of concern for the Town however is the increased cost of rental housing on the Island. "Workforce housing" is affordable housing for those who work on the Island. Demonstrable benefits of workforce housing would include lower traffic congestion, lower parking congestion, better quality of life, diversity among residents, and the ability to get exercise by either walking or biking to work.

WORKFORCE HOUSING

Changes to policy recommendations may provide avenues to achieve workforce housing options on the Island. From a market perspective the premise is simple; increase the supply of housing units in an effort to lower the costs of housing; however, this is an arduous task in a coastal town with a limited supply of land to offer. Avenues to increase residential densities include allowing more Accessory Dwelling Units (ADUs) or mixed-use structures (ground floor retail with residential units built on top). These scenarios help increase workforce housing opportunities, but public input for this plan values maintaining the business district and limiting the number of ADUs island-wide. The high value placed on the existing character and fabric of the Island must be honored and deeper conversations need to be curated by the Town if it wishes to further explore the egalitarian ideal for workforce housing.





SEPTEMBER 2024
TOWN COUNCIL DRAFT

CHAPTER 4: COMMUNITY FACILITIES ELEMENT

HOW WE FUNCTION

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

TOWN GOVERNMENT AND DEPARTMENTS

The Town's municipal complex is located in the center of the Island and serves as the epicenter of Town government operations. The campus, located at 2056 Middle Street, includes Town Hall, the Fire Station, Water and Sewer facilities, and Stith Park. Town Hall is a 10,000-square foot facility that houses the Town's administrative departments, municipal court, Police Department and serves as the meeting venue for all regularly held community councils, boards and commissions.

Town Council

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

Town Administration

The Town Administrator serves as the chief executive officer for all Town business and works toward implementing the various policies and decisions adopted by Town Council. The Administration Department includes the Town Administrator, Deputy Administrator/Comptroller, Assistant to the Town Administrator/Personnel Administrator, Town Clerk, Accounting Clerk, Town attorney, and several other administrative support positions.

Building and Planning Department

The Building and Planning Department, located in Town Hall, is comprised of a Building Official, Director of Planning and Zoning, and one permitting and licensing specialist. These professionals manage all planning and development related services. The department's primary responsibilities are handling the day-to-day building and permitting activities such as issuing building permits, business licenses, performing plan review, and performing zoning and building code enforcement.



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

Court Services

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

PUBLIC SAFETY AND EMERGENCY MANAGEMENT

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

Police Department

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

As of 2023, the department is comprised of 12 full-time uniformed officers, one full-time School Resource Officer, and 4 to 8 part-time seasonal beach services officers. The uniformed officers, which consist of a Police Chief, a Deputy Chief, 4 sergeants, and 4 patrol officers, typically work 12-hour shifts. The Department occasionally uses off-duty Charleston County Sheriff's deputies during the peak of tourist season.

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

Table 4.1
Police Department's anticipated Needs
(10-year horizon)

PERSONNEL NEEDS
<ul style="list-style-type: none"> ▶ One new full-time officer (Part time investigative/ part school resource officer) ▶ Four seasonal officers (two beach patrol officers, two parking enforcement officers)
EQUIPMENT NEEDS
<ul style="list-style-type: none"> ▶ Two new Kubotas (all-terrain vehicles for beach and parking enforcement) ▶ Continue vehicle replacement program ▶ Taser replacement 3 -5 years ▶ Radio replacement (Motorola 800 will be obsolete in 3-5 years) ▶ Weapon replacement 5-10 years ▶ Body cameras replacement every 5 years ▶ Body armor replacement every 5 years ▶ Continue emergency helicopter evacuation program ▶ Continue consolidated 911 dispatch program



Table 4.2

Fire Department's anticipated needs
(10-year horizon)

FIRE DEPARTMENT NEEDS
<ul style="list-style-type: none"> ▶ Maintain all firefighter certifications and training ▶ Construct new building & shop for the Maintenance Department ▶ Replace 2 fire engines ▶ Architectural up-fit of fire station, incorporate similar design to Town Hall ▶ Maintain watercraft ▶ Maintain boat landing- emergency water response ▶ Maintain adequate firefighter staff ▶ Maintain volunteer staff and training facilities
PUBLIC WORKS NEEDS
<ul style="list-style-type: none"> ▶ Four new lawn mowers (\$10,000-\$12,000 apiece) ▶ Replace Kubotas (all-terrain vehicles for beach maintenance and enforcement) ▶ Replace tractors ▶ Construct new public works building ▶ Continue vehicle replacement program

Fire Department

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

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

The Town's fire station is located at the corner of Station 20 ½ and Middle Street and is a cornerstone of the Town's municipal complex. Constructed in the aftermath of Hurricane Hugo, it serves as part of the Island's Municipal Emergency Operations Center (MEOC) for emergency storm events. The facility is fully-equipped with phone and fiber optic connections that serve as an emergency support facility to Town Hall with the capacity and space to house all emergency response operations. Currently, the building houses the Town's Fire and Rescue and Public Works Departments.

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

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

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



PUBLIC WORKS (MAINTENANCE DEPARTMENT)

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

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

EMERGENCY OPERATIONS CENTER

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

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

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

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

EMERGENCY MEDICAL SERVICES (EMS)

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

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



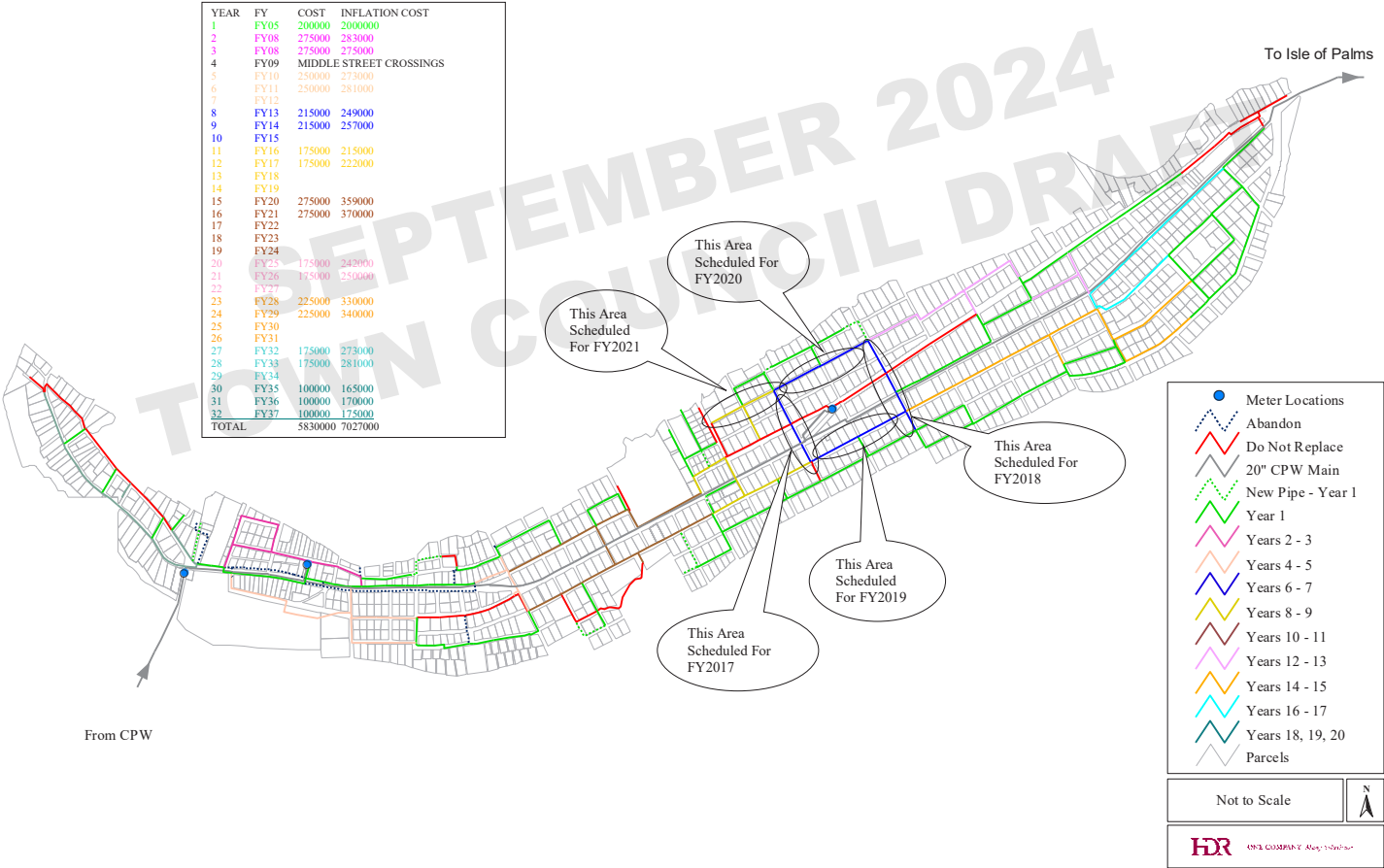
WATER AND SEWER DEPARTMENT

Drinking water supply and wastewater treatment are managed under the Town's Water and Sewer Department. The Department consists of 8 full-time employees, including one departmental manager and one full-time billing clerk who operates from Town Hall. There are 7 licensed water and sewer operators holding South Carolina Department of Health and Environmental Control (DHEC) certifications in the area of water treatment, water distribution and wastewater treatment. All employee certifications are maintained through continuing education, training and are geared to meet the facility's state permitting requirements.

Water Supply

Following Hurricane Hugo in 1989 and the widespread water quality problems in the early 1990s, the Town began purchasing water from Charleston Water System (CWS), the primary water distribution agency for the greater Charleston area. CWS currently supplies water to Sullivan's Island, the Isle of Palms Water and Sewer Commission, and Mt. Pleasant Waterworks through a water line that runs under the Charleston Harbor to the western tip of Sullivan's Island. This water main runs along the Middle Street right-of-way for the entire length of the Island, as seen on Map 4.1.

Map 4.1: Sullivan's Island Water Distribution System Revised Pipe Replacement System



Beginning in 2004, the ongoing water line replacement program has completed the replacement of approximately 20,000 feet of pipe, 45 valves and 20 hydrants. The work that has been completed thus far has resulted in successful mitigation of the discolored water issue identified in the late 1990's and early 2000's and helped with the long overdue need of replacing aged and failing water pipes. These efforts have also increased fire flow to all hydrants island-wide, resulting in better insurance rates for homeowners and increased public safety. In 201X, the Department approved a new 32-year water line replacement plan. The Water Distribution System Pipe Replacement map shows the Department's five-year focus area, as of 2023.

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

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

Wastewater

The Town owns and operates a wastewater treatment facility (WWTP) and its associated gravity collection system. This collection system consists of nearly 80,000 linear feet of gravity collection mains, 25,000 feet of service lateral lines, over 325 manholes, and 6 pump stations. In 2021, the WWTP and associated infrastructure and facilities were upgraded to improve efficiency and resiliency. However, despite these upgrades, the design capacity of the plant remains unchanged at 0.57 million gallons per day (MGD). Furthermore, the daily average flow has dropped from 0.58 MGD in 2020 to 0.47 MGD in 2022, which meets current DHEC operating and discharge standards. Located on Gull Drive, the plant has a permitted effluent discharge point into the Intercoastal Waterway (ICWW) via an unnamed tributary.

Perhaps the most significant concern for the Town's wastewater system relates to the occurrence of inflow and infiltration (I&I). I&I occurs when groundwater and stormwater enter the sanitary sewer system through a variety of ways. Inflow refers to water that enters through improper connections, such as downspouts and groundwater sump pumps and infiltration is ground water that enters the system through damaged or leaking pipes. In 2015, the Town completed the first phase of their I&I reduction program, resulting in a 36% reduction of I&I with the second phase having been completed in 2020. This process included the grouting of thousands of feet of sewer lines within the existing system. Furthermore, these projects provided the Water and Sewer Department with a road map for future sewer collection system rehab repairs and replacements. Any future repairs and replacements will now coincide with the annual water line replacements as needed.



Water and Sewer Planning Reports & Projects

The following list of projects and planning reports have been developed by various consultants and the Town's Water and Sewer Manager as part of the 2018-2022 Water and Sewer Capital Improvement Program (CIP). This program considers the current and projected water and wastewater needs for the Town.

PROJECT STATUS	WATER AND SEWER PLANNING REPORTS AND PROJECTS
Ongoing	Water Line Replacement Program: Continuation of 2004 study to replace remaining unlined cast iron pipe, valves, and hydrants
Complete	Wastewater Treatment Facility Replacement: In 2017, Town Council approved a plan to reconstruct existing oxidation ditch, treatment plant headworks, treatment plant generator, drying beds, and other associated accessory structures.
Complete	Pump Station Improvements: Retrofit all 6 pump stations to become submersible pumps which will make them flood proof
Complete	Poe Avenue Sewer Replacement: Relocate 1,400 linear feet of 8-inch pipe and install 5 new manholes in the Poe Ave right-of-way
Complete	Station 17 to Citadel Sewer Replacement: Relocate 382 linear feet of 8-inch pipe and install 2 new manholes in the Middle Street right-of-way
Complete	Inflow and Infiltration (I&I) Rehabilitation Project: A grouting project that consisted of cleaning CCTV subsection 5 and 6 of the sewer collection system. The success of this project resulted in a 32% reduction in I&I to the system and led to Phase II.

STORMWATER MANAGEMENT

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

Although the Town does not operate its own stormwater utility, Town officials have taken great strides to lessen the impact of stormwater inundation during rain events by implementing various policy and regulatory initiatives. Many of these stormwater management initiatives are part of the larger strategy for mitigating the future effects of sea-level rise and are discussed in greater detail in Chapter 10, Resiliency and Sea Level Rise.

In response to the catastrophic flooding events of 2015 (Hurricane Joaquin), the Planning Commission performed a detailed study of the effects of Island development at the neighborhood scale and subsequently created a Zoning Ordinance regulation requiring an onsite stormwater management system for any residential or nonresidential development. This regulation can be found in Section 21-17 of the Zoning Ordinance and mandates that a plan be developed with any substantial construction project that prevents adverse impacts to adjacent or downstream properties. This plan must be developed by a professional engineer or landscape architect.



Stormwater Management and Resiliency Projects

To implement many of the established goals and objectives related to sea level rise, resiliency and island wide flooding, multiple planning initiatives and infrastructure projects are either underway or in the process of approval. Since the adoption of the Comprehensive Plan in 2018, the Town has begun stormwater improvement projects within eight watershed areas across the island, and has begun three major planning initiatives funded by either Town, state, and federal funding sources. These projects and project areas are listed below:

Planning Initiatives

- × *Stormwater Master Plan*: A federally funded grant project to be completed in 2025, focuses on developing an island wide stormwater master plan to systematically inspect and catalog existing drainage infrastructure, investigate drainage deficiencies and develop a sound comprehensive strategy to address flooding experienced on the island today, while also preparing for tomorrow's changing coastal environment.
- × *Resilience & Sea Level Rise Adaptation Plan*: The plan will produce clear strategies to identify, assess and plan for potential impacts of sea level rise, storm events, and other environmental hazards, which will serve as a framework for guiding local investments in flood mitigation projects and policies.
- × *Stith Park Master Plan*: A Town funded park redevelopment plan geared to improving stormwater drainage not only for Stith Park but also the surrounding municipal complex and its surrounding facilities (Town Hall, Fire Station, Wastewater Treatment Plant).

Stormwater Infrastructure Improvements

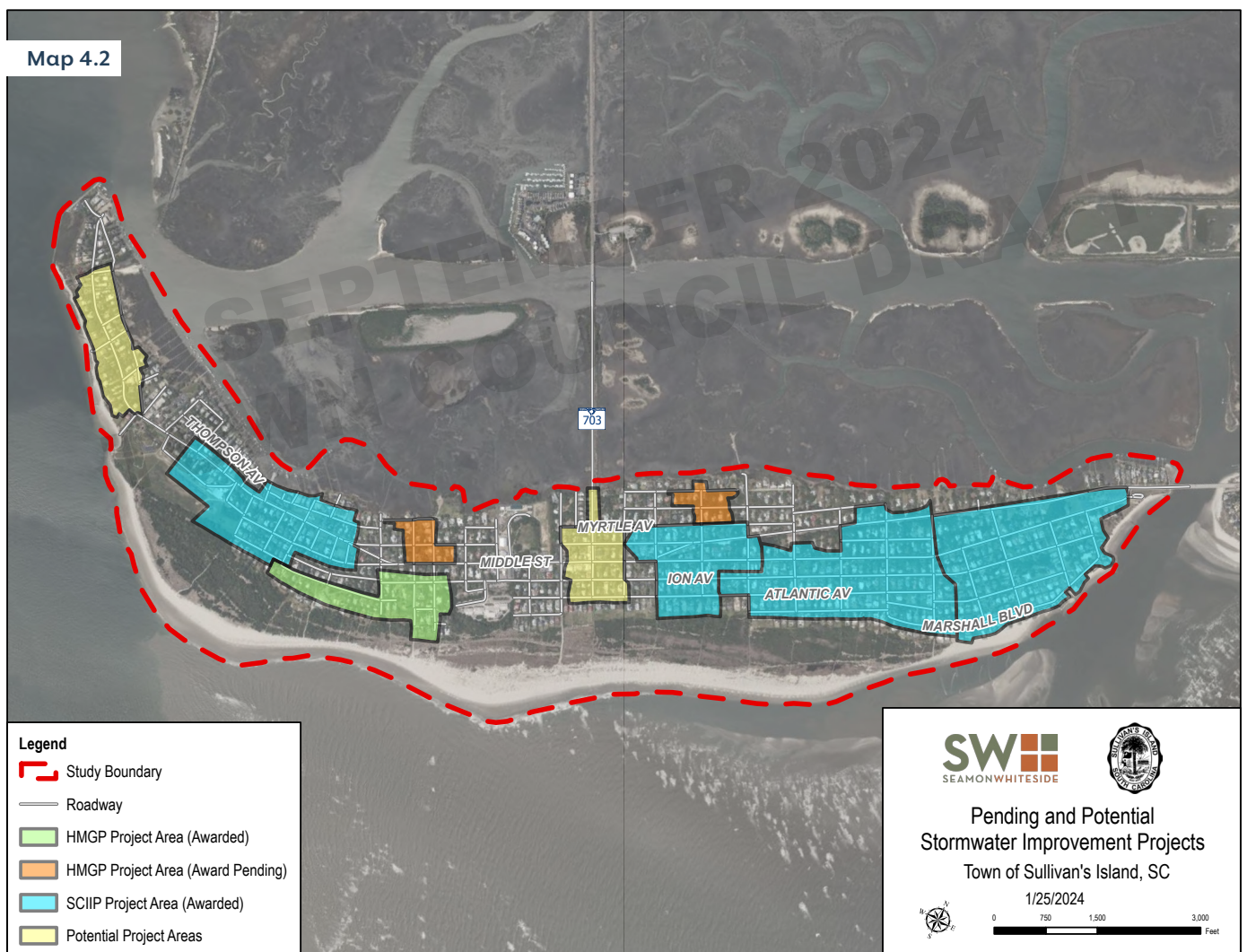
- × *South Carolina Infrastructure Improvement Program (SCIIP)*: A state and federally funded grant of \$10 million to study and improve infrastructure conveyance within the following watersheds while improving outfalls along the marsh
- × *Station 16 Watershed* - ±48 acres of service area. Intended to mitigate existing flooding along Middle Street and Station 16 (considerable impacts seen between Poe and Atlantic Ave). Project includes upgrading the mainline to 24-to-36-inch pipes along Middle Street to the outfall, adding new inlets, piping throughout the service area, and incorporating check valves and manufactured treatment devices (MTD) where needed.
- × *Station 25 watershed* - ±53 acres of service area; Project includes 1,940 linear feet of piping, 16 inlets with manhole structures, one check valve and one MTD. The existing 18-inch mainline from Raven Drive to Atlantic Avenue will be upgraded to significantly larger pipes; 18-inch to 48-inch at the outfall; to 18-inch to 30-inch piping near Atlantic Avenue.
- × *Station 28.5 watershed* - ±89 acres of service area. Includes upgrades to the existing outfall and mainline along Station 28.5 increasing diameter from 18-inch to 42-inch in addition to upgrading most of the connecting upstream and adjacent drainage system. Additional improvements will take place with most undersized pipes and small open ditches along l'On Avenue and Atlantic Avenue.
- × *Station 31 watershed* - ±83 acres of service area; Represents the largest low-lying depressional area and includes 3,245 linear feet of piping, 19, inlets and/or manhole structures, two check valves, and two MTDs. Includes upgrading the existing outfall piping beneath Jasper Boulevard, existing culvert beneath Middle Street, existing pipe along Middle Street and Station 31 and new piping along Station 30 and 31. All new piping will require upgrades to drainage inlets and check valves and MTDs will be installed at the Jasper Boulevard outfall to prevent backflow of tidal waters.
- × *Station 18 to Station 19 via a FEMA Hazard Mitigation Grant (HMGP)*: Approved in 2017 to study the existent



stormwater drainage deficiencies from Station 18 to Station 19 along with improvements to all drainage infrastructure to the marsh outfall, one of the worst areas affected during heavy rain events.

- × *Outfalls at Station 19 & Station 25 via a FEMA Hazard Mitigation Grant (HMGP):* Outfall improvements include upgrading all necessary drainage systems along from Station 18 ½ to Station 19 and Station 25. Tide check valves area proposed at each outfall. This work will take place concurrently with other stormwater improvement projects.
- × *Osceola Avenue Outfall Improvements:* Will improve drainage throughout the western end of the Island by cleaning infrastructure and pipes and upgrading Tide check valves area proposed at each outfall
- × *Commercial District Watershed Improvements from Station 22 to Station 22.5:* Improvement of insufficient pipe sizes and flow to

The map shown in Map 4.2 illustrates the various project areas slated for infrastructure improvements. Although stormwater conveyance and drainage systems are owned by SCDOT, Town staff and County officials continue performing regular maintenance of ditches and providing jet-vac services and other excavation equipment on an as needed basis.



OTHER UTILITIES

Electric

Electric power and tree pruning maintenance (when trees affect power distribution) is provided by Dominion Energy. Natural gas is unavailable to Island residents and must be purchased from private vendors.

Phone, Cable and Internet Services

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

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

Solid Waste

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

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

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

Traffic and Security Cameras

Two traffic cameras were installed in 2017 and one was installed in 2023. These three cameras provide live video streaming of traffic flow conditions on both the Sullivan's Island side of the Ben Sawyer Boulevard (Highway 703) and Mount Pleasant sides of the Causeway. This feed can be viewed from a smart phone or other mobile device at <http://www.511sc.org/>. Security cameras may also be added to the right-of-way to monitor the flow of vehicles onto the Island. This data can be used to aid the Police Department in decision making and for law enforcement purposes.

HEALTH CARE

There is one primary care facility on Sullivan's Island offering a wide range of family care services including pediatric, adolescent and adult medicine. Additional primary care facilities are located in Mt. Pleasant, Isle of Palms, and downtown Charleston. Three major hospitals are easily accessible from the Island including East Cooper Regional Medical Center, Roper Saint Francis Hospital, and Medical University of South Carolina (MUSC) East Cooper facility, all located within 10 miles of Sullivan's Island.



Map 4.3: Inventory of Parks and Recreational Facilities



PARKS AND RECREATION FACILITIES

Both passive and active recreational opportunities are found throughout Sullivan's Island. Passive recreation is generally defined as an undeveloped space or environmentally sensitive area that requires minimal development and varying levels of maintenance. Active recreation, on the other hand, includes structured or organized recreational activities, most often associated with developed sports fields, playgrounds, and boat landings. The recreational activities on Sullivan's Island can be divided into these two distinct areas of recreation. **Map 4.3** (previous page) illustrates several passive recreational areas which includes kayak launching areas, walking trails and beach access points.

Active Recreation Areas: Parks, Sporting Facilities

- **TOWN HALL MUNICIPAL CAMPUS:** *The Town Hall municipal campus is a host to multiple recreational opportunities:*
 - × **J. MARSHALL STITH PARK (1):** *Located in the heart of Town, the park includes three (3) tennis courts (one practice court), one (1) full basketball court, younger and older children's playground and historic bandstand (community gathering place).*
 - × **FISHING PIER:** *Located behind the water treatment facility, this small pier extends 160' into the creek and is open to the public.*
 - × **MULTIPURPOSE SPORTS FIELDS:** *Used year-round for general public use, soccer, lacrosse and other organized sports.*
 - × **BATTERY CAPRON/BUTLER (2):** *Better known as "the mound," this hill top is the highest elevation on Sullivan's Island. Battery Capron/Butler is located behind Stith Park and was originally an Endicott Period military fortification that was filled for being a danger to public safety due to its forty-foot deep mortar pits. Occasionally, special events are held on the grass plateau atop the mound and is well known for its "bamboo forest," growing on the eastern face of the mound. In 2017 Town Council established a maintenance program for re-grading the hill facing Stith Park and containing the proliferation of bamboo to just the eastern face of the mound.*
- **POE PARK (3):** *Located on Middle Street between Artillery Drive and Citadel Street, Poe Park underwent multiple renovations in 2016 and 2017, including resurfacing of two tennis courts, adding new fencing, adding one basketball court and installing new playground equipment.*
- **FISH FRY SHACK:** *Used as a training and fundraising facility for the Sullivan's Island Volunteer Fire and Rescue organization.*
- **ISLAND CLUB (4):** *Used as a venue for various community events.*
- **BATTERY GADSDEN CULTURAL CENTER (5):** *The Battery Gadsden Cultural Center is a local organization comprised of residents and nonresidents, who host an array of community and civic events annually:*
 - × **FARMERS MARKET:** *Typically operating from April through June, the Farmers Market hosts 25-30 vendors, food trucks and live entertainment but since the COVID-19 pandemic, has been on hiatus.*
 - × **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.*
- **THOMSON PARK INTERPRETIVE MEMORIAL:** *The memorial is a small interpretive pocket park at Breach Inlet on Middle Street, initially dedicated in June 2011. The Park's purpose is to commemorate a historic military event that occurred at Breach Inlet during the Battle of Sullivan's Island during the American Revolution on June 28, 1776*



(Carolina Day). Primarily, private funds developed and currently maintain the Park, but it is available to the public for free.

- **FORT SUMTER & FORT MOULTRIE NATIONAL HISTORIC PARK VISITOR'S CENTER AND FISHING PIER (7):** Located at 1214 Middle Street, Fort Moultrie is an historic National Monument site with various recreational activities. Touring the monument is primarily self-guided through the various interpretive wayside exhibits, however, daily tours and programs are available depending upon the season. A fishing pier and open space with picnic shelters are open to the public year-round.
- **BENKE-LOWE LANDING (8):** Owned and maintained by the Fire Department, this landing provides water access for boats, kayaks, and canoes. Membership is sold to Sullivan's Island property owners and non-residents. Boat Landing Memberships are issued annually beginning on March 1st and can be purchased at the Fire Department located at 2050 Middle Street.

Passive Recreation Areas and Trails:

- **OLD DUMP KAYAK LAUNCH (9):** The old dump is a deed restricted property located at Station 19, which now serves as an open space for general public use. Mainly serving as a wildlife viewing area and canoe and kayak access to Cove Creek, this property is held in a perpetual conservation easement through the East Cooper Land Trust.
- **OLD TROLLEY BRIDGE (10):** The trolley bridge predates the Revolutionary War and served as Sullivan's Island's only connection to the mainland. Also held in a perpetual conservation easement through the East Cooper Land Trust, the remnants of the bridge are open to the public and accessible by a short trail that opens to a scenic overlook of the Charleston Harbor, Mount Pleasant, and Cove Inlet.
- **BEACH, ACCESS PATHS & TOWN PROTECTED LAND:** There are 26 public access paths to the Island's beaches, of which, there are seven (7) ADA-accessible and 10 emergency access enabled paths. Two beach wheelchairs are available at the Fire Department and may be used for beach access throughout the day.
- **STATION 16 NATURE TRAIL:** The trailhead is located off of the Station 16 beach access. Opened in June 2015, the 650-foot nature trail offers two (2) observation decks and benches along a partially elevated boardwalk. Phase 2 of the SI Nature Trail is in engineering and once constructed, will provide trail access through the maritime forest between the Lighthouse and Fort Moultrie.
- **STATION 26 KAYAK & CANOE LAUNCHING AREA (11):** The landing was restored by the Town in 2016 as a small-scale boat launching area for non-motorized boats. Provides direct marsh access.



Trolley Bridge - Late 1800's



- **EAST COAST GREENWAY (ECG):** *The ECG is a continuously evolving collection of on-road and off-road trails, footpaths, sidewalks, bike lanes etc. that creates a 3,000+ mile network of safe walking and biking routes from Maine to Florida. A 2-mile section of the ECG cuts through Sullivan's Island along Jasper Blvd and Station 22.5. More information on the ECG can be found here: <https://www.greenway.org/>*
- **BATTERY 2 BEACH:** *A 32-mile network of bike and pedestrian paths that extends from Folly Beach to Isle of Palms, connecting six municipalities in Charleston County. This network includes a 5-mile loop around Sullivan's Island. For more information: <https://charlestonmoves.org/battery2beach/>*

EDUCATIONAL FACILITIES

Schools

Sullivan's Island Elementary School is a public-school facility located off of I'On Avenue in Sullivan's Island and is part of the Charleston County School District (CCSD). Serving the residents of Sullivan's Island and Isle of Palms, the school maintains an annual enrollment of approximately 500 students and is consistently ranked one of the top public elementary schools in South Carolina. Other public schools that serve Sullivan's Island students include Moultrie Middle School for grades 6, 7 and 8, and Wando High School for grades 9, 10, 11 and 12. There are also several county-wide magnet schools which Sullivan's Island residents may attend, including Academic Magnet School, School of the Arts, and Military Magnet School.

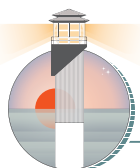
YEAR	CIRCULATION	PROGRAMS	PROGRAM ATTENDANCE
2017	25,919	491	9,458
2016	20,037*	310	5,932*
2015	28,254	433	8,934

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

Libraries

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

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





CHAPTER 5: CULTURAL RESOURCES ELEMENT

OUR HISTORY

Cultural resources can be broadly defined as the sites, structures and features within a community that have been given significant meaning or social value.¹ Natural and human forces shape the Island's culture and character. The following element details Island history, historical sites, national monuments, and cultural events which impact the Island's 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 name Sewee is thought to mean "islanders", and the Sewee Indians were a semi-agrarian people that relied on harvesting crops as much as hunting and fishing. Although there is very little physical evidence of their life on the Island, it is believed that the Sewee would migrate to the barrier islands during the warm seasons for the exceptional fishing along the Island's shallow waters and the reprieve the coastal breezes brought from the heat and mosquitoes.

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, either escaping from or largely succumbing to the threats posed by 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 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



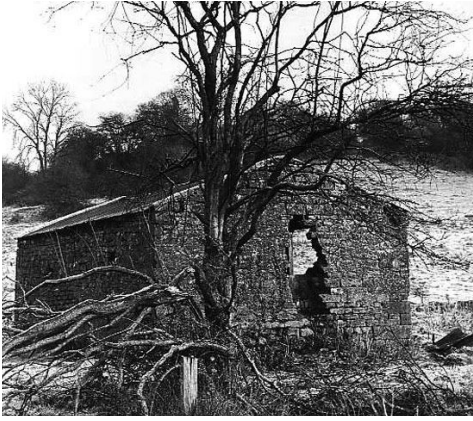
Early depiction of a "Black Drink Ceremony" common to Southeastern tribes such as the Sewee Indians of Sullivan's Island



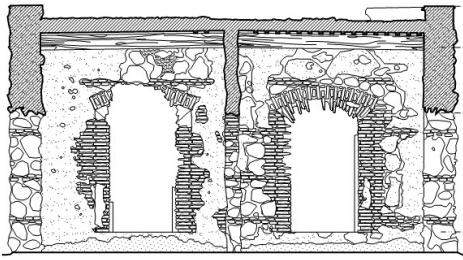
The restored Fort Moultrie Gates gives visitors a snapshot into the Island's past.

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





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



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



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

Pest Houses or Lazarettos

By the early 1700s the Carolina colony's booming rice and indigo industry created a newfound demand for labor to help harvest the plantations of the Lowcountry. This new agricultural industry would come to rely heavily 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 locations remain 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.

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 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

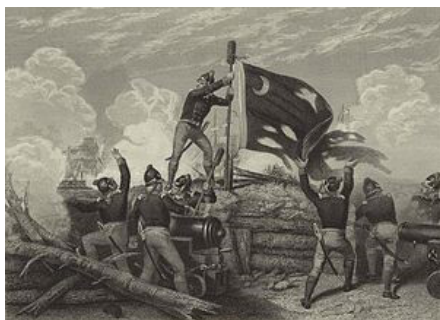
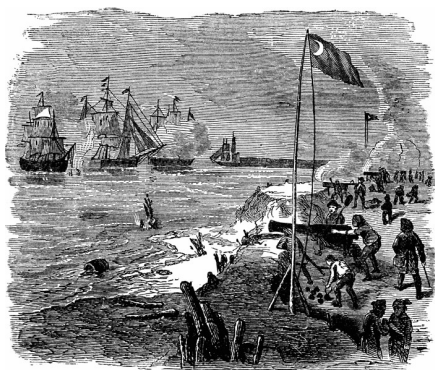
5. David Schneider, *Historical Survey* 1987

6. National Park Service

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

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





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



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

In acknowledgment 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 sizable African American population who thrived as watermen, farmers, soldiers and various professionals and tradesmen. 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, and 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 fortress walls, made from the Island's native sabal palmetto trees, that enabled the Americans to fend off an armada of ten British warships; this fortification method also helped thwart an amphibious attack from the British attempting to cross Breach Inlet. The Battle of Sullivan's Island would mark the first major victory over the British in the American Revolution.

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

Town Incorporation to Modern Era

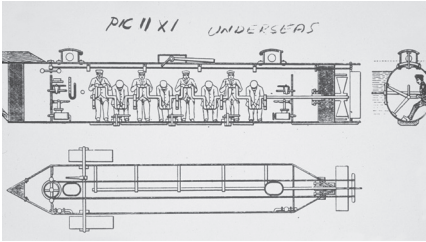
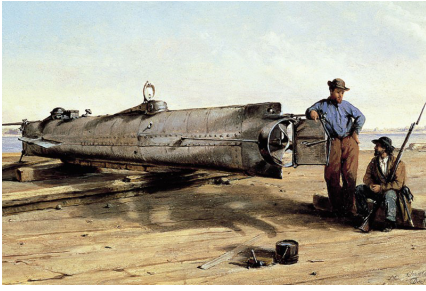
In 1817, the Island was incorporated as Moultrieville. Almost immediately after incorporation, Moultrieville mandated that residents build proper houses and restricted building to one dwelling per half-acre lot. In 1850, the Moultrie House, the Island's first grand hotel opened, further encouraging residents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

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

9. *Sullivan's Island Plaque*

10. www.scstatehouse.gov





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.

Named for her inventor, Horace Lawson Hunley, the submarine was shipped by rail from Mobile, Alabama to Charleston, SC in August 1863. For a time during the Civil War, the Hunley, was stationed on Sullivan's Island in order to keep its development and existence a secret from the Union forces. The crew of the Hunley trained in Conch and Inlet Creeks behind Sullivan's Island and on February 17, 1864, the Hunley left the creeks behind Sullivan's Island through Breech Inlet, then 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.

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

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

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

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





Fort Moultrie Visitors Center



The seaward view of Fort Moultrie



One of Fort Moultrie's many ground level entrances

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. The Fort and its visitor center museum, located at 1214 Middle Street, are 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.

Following World War II, in 1947, the fort was decommissioned as a military base by the Department of Defense, and in 1960, South Carolina transferred ownership of the Fort to the federal government and National Park Service. In 1976, renovations and archaeological studies were completed for the nation's bicentennial, which resulted in funding for the new visitor's center. At that time, there were plans to have boat trips from the park property to Fort Sumter; however, Island residents expressed concern about additional traffic onto the Island resulting in an abandonment of the idea. Access to Fort Sumter now originates in downtown Charleston and Mount Pleasant.

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

From 2009 to 2017, Fort Moultrie attracted an average of 95,000 visitors per year, and in 2022, the combined attendance for the Fort Sumter and Fort Moultrie National Historical Park was 385,472 visitors. The park's website states that about 300 visitors come to Fort Moultrie per day. Entry fees to visit the Fort have risen to \$10 for adults over 16 years and are valid for one week while children under 16 years 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 Lighthouse and U.S. Coast Guard District

Constructed on June 15, 1962, the Sullivan's Island Lighthouse, affectionately known as the Charleston Light, was the last functional lighthouse built by the United States federal government. 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 of 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 and has become a widely recognized symbol of the Island and its preservation is critical to maintaining the character of the Island.

In 2008, the lighthouse changed ownership from the U.S. Coast Guard to the National Park Service, becoming part of the Fort Sumter National Monument and subsequently included into the U.S. Coast Guard Historic District.¹¹ The U.S. Coast Guard Historic District also include the U.S. Life Saving Station on Sullivan's Island which was constructed in 1894 by the U.S. Life Saving Service, a precursor to the U.S. Coast Guard.

Postbellum and Endicott Period Fortifications

Some of the more distinctive characteristics of the Island's built environment are the various military batteries and fortifications scattered throughout the Island. These batteries, armories and ammunition storage fortifications were constructed during two major periods of the military's occupancy of the Island: 1890 to 1910 during the Endicott Period and the Harbor and coastal defense improvements during World War II. The U.S. Army remained on Sullivan's Island until the decommissioning of Fort Moultrie in 1947.¹² Table 5.1 lists the Endicott Program batteries of Fort Moultrie and the Marshall Reservation armaments constructed in the 1940s.



Sullivan's Island Light House circa 1962

TABLE 5.1

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

Endicott Program Batteries of Fort Moultrie and Fort Marshall.

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

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



HISTORIC DISTRICTS

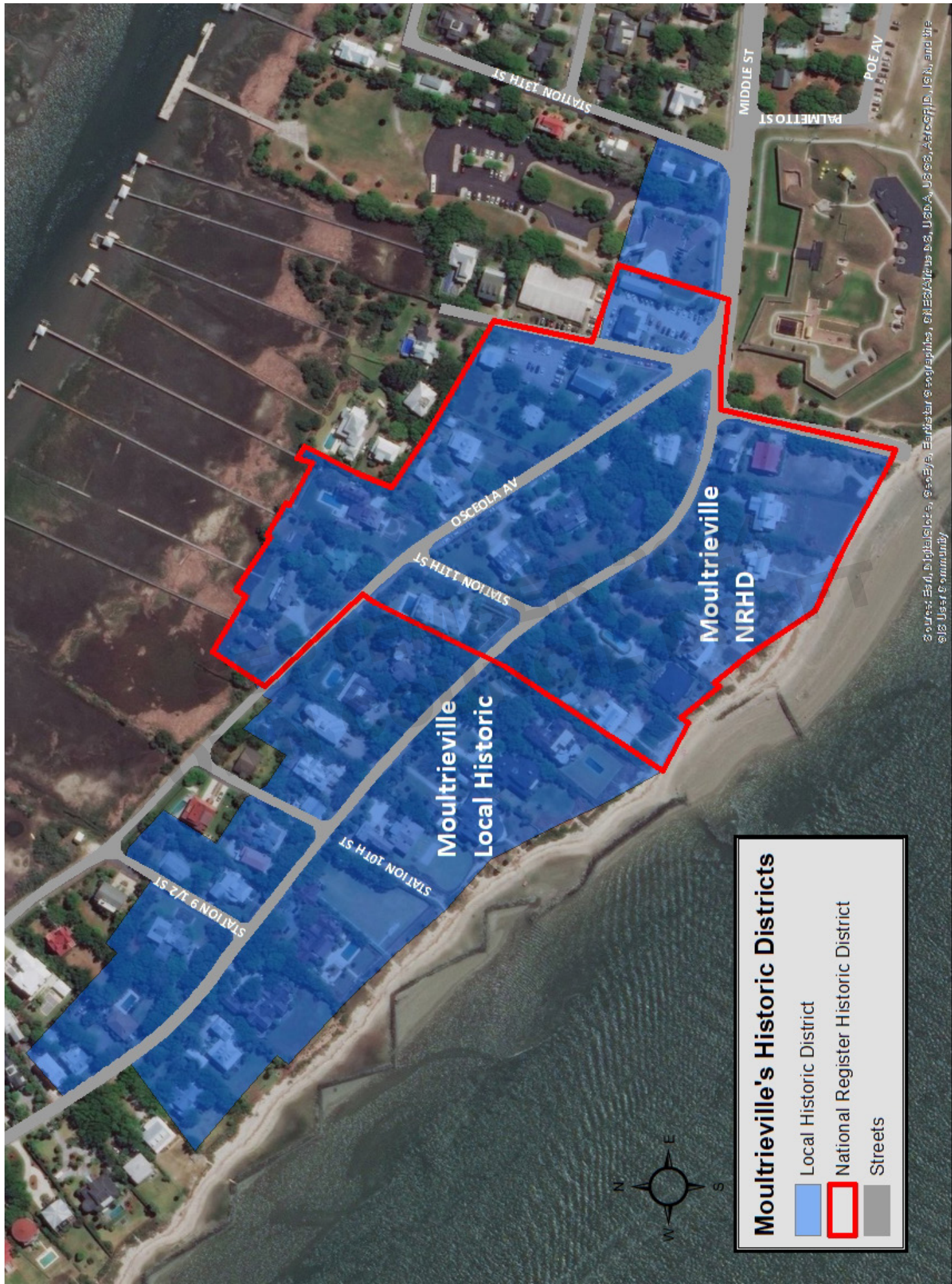
The historic districts of Sullivan's Island are located in the central and western portions of the Island. Their location primarily corresponds with the residential and support facilities of Fort Moultrie. There are three (3) Local Historic Districts which encompass the four (4) National Register Historic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

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

A "local historic district" is a type of zoning overlay that applies to entire neighborhoods or individual properties. Authorized by the Town's zoning ordinance as historic preservation overlay districts, this gives the Town police protectionary powers over demolition and appearance. On the other hand, a NRHD provides no additional regulatory protections, however, the designation may qualify a structure or property for state or federal preservation incentives. Map 5.1 provides an overview of local historic districts with their underlying NRHD boundaries. Also included in this section is a brief description of the characteristics within each district and an inventory of prominent historic resources.

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





Moultrieville Historic Districts

The Moultrieville Historic District, located on the west end of the Island, is composed as a relatively small collection of island houses as well as the historic Fort Moultrie Torpedo Storehouse and the Stella Maris Church. These homes were approximately constructed between 1830 through 1930 and consist of the earliest period of resort housing on the island. The Moultrieville area also contains many modestly sized summer cottages and homes, many of which as non-conforming structures to the district. For example, a row of eleven small cottages that served as the homes for the Forts non-commissioned officers lie just outside of the district's boundaries. Although these homes were built in 1910, they were either poorly altered over the years with non-traditionalized construction materials or were significantly damaged during Hurricane Hugo in 1989.

Perhaps the most notable non-residential historic resource within the district is the Stella Maris Church. Originally constructed around 1873, the church 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 Mation in 1973. The Stella Maris church is located at 1204 Middle Street.

Fort Moultrie Torpedo Storehouse, located between the Stella Maris Church and the Fort Moultrie Visitor Center, was constructed in 1902 by the US Army as part of a cluster of buildings to support the minefields that protected Charleston Harbor. The Torpedo Storehouse is the only one of those building clusters that survives today. The National Park Service currently utilizes the building as the administrative headquarters for the Fort Sumter and Fort Moultrie National Historic Park and the Charles Pinckney National Historic Site.



Stella Maris Church, circa 1873

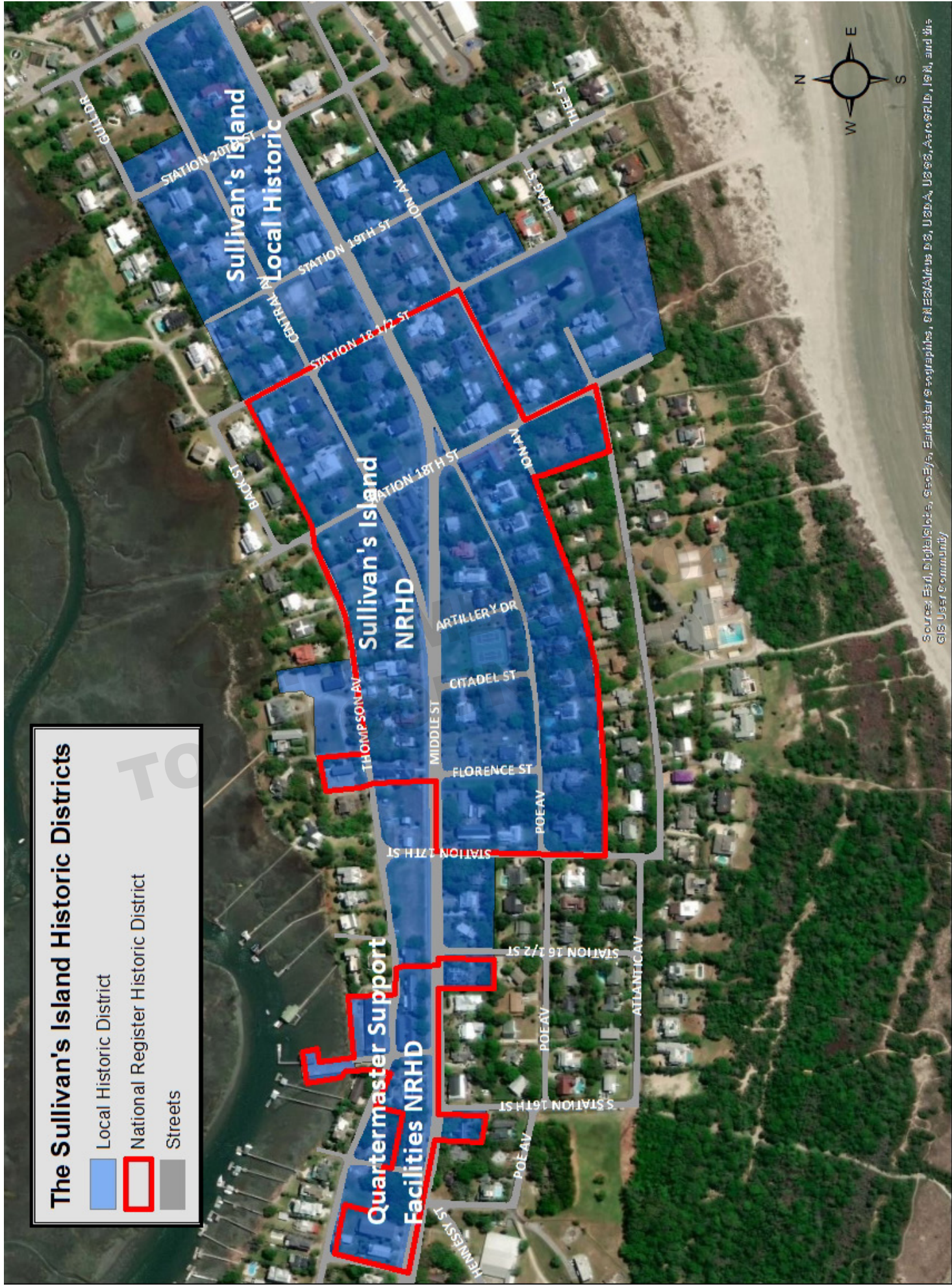


The Nathaniel Barnwell home at 1023 Middle Street exemplifies the vernacular summer cottages of the island



The Torpedo Storehouse of Moultrieville





Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Sullivan's Island Local Historic District

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

Fort Moultrie Quartermaster and Support NRHD

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

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

The Sullivan's Island NRHD

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

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



*The Commandant's House of
Officer's Row*



Bachelor's Officer's Quarters



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



Atlanticville's Historic Districts

- Local Historic District
- National Register Historic District
- Streets

Atlanticville
Local Historic District

Atlanticville
NRHD

STATION 26TH ST

STATION 25TH ST

QUARTER ST



ATLANTIC AVE

STATION 24TH ST

STATION 23RD ST

MIDDLE ST

STATION 22 1/2 ST

JASPER BLVD

STATION 22ND ST

Sources: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the
GIS User Community

Atlanticville Historic Districts

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

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

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



Junior Officer's Quarters



African-American Cemetery located in the Atlanticville Historic District.



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





Unique architecture can be found scattered throughout the Island



Historic trolley station markers

OTHER ISLAND CULTURAL RESOURCES

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

RESIDENTIAL AREAS

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

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



COMMERCIAL AREA

There is only one commercial node on Sullivan's Island; the commercial district is small area, comprised of only eighteen parcels that run along Middle Street, between Station 22½ to just beyond Station 20½. The commercial district abuts the Town's showcase park, Stith Park, and the Town Hall complex, creating a unique and walkable community center for Sullivan's Island residents and visitors. While the commercial district is a bustling area with lots of pedestrian and vehicular activity, it is still best known for its quaint and low-key sea-side village vibe.



Restaurants and offices along Middle Street

NATURAL AND SCENIC AREAS

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

- **BREACH INLET:** Broad views of the ocean, Isle of Palms, and features Thomson Park, a small arrangement of interpretive sign boards describing the Battle of Breach Inlet during the Revolutionary War.
- **THE OLD TROLLEY BRIDGE OVERLOOK:** Used as a fishing pier and scenic overlook of Cove Inlet.
- **BATTERY CAPRON (THE MOUND):** The highest point on Sullivan's Island which provides expansive views of the Charleston Harbor, Arthur Ravenel Bridge, Atlantic Ocean and the marsh. (Large-scale renovation plans are underway for both the Old Trolley Bridge Overlook and Stith Park, which included Battery Capron).
- **THE OLD DUMP:** Serves as a public canoe and kayak launching area to Cove Creek and the marsh.
- **THE BEACHES OF SULLIVAN'S ISLAND:** Four miles of public beaches with 30 public access points across the Island, which provide access to the Atlantic Ocean and to views of Breach Inlet, the Atlantic Ocean and the Charleston Harbor.



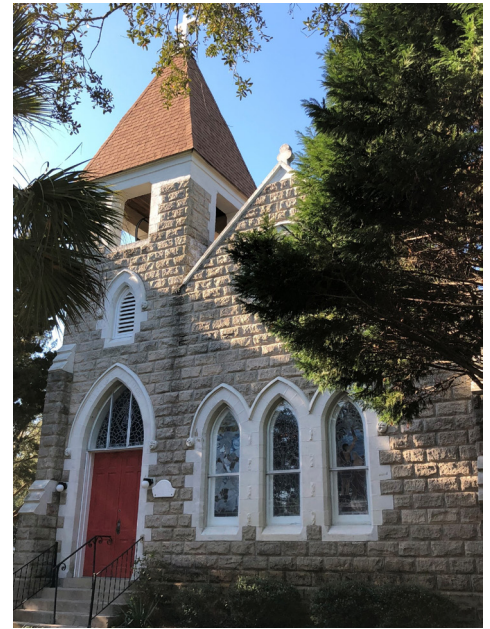
View of Sullivan's Island from on the Water at Breach Inlet



RELIGIOUS SITES

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

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



Chapel of the Holy Cross: Circa 1907



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

ENTERTAINMENT AND COMMUNITY ACTIVITIES

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

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





Carolina Day -Steve Rosamilia



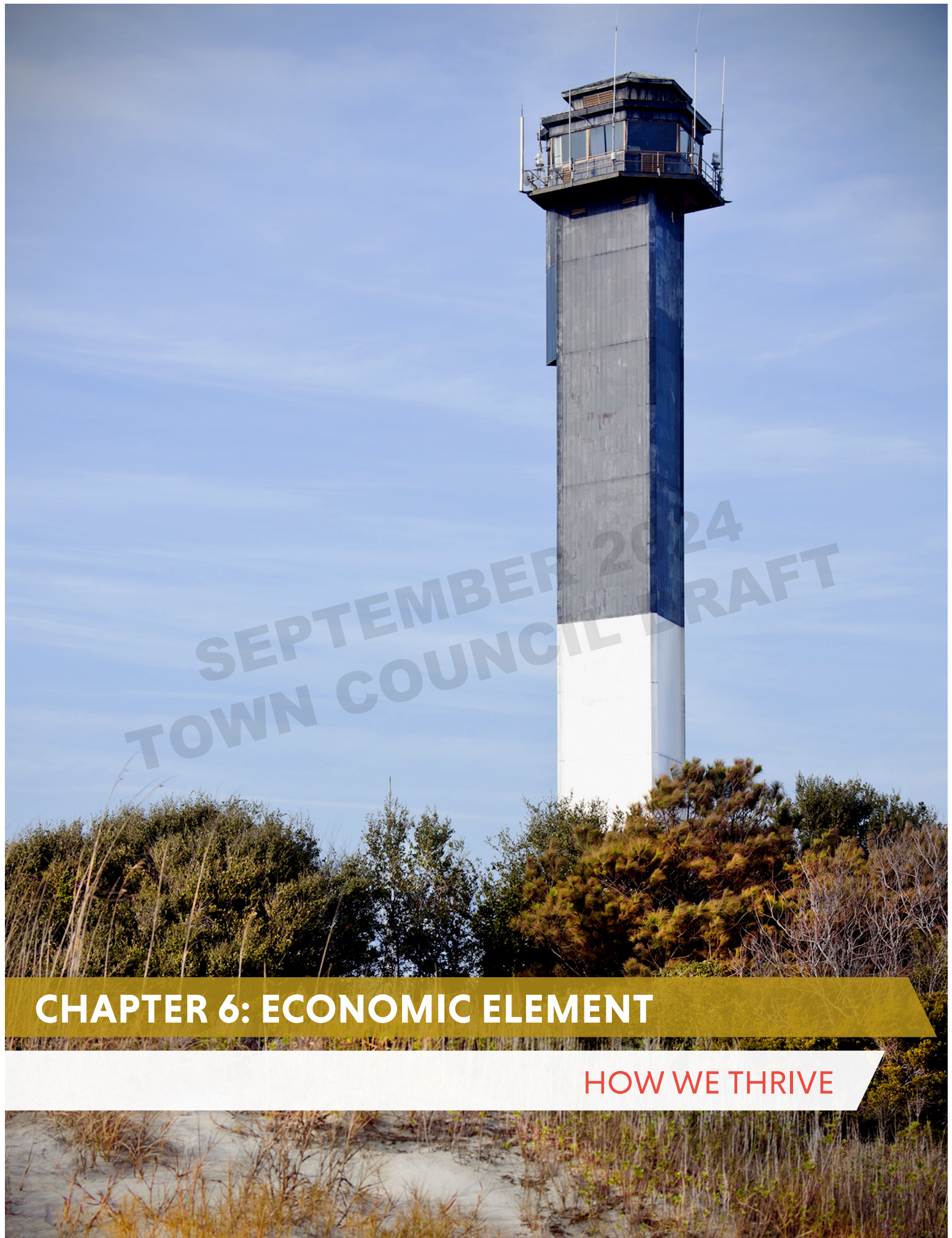
St. Patrick's Day Children's Festival -Steve Rosamilia



New Year's Day Polar Plunge - Post and Courier

- **CAROLINA DAY:** On June 28th each year, the Island commemorates the defeat of the British attempting to occupy Charleston in the early days of the American Revolutionary War. The day is commemorated in several ways around the community including a reenactment and a parade downtown.
- **J. MARSHALL STITH PARK:** J. Marshall Stith Park is a community gathering place and is the location for many community concerts and festivals. This park is located on Middle Street in the commercial district of Town. The park contains a large open field for public use and two separate playgrounds, one for children under the age of six and one for older children. The historic Fort Moultrie bandstand provides shade for picnics and a site for entertainers to perform during various community activities. The J. Marshall Stith Park Foundation, an active group of Island residents who raise money to provide landscape improvements, resurfacing basketball and tennis courts, and hosts several events throughout the year.
- **SULLIVAN'S ISLAND COMMUNITY ACTIVITIES:** Town Council routinely organizes family-oriented events for most major holidays. These events include the annual tree lighting ceremony during the December holidays, St. Patrick's Day Children's Fest, and a fireworks display on Independence Day. These events take place at the J. Marshall Stith Park.
- **FARMERS MARKET:** Operating from April to June, the Farmers Market hosts 25-30 vendors, food trucks and live entertainment.
- **NEW YEAR'S DAY POLAR PLUNGE:** Although not a Town sponsored event, the New Year's Day Polar Plunge is a fundraiser for the Special Olympics that attracts thousands of visitors to the Island each year.
- **WALK DOGS ON BEACH:** Residents walking their dogs at the appropriate hours to promote community interaction and exercise.





SEPTEMBER 2024
TOWN COUNCIL DRAFT

CHAPTER 6: ECONOMIC ELEMENT

HOW WE THRIVE

The Town of Sullivan’s Island occupies a unique economic niche within the region. By capitalizing on the small beach town atmosphere while still preserving the historic residential community character of the island, Sullivan’s Island has created a thriving and highly desirable sense of place. The blend of residents, visitors, and businesses within the Town all contribute to its economic basis and as such, should be considered when making economic policy decisions within the Town.

INCOME

Household income is one of the most commonly used economic measures at the local level. This is calculated by combining the earnings of all individuals (ages 15+) in a household. In 2022, the median household income (MHI) in Sullivan’s Island was estimated at \$171,838, a 69% increase since 2010 when the MHI was estimated at \$101,563. This was the second highest growth rate when compared to other beach towns in Charleston County (Figure 6.1). The MHI in Sullivan’s Island was similar to IOP’s in both 2010 and 2022.

In an effort to explain this increase, Figure 6.2 compares household income between 2010 and 2022 by income levels to show exactly where these shifts occurred. The most notable change between 2010 and 2022 was in households earning over \$200,000, increasing by more than 16 percentage points. Figure 6.2 also shows that over three-fourths of households in Sullivan’s Island earned at least \$75,000 in annual income in 2022, which was the approximate MHI of Charleston County and the nation in 2022.

Figure 6.1: Comparison of Median Household Income: 2010-2022

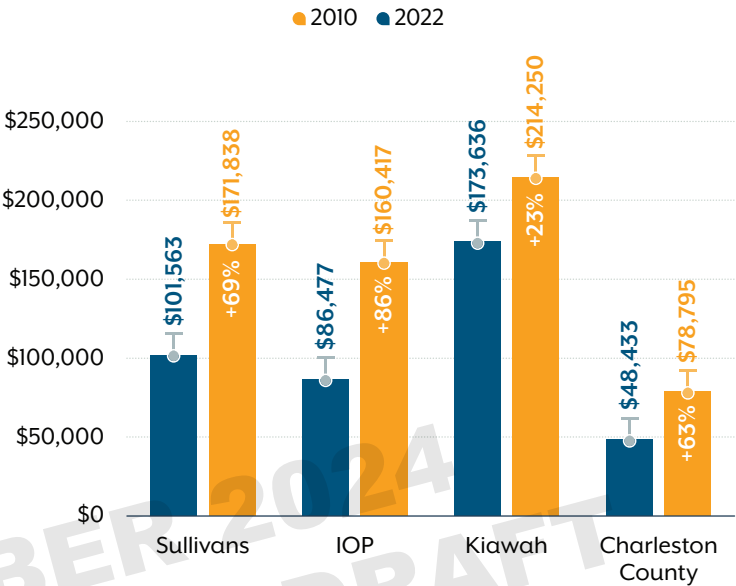
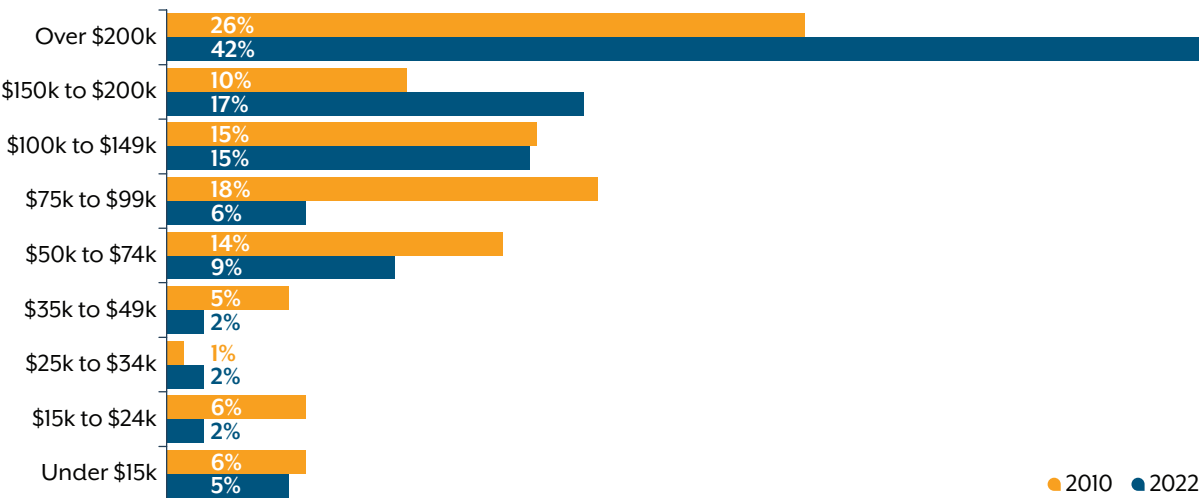


Figure 6.2: Change in Household Income by Income Brackets: 2010-2022



LABOR FORCE

The labor force is a foundational element in any community's economic profile. Most economic measures, like work status, occupation, earnings, etc., are based off the labor force, specifically those that are participating in the labor force. Overall, the total labor force consists of all participating individuals ages 16+ that are either actively employed, actively seeking employment, or actively serving in the armed forces. In 2022, Sullivan's Island had an estimated 1,213 people actively participating in the labor force, a participation rate of 60.6%. Of those 1,213 people, 1,194 were employed and 19 were unemployed (Table 6.1).

Table 6.1: Change in Labor Force and Participation, 2000-2022

	2000	2010	2015	2022
Total Population 16+	1,500	1,659	1,676	2,001
In Labor Force	1,013	1,105	1,070	1,213
Employed	998	1,090	1,027	1,194
Unemployed	15	15	43	19
Armed Forces	0	0	0	0
Not in Labor Force	487	554	606	788
Unemployment Rate	1.5%	1.4%	4.0%	1.6%
Participation Rate	67.5%	66.6%	63.8%	60.6%

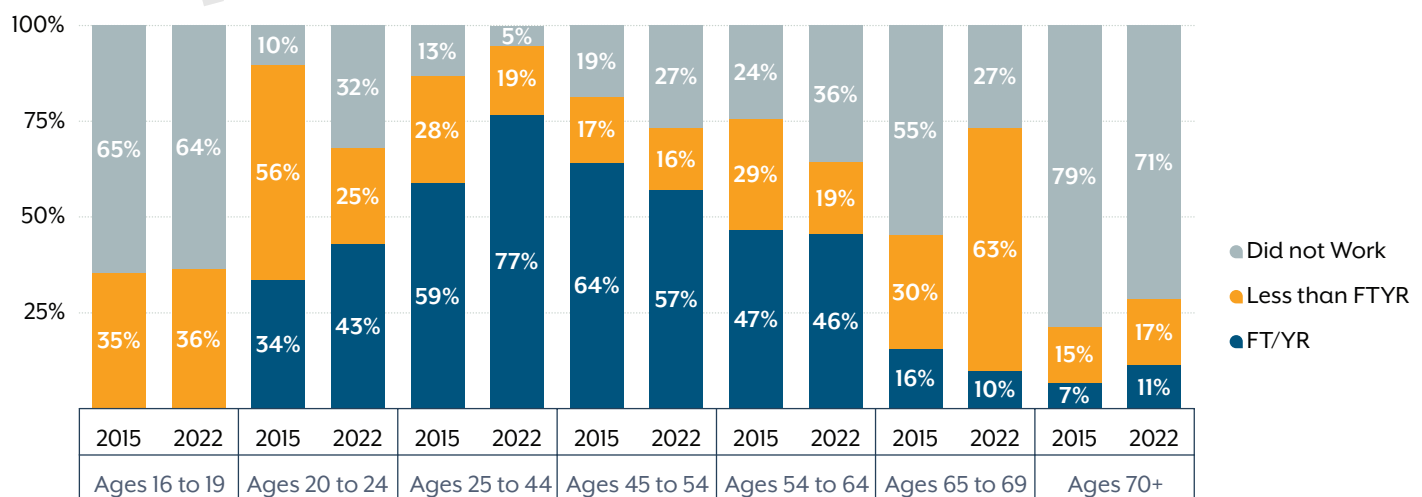
Work Status

Given the declining participation rate, it can be informative to dive into potential causations that could not only help explain this trend, but also provide insight on whether it is likely to continue in the future. The work status classifies people ages 16+ who reported to either work full-time, year-round (FTYR), work less than full-time, year-round, or who did not work in the past year. Figure 6.3 compares the work status by age cohorts to reveal any shifts in people not working or participating in the labor force.

The most notable changes shown in Figure 6.3 between 2015 and 2022 were:

- The increase in people ages 20 to 24 who reported to have not worked in the past year,
- The increase in Full Time Year-Round (FTYR) workers ages 25 to 44, and
- The significant decrease of people ages 65 to 69 reporting to have not worked in the past year likely resulting from the increase in workers ages 65 to 69 who reported working less than FTYR.

Figure 6.3: Change in Work Status by Age Cohorts, 2015-2022



Typically, the younger and older age cohorts (Ages 16 to 19 and 65+) are more likely to be working less than FTYR or not working at all due to school or retirement. This holds true for Sullivan's Island in both 2015 and 2022, as a majority of people ages 16 to 19 and 70+ reported to have not worked in the past year. Additionally, with one-third of residents estimated to be over the age of 65 in 2022 (as discussed in the Population Element), the sheer size of that population group likely contributed to the decline in the Town's overall participation rate.

BUSINESS AND INDUSTRY ANALYSIS

Businesses and their employees can be classified by industry. Industry classifications focus on the entire business and type of work that business conducts. As such, employees at any given business are all classified under one industry, regardless of occupation.

In 2023, Esri's Community Analyst tool estimated that Sullivan's Island had 85 total businesses located within Town, employing an estimated 660 employees. **Table 6.2** classifies these businesses and employees using the North American Industry Classification System (NAICS) code. As **Table 6.2** outlines, Other Services (except Public Administration) and Accommodation and Food Services had the largest number of businesses within Town while the Accommodation and Food Services industry employed the largest number of people. Businesses that would fall under the Accommodation and Food Services industry class include restaurants, bars/taverns, hotels/motels, and bed & breakfasts.

Table 6.2: Number of Businesses and Employees by Industry, 2023

INDUSTRIES BY NAICS CODE	BUSINESSES		EMPLOYEES	
	NUMBER	PERCENT	NUMBER	PERCENT
Agriculture, Forestry, Fishing & Hunting	0	0%	0	0%
Mining	0	0%	0	0%
Utilities	0	0%	0	0%
Construction	5	5.90%	36	5.50%
Manufacturing	0	0%	0	0%
Wholesale Trade	1	1.20%	5	0.80%
Retail Trade	6	7.10%	22	3.30%
Transportation & Warehousing	1	1.20%	2	0.30%
Information	5	5.90%	35	5.30%
Finance & Insurance	3	3.50%	17	2.60%
Real Estate, Rental, & Leasing	8	9.40%	23	3.50%
Professional, Scientific, and Tech Services	7	8.20%	29	4.40%
<i>Legal Services</i>	1	1.20%	3	0.50%
Management of Companies and Enterprises	1	1.20%	2	0.30%
Administrative, Support, and Waste Mgmt. Services	1	1.20%	4	0.60%
Educational Services	2	2.40%	48	7.30%
Health Care and Social Assistance	6	7.10%	80	12.10%
Arts, Entertainment, and Recreation	3	3.50%	33	5.00%
Accommodation and Food Services	11	12.90%	185	28.00%
<i>Accommodation</i>	1	1.20%	15	2.30%
<i>Food Services and Drinking Places</i>	10	11.80%	170	25.80%
Other Services (except Public Administration)	13	15.30%	62	9.40%
Public Administration	7	8.20%	77	11.70%
Unclassified Establishments	5	5.90%	0	0.00%
Total	85	100%	660	100%



Some of the top employers within the Town include (in alphabetical order) Durst Family Medicine, Fort Sumter and Fort Moultrie National Historic Park Visitor Center, Home Team BBQ, Poe's Tavern, Sullivan's Island Elementary School, Sullivan's Island Local Government, and Sullivan's Restaurant. These top employers were all reported to employ 20+ employees in 2023. Lastly, Esri's Community Analyst also reported that in 2023, the 85 businesses located in Town estimated just over \$65 million in sales.

The Natural and Historical Environment as an Economic Asset

The natural environment plays a significant role in Sullivan's Island local 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: 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, accommodations taxes, and higher property assessments.

Likewise, the history of Sullivan's Island draws future residents and visitors to either live or visit the Island. From the storied 17th century military post of Captain Florence O'Sullivan, to the local designation of the Moultrieville, Sullivan's Island, and Atlanticville historic districts, the economic benefits to the community are great. A more detailed historical narrative can be viewed in Chapter 5 -Cultural Resources or a very succinct narrative may be viewed here: <http://sullivanisland-sc.com/Files/Historic%20Preservation/Historical%20Summary.pdf>

SEPTEMBER 2024
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SEPTEMBER 2024
COUNCIL DRAFT

CHAPTER 7: TRANSPORTATION ELEMENT

HOW WE TRAVEL

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.

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.

There are over 24 miles of paved roads that traverse the Island, and nearly 22 of those road miles are maintained by the South Carolina Department of Transportation; the other 2.3 miles are maintained by the Town or by Charleston County. The only state highway on the island, Highway 703, includes Ben Sawyer Boulevard, Station 22 ½, and Jasper Boulevard, and it represents a key 2.6-mile segment of the Town's transportation infrastructure.

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.



View of the Ben Sawyer Bridge from the Intracoastal Waterway

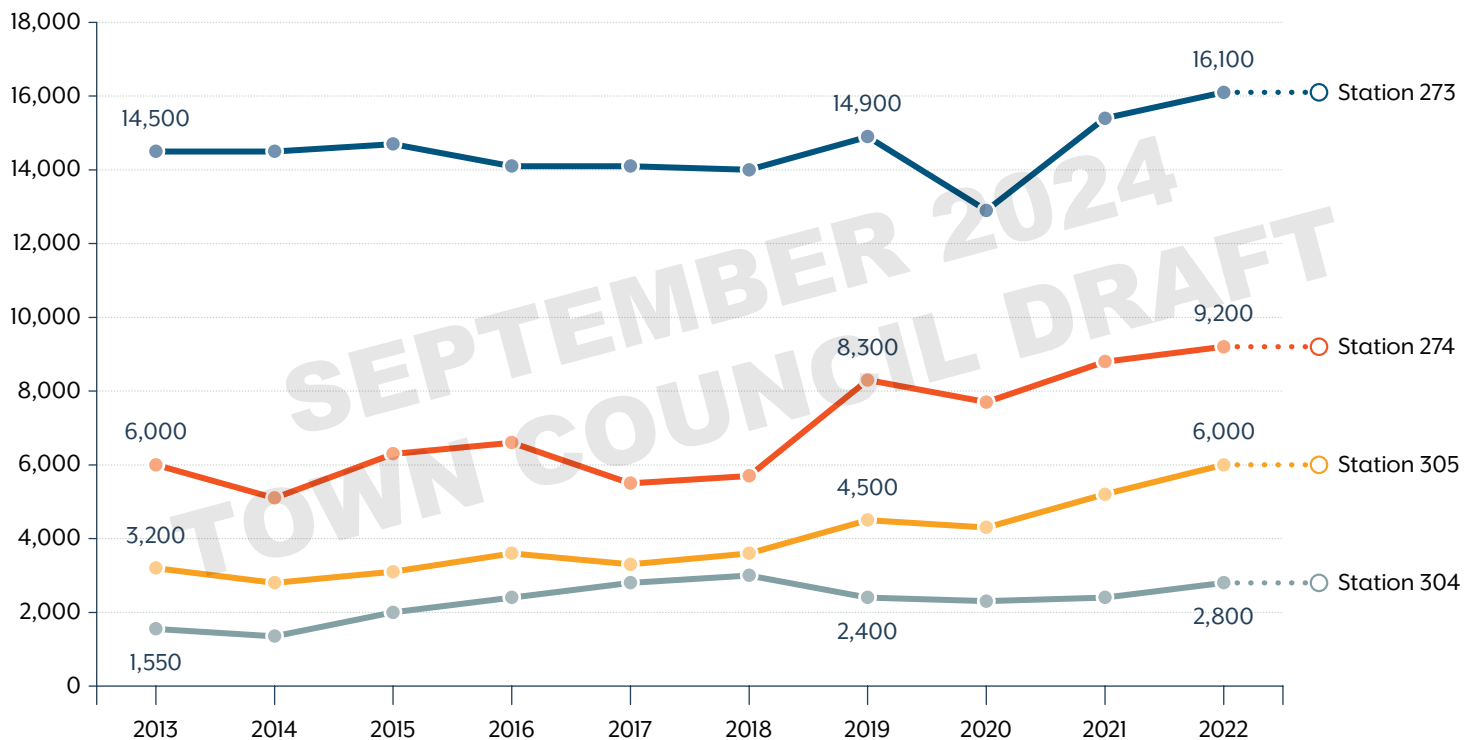


Average Daily Traffic Volumes

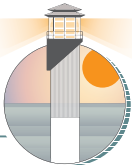
As a coastal community, Sullivan's Island experiences higher traffic volumes in the summer months than any time of the year. Seasonal traffic volume data are no longer maintained, so Average Annual Daily Traffic (AADT), collected by SCDOT year-round, has been utilized. Sullivan's Island has four traffic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

Figure 7.1 shows that AADT had remained fairly constant in the years prior to the Pandemic, but the Pandemic brought about a sharp drop between the 2019 and 2020 traffic counts on the Island. However, the traffic on the Island has since rebounded, and the counts show that traffic has increased relatively significantly from the pre-Pandemic levels: the 2022 AADT for the 4 counter locations on Sullivan's Island is 8.8% higher than it was in 2019, representing an increase of 3000 cars per day traversing the Island. The greatest increase has occurred on Middle Street just to the west of the Commercial District, where the count has gone up 25% between 2019 and 2022. 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.

Figure 7.1: AADT Counts for Sullivan's Island



Map 7.1: Change in Traffic Counts (AADT) on Sullivan's 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 downtown Charleston, the Battery, to 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 environment throughout the Island, and opportunities to expand the sidewalk network, add crosswalks, and lower speed limits should be explored. 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. However, the Town is working with CARTA to explore opportunities for returning mass transit services to the Island. The Town has recently finished exterior restorations on two historic pump houses that are located in the Jasper Boulevard right of way. Another opportunity the Town may explore would be the establishment of a ferry service between the Island and Downtown Charleston.



SULLIVAN'S ISLAND RESIDENT'S TRANSPORTATION PATTERNS

Where Residents Live and Work

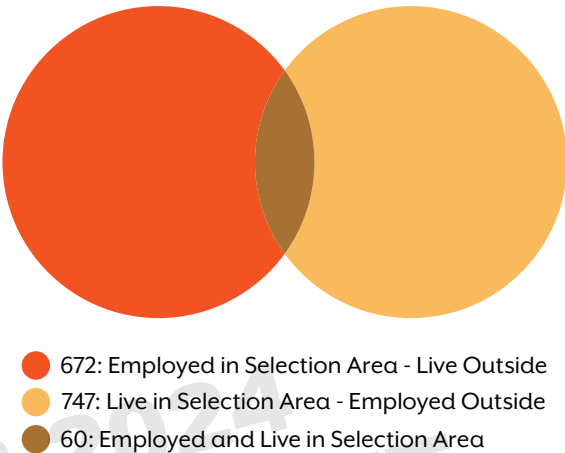
According to Census On The Map (Figure 7.2), an estimated 636 workers who live on the Island commute out of Town to their place of work. 546 workers commute to Sullivan’s Island daily for their jobs and only 45 workers live and are employed in the Town. All of these totals are significantly lower than the 2015 counts that were in the 2018 Comprehensive Plan.

Transportation to Work

The primary mode of transportation for Sullivan’s Island residents is the automobile. This mode comprises 82.6% of the population. Of the residents who drive to work, 76% drive alone and 7% carpool. For workers 16 years or older, 19.6% of drivers have one (1) vehicle, 37.9% have two (2) vehicles and 40.8% have three (3) or more vehicles available. These numbers are represented from the ACS 2022 summary data, and they show a shift since 2017, when the largest segment of the population had two vehicles, and now the largest segment has three or more vehicles.

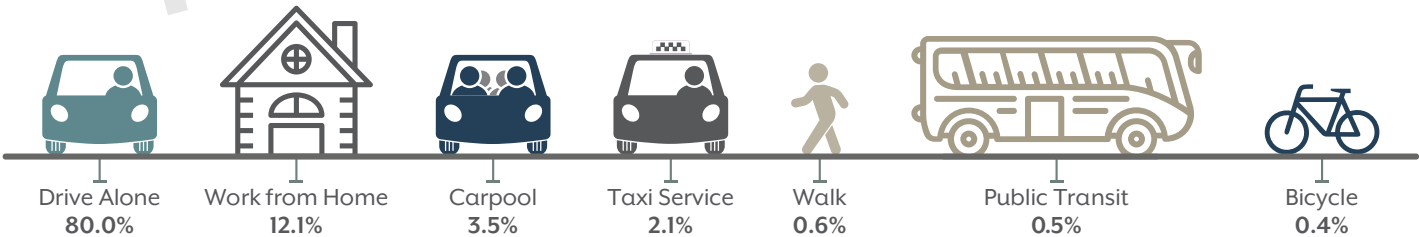
Concerning alternative modes of transportation, 0.3% of the Town’s population used public transportation, 2.1% walked, 3.2% rode their bicycles, 1.1% used taxi services and 10.2% worked from home. Alternative modes of transportation are encouraged and supported by increasing installation of new bike racks and golf cart parking spaces at beach paths and throughout the Commercial District. It is of interest that the bike share rose by 700% from 2017 and the population that works from home actually dropped by nearly 10%.

Figure 7.2: Inflow/Outflow Job Counts in 2015



Source: Census on the Map

Figure 7.3: Primary Modes of Transportation to work by residents of Sullivan's Island

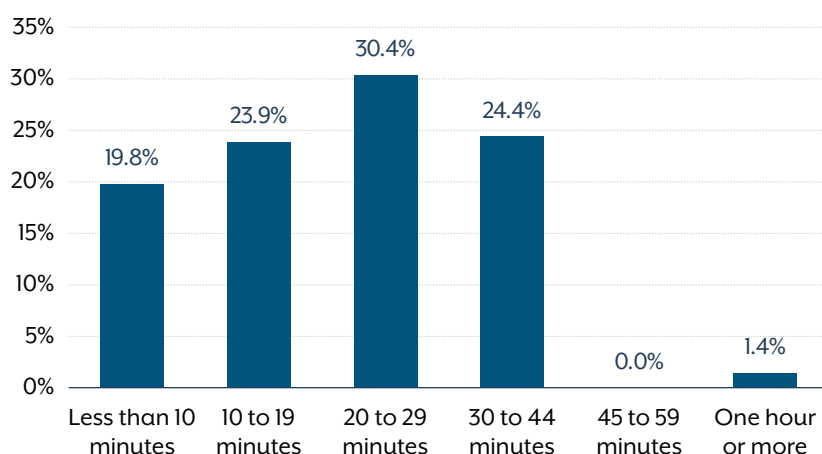


Travel Time to Work

The mean commute time to work for residents is 19 minutes. The most common commute time for residents is 20 to 24 minutes; in 2017 it was 10 to 19 minutes. Only a small percentage of commuters travel an hour or more to work. When workers leave for their work destination greatly varies. The largest percentage of work commutes (28.9%) began in the range of 8:00 a.m. and 8:59 a.m., with the second largest time window (20.6%) being from 9:00 a.m. to 11:59 a.m. Comparing 2017 to 2021 travel

times reveals that commute times for residents are slightly shorter on the average, and the time that residents leave for work has become earlier and more spread-out across the morning hours.

Figure 7.4: Travel Time to Work



Parking Management

In April 2017, a new parking plan was put into effect and enforced to improve public safety throughout the Island. 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.

Even though 1,700 parking spots were eliminated, there are over 3000 public parking spaces along the edges of the right of ways across the Island and in designated parking facilities, which still exceeds the parking demand during peak season. 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.

The Town amended the zoning ordinance in 2012 to create a special exception opportunity in the Commercial District for short-term private parking lots; the first private parking lot to utilize the new section of the ordinance came online in 2020, and a second private parking lot is currently being discussed.

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. Residents, visitors, and local workers are currently parking in the parallel parking stalls along this section of Middle Street for extended periods of time, thus depleting the parking stall inventory during peak hours. Potential management for this would be an enforceable two-hour only free parking period. Similar management has been enforced along the Battery, adjacent to White Point Gardens in downtown Charleston.



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



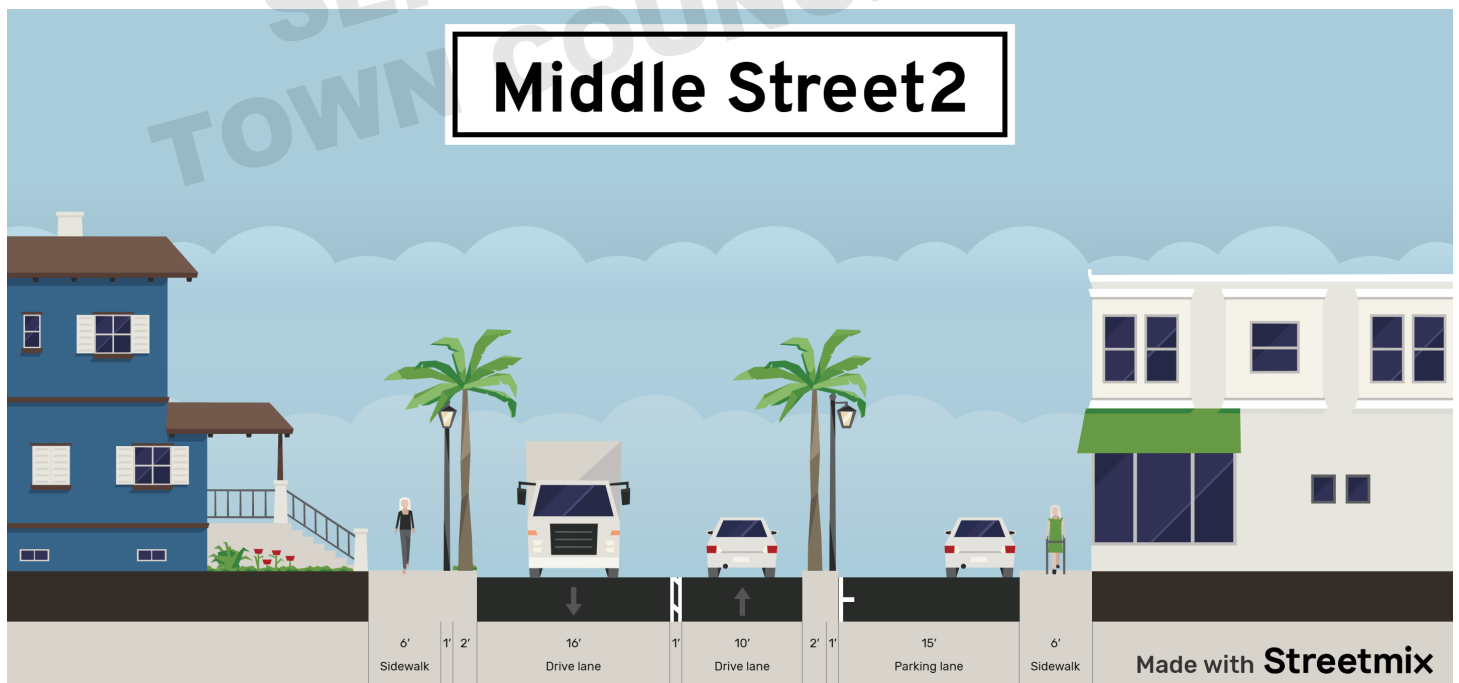
COMMERCIAL DISTRICT TRANSPORTATION IMPROVEMENTS

In addition to parking issues in the Commercial District, the district has lacked significant public investment for years, despite the Town hiring a consultant and producing the Sullivan's Island Community Commercial District Master Plan in 2010. While the plan did provide some good ideas for improvements in the District, it has not been incorporated into the Town's budget through any capital improvement plans, and fourteen years later the plan needs to be rejuvenated and reconsidered before any strategies are implemented. The perpendicular parking spaces which straddle the property lines on the south side of Middle Street between Station 22 and Station 22.5 are of particular concern: larger vehicles do not fit into the spaces and end up obstructing the travel lanes; there is no clear sidewalk on the southside of Middle Street, and vehicles often encroach into the area where pedestrians move about, between the right of way and the buildings; and vehicles que in the travel lanes either waiting for a space to open or for a vehicle to back out into traffic from a parking space.

While parking is a primary concern, any plan to revise the parking situation along Middle Street through the District needs to place paramount importance upon through access for emergency vehicles. One concept that has been floated (Figure 7.5) shows a concept to remove parking from the through lanes on Middle Street and create a parking lane that parallels the through lanes. Another concept that should be explored is the creation of designated pick up and drop off locations for rideshare vehicles; a common complaint from residents is the loading or unloading of rideshare passengers in the middle of the travel lanes.

The Town recently worked with SCDOT to improve the conditions at the entrance to the Commercial District, where Ben Sawyer Boulevard turns into Station 22.5 and intersects Jasper Boulevard then Middle Street. The improvements limit turn movements at the intersections with Jasper Boulevard and with Middle Street, however the signage approaching these intersections has not been updated, and it leaves little time for drivers to assess where they would best benefit from turning. Signage directing drivers toward certain beach accesses or landmarks would help eliminate confusion for those who are unfamiliar with directions on the Island.

Figure 7.5: Commercial District Parking Concept Plan





CHAPTER 8: LAND USE ELEMENT

HOW WE PLAN AHEAD

In the Land Use Element, research and analysis of existing growth and land use patterns guide the Town through the 20-year planning horizon established by the Comprehensive Plan. Even though the plan requires updates every five years, the 20-year planning horizon sets a standard for casting visionary goals and objectives, as well as sound projections. Developing existing and future land use maps allows analysis of current land use patterns, which help illustrate predicted changes within the Town.

TOWN CHARACTER

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

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

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

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

Sullivan's Island features a strong residential character. The Island's activities and mainly single-family housing create a family-oriented atmosphere. The small commercial district, built at a pedestrian scale, does not diminish the residential atmosphere of the Island. In addition, Sullivan's Island protects itself from the development of hotels, bed and breakfast businesses, timeshare and fractional ownership models, and short-term rentals that would detract from the residential nature of the Island.

The small commercial district and the adjacent Sullivan's Island J. Marshall Stith Park acts as a primary community focus. The commercial area is centrally located near the Ben Sawyer Bridge entrance to the Island. The Sullivan's Island J. Marshall Stith Park is the location for many community events, as well as a nice recreational facility where residents can come together and visit with each other. Currently, the Town is working on a plan to renovate and update the uses within Stith Park to better serve the needs of the community into the future.



Source: Charleston Magazine



Map 8.1: Existing Land Uses



EXISTING LAND USE

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

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

PLACE OF WORSHIP: Land that is used for religious activities, including a sanctuary and parish hall. Additionally, new churches are only allowed as a Single-Family Residential (RS) District special exception, per the Town Zoning Ordinance.

COMMERCIAL: Commercial property is land designated for office, retail or service businesses in the defined Community Commercial (CC) District. These uses continue to be restricted mainly to the business district located on Middle Street, between Station 20 ½ and Station 22 ½. The CC District consists of two Community Commercial Overlay Districts (1 & 2) that benefit Sullivan's Island by:

1. *Recognizing the unique nature of particular areas in the CC District;*
2. *Allowing the Town to be very specific with regard to construction, design and other criteria; and*
3. *Clearly differentiate the areas from the balance of the Island with regard to subdivision and development.*

RECREATION/CONSERVATION: Recognizes limited use of land, marshes, and creeks for recreational purposes, but otherwise envisions long-term preservation of the land without commercial activity or subdivision, with minimal impact on the view corridor. This land use pertains to both marsh and ocean front areas (RC1 and RC2) as well as Town parks dedicated for recreation.

GOVERNMENT: Government property covers a broad range of government, public uses, and institutional uses.

SINGLE-FAMILY RESIDENTIAL: Single-Family Residential land uses are defined as locations intended for occupants to live together as a single house-keeping unit. Single-family residential property is defined as a residentially-zoned parcel with only one dwelling unit, unless the property has been granted the Historic Accessory Dwelling Unit special exception, allowing a separate, second dwelling unit on the parcel.

MULTI-FAMILY RESIDENTIAL: Multi-Family Residential land use is defined as more than one dwelling unit located on the same parcel, typically in the same building or structure, creating a non-conforming use.

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

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



In order to form the Existing Land Use Map, percentages of land used are determined in order to give a clear idea on how the Island is developing. **Table 8.1** shows the breakdown, by percentage, of how much each land use takes up. The percentages have been compared with the 2013 and 2018 Comprehensive Plan data; there was reassessment of land uses on several parcels, and there were a couple of land use categories that were combined to make a more logical land use map, but as far as actual use of land, very little has changed.

Table 8.1: Land Use by Percent

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

COMMERCIAL DISTRICT

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

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

As a result of the 2008 design charrette, the plan proposed recommendations for the commercial district. These included:

2008 DESIGN CHARRETTE RECOMMENDATIONS	2024 PROGRESS REPORT
Create a Commercial Area Overlay Zone District	Two Commercial Overlay Districts have since been created
Allow parking on one side of I'on Street only	An Island-wide parking plan has allocated only one side of I'on Ave for parking
Resident/Guest parking permits only on I'on, Jasper, Atlantic, and Myrtle after 8pm (or other reasonable time)	Residential parking permits have not been implemented
Require shared parking provisions for off-street parking at office/retail businesses	No shared parking requirements have been enacted for the CC District
Institute a "Livability Court" to handle issues of litter, lack of maintenance, etc.	A Livability Court has not been created
Develop guidelines for commercial parking, lot subdivision, height, massing and scale, and setbacks within the Overlay Districts	Standards and guidelines for the commercial district were updated in 2012
Modify split zoning to allow parking to support existing businesses while limiting expansion of current commercial uses	Commercial parking lot use has been added as a special exception in the CC District
Explore options for increasing police presence/code enforcement in the commercial area.	The Police force has grown and continues to be a presence in the CC District

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



COMMUNITY COMMERCIAL OVERLAY DISTRICTS (CCOD)

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



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

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



RESIDENTIAL DISTRICT

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

Permitted by Right:

- One single-family detached dwelling (other than manufactured homes such as trailers and mobile homes or industrialized facilities) per lot,
- Publicly-owned facility or land, or
- Non-commercial horticulture or agriculture, but not including the keeping of poultry or animals other than for family use or as ordinary pets

Conditional Use:

- Customary home occupation meeting the requirements found in Section 21-141 of the Zoning Ordinance, and
- Accessory uses such as garages or tool sheds in conjunction with a principal use

Special Exceptions:

- Conservation Easements
- Historic cottages as accessory dwelling units,
- Places of Worship, and
- Public utility substations

Prohibited Uses:

- Residences of less than 1,000 square feet,
- Erosion control structures,
- Rental rooms are not allowed in either the residential or commercial zoning districts,
- Mobile or manufactured homes, and
- Vacation rentals

Given the history of the Island, there are various non-residential structures that still remain within the Residential District, such as old churches or fortifications. Some of these have been adaptively reused for housing or other types of spaces; one identified need that may be accommodated within a historic, non-residential property is that of a community center.

In 2004, a review of the Zoning Ordinance led to the creation of historic preservation overlay districts to protect properties that have been determined to be architecturally, archaeologically, culturally and historically significant to the Town.



HISTORIC DISTRICT OVERLAYS

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

FUTURE LAND USE

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

LAND USE AND DEVELOPMENT STANDARDS

Zoning Ordinance

The Sullivan's Island Zoning Ordinance aims to provide "a comfortable home at the beach, safe and friendly, where individuality and diversity are celebrated, neighborhoods are respected, Island resources are appreciated, history intertwined, and families and neighbors seek to thrive", as stated in the publicly vetted vision statement crafted to capture the essence of the Island. This ordinance was a result of a substantial process of public involvement during 2002-2004, in response to residents' growing concerns over the increasing amount of residential construction that was incompatible in scale and mass with existing Island development. The Town's original ordinance was enacted in 1977.

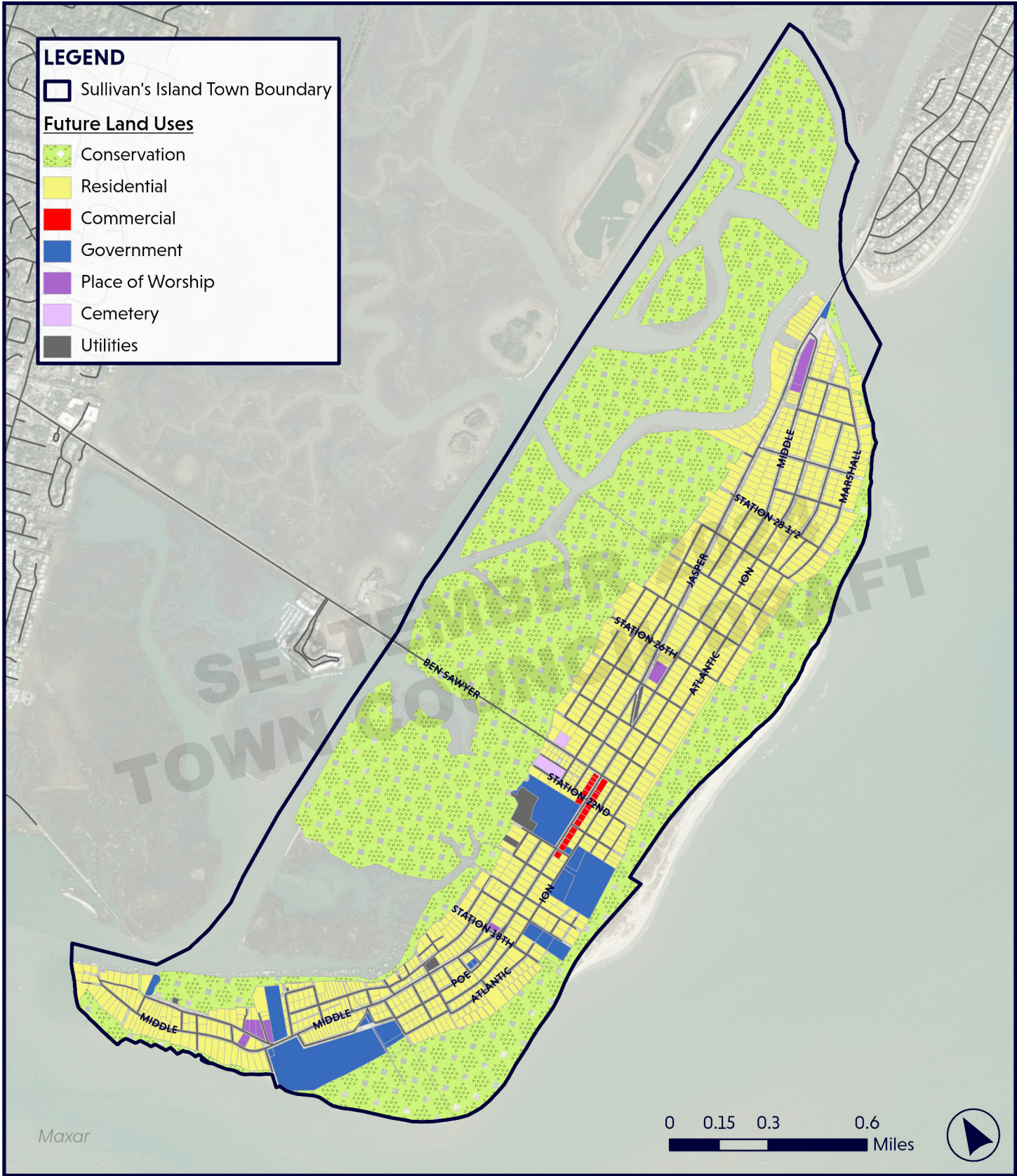
Changes to the Zoning Ordinance occur as needed through a public process. One recent change to the zoning ordinance added a zoning classification for Government uses, the Public Facilities District, that was recommended in the 2018 plan.

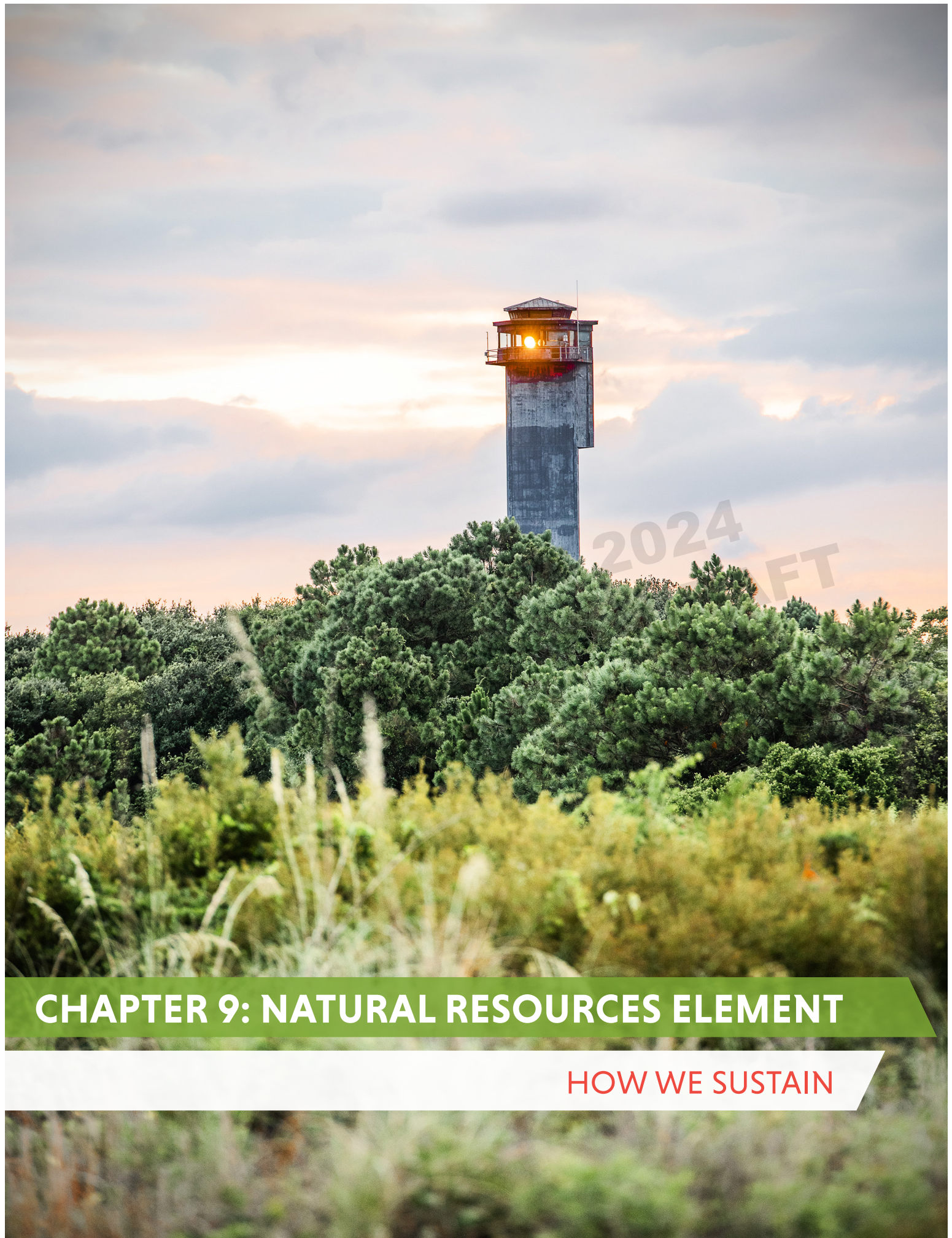
Parking Plan/Ordinance

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



Map 8.2: Future Land Uses



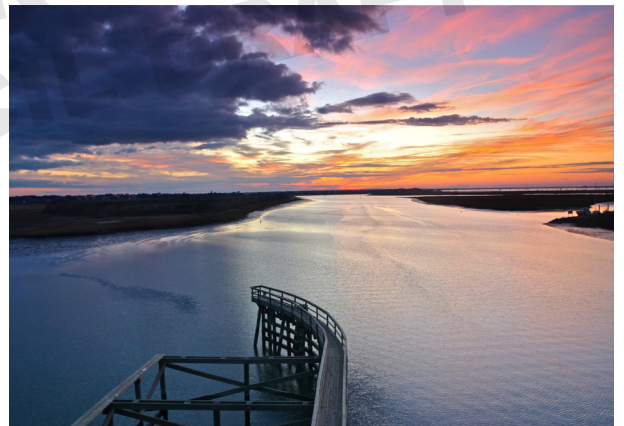


CHAPTER 9: NATURAL RESOURCES ELEMENT

HOW WE SUSTAIN

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

This element will describe not only the Island's physical and natural characteristics, but also consider various environmental challenges of life on a barrier island. Additionally, this element will also describe the natural conditions used to develop the framework for sustainability and resiliency policies that are discussed in greater depth in the following Resiliency Element.



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



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

These terms are broadly defined as...

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

~Our Common Future

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

~Urban Land Institute

1. Brundtland Report Commission in 1987

2. Urban Land Institute: Building the Resilient City: <https://uli.org/wp-content/uploads/ULI-Documents/BuildingtheResilientCity.pdf>





Eastern end of Sullivan's Island at Breach Inlet



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



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

BARRIER ISLAND CHARACTERISTICS

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

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

When comparing Sullivan's Island to other barrier islands in Charleston County, the Island has a unique orientation from east to west instead of north to south. This unusual orientation of the Island, along with the atypical flows of water around Breach Inlet, and the effects of the north jetty impeding the southwestern flow of sediment along the South Carolina coastline, has accumulated sand and grown the island's beaches seaward along most of its shoreline. In contrast, Folly Beach, Isle of Palms and Edisto Island have experienced higher rates of erosion along their more eastern facing beaches.

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

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Figure 9.1: Sullivan's Island - 1941 Mosaic



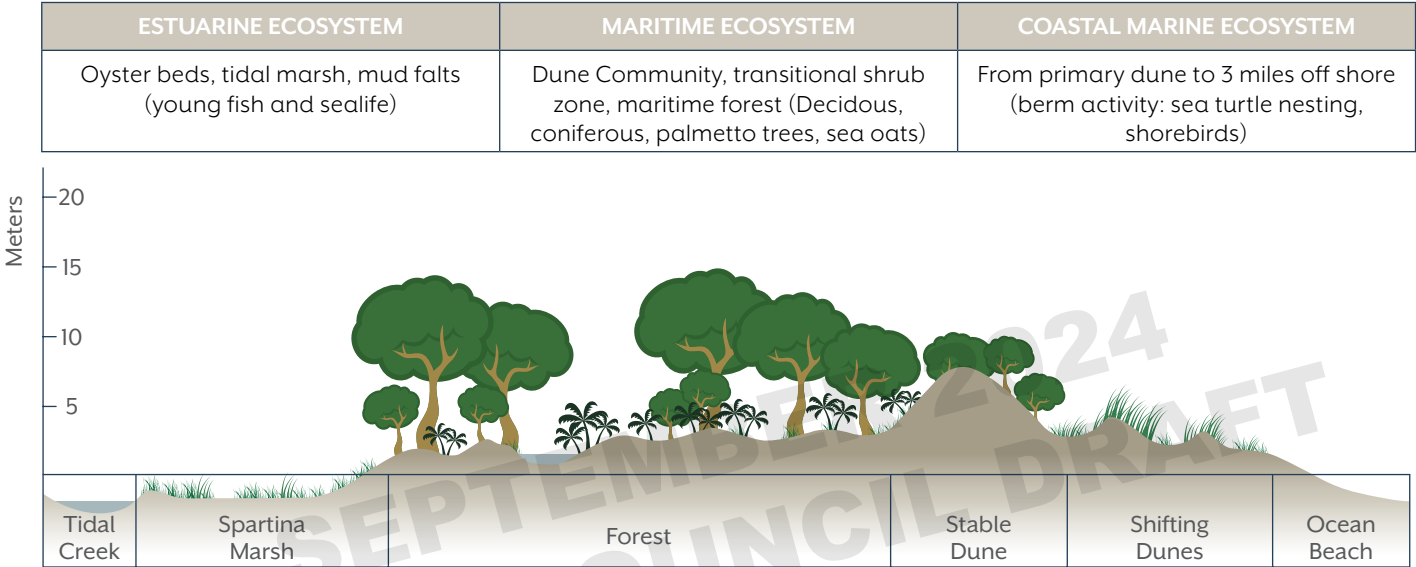
Figure 9.2: 2017 Aerial Photograph - Google Earth



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

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

Figure 9.3: Cross-section of a Barrier Island Transect



BEACH AND MARSH ECOLOGICAL HABITATS

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

3. Norm Levine, “Sullivan’s Island Maritime Forest Conservation Study,” College of Charleston 2006: 6.
 4. Google Earth: 2017
 5. Accreted Land Management Plan, Town of Sullivan’s Island (2010): 3
 6. Norm Levine, “Sullivan’s Island Maritime Forest Conservation Study,” College of Charleston 2006: 33
 7. Accreted Land Management Plan, Town of Sullivan’s Island (2010): 44





Primary Dune



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



Freshwater wetlands are scattered throughout the maritime forest.



Local field of coreopsis

Coastal Marine Ecosystem

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

Maritime Ecosystem

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

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

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

8. Accreted Land Management Plan, Town of Sullivan's Island (2010): 45

9. U.S. Fish and Wildlife Service; Endangered Species. <https://heritagetrust.dnr.sc.gov/> and <https://experience.arcgis.com/experience/304fla918dd44b008333dce7ce73d912>

10. Accreted Land Management Plan, Town of Sullivan's Island (2010): 46



Estuarine Ecosystem

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

WILDLIFE AND VEGETATION

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

TREE PRESERVATION

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

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

The Town's ordinance cites four species: Live Oaks, Southern Magnolias, Pecans, and Eastern Red Cedars, along with Sabal Palmettos as prized species on the Island. Mitigation for removal of any of these species requires replacement with one of those four species, or like-kind replacement for the Sabal Palmettos.



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

BIRDS

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

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

11. Norm Levine, "Sullivan's Island Maritime Forest Conservation Study," College of Charleston 2006: 33.

12. Accreted Land Management Plan, Town of Sullivan's Island (2010): 46

13. Town of Sullivan's Island Zoning Ordinance, "Tree Commission" Article 17. 80.

14. U.S. Fish and Wildlife Service; Endangered Species. <https://heritagetrust.dnr.sc.gov/> and <https://experience.arcgis.com/experience/304f1a918dd44b008333dce7ce73d912>



Table 9.1: Endangered Species

COMMON NAME	FEDERAL STATUS	STATE STATUS
Bald Eagle	Bald & Golden Eagle Protection Act	Threatened
Red Knot	Threatened	Not Listed
Red-cockaded Woodpecker	Endangered	Endangered
Wilson's Plover	Migratory Bird Treaty Act	Threatened
Piping Plover	Threatened	Endangered
Wood Stork	Threatened	Endangered
Least Tern	Migratory Bird Treaty Act	Threatened
Swallow-tailed Kite	Migratory Bird Treaty Act	Endangered
Northern Long-eared Bat	Endangered	Not Listed
Rafinesque's Big-eared Bat	Not Listed	Endangered
Southern Hog-nosed Snake	Not Listed	Threatened
Frosted Flatwoods Salamander	Threatened	Endangered
Northern Dwarf Siren	Not Listed	Threatened
Carolina Gopher Frog	At-Risk Species	Endangered
Spotted Turtle	At-Risk Species	Threatened
Leatherback Sea Turtle	Endangered	Endangered
Loggerhead Sea Turtle	Threatened	Threatened
Kemp Ridley's Sea Turtle	Endangered	Endangered
Green Sea Turtle	Threatened	Threatened
Florida Manatee	Threatened	Endangered
Atlantic Sturgeon	Endangered	Not Listed
Shortnose Sturgeon	Endangered	Endangered



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



Table 9.2: Sea Turtle Nestings on Sullivan's Island, 2010-2023

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Number of Nests	2	4	6	3	6	5	15	8	3	15	8	13	14	11
In Situ (not Moved)	-	3	1	1	2	3	5	3	3	8	3	6	2	5
Nest Relocated	2	1	5	2	4	2	10	5	3	7	5	7	12	6
False Crawls	1	n/a	3	9	9	5	18	n/a	n/a	21	7	5	12	21
Estimated Eggs	155	335	730	408	642	252	1,305	865	314	1,424	780	1,280	1,750	1,346
Eggs Lost	2	3	7	3	7	99	23	9	3	14	780	13	13	12
Hatched Eggs	113	201	657	377	602	n/a	901	766	261	1,283	516	963	1,599	1,022
Emerged Hatchlings	108	190	616	350	576	n/a	825	738	255	1,247	474	939	1,484	985



SEA TURTLES

Sullivan's Island is a nesting ground to a varying population of sea turtles each year. The nesting statistics in Table 9.2¹⁵ (previous page) was generated from a centralized database which works to aggregate data from multiple sea turtle conservation organizations. Additionally, the South Carolina Department of Natural Resources Marine Turtle Conservation Program provides research, monitoring and education for all sea turtles along the coast. The Town also supports the "Turtle Team," a dedicated group of Sullivan's Island and Isle of Palms volunteers who monitor the critical habitat and nesting of loggerhead turtles. They regularly provide advocacy services and outreach materials along with nesting information on their website.

PHYSIOGRAPHY AND TOPOGRAPHY

Geology

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

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

Soils

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

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

A small area located on the south side of the Island is characterized by the Capers series. Formed on tidal flats that are inundated with sea water once or more each month, these soils are very poorly drained and are saturated with salt water. The Capers series is well-suited for wildlife, and normally supports marsh grasses, but if drained, the soil becomes very acidic and can no longer support plant life. Coastal beaches and dune land make up the shoreline and dunes of Sullivan's Island. The shoreline areas are nearly-level, fine sand beaches that are flooded twice daily by the tidal currents. The dunes formed by the wind are mounded areas of dry, loose, very pale brown to yellow sand. The sand is dry and there is sparse protective ground cover, leading to wind erosion of the dunes. The loss of this sand is a constant problem on the South Carolina coast, especially on the eastern end of Sullivan's Island, which is battling natural erosional forces while the western end continues to accrete.

15. South Carolina Department of Natural Resources: Marine Turtle Conservation Program, 2018
http://www.seaturtle.org/nestdb/index.shtml?view_beach=50&year=2023





Map 9.1



In an effort to combat wind erosion, wind breaks of American Beach Grass and Sea Oats can be used to stabilize the dunes. Because of their instability, coastal beaches and dune lands are generally poorly suited for most kinds of development, though much of this area on Sullivan's Island is zoned for recreation and conservation in an effort to restrict development in the area. Across most of the accreted lands, healthy dune ecosystems thrive with the bare sandy dunes beginning at the ocean and progressing to hearty vegetation such as wax myrtles that grow as large as many trees.

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

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

WATER QUALITY (HYDROLOGY)

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

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

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

<https://scdhec.gov/food-safety/retail-food/shellfish-monitoring-program-overview>

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

The Charleston Waterkeeper monitors and tests waters across the region and surrounding Sullivan's Island to provide data supporting clean water advocacy, habitat restoration, and pollution reporting. In 2023 water quality testing along the beaches at Stations 18.5, 26, and 30 determined that those locations remained safe for swimming throughout the year, but the monitoring location on Cove Creek, near the old bridge site, revealed a bacterial spike in late September of 2023. This was the only instance of water quality issues at the site during 2023, and the bacterial spike in the water had subsided by the time of testing the following week. The Waterkeeper is also working with NOAA to monitor for pesticides and Polycyclic Aromatic Hydrocarbons (PHAs) in Cove Creek near the Station 16 outfall; this monitoring started over a year ago and is ongoing.



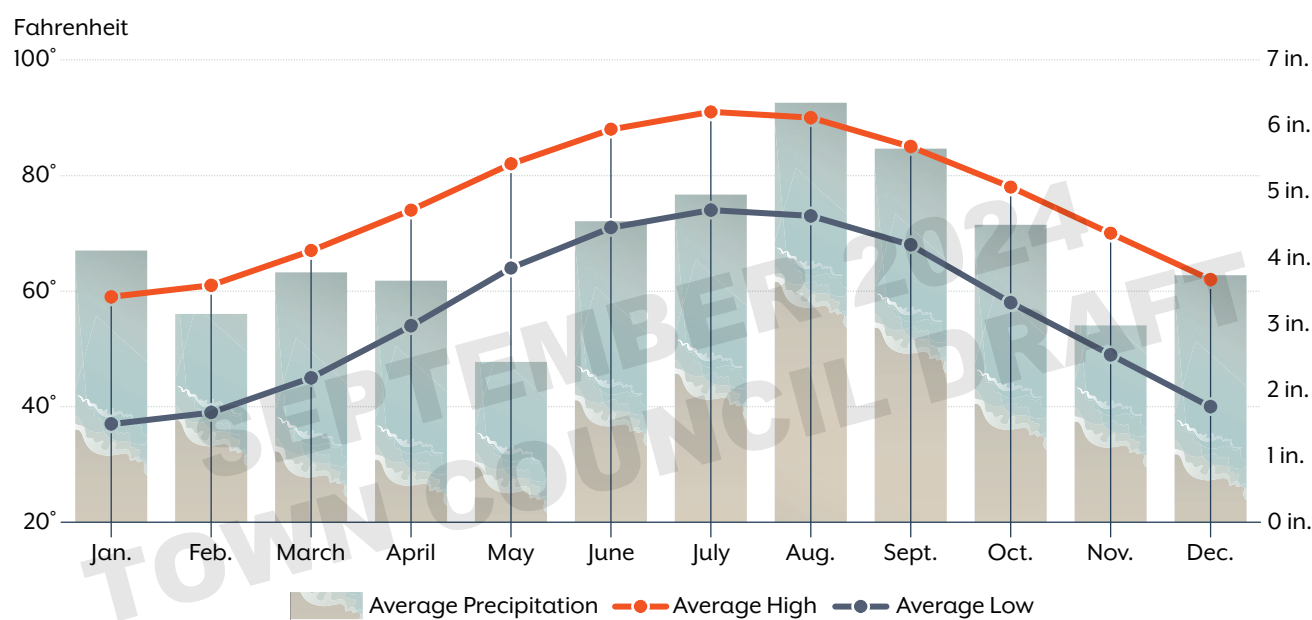
In order to implement a comprehensive and economical approach to prevent and control water resource impacts from non-point source pollution, the Town in 2007 partnered with Charleston County and other local jurisdictions. This partnership focuses on water monitoring, developing best management practices,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

CLIMATE AND PRECIPITATION

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

Because of the Island's proximity to the Atlantic Ocean, average monthly temperatures are mild in the summer and winter. **Figure 9.4** illustrates the highest rate of rain fall corresponds with the hottest summer months.

Figure 9.4: Sullivan's Island Climate



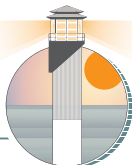
PREVIOUS PLANS, POLICIES AND INITIATIVES

Over the years, the Town has developed multiple standalone plans that are intended to provide long-range and short-range policy guidance for the protection and preservation of natural resources, conservation, public access and Town owned property. Some of these plans are listed below and are accessible at:

<https://sullivansisland.sc.gov/government/current-town-projects>

Town Protected Land Management Plan

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





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

This acreage includes beach, dunes, interdunal wetlands, shrublands, early successional maritime forest and maritime hardwood depression. Town Council regularly conducts public meetings to develop the long-term strategy for maintenance of the Town's protected land.

Local Comprehensive Beach Management Plan

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

Green Infrastructure and Connected Conservation Plan

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

Single-Family Residential Conservation Easements

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





Conservation easement structure on Marshall Boulevard



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

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

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

Trolley Bridge and Dump Properties

Both the trolley bridge and dump properties are held in a perpetual conservation easement through the Lowcountry Land Trust. Both areas are open to the public as a scenic overlook and kayak and canoe launching site.



A photograph of three pelicans perched on weathered wooden posts. The pelican on the right is perched higher than the other two. They have grey bodies, white heads, and long, pointed beaks. The background is a pale, overcast sky. A large, faint watermark is visible across the middle of the image, reading "SEPTEMBER 2024 TOWN OF...".

CHAPTER 10: RESILIENCY & SEA LEVEL RISE ELEMENT

HOW WE RESPOND



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

~Our Common Future

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

~Urban Land Institute

RESILIENCY PLANNING...

- Collaboration
- Coordination
- Community engagement



Hurricane Matthew 2016



Hurricane Irma 2017

RESILIENCE PLANNING AND ADAPTATION TO SEA-LEVEL RISE

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

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

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

LOCAL CHALLENGES

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



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

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

Over the ensuing five-years (since the 2017 Plan), the Island has continued to feel the effects of extreme weather events. In the 2023 hurricane season, Hurricane Idalia passed through the area as a tropical storm, but it brought large-scale flooding and beach erosion to the Island. More recently, on December 17, 2023, a Nor-easter blew through bringing the highest non-tropical system related tides to the area in recorded history. The 9.96-foot tide was the fourth highest on record and caused the waves on the beach to overwash the primary dune in many places along the Sullivan's Island coast, resulting in salt intrusion that has devastated patches of the maritime forest.

SULLIVAN'S ISLAND NEEDS ASSESSMENT

Figure 10.1 reflects a 2019 study that was funded and published by NOAA and the NPS, in which the data is showing a growth curve in the number of annual flooding events occurring in the Charleston Harbor. The 2019 data point of 77 observed flood events was far higher than the estimated 50 flood events and the observed total from the previous year of 39 flood events. The nearly exponential growth is predicted to continue, and the study suggests that 1.4% of the total hours during the years of 2012-2017 flood waters were at nuisance level, and the projection is for nuisance flooding to occur 7.8% of the time by 2050.

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

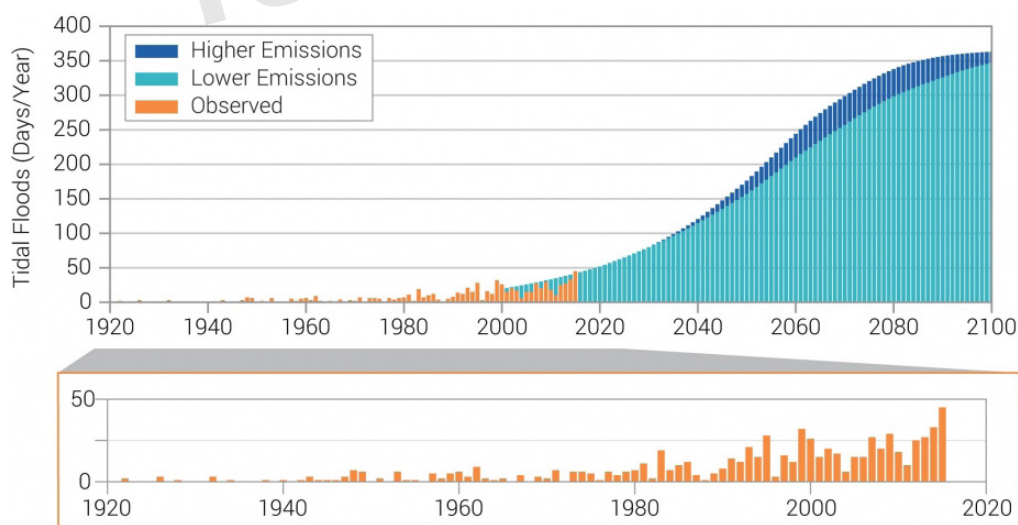


Figure 10.1: Observed and Projected Annual Number of Tidal Floods for Charleston, SC



NOAA also makes the startling projection that up to 180 tidal floods per year will occur within the Charleston area by 2045. Additionally, long-range scientific predictions indicate that “sea level may rise two (2) to seven (7) feet in the next 100 years.”¹

MAPPING SEA LEVEL RISE

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

Until recently, FEMA base flood elevation mapping regulations require homes to be elevated, on average, 6 to 10 feet from grade; however, under the updated mapping, adopted in 2021, homes of the Island are not required to elevate to that extent anymore, with the regulations typically requiring first floor elevations of only 1 to 4 feet above grade. Regardless of the reduced requirement, most new home construction has continued to provide 8 to 9 feet from grade to the first story, but a sole reliance on elevating homes cannot be the Town’s only strategy for addressing sea level rise.

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

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

Figure 10.2 (on the next page) shows a potential tidal flood impact under a 2-foot sea level rise. This model would severely damage private properties, public roads, and pump stations along the marsh side of the Island and along and along Marshall Boulevard. Severe saltwater inundation would also be felt across much of the western portion of the Island; from Middle Street to Osceola Avenue, from Star of the West to Station 13. The latest data estimates predict the sea level along the South Carolina coast will rise over 16.5 inches by 2050; the conservative end of the range for the sea level rise is just over 7 inches, and the more dramatic side of the range indicates a rise of up to 21.5 inches.³



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



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

1. “City of Charleston Sea Level Rise Strategy” (2015): 1-5

2. FEMA’s CRS Data: Provided in GIS format: <https://www.fema.gov/faq-details/GIS-Data>

3. South Carolina’s Sea Level is Rising, and its Costing over \$2 Billion. www.sealevelrise.org/states/south-carolina/





Figure 10.2:
Two (2) Foot Scenario

ADAPTATION STRATEGY

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

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

Action 1: Stormwater Infrastructure Improvements

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

Assessments have been made regarding the existing conditions of the stormwater conveyance systems on the Island. The Town has partnered with an engineering firm to map and assess the conditions of the stormwater infrastructure in 2 of the 3 main drainage basins on the island. Details related to the ongoing stormwater management projects the Town is actively engaged with are found in the Community Facilities chapter of the plan, as well as details about planning initiatives to create a Stormwater Master Plan and a

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



Resilience and Sea Level Rise Adaptation Plan. Maps 10.1 and 10.2, illustrate some of the baseline data that has already been gathered in support of the Town’s efforts to mitigate the potential ill effects of rising sea levels.

Map 10.1



Map 10.2



SOUTH BASIN IMPROVEMENT - STATION 17 TO 20 WATERSHED: This project will study the available conveyance system from Station 17 to 20, and between Middle Street and Atlantic Avenue. Severe flooding frequently occurs between Atlantic Avenue and Middle Street during all major flooding events since 2015.

NORTH BASIN DRAINAGE IMPROVEMENT: This project will capture the Station 28 ½ to Station 32 watershed, which falls between Middle Street and Marshall Boulevard. Severe flooding has occurred in this area for each of the above-mentioned storm events and very little drainage is currently available.

Action 2: Drainage Outfall Improvements:

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

The drainage outfalls have now been identified as the first step towards improving the island-wide stormwater infrastructure; without functional outfalls the entire system will back up no matter how well it is conveying stormwater towards the outfalls.

Action 3: Enforcement of Local Regulations

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

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

The Town staff has been diligently enforcing the regulations for Non-conversion Agreements to ensure compliance with enclosure of spaces located below the FEMA Base Flood Elevation and for Stormwater plans, which require that new constructions and land disturbances that increase impervious surface coverage on a property in excess of 625 square feet are engineered to create no adverse impacts to downstream or adjacent properties. To date, since the Town enacted the ordinance requiring stormwater management plans in 2016, roughly 200 stormwater management plans have been certified and implemented across the island.

Action 4: Community Outreach Strategies (Community Rating System)

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

The Town has adopted a "freeboard" requirement that mandates all new structures or substantial improvements be built an additional one foot above the designated base flood elevation (BFE). Nearly the entire Island is located within the floodplain or Special Flood Hazard Area (SFHA), so compliance with these standards is of the utmost importance. The Town is also a member of the NFIP Community Rating System



(CRS). This program recognizes community outreach practices that make properties more resistant to flood damage and aware of the impacts of sea level rise. The Town recently received an improvement in its ISO flood class rating from a 6 to a 5. This class 5 rating lowers the cost of flood insurance for all citizens and businesses by 25%. In June 2016, FEMA released a draft of the new FIRM data indicating substantial changes to the Island's SFHAs. Town staff anticipates adoption of this new data in early 2019.

The Town continues its participation in the National Flood Insurance Program's Community Rating System (NFIP's CRS) to strengthen the Town's flood readiness and resistance to flood damages. Using the program for guidance in crafting the Town's construction requirements and stormwater controls, the Town has earned an ISO flood class rating of 5 in 2019 and maintained that status following the 2023 FEMA inspections. The lower the ISO flood class rating is for a jurisdiction, the lower the insurance rates are for that jurisdiction's residents; a Class-5 rating earns the Town's residents a 25% discount on their flood insurance policies. AS of October 1, 2023, there are 1749 communities participating in the CRS program and 47 in South Carolina. Nationwide only 26 communities have a lower rating than the Town of Sullivan's Island, and in South Carolina, only Charleston County and the City of Folly Beach have lower ratings.

As described in the City of Charleston Sea Level Rise Strategy, "Part of resilience is knowing one can't plan for everything that may occur but instead being able to deal with and adapt to unexpected situations." The above noted actions will improve the Town's "response to, communication during, and management of flooding and related events to minimize service disruptions and to ensure public safety and quality of life. The adaptation actions presented in this chapter will help improve the Town's response to, communication during, and management of flooding and related events to minimize service disruptions and to ensure public safety and quality of life. The Town anticipates adoption of new FIRM data which will result in lower flood zones island- wide. This will not only 5reduce the number of substantial improvement elevations required but also protect historic structures from damaging the character of their surrounding districts through incompatible alterations.



Stormwater outfalls:

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



Open ditches:

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





CHAPTER 11: PRIORITY INVESTMENT ELEMENT

HOW WE PRIORITIZE



South Carolina Priority Investment Act

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

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

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

FINANCIAL PORTFOLIO

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

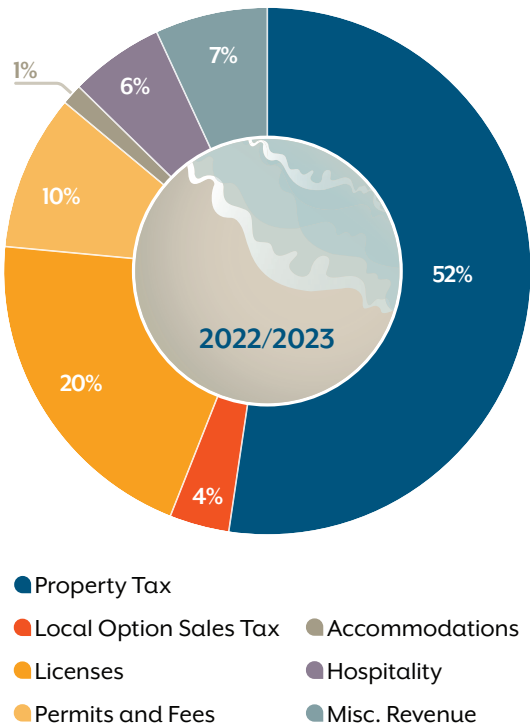
REVENUES

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

<https://sullivansisland.sc.gov/government/financial-reports>



Figure 11.1: Sullivan's Island Revenue Source



Station 16 – Nature Trail, Sullivan's Island

The Town's fiscal year runs from July 1st to June 30th, which means that a budget must be prepared and approved by Town Council before July 1st. The budget process begins in January and it is a time in which priority expenditures should be made. **Figure 11.1** shows an approximate snapshot of the Town's 2022/2023 annual revenue stream. It should be pointed out, that the Town should continue its efforts to obtain regional, state and federal grant/ funding sources for many of the 10-year capital improvement, infrastructure and Town facility projects, because of the nature of the Town's land use and business structure.

Sullivan's Island is considered a bedroom community with the preponderance of the Town's land zoned for single-family residential use. Business activity is limited to a two-block Community Commercial District and a handful of allowed home-based business uses. As a beach community close to the City of Charleston, which is a nationally-ranked tourist destination, Sullivan's Island could potentially generate more traditional tourism and hospitality business revenue streams, such as hotel and vacation rental accommodations; restaurant or nightlife activities; front beach business; and Island festivals and events. Sullivan's Island, however, receives nominal revenues from accommodations and hospitality taxes, in part due to the vacation rental ban the island enacted in 2005. This makes the Town different from other coastal communities in the area, such as Folly Beach and the Isle of Palms that have incubated vacation rental activities in their residential districts; now only 40 vacation rentals remain on the island. Another factor that keeps the revenues from the accommodations and hospitality taxes low is prohibition in the Community Commercial District on both hotels and restaurants. Although revenues are very low from accommodations and hospitality taxes, the Island maintains a strong tax base due to higher median property values when compared to the region. These higher property values are in part due to the Island's unique sense of place that has developed over time as a community of year-round residences. It is therefore crucial that the prohibition of vacation rentals be continued and closely monitored by Town Staff. As a result, accommodations revenue accounted for only slightly more than one (1) percent (1.3%) of the Town's annual revenues in FY2023. Likewise, there are only ten (10) food and beverage establishments in the town and hospitality revenue only accounts for approximately 5.8% of the Town's governmental funds.



Additionally, the Town continues its historical focus on natural resource conservation, specifically by deed restricting and zoning the 190+/- acre maritime forest along the front beach and the 100+/- acre front beach to recreation-conservation space use only, with a prohibition on any business activity on the beach. As such, the Town does not receive revenue from the typical business activity often found on popular beaches: equipment rentals, photography, refreshment sales, beach sports lessons and/or fitness camps, to name a few.

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

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

EXPENSES

Towns that are largely residential incur high service costs that are only offset by property taxes or special use taxes paid by the residents. Sullivan's Island receives visitors daily to its beaches, with soaring numbers during the summer months; these visitors come for both local day trips and for vacation while lodging in accommodations located elsewhere in the Charleston region. While these visitors enjoy the Island, they are also protected by the services that the Town provides including emergency rescue as a primary example, but the Town does not pass along these expenses related to heavy tourism to its visitors, and it receives nominal to no funding offsets from Charleston County or the State of South Carolina.

FINANCIAL OPPORTUNITIES

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

Charleston County Funding

Charleston County Transportation Committee (CCTC)

CCTC selects projects on an annual basis to fund within Charleston County. The funds are derived from 2.66 cents per gallon of the state user fee, which is allocated into a County Transportation Fund. The CCTC consists of members who are appointed by the State Legislation. 80% to 90% of the funds go toward preservation, rehabilitation, and reconstruction of the current network. Up to 10% may be awarded to new projects. The Town received \$20,000 from the CCTC for Crosswalks in 2018.

More information can be found at <http://charlestonctc.org/>

Transportation Sales Tax (TST)

TST is a funding source that is obtained by Charleston County successfully holding a referendum. Charleston County Transportation Development plans, programs, and administers the transportation projects throughout the County. In 2022 and 2023 TST provided funding for traffic control improvements at Station 22 ½ and Middle Street and road pavement work at Conquest Avenue.

More information can be found at <https://roads.charlestoncounty.org/index.php>



Urban Greenbelt Funding

Urban Greenbelt Funding is provided by Charleston County and can be used to conserve and protect the natural environment. Sullivan's Island was able to secure funds from Charleston County to build the Station 16 Nature Trail and has now assisted in reconstruction of four beach access boardwalks: Station 18, Station 26 ½, Station 27, and ADA accessible boardwalks at Sullivan's Island Elementary School.

More information on Greenbelt Funding can be obtained from www.charlestoncounty.org/

Regional Funding

Berkeley-Charleston-Dorchester Council of Governments (BCDCOG)

BCDCOG is one of ten regional planning councils in South Carolina. BCDCOG primarily assists local governments develop local and regional plans within the tricity region, as well as providing local governments with planning and technical support to improve the quality of life in the region. Funding opportunities exist through partnerships with BCDCOG in grants.

More information can be located at www.bcdcog.com

Charleston Area Transportation Study (CHATS)

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

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

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

State Funding

Coastal Access Improvement Grants

The South Carolina Department of Health and Environmental Controls (DHEC) Ocean and Coastal Resource Management (OCRM) division offers opportunities to improve ADA accessibility to beach access points. These are pass-through Federal funds that are managed by the OCRM division. Sullivan's Island was awarded funding for Station 29 (pictured) beach access improvements in 2015.

More information regarding funding opportunities can be located at: <http://www.scdhec.gov/HomeAndEnvironment/Water/CoastalManagement/>

South Carolina Department Of Parks, Recreation And Tourism (SCPRT)

SCPRT offers opportunities to local jurisdictions through a Parks and Recreation Development Fund (PARF). PARF is State funding that can be used for the development for new park and recreation trails or facilities, or an enhancement of existing facilities.



Image: Station 29 Sullivan's Island



The Town has used PARD grants for projects ranging from historic bandstand renovation to beach access boardwalk enhancements; in 2022 the Town received a PARD grant to engineer and construct phase 2 of the Sullivan's Island Nature Trails that winds through the maritime forest between Fort Moultrie and the Sullivan's Island Lighthouse.

More information can be found at www.scpri.com

South Carolina Rural Infrastructure Authority

The State offers a Basic Infrastructure Grant Program, which helps to offset infrastructure projects such as drainage repair or enhancements.

More information can be obtained from <https://www.ria.sc.gov/>

Municipal Association Of South Carolina (MASC)

MASC is a non-profit organization that offers funding to participating members. The money can be used for safety related items such as police protective gear or safety cones.

More information regarding MASC and the opportunities can be viewed from www.masc.sc

South Carolina Forestry Commission

The South Carolina Forestry Commission offers an Urban/Community Forestry Grant to local jurisdictions. The grant can be used to improve Geographical Information System (GIS) studies, tree surveys, and environmental protection projects. In February 2024 the Town received an award from SCFC in partnership with GIC (the Green Infrastructure Center) to create a tree canopy map for the entire island; the only match required of the Town will be participation and coordination with the GIC.

More information regarding the grant can be located at www.state.sc.us/forest

Federal Funding

Federal Emergency Management Agency (FEMA) Hazard Mitigation Grant (HMGP)

FEMA helps communities declare disaster relief and provides guidance with hazard mitigation measures in an effort to get communities back on track after major events. FEMA also helps individual property owners with elevating of noncompliant/non-elevated homes to protect against flooding. In the unfortunate event of a natural disaster, FEMA will have opportunities for the Town to receive federal funds. More recently, the Town has received funding opportunities through FEMA's Hazard Mitigation Grant program for stormwater mitigation. A list of the Town's awarded grant projects can be found in the Community Facilities Element under Stormwater Management.

More information can be found at www.fema.gov

US Army Corps (USACE)

Opportunities exist that could help fund beach re-nourishment projects. The Town has been awarded 1.7 million cubic yards of sand to be placed on the beach near Breach Inlet and spread along the beachfront of the eastern corner of the island from the USACE as it works to widen and deepen the channel of the Intercoastal Waterway at its Breach Inlet confluence.

Please visit www.usace.army.mil for more information.

Recreation Trails Program (RTP)

Federal funding that is administered through the State of South Carolina's Parks, Recreation and Tourism (SCPRT) Department. The funds can be used for parks or vehicular/multi-modal trails.

More information on the RTP program can be found at www.scpri.com



COORDINATION

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

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

Sullivan's Island continues to evaluate its current essential services for maximum efficiency and value to the residents: garbage collection, water and wastewater treatment, fire suppression and law enforcement. All services remain a function of Town services with individual departments and staff with one exception, waste collection. Council deemed the most economical way to provide residential garbage collection is by contracting these services with a garbage collection vendor. Town Council and Staff will continue seeking opportunities to serve on regional and statewide boards to improve Town services.

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

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

TRANSPORTATION COORDINATION

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

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





APPENDIX A: PUBLIC ENGAGEMENT

PUBLIC INPUT SHAPES THE FUTURE

APPENDIX A.1:

PUBLIC ENGAGEMENT FOR THE SULLIVAN'S ISLAND 2017 COMPREHENSIVE PLAN

INTRODUCTION

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

PROJECT WEBSITE

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

Website Statistics Will be Placed Here.

OPPORTUNITIES FOR PUBLIC INPUT

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

<http://www.sullivansisland-sc.com/planningcommission.aspx>.

* A detailed list of the meetings that occurred can be found in Table 1.

* All of the meetings in Table 1 offered the opportunity for public input.



TABLE 1 - PUBLIC MEETING	DISCUSSION ITEMS	DATE
Open House	Existing Conditions	11/8/2017
Steering Committee & Planning Commission	Vision Statement & Guiding Principles	1/10/2018
Steering Committee & Planning Commission	Population & Community Facilities Elements	2/15/2018
Steering Committee & Planning Commission	Housing & Cultural Resources Elements	3/14/2018
Steering Committee & Planning Commission	Transportation & Economic Elements	4/10/2018
Steering Committee & Planning Commission	Land Use & Natural Resources Elements	5/9/2018
Steering Committee & Planning Commission	Priority Investment Element	6/13/2018
Public Meeting & Planning Commission	Planning Commission Final Approval to Town Council	8/29/2018
Town Council 1st Reading	Introduce Plan	6/18/2019
Town Council 2nd Reading	Public Hearing	7/16/2019
Town Council 3rd Reading	Final Approval	8/20/2019

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



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

EXISTING CONDITIONS

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

OPEN HOUSE FEEDBACK – NOVEMBER 8, 2017

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

Community Facilities

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

Natural Resources

1. Concern about the trail to the old bridge (STA9) – it has been extensively eroded needs repair.
2. The Station 16 Nature trail is great! We need more so we can further enjoy the forest.
3. Is it possible to consider a senior center in some of the historical properties?



4. Nature trail continues to flood dramatically – if more trail is considered – it should be done on higher ground which does exist in the accreted land.
5. Is it possible to apply for grants to re-nourish the beach? Perhaps special tax districts.
6. Explore protection of the Protected Land Trust area – add teeth to the penalties – plant 2 trees for every 1 tree illegally removed. The value of the protected land should be in public knowledge via regular publication, etc. No new residents – especially front beach should be without awareness of this valuable asset. Nor should they be without knowledge of their Property lines.

Cultural Resources

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

Housing Board

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

Economic Development

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



Land Use

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

SULLIVAN'S ISLAND OPEN HOUSE ONLINE SURVEY

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

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



Population Element

Full-Time Resident Responses

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

Part-Time Resident Responses

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

Housing Element

Full-Time Resident Responses

1. The size of homes being built today on our island are not only covering more of the ground surface than what I think should be but also changing the overall atmosphere.
2. House size has increased substantially over the past few years in spite of the limits established. Perhaps the added footage allowed by the Review Board for various reasons should be investigated.
3. I'd be appreciative if the Commission would take note of the letter I had delivered to the Plng Comm 8 Nov. In it I suggested the building code be reviewed/revise to curb the building of massive houses out of proportion to the lot and incompatible with neighboring houses/neighborhood. This practice exasperated by the generous use of "variances" and "bonuses" awarded by the Design Review Board.
4. Eliminate the DRB bonuses for increases in heated enclosed space and lot coverage for homes. The result is just overbuilt new homes. This will also solve a current problem with special exceptions. At present bonuses are not allowed for the new home on lots with a historic cottage, so attached additions are being used for an overall larger (by bonuses) single house. If no bonuses are provided for any home, this will promote leaving the historic cottage free-standing. Keep the 1200 sq ft limit on cottages seeking special exceptions and a stringent process for reducing cottage size to meet this requirement. Instead of the original estimate of 12 cottages expected to qualify, we are already up to 17 and will likely end up with 50. This is enough. Reexamine "pervious" driveways and surfaces that are currently allowed and are proliferating. To what extent are these sufficiently pervious? Over time? Are Driveways that need to be cleaned out every 3 years actually maintained? Vegetation promotes drainage in multiple ways that "pervious" pavers do not. The Protected Land Trust area (RCI) needs to be managed well to maintain its value in our current low ISO Flood rating.

Land Use Element

Full-Time Resident Responses

1. Continue to restrict elimination of trees on property where houses are being developed or expanded.
2. House size has increased substantially over the past few years in spite of the limits established. Perhaps the added footage allowed by the Review Board for various reasons should be investigated.
3. Continue to protect historic homes and structures on the Island. The DRB should focus on this function. The DRB role in granting exceptions to new houses should be reviewed, especially the routine granting of size and lot coverage and setbacks. Nothing destroys the character of a neighborhood more than an outsized home that has



been granted multiple bonuses because it is somehow “Neighborhood compatible” in design. Review demolition criteria. Review the Station ROWs to the marsh. Some of the ROWs that have been used by residents Island-wide to view the marsh have been taken over by homeowners to the point of actively blocking access. Preserve the valued green spaces on the Island. Implement the Transition Zone plan approved by Council within limitations set by DHEC and other agencies and proceed with the management plan for the Protected Land Trust area (RCI). Improve the Old Bridge protected area for better access and use by residents: improve the eroding path and with upgraded fishing access at the waterway end.

Part-Time Resident Responses

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

Transportation Element

Full-Time Resident Responses

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

Part-Time Resident Responses

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

Economic Element

Full-Time Resident Responses

1. Keep current limits on the Commercial district.

Part-Time Resident Responses

1. Not an issue

Community Facilities Element

Full-Time Resident Responses

1. Storm water management needs improvement. Ditches and pipes need increased management. Probably surveys are needed to determine water flow across various parts of SI. We need some strategies to keep a variety of items which divert the flow.
2. I'm hopeful the new Comp Plan will take a clear and strong position relative to efficient and environmentally sound water and waste water infrastructure as a matter of priority for the Island and residents. Second, and not related: The access road and ramp at Sta 26 to a tidal creek is a gem of the community...I'd suggest treating it that way with long term commitment of attention and, when necessary, maintenance funding.
3. Proceed ASAP with the planned upgrade to the WWTP in conjunction with the I&I reductions that are needed to avoid overloading the improved plant. Businesses and other high water users should contribute more to the W&S



Basic Facility Charges that provide basic funding for our Island W&S Facility. This should include substantially higher hook-up fees for new homes. Rental and second homes (6% property tax homes) should have the BFC based on the highest 3 months because the 12 month average will seriously underestimate use and W&S demand. 4% users, as full-time Island residents, can be charged based on 12 month average. Continue with efforts to improve stormwater drainage on the Island in conjunction with DOT. Consider Island clearing of ditches since this is needed and not being done by DOT.

Part-Time Resident Responses

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

Cultural Resources Element

Full-Time Resident Responses

1. Regarding protecting and preserving scenic & historical sites, the path to the old bridge crossing from Mt Pleasant (STA-9) needs attention. There has been extensive erosion on the right side of the path while walking toward the marsh. This should be evaluated before an accidental fall of 20-30 ft occurs.
2. There are some updates that may be in order at historical markers...ie. number of enslaved Africans brought ashore for "pest houses"...also, perhaps better info now exist re location of "pest houses". Not sure who does such a great job maintaining the "Battle of Sullivans Isl" site at Breech inlet...anyway its worthy of ensuring the Town's long term attention and commitment if necessary. Finally, I had always heard "poor Irish (generally workers at Fort Sumter), and paupers (white)" were also buried at the site now referred to as African American Cemetery. If true, would be worth noting if nothing more than as matter of accuracy.
3. Develop a short-term and long-term plan for improving and maintaining Battery Gadsden, the Island Club and the Mound at Stith Park. Plan improvements to the Old Bridge site to make it more user -friendly for marsh viewing, photography and fishing.

Part-Time Resident Responses

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

Natural Resources Element

Full-Time Resident Responses

1. Couldn't find a place to put this so I'm using this space. Something needs to be done about blowers used by landscape companies. Not only is the noise pollution off the charts but the air pollution is also. We live with our windows and doors open most of the year and are having to breath what is blown from one property to the one next door (hardly ever picked up) and also up into the atmosphere. Is there any hope ???
2. Continue to further reduce the mismanaged myrtle cutting which has caused the thick development in the Conservation area. As you are aware, there are ways to manage myrtle growth for protection while allowing scenic vision. Please develop methods to prevent the continual disregard by some of our citizens of vegetation management regulations in the Conservation area. A relative recent example is to the left of STA 25 while accessing the beach.



3. *I think most residents would support a strong commitment of support for the maritime forest and accreted land.*
4. *Continue to recognize that our abundant natural resources are highly valued by our Island Community and need to be protected. Continue with the development of the Proposed Management Plan for the Town of Sullivan's Island Protected Land (approved Draft #3A November 22, 2011). Proceed with implementing the plan for Management of Transition Zone Within the Sullivan's Island Protected Land established by Town Council February 25, 2016 Special Council Meeting.*

Part-Time Resident Responses

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

Non-Resident Response

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

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

ONLINE SURVEYS – INDIVIDUAL ELEMENTS

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

Population Element

Part-Time Residents Response

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

Community Facilities Element

Part-Time Residents Response

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

Housing Element

Full-Time Resident Responses

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



Part-Time Residents Response

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

Cultural Resources Element

Full-Time Resident Responses

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

Part-Time Residents Response

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

Land Use Element

Full-Time Resident Responses

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

Part-Time Residents Response

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

Transportation Element

Full-Time Resident Responses

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



Part-Time Residents Response

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

Economic Element

Full-Time Resident Responses

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

Part-Time Residents Response

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

Natural Resources Element

Full-Time Resident Responses

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

Part-Time Residents Response

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

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

GENERAL ONLINE SURVEY

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

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

FINAL PLANNING COMMISSION MEETING

On October 10th, 2018 the Sullivan's Island Planning Commission held a public hearing. Staff presented the process, methodology, and highlights of the draft plan. The Planning Commission approved the Draft Plan and moved it on to be vetted by Town Council. Public comments are recorded in the meeting minutes which can be found at

<http://www.sullivanisland-sc.com/planningcommision.aspx>.



TOWN COUNCIL PUBLIC HEARING

COUNCIL REVIEW COMMENTS: July 3, 2019

PAGE 12: AGE

- Add after sentence 11: “The increase in the “under 5 years” age group is also thought to be attributed to the recently constructed Sullivan’s Island Elementary School located at the heart of the Island.”

PAGE 31: FIRE DEPARTMENT

- Clarify paragraph 6 last sentence: “An offshore fire rescue boat was purchased in 2014, which dispatches to water emergencies adjacent to the beaches, tidal marshes and inlets of Sullivan’s Island.”

PAGE 31: PUBLIC WORKS

- Modify last sentence (added language in bold): “A new facility, and most likely an increase in staffing, will be needed in the coming years.”

PAGE 34: PASSIVE RECREATION AREAS

- 5th Paragraph – modify sentence as follows “... that requires minimal development and varying levels of maintenance.”

PAGE 34: PASSIVE RECREATION AREAS

- Add “Beach” to bullet #3

PAGE 36: OTHER UTILITIES

- Replace “SCEG” with “local electric cooperative” or “Dominion” and update pruning to current schedule
- Add sentence to paragraph 4: “Town Council should reevaluate future needs for increased solid waste collection as needed to accommodate busy periods.”
- Rename subsection “SC DOT Traffic Cameras” to “Traffic and Security Cameras” and add sentence “Security cameras may also be added to the right-of-way to monitor the flow of vehicles onto the Island. This data can be used by to aid the Police Department in decision making and for law enforcement purposes.”

PAGE 37: EMERGENCY MEDICAL SERVICES

- Replace “ambulatory air service” with “air ambulance service”

PAGE 38

- Modify last sentence (added language in bold / underline): “Although stormwater conveyance and drainage systems are owned by SCDOT, Town staff and County officials continue performing regular maintenance of ditches and providing jet-vac services and other excavation equipment on an as needed basis.

PAGE 46: LIGHTHOUSE

- Insert the sentence “The lighthouse has become a widely recognized symbol of the Island and its preservation is critical to maintaining the character of the Island.”

PAGE 55: NATURAL AND SCENIC AREAS

- Add bullet: “The Beaches of Sullivan’s Island: Four miles of publicly accessible beaches providing views of Breach Inlet, the Atlantic Ocean and the Charleston Harbor.”

PAGE 56: ENTERTAINMENT AND COMMUNITY ACTIVITIES

- Add note about residents frequenting beach during appropriate hours to walk dogs which provides opportunity for interaction with neighbors and promotes exercise



PAGE 70-72: AVERAGE DAILY TRAFFIC VOLUMES

- Note times of year for which traffic volumes were established
 - × *Will note that AADT is the “Average Annual Daily Traffic,” and figures are generated from data gathered year-round.*
- Note growth in Charleston area may result in increased traffic volumes and increased commute times
 - × *After a comparison of 2009 to 2017 traffic data it reflects there is an increase in some commuter travel times and a decrease in others. More study would be needed to render a determination.*

PAGE 74: PARKING

- Add as the last sentence: “Alternative modes of transportation are encouraged and supported by increasing installation of new bike racks and golf cart parking spaces at beach paths and throughout the Commercial District.”

CHAPTER 9

- Note it may benefit the town to set a litter management goal utilizing volunteer, private and/or public services

PAGE 92: WILDLIFE AND VEGETATION

- Reword sentence “... root runners, which is a characteristic of wax myrtles.”

PAGE 106: ACTION 4

- Replace last sentence with “The Town anticipates adoption of new FIRM data which will result in lower flood zones island-wide. This will not only reduce the number of substantial improvement elevations required but also protect historic structures from damaging the character of their surrounding districts through incompatible alterations.”

PAGE 112

- Add to 2nd paragraph, sentence 16: “Although revenues are very low from accommodations and hospitality taxes, the Island maintains a much higher tax base due to higher median property values when compared to the region. These higher property values are in part due to the Island’s unique sense of place that has developed over time as a community of year-round residences. It is therefore crucial that the prohibition of vacation rentals be continued and closely monitored by Town Staff.”

PAGE 135 H2.2

- Reword: “Monitor and adjust the Flood Damage Prevention Ordinance as needed while being sensitive to historic structures and surrounding historic districts.”

PAGE 143 E2.2

- Change this to “ongoing” objective

PAGE 144 T2.4

- Change to “ongoing” objective and reword as follows: “Continue to explore the establishment of new pedestrian connectivity opportunities and cross-walks island-wide. Particularly neighborhoods on the northeastern side crossing Jasper Boulevard and Middle Street to access the beach, parks and SI Elementary School.”
 - × *will be placed here.*

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



APPENDIX A.2:

PUBLIC ENGAGEMENT FOR THE 2025 5-YEAR COMPREHENSIVE PLAN REVIEW

INTRODUCTION

The Sullivan's Island Comprehensive Plan's 5-Year Review affords Island residents, Town Staff, elected officials, and visitors to the Island with an opportunity to reevaluate the direction set forth for the Town through the Goals and Objectives, giving the Town a change to laud its accomplishments, reenvision its shortcomings, and fine tune its efforts toward maintaining the ultimate goal of upholding the vision statement - Sullivan's Island is an exceptional community that focuses on livability, environmental and historic preservation and a place where citizens are true partners in their Town government. To that end, this appendix documents the public planning interactions and captures the community feedback that was received throughout the 5-Year review process.

PROJECT WEBSITE

For the 5-year review the Town utilized its existing Comprehensive Plan webpage as the site for sharing information with the community and the public; that website is <https://sullivansisland.sc.gov/towns-comprehensive-plans>. The webpage contains general information regarding the comprehensive plan process, links to the Sullivan's Island Comprehensive Plan as adopted in 2019, engagement opportunities, including a survey and meeting schedule, as well as contact information of the staff to provide all citizens with an opportunity to provide their thoughts.

OPPORTUNITIES FOR PUBLIC INPUT

The planning process provided numerous opportunities for public input to inform the updates to the plan. A Steering Committee was formed, which consisted of the Sullivan's Island Planning Commission. The Steering Committee met on three occasions throughout the 10 months that were spent reviewing the document and updating its language, data, and goals. The Planning Commission met eight times during the process, and all meetings were open and advertised to the public; four of the eight meetings were also officially advertised as Public Hearings to seek input and later to garner support for the revised plan.

<http://www.sullivansisland-sc.com/planningcommision.aspx>.

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



Table 1: List of Public Meetings

PUBLIC MEETINGS	DISCUSSION ITEMS	DATE
Planning Commission	Objectives and Schedule	9/13/2023
Planning Commission	Existing Conditions, Goals and Priorities	10/11/2023
Public Hearing Open House at Planning Commission	Population, Housing, Economic Development, Land Use, and Transportation Elements	11/8/2023
Public Hearing Open House at Planning Commission	Community Facilities, Cultural Resources, Natural Resources, Resiliency, and Priority Investments Elements	12/13/2023
Planning Commission	Status Update and Survey Results Review	2/14/2024
Planning Commission	Draft Language Review	3/13/2024
Public Hearing Open House at Planning Commission	Presentation of the Plan for Planning Commission Preliminary Approval	5/8/2024
Public Hearing Open House at Planning Commission	Planning Commission Final Approval to Town Council	6/12/2024
Town Council 1st Reading	Introduce Plan	7/16/2024
Town Council 2nd Reading	Public Hearing	8/20/2024
Town Council 3rd Reading	Final Approval	9/17/2024

* *Italicized meeting information represents the anticipated schedule*

In addition to the public engagements at the Planning Commission, an online survey of transportation related questions was hosted by the Town on its website and advertised through Town Hall, through the Town's website on the home page banner, on the Town's social media accounts, and in the Mayor's Letter to the Island Eye News (dated January 12, 2024). The survey was available to the public from December 1, 2023 to February 12, 2024. During the over two months the survey was available, 36 people responded - 26 Sullivan's Island homeowners, 2 Sullivan's Island residents renters, 5 employees that work on the Island, and 1 visitor (2 respondents did not reply to this question). The survey consisted of 11 questions centered around transportation opportunities and issues on the Island. All of the survey responses are captured on the following pages.



SULLIVAN'S ISLAND ONLINE TRANSPORTATION SURVEY RESPONSES

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

Question 1 – Which best describes you?

The survey responses to this question are displayed in the paragraph above regarding the 36 respondents.

Question 2 – Should the Town create additional golf cart parking?

SULLIVAN'S ISLAND HOMEOWNER RESPONSES

- Yes – 19
- No – 5
- No response – 1

SULLIVAN'S ISLAND WORKER RESPONSES

- Yes – 2
- No – 3

SULLIVAN'S ISLAND RENTER RESPONSES

- Yes – 2
- No – 0

SULLIVAN'S ISLAND VISITOR RESPONSES

- Yes – 0
- No – 1

UNIDENTIFIED RESPONDENT RESPONSES

- Yes – 1
- No – 0

Question 3 – Do you believe the current parking situation on Middle Street in the commercial district is safe?

SULLIVAN'S ISLAND HOMEOWNER RESPONSES

- Yes – 8
- No – 18

SULLIVAN'S ISLAND WORKER RESPONSES

- Yes – 0
- No – 5



SULLIVAN'S ISLAND RENTER RESPONSES

- Yes – 0
- No – 2

SULLIVAN'S ISLAND VISITOR RESPONSES

- Yes – 0
- No – 1

UNIDENTIFIED RESPONDENT RESPONSES

- Yes – 0
- No – 0

Question 4 – Do you believe the current parking situation on Middle Street in the commercial district impedes the free flow of traffic?

SULLIVAN'S ISLAND HOMEOWNER RESPONSES

- Yes – 18
- No – 7
- No Response – 1

SULLIVAN'S ISLAND WORKER RESPONSES

- Yes – 4
- No – 1

SULLIVAN'S ISLAND RENTER RESPONSES

- Yes – 2
- No – 0

SULLIVAN'S ISLAND VISITOR RESPONSES

- Yes – 1
- No – 0

UNIDENTIFIED RESPONDENT RESPONSES

- Yes – 0
- No – 0



Question 5 – If the commercial district were evaluated for parking considerations, which would you prefer?

SULLIVAN’S ISLAND HOMEOWNER RESPONSES

- Angled Parking – 9
- Parallel Parking – 2
- 90-degree Parking (as currently allowed) – 8
- Remove parking from the right of way on Middle Street within the commercial district – 4
- Other – 3 (2-hour parking only, Angles parking with the flow of traffic to minimize dangers of motorists coming across traffic to park. With the limited spaces this causes delays and unsafe conditions for both motorists and pedestrians, and Leave it as it is)

SULLIVAN’S ISLAND WORKER RESPONSES

- Angled Parking – 2
- Parallel Parking – 2
- 90-degree Parking (as currently allowed) – 0
- Remove parking from the right of way on Middle Street within the commercial district – 1
- Other - 0

SULLIVAN’S ISLAND RENTER RESPONSES

- Angled Parking – 1
- Parallel Parking – 0
- 90-degree Parking (as currently allowed) – 0
- Remove parking from the right of way on Middle Street within the commercial district – 1
- Other - 0

SULLIVAN’S ISLAND VISITOR RESPONSES

- Angled Parking – 1
- Parallel Parking – 0
- 90-degree Parking (as currently allowed) – 0
- Remove parking from the right of way on Middle Street within the commercial district – 0
- Other - 0

UNIDENTIFIED RESPONDENT RESPONSES

- Angled Parking – 0
- Parallel Parking – 1
- 90-degree Parking (as currently allowed) – 0
- Remove parking from the right of way on Middle Street within the commercial district – 0
- Other – 0



Question 6 – Do you support lowering the island-wide speed limit to 25 mph except on Jasper Boulevard?

Relational data file corrupt so responses are not linked to the respondent types.

- Yes – 18
- No – 14
- Other – 2 (30 mph on Middle, 35 on Jasper, 25 all other roads, and 25 MPH Island wide AND Jasper)
- No Response – 2

Question 7 – Do you support adding a wider sidewalk on the oceanside of Middle Street between Stations 22.5 and 22?

SULLIVAN'S ISLAND HOMEOWNER RESPONSES

- Yes – 14
- No – 12

SULLIVAN'S ISLAND WORKER RESPONSES

- Yes – 5
- No – 0

SULLIVAN'S ISLAND RENTER RESPONSES

- Yes – 1
- No – 1

SULLIVAN'S ISLAND VISITOR RESPONSES

- Yes – 0
- No – 1

UNIDENTIFIED RESPONDENT RESPONSES

- Yes – 0
- No – 0

Question 8 – How supportive are you of 2-hour limits for parking on Middle Street between Stations 22.5 and 22?

(1 – being no support, and 10 – being fully supportive)

SULLIVAN'S ISLAND HOMEOWNER RESPONSES

- Average of 25 responses – 6.32

SULLIVAN'S ISLAND WORKER RESPONSES

- Average of 5 responses – 7.2

SULLIVAN'S ISLAND RENTER RESPONSES



- Average of 2 responses – 4

SULLIVAN'S ISLAND VISITOR RESPONSES

- 1 response – 6

UNIDENTIFIED RESPONDENT RESPONSES

- No responses

Question 9 – How supportive are you of 2-hour limits for parking on Middle Street between Stations 22 and Town Hall (predominately along the side of the street next to the park)?

(1 – being no support, and 10 – being fully supportive)

SULLIVAN'S ISLAND HOMEOWNER RESPONSES

- Average of 26 responses – 6.85

SULLIVAN'S ISLAND WORKER RESPONSES

- Average of 5 responses – 6.2

SULLIVAN'S ISLAND RENTER RESPONSES

- Average of 2 responses – 5

SULLIVAN'S ISLAND VISITOR RESPONSES

- 1 response – 6

UNIDENTIFIED RESPONDENT RESPONSES

- No responses

Question 10 – Where would you support additional pedestrian crosswalks on the Island?

SULLIVAN'S ISLAND HOMEOWNER RESPONSES

- Jasper Boulevard – 10
- Middle Street (outside the commercial district) – 12
- Other – 4 (I would propose that both Middle and Jasper have a crosswalk at every other Station crossing.)

SULLIVAN'S ISLAND WORKER RESPONSES

- Jasper Boulevard – 4
- Middle Street (outside the commercial district) – 5
- Other – 1 (no more; Poe Park and Middle; Wherever reasonably possible; and need add'l crossing walk at station 21, its where all the SIES kids cross for the playground (despite what they are told), and one child was indeed run over here a few years back)
- No Response - 6



SULLIVAN'S ISLAND RENTER RESPONSES

- Jasper Boulevard – 1
- Middle Street (outside the commercial district) – 0
- Other – 1 (I don't think they are necessary)

SULLIVAN'S ISLAND VISITOR RESPONSES

- Jasper Boulevard – 0
- Middle Street (outside the commercial district) – 0
- Other – 0
- No Response – 1

UNIDENTIFIED RESPONDENT RESPONSES

- No Response

Question 11 – Are there any other transportation or parking related issues that should be considered?

SULLIVAN'S ISLAND HOMEOWNER RESPONSES

- No – 8
- Other – 17
 - × South of Station 10 on Middle Street. If I have guests it is hard for them to find parking. Perhaps boat ramp could be used for evening parking
 - × Need more paid parking for business area. Should negotiate with post office for shotty term parking during non post office hours in post office parking lot.
 - × Seen multiple near misses in the commercial district, Large trucks hanging over a narrow sidewalk and or sticking out in the road
 - × More speed limit enforcement on secondary roads.
 - × More bicycle parking, hop on hop off shuttle; review intersection at 22.5 and Middle
 - × better signage to prevent wrong way traffic on one way station 22.5
 - × Traffic flow on and off island.
 - × Off street parking gets rutted by overuse/trucks. Need to consider solutions to keep these areas from becoming mini ponds/mud traps.
 - × Adequate handicapped parking spots on Middle, with full ramp access.
 - × Do not allow parking to impede US Mail delivery (require 15' clearance to pull in and deliver mail) ; we never get mail in summer due to beach goers parking in front of our mailbox
 - × More and dedicated LSV parking and the consideration for "resident only" parking in front of all business district t entities allowing "guests" of TOSI to park down Middle Street or elsewhere.
 - × Parking with island resident sticker in areas on beach area from Middle St. to beachfront there is no where to park in the summer!
 - × A roundabout to improve traffic flow when entering the island would be ideal.
 - × Cars, trucks and boats parked on Middle Street near the cross streets block the view of oncoming traffic. People



shouldn't park so close to the corners.

- × *Yards with uncontrolled landscaping impeding traffic should be able to be cut/controlled by the town. The corner of station 19 and Flag street is a major hazard due to overgrown trees/shrubbery.*
- × *We need stop signs at Atlantic and station 22. Speed limits could go as low as 20 on Ion and Atlantic where there are so many pedestrians and no sidewalks.*
- × *speed humps on Goldbug & Raven-traffic flies on these roads in the summer.. Chief doesn't like speed bumps but fire trucks will not use these as main route for fire response / 90 degree parking in commercial district naturally slows traffic which is good*

SULLIVAN'S ISLAND WORKER RESPONSES

- *No – 3*
- *Other – 2*
 - × *one of the biggest complaints I hear when it comes to side street parking is the overgrowth of private properties landscaping is overgrown into the public parking.*
 - × *Consider elimination of perpendicular parking within the Commercial District, and add new sidewalks between the right of way and businesses.*

SULLIVAN'S ISLAND RENTER RESPONSES

- *No – 0*
- *Other – 2*
 - × *Confirm all DOT right of way parking if free and available. Require property owners to remove any landscaping or other items that block people from parking in DOT spaces.*
 - × *Safer crossing on Jasper. Residents on the marsh side of Jasper have to cross Jasper and/or 22 1/2 to access the park, school, commercial district, etc. Crosswalks on Jasper would be a huge benefit.*

SULLIVAN'S ISLAND VISITOR RESPONSES

- *No – 1*
- *Other – 0*

UNIDENTIFIED RESPONDENT RESPONSES

- *No Response*



FEEDBACK FROM OPEN HOUSES DISCUSSING EACH ELEMENT: 11.08.2023 & 12.13.2023

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

Population Element

1. The Town could do a better job of Pop Policy #1.
2. Work with schools & or other groups from off island to clean up. – Consider an island garden club.
3. Aging in place.

Housing Element

1. Make sure to clarify values. (Median Home Value info)
2. Encourage workforce housing for emergency services employees

Community Facilities Element

1. The public restrooms at town hall are not adequate for summer beach visitors. More facilities are needed and there should be a way to collect fees for the use of these rather than relying on home owner taxes.
2. Do not strike out support of post office, Sullivan's Island Elementary, and Poe Library
3. Budget annual new segment sidewalk

Cultural Resources Element

1. Sand Dunes Club Preserve use as community center/pool /snacks

Economic Element

1. Actual numbers. (Sullivan's Island Top Employers in 2023)

Transportation Element

1. Transport (1. Bus Stop and 2. Count Real Figures)
2. Revisit speed limits island wide – currently 35 (25-30 goal)
3. Promote bike safety
4. More crosswalks

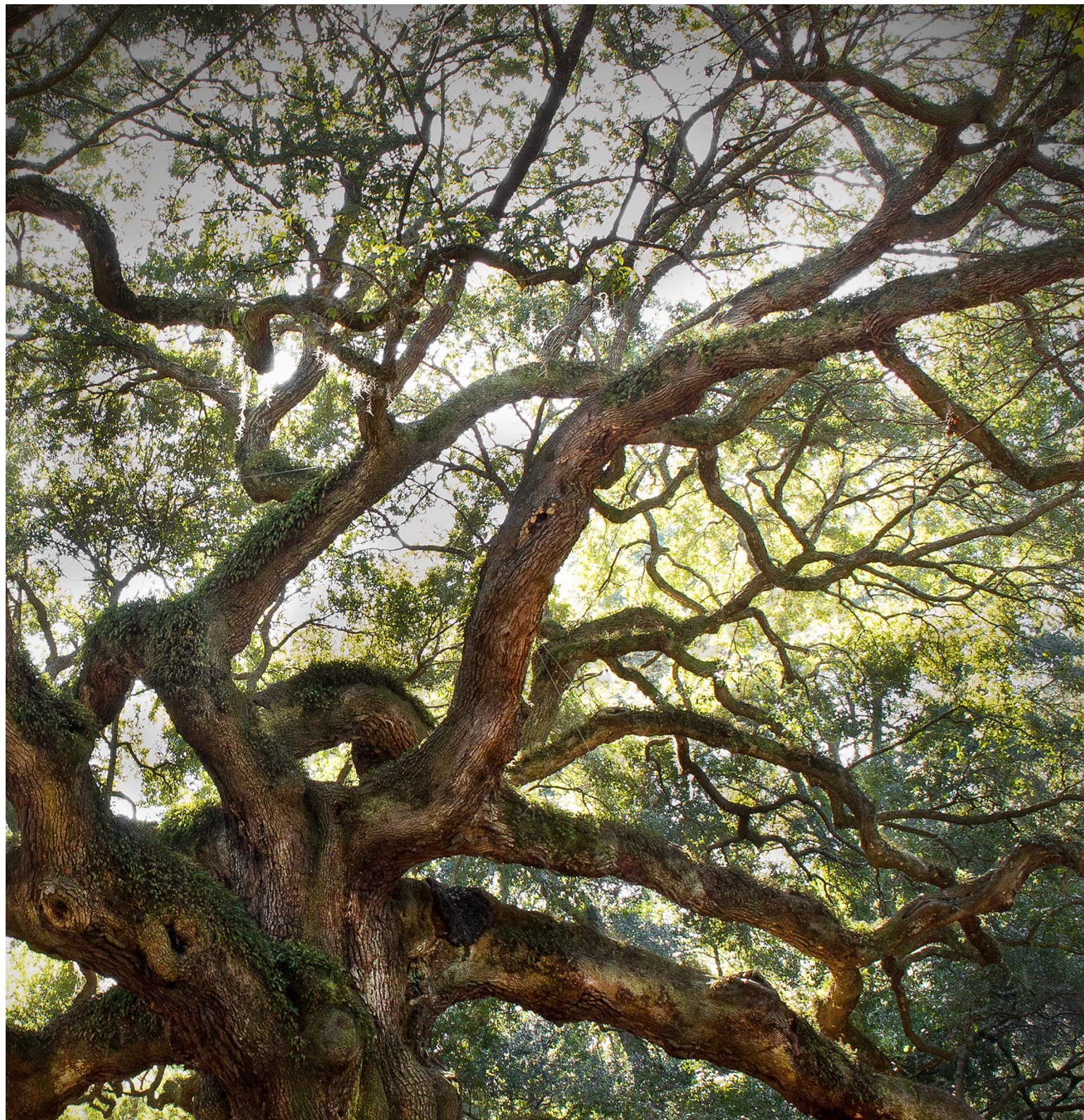
Land Use Element

1. Reestablish golf cart parking @St I2 – look into allocating GC parking space at each station
2. Continue to support Town's historic plaque program. Town Council & Staff Ongoing

Natural Resources & Resiliency Elements

1. Keep mosquito abatement efforts.





APPENDIX B: GOALS & OBJECTIVES



EXECUTIVE SUMMARY

Vision

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

Guiding Principles

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

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

Goals & Objectives

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

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



POPULATION GOALS AND OBJECTIVES

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

POPULATION GOAL: <i>The Town seeks to maintain the current population growth pattern while improving quality of life among its residents.</i>		
OBJECTIVES	RESPONSIBLE PARTIES	TIMEFRAME
POPULATION POLICY 1: THE TOWN WILL PROMOTE AND FOSTER A SENSE OF COMMUNITY BY SUPPORTING LOCAL COMMUNITY EVENTS, FESTIVALS, AND ORGANIZATIONS.		
P1.1 Promote a monthly Island Farmers Market, once a private or non-profit champion initiates and takes leadership of the farmers market. Encouraging more produce vendors to participate.	Planning Commission; Town Council; Town Staff	Short-term
P1.2 Promote, support, and assist local organizations in coordinating Holiday Festivals and other community events.	Planning Commission; Town Council; Town Staff	Ongoing
P1.3 Support continued use and enhancement of the Island Club and its activities and offerings.	Town Council; Town Staff	Short-term
POPULATION POLICY 2: THE TOWN WILL ENCOURAGE VOLUNTEERISM FOR BOTH RESIDENTS AND NON-RESIDENTS.		
P2.1 Promote and encourage beach, park, bridge, causeway, and other natural resource cleanup days.	Planning Commission; Town Council; Staff	Short-term
P2.2 Promote the creation of a "Keep Sullivan's Island Beautiful" volunteer organization.	Planning Commission; Town Council; Staff	Short-term
P2.3 Create a volunteer activity calendar on the TOSI website.	Town Staff	Short-term
POPULATION POLICY 3: THE TOWN WILL MONITOR POPULATION AND DEMOGRAPHIC CHANGES.		
P3.1 Create a population/demographic fact page on the TOSI website. Annually update fact page with latest Census/ACS data. Provide links to other County and Regional data sites for additional information.	Town Staff	Short-term



HOUSING GOALS AND OBJECTIVES

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

HOUSING GOAL: <i>The Town will strive to maintain the low-density character of the community and promote local homeownership.</i>		
OBJECTIVES	RESPONSIBLE PARTIES	TIMEFRAME
HOUSING POLICY 1: THE TOWN WILL PROMOTE AND FOSTER SINGLE FAMILY DEVELOPMENT.		
H1.1 Maintain half-acre lot sizes and other complementary density regulations.	Planning Commission; Town Council; Town Staff	Ongoing
H1.2 Regulate short-term, Vacation Rental activity by maintaining regulatory restrictions that address the number of tenants, parking, permitted activities, licenses, etc.	Planning Commission; Town Council; Town Staff	Ongoing
H1.3 Preserve the diversity of housing styles by encouraging unique design and structure practices.	Town Council; Design Review Board	Ongoing
H1.4 Establish a task force to review zoning, administrative processes, and historical compatibility on Sullivan's Island. The goal will be to maintain a sense of place while being respectful of the Island's traditional mass, height, and scale within each neighborhood. An example of this would be to examine Form Based Codes.	Planning Commission; Town Council; Town Staff	Complete
H1.5 Conduct an evaluation of residential design guidelines to ensure consistency with the Island's open and informal character as it relates to landscape design, fences, site design, and other architectural elements.	Town Council; Town Administration; Planning Commission	Ongoing



HOUSING POLICY 2: THE TOWN WILL MONITOR THE NATIONAL FLOOD INSURANCE PROGRAM COMMUNITY RATING SYSTEM.

H2.1 Monitor changes in federal policy.	Town Staff	Ongoing
H2.2 Monitor and adjust the Flood Damage Prevention Ordinance as needed while being sensitive to historic structures and surrounding historic districts.	Town Staff	Ongoing

HOUSING POLICY 3: EXAMINE OPPORTUNITIES FOR WORKFORCE HOUSING.

H3.1 Create a Workforce Housing Committee.	Planning Commission; Town Staff	Short-term
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SEPTEMBER 2024
TOWN COUNCIL DRAFT



COMMUNITY FACILITIES GOALS AND OBJECTIVES

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

<i>Community Facilities Goal: Enhance essential Town government facilities and other community assets to meet the needs of current and future residents in order to maintain the Town's high quality of life.</i>		
OBJECTIVES	RESPONSIBLE PARTIES	TIMEFRAME
PARKS AND RECREATION - POLICY 1: THE TOWN WILL CONTINUE TO EXPLORE OPPORTUNITIES FOR UPGRADING AND EXPANDING PARKS, RECREATION, AND OPEN SPACES.		
CFI.1 Continue to pursue SCPRT and other similar grants to fund implementation of identified community facility improvements.	Town Administration; Town Council	Ongoing
CFI.2 Consider the following when identifying areas for expanding or improving recreational (active and passive) opportunities: <ul style="list-style-type: none"> × Accessibility to all citizens and visitors × Protecting the character of neighborhoods × Preserve natural resources × Cost effectiveness of improvements × Evaluate existing Town assets 	Town Administration; Town Council	Ongoing
CFI.3 Continue to support the development of Phase II of the Nature Trail.	Town Administration; Town Council	Short-term
CFI.4 Develop a plan for improvements to the Old Trolley Bridge Park.	Town Administration; Town Council	Short-term
CFI.5 Evaluate the need for a Comprehensive Parks and Recreation Master Plan and initiate if needed.	Town Administration	Short-to-Mid-term
CFI.6 Maintain the Town's entrance signage on Ben Sawyer Boulevard and Jasper Boulevard.	Town Administration; Town Council	Ongoing
CFI.7 Explore opportunities for public restroom facilities at targeted beach access points.	Town Administration; Town Council	Ongoing
CFI.8 Construct or otherwise create a community center for the island residents.	Town Administration; Town Council	Mid-term



WATER AND SEWER - POLICY 2: MAINTAIN A FUNCTIONING AND EFFICIENT WATER DISTRIBUTION AND WASTEWATER COLLECTION SYSTEMS.

CF2.1 Continue pursuing the various goals of the Water and Sewer Capital Improvement Program.	Water and Sewer Dept.; Town Council (W&S Committee)	Ongoing
CF2.2 Improve the resiliency of critical facilities at the wastewater treatment plant through facility upgrades and improvements.	Water and Sewer Dept.; Town Council (W&S Committee)	Completed December 2021
CF2.3 Continue pursuing repair of wastewater collection system to avoid I&I.	Water and Sewer Dept.; Town Council (W&S Committee)	Ongoing ¹
CF2.4 Evaluate the need and utilization of advanced meter reading technologies to enhance consumer access to water usage information.	Water and Sewer Dept.; Town Council (W&S Committee)	Short-term 2022-2027 CIP
CF2.5 Explore rate structures that reflect water infrastructure and foster conservation.	Water and Sewer Dept.; Town Council (W&S Committee)	Short-term
CF2.6 Protect our groundwater rights by retrofitting and maintaining the two deep water wells on the island, increasing the resiliency of the water system in an emergency situation.	Water and Sewer Dept.; Town Council (W&S Committee)	Mid-term

PUBLIC SERVICES - POLICY 3: CONTINUE TO PROVIDE QUALITY PUBLIC SERVICES TO RESIDENTS TO PRESERVE AND ENHANCE THE TOWN'S HIGH QUALITY OF LIFE.

CF3.1 Support and improve the local public safety and emergency response personnel by ensuring appropriate staffing levels, funding, training, and equipment.	Police and Fire Depts; Town Administration; Town Council	Ongoing
CF3.2 Continuously update the Town's website with important dates, events, and emergency information to keep residents informed and educated.	Town Administration	Ongoing
CF3.3 Reconstruction of Fire Station	Town Administration; Town Council	Completed
CF3.4 Construct a new Public Works building.	Town Administration; Town Council	Short-term

1. Phase II I&I Reduction Project completed Spring 2020



PUBLIC POLICY - POLICY 4: CONTINUE TO MAINTAIN AND SUPPORT CURRENT PARTNERSHIPS WITH OTHER GOVERNMENTAL AND PRIVATE ENTITIES THAT PROVIDE SERVICES TO THE COMMUNITY.

CF4.1 Continue to employ and further explore innovative approaches to shared services through intergovernmental mutual aid and automatic aid agreements and pursue service excellence through technological advances.	Administration; Town Council	Ongoing
CF4.2 Coordinate with Charleston County School District (CCSD) and Charleston County Public Library (CCPL) to ensure continued operation of their respective educational facilities and services.	Administration; Town Council	Ongoing
CF4.3 Partner with Charleston County Parks and Recreation Commission (CCPRC) and the US NPS to ensure the safety of residents and visitors.	Administration; Town Council	Ongoing
CF4.4 Continue to support projects and initiatives for burying utility powerlines where economically feasible.	Administration; Town Council	Mid-term

SEPTEMBER 2024
TOWN COUNCIL DRAFT



CULTURAL RESOURCES GOALS AND OBJECTIVES

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: <i>The Town will continue to focus its efforts on protecting sites that are significant to the Town's history, uniqueness and natural beauty.</i>		
OBJECTIVES	RESPONSIBLE PARTIES	TIMEFRAME
CULTURAL RESOURCES POLICY 1: THE TOWN WILL CONTINUE TO STRIVE TO PROTECT HISTORIC RESOURCES (SITES, STRUCTURES, ARCHEOLOGICAL FEATURES).		
CRI.1 Identify the property owners of important sites and structures and encourage them to place deed restrictions on those properties, thus protecting these sites for future generations.	Town Administration	Ongoing
CRI.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
CRI.3 Continue to support Design Review Board oversight of the historic overlay districts and individual historic structures and, through Town ordinances, protect historic properties on the Island. Continue efforts, where appropriate, for the inclusion of historical properties on the National Register of Historic Sites.	Town Administration	Ongoing
CRI.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
CRI.5 The Town should make such efforts using best management practices and within its scope of responsibilities to protect and preserve scenic/historical sites and view corridors such as Breach Inlet, "The Mound," Cove Inlet, Battery Logan, Station 26 landing, the old dump site at Station 19 and wherever view corridors are available from public rights-of-way.	Town Administration	Ongoing



CR1.6 The Town should continue to support the preservation and historical records of the historic cemeteries on the Island. Island cemeteries should be researched and the grounds should continue to be maintained and protected.	Town Administration	Ongoing
CR1.7 The Town should continue membership of Certified Local Government Program through the State Historic Preservation Office (SHPO).	Town Administration	Ongoing
CR1.8 Continue applying zoning standards and SIS guidelines when elevating historic structures and adding additions.	Town Administration	Ongoing
CR1.9 Consider updating historic surveys for all properties not protected by the Historic Preservation Overlay District. Continue evaluating whether these properties embody a distinguishing character, time period and architecture, which could lead to historic designation.	Town Administration; Design Review Board	Underway
CR1.10 Create a program to identify and distinguish historic properties.	Town Administration; Town Council	Underway
CR1.11 Create interpretive signage to acknowledge and share information about historically significant sites on the Island.	Town Administration; Town Council	Underway
CULTURAL RESOURCES POLICY 2: ENCOURAGE THE PRESERVATION AND RESTORATION OF ALL ISLAND BATTERIES, INCLUDING BATTERIES CAPRON AND BUTLER.		
CR2.1 Support such groups as the Battery Gadsden Cultural Center, Friends of Battery Logan, 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
CULTURAL RESOURCES POLICY 3: CONTINUE THE MUTUALLY BENEFICIAL AND SUPPORTING RELATIONSHIPS WITH THE UNITED STATES NATIONAL PARK SERVICE, FORT MOULTRIE.		
CR3.1 The Town should work to maintain a strong mutually cooperative bond with Fort Moultrie in support of activities such as Carolina Day and various other events conducted by the Park Administration.	Town Administration	Ongoing



ECONOMIC GOALS AND OBJECTIVES

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

ECONOMIC GOAL: <i>Preserve the business district size, scale, and local atmosphere.</i>		
OBJECTIVES	RESPONSIBLE PARTIES	TIMEFRAME
ECONOMIC POLICY 1: THROUGH LAND USE AND ZONING REGULATIONS, MONITOR EXISTING AND FUTURE BUSINESS USES.		
E1.1 Maintain zoning regulations that preserve the character and do not change the fabric of the district.	Planning Commission; Town Council; Town Staff	Ongoing
E1.2 Review and amend (if needed) commercial design guidelines within the Commercial District. Monitor and regulate design through the Design Review Board.	Planning Commission; Town Council; Town Staff; Design Review Board	Ongoing
ECONOMIC POLICY 2: REVISIT THE COMMUNITY COMMERCIAL DISTRICT MASTER PLAN		
E2.1 Update the Community Commercial District Master Plan when needed. Following the Stith Park Master Plan, make sure both plans are complementary to one another.	Town Staff	Short- & Long-term
E2.2 Re-evaluate parking within the Commercial District.	Town Staff	Ongoing



ECONOMIC POLICY 3: MONITOR THE RANGE OF ECONOMIC OPPORTUNITIES WITHIN THE TOWN TO CONTINUOUSLY MEET THE NEEDS OF THE LOCAL AND VISITING POPULATION.

E3.1 Support private and public investment in the local historic, cultural, and natural resources as a driver for economic development.	Town Staff	Ongoing
E3.2 Review ACS, Census, and Business license data annually and monitor changes in home occupations.	Town Staff	Ongoing
E3.3 Encourage service-based businesses that provide daily services to residents rather than tourists and visitors	Town Staff	Ongoing
E3.4 Invest in community-wide streetscaping, local art, murals, sidewalk art, and other assets to enhance pedestrian activity and the Town's unique sense of place.	Town Staff	Ongoing

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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: <i>Ensure the transportation needs of those who live, work and play on Sullivan's Island are met.</i>		
OBJECTIVES	RESPONSIBLE PARTIES	TIMEFRAME
TRANSPORTATION POLICY 1: THE TOWN WILL CONTINUE TO KEEP PROCESSES IN PLACE THAT ENSURE SULLIVAN'S ISLAND RECEIVES ITS FAIR SHARE OF FEDERAL, STATE AND COUNTY FUNDING TO ENHANCE THE ROADWAY AND PEDESTRIAN SYSTEMS		
T1.1 Continue exploration of federal, state and local funding opportunities to enhance Sullivan's Island's transportation network	Town Administration	Ongoing
T1.2 Coordinate with SCDOT and pursue funding through all funding sources, such as the Charleston County Transportation Committee (CTC) or other repaving or maintenance funding sources	Town Council; Town Administration	Ongoing
TRANSPORTATION POLICY 2: SUPPORT AND PROMOTE COMMUNITY BICYCLE AND PEDESTRIAN EFFORTS TO PROMOTE SAFETY AND ACCESS FOR BOTH RESIDENTS AND VISITORS		
T2.1 Create a Bicycle/Pedestrian Advisory Committee.	Town Administration	Ongoing
T2.2 Continue to support the needs of the East Coast Greenway and Battery 2 Beach trail systems.	Town Staff	Ongoing
T2.3 Look for ways to improve pedestrian connectivity along Middle Street, especially the south side	Town Administration	Ongoing
T2.4 Continue to explore the establishment of new pedestrian connectivity opportunities and cross-walks island-wide. Particularly neighborhoods on the northeastern side crossing Jasper Boulevard and Middle Street to access the beach, parks and St. Elementary School.	Town Administration	Ongoing



T2.5 Seek grants and resources to establish safe routes for students attending Sullivan's Island Elementary School.	Town Administration; Town Council	Short-term
T2.6 When available, seek funding and opportunities to provide additional handicap parking spaces and improve beach path approaches.	Town Administration	Ongoing
TRANSPORTATION POLICY 3: DEVELOP A COMMUNITY-WIDE EDUCATION PROGRAM REGARDING THE RULES AND REGULATIONS FOR OPERATING GOLF CARTS OR LOW SPEED VEHICLES (LSV) ON TOWN STREETS.		
T3.1 Collect all applicable state and Town regulations regarding the operation of golf carts and LSV.	Town Administration	Short-term
T3.2 Distribute printed copies of rules and regulations and post these on the TOSI website	Town Administration	Short-term
T3.3 Enforce the rules and regulations regarding golf cart usage and other small motorized vehicles, such as electric bikes and electric skateboards.	Town Staff; Law Enforcement	Ongoing
TRANSPORTATION POLICY 4: CONTINUE TO IMPROVE ROADWAYS ON THE ISLAND		
T4.1 Implement plans, as funding is available, for street tree planting, as well as pursuing a commitment from utility companies to place all utility lines underground with decorative, environmentally sensitive lamp posts replacing the streetlights currently on the poles.	Town Council; Town Administration	Long-term
T4.2 Work with DOT to improve Island wide signage and better direction for visitors.	Town Administration	Ongoing
TRANSPORTATION POLICY 5: CONTINUE PARTICIPATION IN ALL OPPORTUNITIES FOR PUBLIC TRANSPORTATION		
T5.1 Remain active in CARTA	Town Council	Ongoing



TRANSPORTATION POLICY 6: ADDRESS COMMUNITY PARKING NEEDS

T6.1 Examine parking management solutions for Middle Street for the entire community Commercial District	Town Administration	Ongoing
T6.2 Restripe parking lines within the Commercial District	Town Administration	Short-term
T6.3 Ensure ADA compliance with all parking facilities on the island	Town Administration	Ongoing
T6.4 Revisit parking management plan and streetcaping for Commercial District and Middle Street.	Town Council; Town Administration	Mid-term

TRANSPORTATION POLICY 7: FUTURE TRANSPORTATION ISSUES

T7.1 Assess and create policies for Uber/Lyft transportation services (i.e. specific drop-off/pickup locations that do not impede traffic)	Town Administration	Short-term
T7.2 Monitor advancing technologies such as Connected/Autonomous Vehicles (CAVs).	Town Administration	Long-term
T7.3 Continue evaluating signage and landscaping improvements islandwide.	Town Administration	Long-term



LAND USE GOALS AND OBJECTIVES

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

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



LAND USE POLICY 3: BALANCE THE VIABILITY OF THE COMMERCIAL DISTRICT WITH THE RESIDENTIAL NATURE OF THE ISLAND.

LU3.1 Consider implementing a process to update the Commercial District Master Plan.

Town Council; Town Administration;
Planning Commission

Ongoing

LAND USE POLICY 4: DISCOURAGE LOSS OF HISTORIC COMMERCIAL STRUCTURES NOT LOCATED WITHIN THE COMMERCIAL DISTRICT DUE TO INABILITY TO USE THE STRUCTURES BECAUSE OF ZONING RESTRICTIONS AND MAINTENANCE REQUIREMENTS.

LU4.1 Investigate methods to allow and encourage adaptive reuse of military era structures island-wide.

Town Council; Town Administration;
Planning Commission

Ongoing

LAND USE POLICY 5: ENHANCE AND INCREASE PUBLIC AND PROTECTED OPEN SPACE WHENEVER POSSIBLE.

LU5.1 Encourage the transformation of Town-owned property into public protected open space.

Town Council; Town Administration

Ongoing

LU5.2 Investigate protection, such as a conservation easement, on the designated conservation recreation space.

Town Council; Town Administration

Ongoing

LU5.3 Encourage public use of Town owned properties by establishing passive use corridors and other measures that allow the public to feel safe and enjoy the lands and expansive views from these public properties.

Town Administration; Town Staff

Short-term

LU5.4 Improve and maintain the existing public dock for crabbing and other water-related activities within the Conservation and Recreation Land Use areas.

Town Administration; Town Staff

Short-term

LAND USE POLICY 6: ADDRESS NEIGHBORHOOD AND COMMUNITY DESIGN CONCERNS REGARDING SENSE OF PLACE ON THE ISLAND.

LU6.1 Establish a task force that will revise land use regulations by review of the existing Zoning Ordinance to ensure that future construction is respectful of the Island's traditional mass, height, scale, proportionality to lot size, neighborhood compatibility, and historic resources.

Town Council; Planning Commission

Ongoing

LU6.2 Conduct an evaluation of residential design guidelines to ensure consistency with the Island's open and informal character as it relates to landscape design, fences, site design, and other architectural elements.

Town Council; Town Administration;
Planning Commission

Ongoing



NATURAL RESOURCE GOALS AND OBJECTIVES

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

NATURAL RESOURCES GOAL: <i>Retain and preserve all of the Island's natural resources including open-spaces, dunes and dune vegetation, maritime forests, tree canopy, wetlands, and native wildlife of front and back beaches through best management practices and public services.</i>		
OBJECTIVES	RESPONSIBLE PARTIES	TIMEFRAME
NATURAL RESOURCES POLICY 1: THE TOWN WILL ENSURE LOCAL ORDINANCES, ADMINISTRATIVE POLICIES AND PLANS PRESERVE THESE NATURAL RESOURCES.		
NR1.1: Identify existing public accesses needing constructed walkovers that include appropriate access and parking for handicapped visitors. Pursue funding through gifts and grants to construct and maintain beach accesses.	Town Administration; Town Council	Ongoing
NR1.2 Inventory and evaluate each beach access to determine ways to limit damage and mitigate environmental impacts.	Town Administration; Town Council	Ongoing
NR1.3 Create and budget for a maintenance cycle to keep the beach accesses well maintained and useable.	Town Administration; Town Council	Underway
NR1.4 Town should install and maintain sufficient and appropriate signs at beach accesses to inform visitors of ordinances that protect natural dunes and beach resources	Town Administration; Town Council	Ongoing
NR1.5 Continue to provide for adequate animal waste, reuse and recycling resources at beach access paths. Encourage citizen volunteer groups and private litter management programs for all public spaces.	Town Administration; Town Council	Ongoing
NR1.6 Update and incorporate into the Town's Beachfront Management Plan a program to stabilize, maintain the dunes. Enforce ordinances pertaining to walking or climbing on the dunes.	Town Administration; Town Council	Ongoing
NR1.7 Enforce and strengthen existing ordinances and utilize state laws against illegal cutting in the maritime forest,	Town Administration; Town Council	Ongoing



NATURAL RESOURCES POLICY 2: THE TOWN RECOGNIZES THE NEED TO PROTECT THE AREAS OF THE ISLAND VULNERABLE TO FLOODING AND EROSION THAT MAY JEOPARDIZE PUBLIC INFRASTRUCTURE AND PRIVATE PROPERTY.

NR2.1 Identify and pursue funding sources, including but not limited to public and private grants	Town Administration; Town Council	Ongoing
NR2.2 Determine if “best practices” to control erosion are being utilized and, if not, seek to have best practices identified and implemented	Planning Commission; Town Council	Short-term
NR2.3 Seek methods to mitigate the erosion problems in the Island’s most vulnerable areas.	Town Council	Ongoing
NR2.4 Collaborate with SCDOT, Charleston County, and DES Bureau of Coastal Management (BCM) to establish and improve stormwater drainage improvements island-wide and improvements of all marsh outfalls. Where appropriate, use Town staff to facilitate and implement all improvement projects.	Town Council; Town Administration	Underway

NATURAL RESOURCES POLICY 3: THE TOWN WILL IDENTIFY AND IMPLEMENT STRATEGIES THAT CREATE AND ENHANCE GREEN SPACES AND PASSIVE PARKS WITHIN THE COMMUNITY.

NR3.1 Complete the Sullivan’s Island Accreted Land Management Plan with the broadest possible community participation and input, as an integral part of the Town’s resiliency plan.	Town Council; Town Administration	Ongoing
NR3.2 Consider other opportunities for “pocket” parks, scenic overlooks and other passive recreational areas. Preserve public access to open-spaces and public lands community-wide.	Town Council; Town Administration	Ongoing
NR3.3 Continue to encourage conservation easements to protect open space on the Island and continue to encourage conservation easement structures as part of the Island’s policy of retreat from beachfront development.	Town Council; Town Administration	Ongoing



NATURAL RESOURCES POLICY 4: ENCOURAGE THE USE OF NATIVE VEGETATION AND PROTECTION OF EXISTING TREES ON PUBLIC AND PRIVATE PROPERTY.

NR4.1 Maintain existing ordinances to maximize the opportunities for the use of native vegetation.	Tree Commission; Town Council; Town Administration	Ongoing
NR4.2 Continue to set an example by planting native plants in public areas.	Planning Commission; Town Council	Ongoing
NR4.3 Review and update, as required, the existing tree protection ordinance.	Tree Commission; Town Council; Town Administration	Ongoing
NR4.4 Consider adopting policies and programs to keep the Tree City USA designation	Tree Commission; Town Council; Administration	Ongoing
NR4.5 Support and expand the activities and offerings for the Town's Arbor Day celebration.	Tree Commission; Town Administration; Town Council	Short- & Mid-term
NR4.6 Develop a plan to reduce invasive species to manageable levels in the maritime forest and across the island.	Tree Commission; Town Council; Town Administration	Short- & Mid-term

NATURAL RESOURCES POLICY 5: CONTINUE TO RECOGNIZE THAT THE MARSHES, BEACHES AND WATERWAYS ON AND ADJACENT TO THE ISLAND ARE CRITICAL HABITATS THAT REQUIRE SPECIAL PROTECTION

NR5.1 Continue supporting efforts to protect these areas, not only for the wildlife habitat that exists there but also for the enjoyment and safety of the residents of the Town.	Town Council	Short-term
NR5.2 Continue to participate in the ocean and marsh water quality monitoring programs.	Town Council	Short-term
NR5.3 Continue partnership with Charleston County to ensure full compliance with NPDES Phase II requirements and take any other steps necessary for timely permitting of stormwater systems.	Town Council; Town Administration	Ongoing
NR5.4 Continue to encourage the use of pervious surfaces with all public and private development.	Town Council; Town Administration	Ongoing
NR5.5 Evaluate and maintain zoning regulations that limit the amount of impervious surface coverage for development and protect adjacent properties from surface stormwater runoff.	Town Council; Town Administration	Ongoing



NATURAL RESOURCES POLICY 6: THE TOWN RECOGNIZES THAT SULLIVAN'S ISLAND IS A MAJOR NESTING AND HATCHING SITE FOR MIGRATORY SEA TURTLES AND BIRDS, AND THUS SPECIAL PROTECTION EFFORTS ARE REQUIRED.

NR6.1 The Town will continue to enforce existing ordinances that will support the protection of seasonal turtle and bird habitats.	Town Council	Short-term
NR6.2 Encourage and support community participation to protect turtle and seabird habitats.	Planning Commission; Town Council	Mid-term
NR6.3 Continue to manage the coyote population to protect native species from this potentially lethal threat and to maintain a safe atmosphere for enjoying the natural environment.	Town Council; Town Administration	Ongoing

NATURAL RESOURCES POLICY 7: MONITOR SILTING IN THE WATERWAYS ON OR ADJACENT TO THE ISLAND AND DETERMINE WHAT, IF ANY, ACTIONS SHOULD BE TAKEN TO PRESERVE THE WATERWAYS AND ENCOURAGE ADEQUATE DRAINAGE OF THE ISLAND-WIDE STORMWATER SYSTEM.

NR7.1 Recognize strategies for maintaining drainage into the marsh and creek waterways while preserving this area as a vital habitat for birds and other marine life.	Town Council; Town Administration	Ongoing
NR7.2 Explore potential grants and other funding options to accomplish regular, reliable, effective dredging of the Intracoastal Waterway, Cove Creek and other waterway areas.	Town Council; Town Administration	Ongoing



RESILIENCY AND SEA LEVEL RISE GOALS AND OBJECTIVES

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

RESILIENCY & SLR GOAL: <i>Identify initiatives that will improve the Town's ability to withstand the effects of sea level rise, resulting in more frequent tidal flooding, storm surge, and other flooding events.</i>		
OBJECTIVES	RESPONSIBLE PARTIES	TIMEFRAME
RESILIENCY AND SLR POLICY 1: ESTABLISH STORMWATER MANAGEMENT SYSTEMS TO REDUCE AND ADAPT TO THE EFFECTS OF SEA LEVEL RISE (SLR): STORM EVENTS, KING TIDES AND OTHER REGULAR FLOODING EVENTS. ENSURE PUBLIC SAFETY GIVEN FLOODING AND STORM SURGE POTENTIAL.		
R1.1 Coordinate with the Charleston Resilience Network, DES-BCM, the City of Charleston, Sea Grant Consortium, NOAA, SCOR, and other public and private organizations to consider policies that encourage resiliency towards the impacts of flooding, storm surge and high water.	Town Council; Town Administration	Ongoing
R1.2 Continue participation in FEMA's Community Rating System (CRS) to reduce flood risk on Sullivan's Island and decrease flood insurance costs.	Town Council; Town Administration	Ongoing
R1.3 Develop a comprehensive sea level rise adaptation strategy that explains high water and storm surge impacts and identifies goals, needs, and strategies to ensure Sullivan's Island is resilient to flooding, storm surge and high-water impacts in the future.	Town Council; Town Administration	Ongoing
R1.4 Ensure that all SLR adaptation strategies and any future resilience and SLR adaptation plans corresponds with all state and county plans. Ensure goals and strategies are updated and tracked to improve eligibility for state and federal grant opportunities.	Town Council; Town Administration	Ongoing
R1.5 Complete the Accreted Land Management Plan as an integral part of the Town's comprehensive SLR and resiliency strategy.	Town Council; Town Administration	Ongoing



R1.6 Develop a comprehensive stormwater master plan to identify problem areas, consider solutions, and create a list of implementable projects to improve the conveyance of stormwater from private properties to the outfalls on the back of the island.	Town Council; Town Administration	Underway
R1.7 Enforce and enhance existing local ordinances and state laws, including non-conversion agreements, new development stormwater plans, and illegal cutting.	Town Council; Town Administration	Ongoing
EMERGENCY PREPAREDNESS - POLICY 2: ENHANCE THE EXISTING COMMUNITY-WIDE EMERGENCY REACTION TRAINING PROGRAM AND COMMUNICATION SYSTEM.		
R2.1 Prepare and host appropriate informational sessions for community residents, providing particular focus on new coastal residents.	Town Council; Town Administration	Ongoing
R2.2 Assist vulnerable members of the Island's population during emergency situations. Ensure an up-to-date list is maintained for outreach.	Town Council; Town Administration	Ongoing
R2.3 Continue to improve community-wide system of notification in case of emergency situations (consider all forms of mobile technology).	Town Council; Town Administration	Ongoing
R2.4 Ensure emergency preparedness protocols correspond with community resiliency goals and objectives.	Town Administration; Town Council	Ongoing
R2.5 Ensure emergency alerts correspond with the Town's website and written notices.	Town Administration	Ongoing
R2.6 Continue to coordinate with Charleston County, SCDOT, DES, SCEMD, and other agencies in providing a safe and efficient response in the event of an emergency.	Town Staff; Town Administration	Ongoing



STORMWATER MANAGEMENT - POLICY 3: CONTINUE TO COORDINATE WITH CHARLESTON COUNTY AND SCDOT IN THE MAINTENANCE OF AND IMPROVEMENTS TO STORMWATER INFRASTRUCTURE.

R3.1 Add a stormwater Resource page on the TOSI website to provide residents with additional information and education regarding stormwater.	Town Staff	Ongoing
R3.2 Continue to advocate for improvements to the state-owned and maintained stormwater infrastructure.	Town Staff; Town Administration	Ongoing
R3.3 Complete mapping and prioritization of drainage system improvements being funded by APRA and SCIP programs.	Town Staff; Town Administration	Ongoing

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SULLIVAN'S ISLAND COMPREHENSIVE PLAN 2024 5-YEAR REVIEW

Adopted Month XX, 2024



BERKELEY-CHARLESTON-DORCHESTER
COUNCIL OF GOVERNMENTS