APPENDIX A
MAPS
Summary of Public Input

POTENTIAL AREAS FOR REVITALIZATION & REDEVELOPMENT IDENTIFIED

- Area needs revitalization and stabilization – over 40 abandoned buildings and crime along railroad tracks
- Charleston
- Jacksonville Road streetscape improvements; incubator; proposed maritime institute; use green space and parks to reconnect neighborhoods and create walkable pedestrian orientation access
- Residential revitalization, including recreation and affordable
- Economic redevelopment of naval base; make more porous/accessible to community; uncertainty of rail yard
- Bring back vitality to Reynolds Avenue corridor; create business and economic incubators
- Redevelopment of Shipwatch Square; create business and economic incubators; need local uses such as grocery store, shopping center, library, post office
- Revitalization and business retention
- Focus on neighborhood commercial to serve surrounding
- Focus on revitalization, especially commercial on Rivers Avenue frontage

AREAS OF OPPORTUNITY (O) & CONCERN (C) IDENTIFIED

1. Hampton Park (O)
2. Develop new community center at the old paper company site (O)
3. Need new community meeting space south of Calhoun Street (C)
4. Romney/Morrison (C)
5. Develop community park for children, area floods and needs rain-proofing (O)
6. Create water access for community along Shipyard Creek; fishing and crabbing areas (O)
7. Existing marina; potential ferry service along river (O)
8. Restore shoreline/wetlands to protect from floods (C)
9. Magnolia development (O)
10. Restore shoreline/wetlands to protect from floods (O)
11. Create park and trail opportunities along water (O)
12. Union Heights, Windsor, and Howard Heights neighborhoods (O/C)
13. Existing marina (O)
14. Create water access for community (O)
15. Restore shoreline/wetlands to protect from floods (C)
16. Air pollution due to increased traffic on interstate (C)
17. Compatibility of industrial uses adjacent to residential zoning (C)
18. Clemson Wind Turbine facility (O)
19. Need to create green spaces for community (O)
20. Chicora and Cherokee neighborhoods (O/C)
21. Need lighting in this area – unsafe conditions; clean up brownfields (O)
22. Accabee neighborhood (O/C)
23. Create water access for community (O)
24. Conflicts between neighborhoods and industrial uses (C)
25. Ugly overhead power lines (C)
26. Jenkins Orphanage – historic landmark (O)
27. Restore shoreline/wetlands to protect from floods (C)
28. Jersey Point neighborhood (C)
29. Arts School (O/C)
30. Charleston County Public Services building (O)
31. Ferndale neighborhood (O/C)
32. Charleston County Public Services building (O)
33. Magnolia cemetery (O)
34. Five Mile neighborhood (O/C)
35. Take S-Line out of service (C)
36. Noise, Air Quality, Safety or Visual concerns (O)
37. Rural roads pose significant barriers (roads, pedestrians, etc...) (C)
38. Train line abandonment (C)
39. Buffering needs identified
40. Existing Schools - Colleges
41. Existing Schools - Public
42. Existing Schools - Private
43. Buffering needs identified
44. Train line abandonment identified

LEGEND
- Existing Parks
- Wetlands
- Desired Sidewalk & Bike Path Improvements Identified
- Desired Connectivity Identified
- Connectivity Barriers Identified
- Potential Redevelopment Areas Identified
- Areas Identified as Isolated
- Potential Transit Connection Identified
- Community Focal Point Identified
- Desired Natural Area Restoration Identified
- Existing Recreation Identified
- Potential Recreation Opportunities Identified
- Noise, Air Quality, Safety or Visual Concerns Identified
- Existing Schools - Colleges
- Existing Schools - Public
- Existing Schools - Private
- Buffering Needs Identified

NOTE: This map is a summary of the input received from participants at the May 19, 2011 Community Forum held in the Military Magnet School in North Charleston. The input was in response to exercises that asked participants to envision issues, opportunities and concerns for the long term planning for the Charleston Neck study area.
Vision Elements Synthesis
Master Plan Framework

Legend:
- Existing Parks
- Existing Wetlands
- Catalyst Sites
- Urban Green Connection
- Natural Green Connection
- Green Spine
- Major Circulation Network
- Major Transit Nodes
Spruill Road @ Baxter St: Addition of enhanced pedestrian crossings. This intersection will link a passive park space with the active recreational facilities proposed for the Chicora tank farm site and the Military Magnet School.

Spruill Road @ Stromboli Ave: Addition of enhanced pedestrian crossing. This is a key mixed use intersection that links the Stromboli Corridor community uses to the west with a trail accessing the Cooper River and marina site.

Spruill Road Enhancements: This major bicyclist route is envisioned as consisting of a shared use path complemented by signature on-road facilities and an enhanced pedestrian environment that would provide for increased comfort and safer travel along the corridor.

Spruill Road @ Reynolds Ave: Proposed typical section; rail on east side of road will be converted to multi-use trail.

Spruill Road @ Norwood St: Proposed typical section; sidewalk widened and brought to street to accommodate existing businesses that front Spruill Ave.

Spruill Road @ Hampton Ave: Proposed typical section; conversion from existing four-lane roadway with continuous turn lane to two lane roadway with continuous turn lane and buffered bike lanes and sidewalks on each side.

Spruill Road Buffered Bike Lane: Makes movement easier for both bicyclists and vehicles. It is a more comfortable riding environment for bicyclists who do not prefer to ride adjacent to traffic.

Spruill Road @ Stromboli Ave: Proposed typical section; rail on east side of road will be converted to multi-use trail.
KEY IDEAS
A. Develop a Creative Corridor along Meeting Street
B. Create a New Gateway Entrance into Charleston Along Morrison Drive
C. Redevelopment Outdated Shopping Centers along King Street
D. Redesign Mt. Pleasant Street/Meeting Street Intersection
E. Develop Vacant Parcels to Complete Street Face in the Area
F. Buffer Industrial Uses from Other Development in the Area
G. Establish a Shared Use Path under Elevated Sections of I-26
KEY IDEAS
A. Revitalize Shipwatch Square as a Community Focal Point
B. Establish Grocery and Drug Store Catalyst Sites in Shipwatch Square
C. Provide a Variety of Transit Options in the Area
D. Define Neighborhood Parks and Gathering Spaces in the Area
E. Develop a Community Core with Neighborhood Oriented Uses
F. Create Enhanced Pedestrian Connections from Stromboli to Neighborhoods
G. Establish New Recreation Opportunities and Outdoor Event Spaces in the Area
**North Charleston**
**Olde North Charleston & Amtrak**

**KEY IDEAS**
A. Adaptive Use the Historic Amtrak Station Building
B. Establish Community Spaces Adjacent to Amtrak Station Building
C. Create Enhanced Pedestrian Connections to Adjacent Neighborhoods
D. Provide Community Access to the Cooper River
E. Develop Vacant Parcels in the Area to Complete Street Face
F. Reinforce Existing Uses in Olde North Charleston Downtown through Infill Development
G. Separate Freight and Local Traffic on Virginia Avenue

Legend:
- Multimodal Emphasis Corridor
- Transit Emphasis Corridor
- Light Rail/Bus Rapid Transit
- Bicycle/Pedestrian Spine
- Freight Emphasis Corridor
- Complete Street
- Interstate Highway
- Commuter Rail
- Local Bus Service
- Commuter Rail Station
- Station/Stop
- Light Rail/Bus Rapid Transit
- Airport
- Amtrak/Intermodal Hub
- Seaport
- Parks/Open Space
- Natural Areas/Wetlands
KEY IDEAS
A. Create New Multimodal Street Corridor
B. Realign Montague Avenue as a New Connector Route
C. Provide Multiple Transportation Options
D. Redesign Rivers Avenue/Montague Avenue Intersection
E. Establish Mixed Use Activity Centers
F. Establish Appropriate Scale and Transition for New Development
G. Phase In New Development and Structured Parking Decks to Replace Surface Parking Lots
South of Mount Pleasant
Intermediate Term Plan
North of Mount Pleasant
Intermediate Term Plan

LEGEND
- Retail
- Mixed Use
- Light Industrial / Commercial
- Office
- Civic
- Live/Work
- Apartments
- Townhouses
- Single Family Residential
- Existing Buildings
- Parks
- BRT/LRT Stop
Stromboli
Intermediate Term Plan

LEGEND
- Mixed Use
- Civic
- Live/Work
- Townhouses
- Single Family Residential
- Existing Buildings
- Parks
- BRT / LRT Stop
Shipwatch Square
Intermediate Term Plan

LEGEND
- Retail
- Mixed Use
- Apartments
- Townhouses
- Garages
- Existing Buildings
- Parks
- BRT / LRT Stop
Olde North Charleston
Short Term Plan
Olde North Charleston
Intermediate Term Plan

Legend:
- Retail
- Mixed Use
- Apartments
- Townhouses
- Parking Structure
- Existing Buildings
- Parks
- BRT / LRT Stop
Amtrak
Intermodal Site Option
Mall Drive Area
Intermediate Term Plan
Convention Center
Intermediate Term Plan
Gateway Connectivity
Long Term

NEW BRIDGE TO BE BUILT ACROSS I-26

NEW BRIDGE TO BE BUILT ACROSS 526

LEGEND
- Proposed Transit Station
- Proposed Bus Route
- Proposed Shuttle Route
- Proposed BCDCOG Transportation Improvement Program Project
- Other Proposed New or Improved Roads
- 1/4 Mile Walk Radius
Buffer Treatments

Legend:
- Existing Parks
- Existing Wetlands
- Visual Buffer Recommended
Recommended Road Improvements
Dorchester Road Corridor
Recommended Road Improvements

Interchange improvements; ramp curves
Transit pull-out
Turning radius & signal timing
Transit pull-outs
Interchange replacement
Signal timing for turning signal
Crossings for school
Intersection improvements
Intersection realignment, signage

Continuous (unarrowed)
Pavement conditions & striping for trucks & bikes / pedestrians
Rem striping for trucks, transit & bikes
Curves, pavement conditions
Pavement conditions, striping to 12 ft. lanes

Legend:
Through Route
Regional Arterial Stem
Local Connection to freight intensive activity center
Local Connection to non-freight activity center
Proposed BCDCOG Transportation Improvements Program
Point Improvement Recommended
Continuous Improvement Recommended

Map of Dorchester Road Corridor with recommended road improvements marked.

- Rivers Ave
- Meeting St
- Dorchester Rd
- Leeds Ave
- Azalea Dr

Scale: 1 mile = 1,200 feet
Legend:
- Through Route
- Regional Arterial Stem
- Local Connection to freight intensive activity center
- Local Connection to non-freight activity center
- Proposed BCDCOG Transportation Improvements Program
- Point Improvement Recommended
- Continuous Improvement Recommended

Map details showing the recommended road improvements along Dorchester Road.
**Cosgrove Avenue Corridor Recommended Road Improvements**

**Key Points**
- Intersection turning radius
- Intersection turning radius & signal timing
- Interchange replacement

**Legend**
- Through Route
- Regional Arterial Stem
- Local Connection to freight intensive activity center
- Local Connection to non-freight activity center
- Proposed BCDCOG Transportation Improvements Program

**Recommended Road Improvements**

1. Rivers Ave
2. Meeting St
3. Dorchester Rd
4. Spruill Ave
5. Cosgrove Ave
6. McMillan Ave
7. Azalea Dr

**Scale**
- 0 600 1,200 2,400 Feet

**Note:**
- Map highlights specific road segments and improvements recommended for the Cosgrove Avenue Corridor.
Virginia Avenue Corridor Recommended Road Improvements

Legend:
- Through Route
- Regional Arterial Stem
- Local Connection to freight intensive activity center
- Local Connection to non-freight activity center
- Proposed BCDCOG Transportation Improvements Program
- Point Improvement Recommended
- Continuous Improvement Recommended

Points of Interest:
- Bridge replacement at Noisette Creek
- Improve connections to Navy Yard

Improvements:
- Virginia Avenue Corridor
- Spruill Ave
- E Montague Ave
- Virginia Avenue

Scale:
- Feet (0, 600, 1,200, 2,400)
- Miles (257, 257)

1. Bridge replacement at Noisette Creek
2. Improve connections to Navy Yard

Legend:
- Through Route
- Regional Arterial Stem
- Local Connection to freight intensive activity center
- Local Connection to non-freight activity center
- Proposed BCDCOG Transportation Improvements Program
- Point Improvement Recommended
- Continuous Improvement Recommended
US 52 / 78 Corridor
Recommended Road Improvements

Improvement Key
- Continuous Improvement
- Point Improvement

1. Improve curves, pavement condition
2. Intersection redesign, signal timing
3. Provide alternative connection to Rivers & Meeting St
4. Realignment of intersection
5. Improve I-26 ramps
6. Redesign for freight turns

Continuous Improvement
A. Restripe for trucks & transit
B. Restripe to narrow lanes
C. Restripe & restripe for all modes
D. Restripe to narrow lanes
E. Restripe to narrow lanes
F. Restripe, restripe, add curb & gutter

Point Improvement
A. Improve curves, pavement condition
B. Intersection redesign, signal timing
C. Provide alternative connection to Rivers & Meeting St
D. Realignment of intersection
E. Improve I-26 ramps
F. Redesign for freight turns

Legend:
- Through Route
- Regional Arterial Stem
- Local Connection to freight intensive activity center
- Local Connection to non-freight activity center
- Proposed BCDCOG Transportation Improvements Program

Improvement Recommendations

1. Improve curves, pavement condition
2. Intersection redesign, signal timing
3. Provide alternative connection to Rivers & Meeting St
4. Realignment of intersection
5. Improve I-26 ramps
6. Redesign for freight turns

Legend:
- Through Route
- Regional Arterial Stem
- Local Connection to freight intensive activity center
- Local Connection to non-freight activity center
- Proposed BCDCOG Transportation Improvements Program

Point Improvement Recommended
Continuous Improvement Recommended
Montague Avenue Corridor
Recommended Road Improvements

Improvement Key

Point Improvement
1. Intersection at International Blvd
   Replace yield sign with stop sign
2. Construct roundabout at Lockwood
Continuous Improvement
A. Improve pavement condition
B. Reduce travel lane width & strip for bike lanes and on-street parking

Intersection at International Blvd
Replace yield sign with stop sign
Construct roundabout at Lackawana

A. B. C.
**Vision Map**

**Legend**
- Gateway Entertainment District
- Creative Corridor
- Freight Oriented Corridor
- Multimodal Oriented Corridor
- East Coast Greenway
- Catalyst Areas

*Note: Residential areas and neighborhoods are not highlighted on the map.*
Public Participation

Focus Groups & Stakeholder Interviews
A series of individual stakeholder interviews and focus group discussions with various organizations and interests in the Neck area were held to establish the foundation for the visioning study. The summary of these interviews and discussions are as follows:

Introduction
Along with data collection and review of existing plans and policies, the foundation for the Neck Area Master Plan is being established through a series of individual stakeholder interviews and focus group discussions with various groups and interests in the study area. The focus group meetings and individual interviews were designed to obtain the perspectives and observations from a diverse array of interests that have a defined role in shaping the future of the Neck Area. The meetings helped to set the stage for a broader community dialogue through the master plan process about growth and development needs, challenges and opportunities facing the Neck Area over the longer term.

The purpose of the focus group discussions was to identify community values and opportunities from the perspectives of different interests within the study area. Two focus groups have been held – one focusing on economic development and another on freight users. The following groups participated in the meetings:

- Freight Users: Neal Brothers, Superior Transportation, Hunter Transportation, Charleston Motor Carriers

The discussions provided an opportunity to generate ideas and feedback on opportunities for change in the Neck area as well as challenges to be addressed. Each meeting involved from four to 12 people and lasted between one and two hours, entailing a freeflow discussion facilitated by the consultant using a discussion guide. The meetings were not formally recorded, but a written summary of each discussion was prepared.

The stakeholder interviews entailed more informal conversations with steering committee members, key agencies, organizations, and property owners within the study, including a number of elected officials. These one-on-one conversations offered an opportunity to hear their perspectives on issues and opportunities in the Neck area, and they have been used for overall context of the focus group discussions. Stakeholder interviews were conducted with the following: Steering Committee members (Charleston County, City of North Charleston Mayor’s Office and Planning Department, City of Charleston Traffic & Transportation, and South Carolina State Ports Authority); several elected officials each from the City of Charleston, City of North Charleston and Charleston County; Lowcountry Alliance for Model Communities (LAMC); City of Charleston staff (Planning Department, Neighborhood Services); Coastal Conservation League; Charleston County Economic Development; Metanoia; South Carolina Public Railways; and Kinder-Morgan.

This document provides a summary of the key themes, values, and issues and opportunities that will likely influence the planning process and development of the initial vision for the Neck Area. It is not meant as an inclusive documentation of all comments, ideas and suggestions; but rather serves to highlight areas of general consensus and where further community dialogue is needed.

Community Values
The Neck area (from the Crosstown/US 17) to the I-526/Airport/Boeing area is a diverse area with distinct neighborhoods, commercial districts, industrial areas, and community facilities, such as schools, parks, recreation centers, and libraries. The study area creates the intersection of the Cities of Charleston and North Charleston and serves as the center of the region for freight movement and business activity, and as a regional retail destination. With the closing of the Charleston Navy Yard and planned development of a new container port on a portion of the Navy Yard site, the Neck area can strengthen its position as a focal point for economic development and expansion of the region’s economic diversity. Plans for the Neck area would be disingenuous, however, if they did not consider the existing plans for the area as well as the unique qualities and needs of the people who live and work in the area, both now and in the future. The power of the community comes from the people who make up that community — those who feel a sense of belonging and commitment to caring for the place they live and/or work. Throughout the focus group meetings and stakeholder interviews, several themes have consistently arisen as hopes and values for the future of the Neck area. While not stated in exactly the same words by all, the following themes/values have been identified to guide the planning process as we move forward to the Community Forum and develop the draft vision for the future.

- Economic Freedom
- Community Vitality
- Connectedness
- Environmental Health
Challenges

The key challenges or issues facing the Neck area reflect major changes in the recent past in land uses, employment, and industry in the area and the differing goals that the cities of Charleston and North Charleston may have for the future of the area. The issue of rail service into and through the Neck area to access the Port of Charleston and other major freight users looms large and a level of uncertainty exists. However, it is clear from the number of planning efforts, including the LAMC Revitalization Plan, the Tri-County Our Region Our Plan process, and various commuter and light rail studies, that the Neck area is poised to be the center of the region’s growth when the current economic difficulties lessen. As such, the jurisdictions and agencies with responsibility for various aspects of the community, including the two cities, Charleston County, South Carolina Department of Transportation, and others, will benefit greatly from a clearly-defined vision for the future, detailed plans and strategies for moving forward to build on existing plans and create the future they articulate.

The following challenges were identified as consistent themes during the meetings and interviews:

Rail access to the area. The competing plans for rail access to the Port and through the Neck area and old Navy Yard leave a great deal of uncertainty about the future rail network and needs in the study area. Resolution on the rail issue will provide a more solid starting point for development of the land use portion of the Master Plan and evaluation of future scenarios. There is general consensus that the rail line that runs up with Park Circle (along Spruill) would be removed/taken out of service). Freight movement by rail is expected to increase.

Planning fatigue. Because a number of neighborhoods have recently developed plans for the future of their neighborhoods and surrounding areas, they may be less likely to get involved in this master planning process. For that reason, separate outreach is being undertaken and may be warranted later in the project to ensure their involvement and buy-in to the plan.

Stalled development plans. There are a number of planned developments in the area that have generally stalled because of the economy. These developments include Noisette, Magnolia and The Promenade, and they may provide an opportunity to reconsider development patterns that are desirable for the Neck area.

Freight movement/access. Both interstate and local corridors are needed for truck freight movement. Access to I-526 and I-26 is important, but those roads cannot handle all truck traffic. The Stromboli corridor is under consideration for a local access connector.

Poor housing stock. There is a lack of quality affordable housing in the study area. There is a great deal of substandard housing in the area, and the City of North Charleston has a program underway to demolish unusable buildings (not just residential) and rebuild as possible.

Permit and development approval processes. Freight users have had difficulty permitting the office locations and identifying safe and appropriate routes within the City of North Charleston, due to development, permit, and site plan regulations.

Opportunities

Neighborhoods. The neighborhood councils in Charleston and North Charleston are strong and active, taking pride in their communities and involved in decision-making processes that affect them. Several of the neighborhoods, such as the LAMC neighborhoods, have undertaken a great deal of planning already for their future and are implementing these plans. The neighborhoods in the study area generally want to be involved and will be interested in the plan. Sensitive infill development can provide needed services and employment opportunities while retaining the character of the surrounding communities and/or creating a new district. Grassroots outreach is the key to getting residents involved.

Unified plan. Several stakeholders mentioned the important of a unified plan for the Neck area that incorporates existing plans as appropriate and provides implementation strategies that the two cities and Charleston County can support and promote in their policies, decisions, programs, etc., and balance competing interests.

Multimodal transportation

• While CARTA provides fixed route transit serving the Peninsula and Tri-County Link provides regional transit service, there has been discussion of light rail or commuter rail service (or some form of premium transit) for the future. Elected officials from both cities are very interested in commuter rail, and the Coastal Conservation League has proposed a light rail line serving key activity areas.

• In addition to public transportation, much can be done to improve conditions for bicycling and walking in the area, where a large number of people already bike or walk for transportation.

• The roadway network in the Neck area is under capacity at this time, due to changes in traffic patterns and volumes. Some local government staff felt that the current excess capacity was needed for future growth (both residential and commercial/industrial) in the area, while others indicated that not all the capacity was needed, even for future infill/redevelopment, and there might be an opportunity to modify some of the corridors to serve as more “complete streets.” Meeting Street and King Street are two parallel corridors that could be evaluated for modification.
• Intermodal center. A site has been identified for a CARTA/Amtrak/Greyhound intermodal passenger transportation center.

Land use/mixed use development. As mentioned above, several developments planned for the area have been abandoned or delayed, and the Master Plan should identify the appropriate land uses and development patterns for these areas as well. The City of Charleston is interested in increased residential development in the area, as is the City of North Charleston, though its focus may be more on preserving/strengthening existing neighborhoods and bringing in economic development and jobs. Reynolds Avenue provides a potential corridor for mixed use/commercial development.

Environmental justice. The neighborhoods in the study area care about air quality, especially issues that arise with industrial development. These neighborhoods have mobilized in the past to speak out against development that they felt would negatively affect the quality of the air they breathe. Other issues relating to environmental justice involve keeping communities intact and not allowing them to be divided by transportation facilities such as the Port Access Road.

Green industry. With a large amount of vacant and underutilized industrial areas, the Neck area is a prime location for future green industry and light industrial uses. In fact, the Clemson University wind turbine facility provides an opportunity to bring in a cluster of complementary green businesses. Key industries being targeted by economic development professionals for this area include manufacturing, company headquarters, research & development, and distribution facilities.

Food and services. The Neck area is generally considered a “food desert,” where there are lower-income neighborhoods without access to a grocery store. An agricultural center is opening up on Morrison Drive to provide an opportunity for residents to purchase fresh produce from local farmers. In addition, a number of sites are being considered or are under development as retail centers with grocery stores.

Topic Areas Needing Further Dialogue/Resolution
The following issues were discussed at length, with differing opinions and perspectives expressed during the process. These issues will need continuing dialogue and focus during the remaining phases of the planning.

• Appropriate locations for mixed use, residential, development and commercial centers. Especially important will be identification of areas where higher densities are desired.
• Involvement of and buy-in from neighborhood residents in the planning process. Over the life of the project, many targeted meetings may need to be held with neighborhood councils and other organizations involved in the study area to ensure that we receive their input.
• Rail access. While the Master Plan process cannot influence the ultimate solution on the rail access issue, the plan will certainly be impacted by the results. The land use patterns and transportation network will differ based on what rail lines remain, what new lines are added, and/or changing travel patterns on existing lines.

Stakeholder Interview/Focus Group Summary – May 9, 2011

PUBLIC MEETINGS & EVENTS
COMMUNITY FORUM

Three public meetings and a five-day community planning charrette were held during the visioning process to give the public opportunities to provide input. The results of the Community Forum are as follows:

Figure B.1 Community Forum Flyer

Do you live or work in the Neck Area? Help us create a unified plan!

COMMUNITY FORUM
May 19, 2011
5:30 – 8:00 PM
(Presentation at 6:00 PM)
Military Magnet Academy Cafeteria
2950 Camel Avenue, North Charleston, SC

The future of the neighborhoods between US 17/Crosstown in Charleston and the new Boeing plant in North Charleston is critical for the entire region.

We need your help! Join the May 15 community meeting for Partnership for Prosperity: A Master Plan connecting the neighborhoods of Charleston and North Charleston. Questions? Contact Jeff Burns, 843.529.0400 or jeff@ncdcog.org.

www.neckprosperity.org

Figure B.1 Community Forum Flyer
### Partnership for Prosperity

**Community Workshop**

**Thursday, May 19, 2011**  
5:30pm to 8:00pm  
**Military Magnet Academy Cafeteria**  
2950 Corner Avenue, North Charleston, SC

*Help Create a Unified Master Plan for the Neck Area*

#### Workshop Objectives
- Review Master Plan objectives, process and schedule  
- Review background data and current planning efforts  
- Gather input and guidance on your ideas, concerns and visions for the future

#### Workshop Agenda

<table>
<thead>
<tr>
<th>Time</th>
<th>Activity</th>
</tr>
</thead>
<tbody>
<tr>
<td>5:30pm – 6:00pm</td>
<td>Open House and Review Materials</td>
</tr>
<tr>
<td>6:00pm – 6:30pm</td>
<td>Kick-off Presentation</td>
</tr>
<tr>
<td>6:30pm – 7:15pm</td>
<td>Small Group Exercise</td>
</tr>
<tr>
<td>7:15pm – 7:45pm</td>
<td>Group Reports</td>
</tr>
<tr>
<td>7:45pm – 8:00pm</td>
<td>Next Steps and Informal Discussion</td>
</tr>
</tbody>
</table>

#### Workshop Exercise 1

**Partnership for Prosperity**  
**Community Forum**  
**May 19, 2011**

**Exercise 1: Identifying the Community Values for the Neck Area**

We have reviewed plans and met with individuals and agencies. We have begun the conversation about the future of the Neck area for this master plan, but the conversation needs to continue. Values lead to vision; vision leads to agreement; agreement leads to action. The values listed below came from our conversations, but we need your input and affirmation that they describe what the Neck area will be in the future. Please review the VALUES listed in the table below, and add your own words to answer this question:

<table>
<thead>
<tr>
<th>Values</th>
<th>Examples</th>
</tr>
</thead>
<tbody>
<tr>
<td>Economic Freedom</td>
<td>diverse housing opportunities, wide range of jobs and job-training,</td>
</tr>
<tr>
<td></td>
<td>transportation choices, proximity to community services and shopping</td>
</tr>
<tr>
<td>Community Vitality</td>
<td>arts, entertainment choices, gathering places, diversity, destinations,</td>
</tr>
<tr>
<td></td>
<td>historic and cultural identity</td>
</tr>
<tr>
<td>Connectedness</td>
<td>belonging, accessibility, safety, eyes on the street, portals, sidewalks,</td>
</tr>
<tr>
<td></td>
<td>mobility</td>
</tr>
<tr>
<td>Environmental Health</td>
<td>sustainability, preservation, clean air and water, open space, recreation</td>
</tr>
<tr>
<td>Other values that are important to you?</td>
<td></td>
</tr>
</tbody>
</table>

### What would the Neck area be like if the following values were achieved?
The following sections highlight the information that was collected from completed surveys at the May 19th community forum workshop. These surveys asked respondents to envision what the Neck area would be like if certain values were achieved.

**Economic Freedom:**
- Available day care
- Create a desirable location to raise children
- Affordable, safe housing opportunities
- Maintain an even distribution of services/mix of uses and housing types/levels
- Greater need for home ownership
- Reduce crime
- A community that is college-bound and college-linked (resources)
- Improved education achievement/options
- Inclusion of more college preparation institutions in the community
- Transportation choices both within and throughout the neighborhood
- Express bus options that service the Park Circle area to the downtown and other attractions
- Bike/ped improvements needed to connect Park Circle to jobs
- More choices needed for biking that connect to local attractors, such as Riverfront Park
- Bus stops in close proximity to schools
- Healthy food options
- Options for community freedom and sustainability practices
- Diversity of residents
- Focus on small business incubators
- Walkable business districts
- Maintenance and improvement/strengthening of existing neighborhoods
- Amenities needed to enhance existing neighborhoods and to maintain character
- Diverse options for retail/services

**Community Vitality:**
- Diverse selection of job opportunities
- Equal access to economic development
- Encourage infill development
- Enhance retail development
- Emphasis on bringing tourism to the area
- Redevelop Navy yard
- Industry and transportation options that don’t negatively impact neighborhoods
- Desire for a live/work/play environment
- Greater options for business owners
- Job training that is focused on the youth of the area
- More locations for job training centers
- Creation of green sector jobs
- Connect ex-felons to job opportunities
- Desire for medical facilities
- Need to identify culturally significant resources
- Historic/cultural preservation
- Improve the character of the area
- Involve neighborhood HOA’s for cultural events
- Walkable retail/arts/entertainment options
- Walkable, complete streets that are well integrated with the community
- Mixed use neighborhoods
- More retail choices and better public schools
- Improve/upgrade community centers
- Creation of multi-purpose/function schools (i.e. Chicora Elementary)
- Cultural/community center needed for community events (i.e. art exhibit, shows)
- Accessible transportation options (i.e. frequent bus stops/shelters)
- Economic vitality of the residents is needed
- Desire to become a destination place for tourism
- Rebranding of the North Charleston area
- Increase more areas for outdoor gathering opportunities (i.e. community centers, farmers markets, parks)
- Focus on activities/amenities for children (i.e. new playgrounds in parks)
- Create context sensitive nodes
• Create an environment for political forums and community policing
• Involve young people
• Increase the opportunity for social/recreational outlet to reduce youth crime/drop-out rate
• Healthy neighborhoods
• Environmentally friendly

Connectedness:
• Infrastructure that is networked with the community
• Desire for more east/west corridors
• Bicycle/pedestrian connections and amenities needed throughout the community
• Well defined, transportation signage (i.e. way finding)
• Increase ridership by incorporating Wi-Fi on the public transit system
• Connection to rails desired
• Desire for full-time crossing guards on major roadways to improve safety
• Need for a connection of residential to retail
• Need to connect isolated neighborhoods (i.e. Rosemont)
• High achieving, neighborhood schools
• Use of existing schools for community uses
• Support services for senior citizens
• Connect youth with the community
• Cleanup waterways (i.e. Noisette Creek)
• Removal of unused, external industrial components (i.e. pipes)
• Bring job opportunities to lower income neighborhoods

Environmental Health:
• Need for access to fresh agricultural products
• Walkable public transit
• Clean-up of certain areas within the community (i.e. superfund site)
• Remove/demolish abandoned/condemned houses
• Redevelopment of Brownfield sites
• Trash/litter pick-up initiatives (i.e. recycling)
• Reduction in air pollution by using sound transportation options
• Environmental conservation
• More green space needed in neighborhoods

• Develop existing nature preserves
• Increase landscaping to improve air quality and aesthetics
• Create sustainability goals for the area
• Educational opportunities for children about environmental awareness

Other Values:
• Need for family friendly neighborhoods
• Interaction with community residents is key
• Improve property values

The following comments were collected from flipcharts at the May 19th community forum workshop. These flipcharts were used in conjunction with maps that were provided of the area. Multi-colored dots were assigned on the maps to address areas of interest/concern. The first section of this summary addresses the comments recorded from the maps. The next illustrates the comments from the flipcharts.

Map Comments:

Places:
• Academic/Magnet School of Arts, Oak Terrace, North Charleston Creative Arts Elementary School
• Accabee
• Accabee Community Center
• Accessible library, grocery, convenience, post office
• Area at the end of Everglades Dr
• Area of Rutledge Ave & Kyle Pl.
• Charleston County Public Services Building
• Chicora Elementary/Community Center (needs community space)
• Community Center at old paper company on King Street or reopen skating ring.
• Community Center (area off of Hottinger Ave)
• Community Fishing crabbing areas(southwest of the shipyard)
• Community gathering (area (South of Orvid St & Rivers Ave)
• Connection restored environment (Area around Wood St)
• Danny Jones Recreation Center
• Dorchester Rd & Whaler
• Downtown Old North Charleston (local, regional)
• Ferndale - Focus on revitalization, esp. commercial. Focus on Rivers Ave
frontage (Housing) infill opportunity (Rivers Ave & west of Norwood St)
• Food (Milford St & Meeting Street Rd)
• Gestman’s Community Center
• Greenbuilt Project
• Housing with neighborhood commercial (area at intersection of I-26 & Baker Hospital Blvd)
• Incinerator cleanup and development? potential green space? (Near Boxwood Ave & Spruill Ave)
• Industry (near the port)
• Intermodal Center (area between I-526/ highway 642/ RR tracks)
• Jenkins Orphanage is a historic landmark
• Joppa Ave & Irving Ave area
• LAMC working on job training center
• Library (Intersection of E Montague Ave & McDowen Ave) Proposed Maritime institute - local/regional benefit (area around Stromboli Ave)
• Marina (off of Juneau Ave)
• Military Magnet School
• New mixed use area town mains (area south of Jacksonville St, between Spruill Ave & Meeting Street Rd and just north of Hampton Ave)
• North Charleston City Hall
• N. Eniston Ave - Develop community park for children. Area floods and needs to be rain proof at King St & Mt Pleasant St.
• Old North Charleston (Look at Map)
• Park Circle
• Reconnecting (North of Hagood Ave)
• Recreation & Affordable Housing (area within Orvid St/Chicora Av/Clements Ave & rivers Ave)
• Rehab of old bldg (7th St)
• Reuse of Amtrak station after the Multimodal center opens
• Riverfront Park
• Shipwatch Square
• Stromboli Corridor
• Truxton Ave & Avenue B Area
• Union Heights
• Waterfront Park (local, region)
• Waylyn Community Center

Pathways:
• Area of Veneer Ave & Doyle Ave
• Area of Dewey Street & North Tracy Street
• Park & Ride (area slightly NW of I-526 & International Blvd)
• Park & Ride Ash. Phos. (area slightly east of Trailwood Dr & Dorchester Rd)
• Sidewalks needed (Hugo) (Area from Arbutus Ave - Joppa Ave)

Barriers/Problems:
• Abandon dilap houses hazard in area (intersection of Spruill Ave & Delaware Ave)
• Accabee area air quality control issues (Azalea Dr & Harvey Ave)
• Air pollution due to increase traffic on interstate
• Area of Rutledge Ave & Spruitt Ave
• Area on the northwest corner of Spruill Ave & Stromboli Ave has shipping containers stacked high in the community (a concern). *There’s also a health concern due to rat infestation
• Boat ramp needed (south of shipyard on the tip of peninsula)
• Challenge for connecting to water (E Montague Ave near the water)
• Community water access needed (south of shipyard)
• Compatibility of industrial uses w/ neighborhoods (area of Accabee Rd/ Mott Ave/ Highway 7)
• Compatibility of industrial uses adjacent to residential zoning (area east of Shipyard Creek Road along the proposed road)
• Crime corridor along railroad tracks (parallel to I-26)
• Debonair Site Brownfield (community wants to use this site to expand community center)
• Information (area SW of Highway 7 & I-26).
• Industrial in residential area/blight (area around Comstock Ave)
• Intersection of Dorchester Rd. & Meeting Street Rd
• Lack of youth activities in the peninsula
• Need accessibility (located directly on the Ashley River & west of Kingsworth Ave)
• Noise/Light pollution from Port Access Road to the community
• No safe bike routes (King St Ext)
• Schools (On I-26 & Dorchester Road)
• Tracks near neighborhoods need buffering (Spruill Ave & Delaware Ave Area)
• Uncertainty associated with rail yard
Historically Significant/Important Cultural Sites:

- Chicora Elementary
- Downtown Old North Charleston
- Florida Ave & Deland Street
- Hampton Park
- Intersection of Clements Ave & Rivers Area
- Intersection of Greenleaf St & Spruill Ave
- Jenkins Orphanage
- Joe Riley Stadium
- Kephart Street (by the port)
- Liberty Hill
- Magnolia Cemetery
- Maryford Elementary
- Union Heights Community Center
- Area just west of the intersection of Shobson Ave & North Port Drive
- Community center at old paper company or reopen
- Directly south of Braswell Street

General Comments:

- General comment - role of mass transit & development looking into the future
- Mass transit issue (corner of Lenox Street & Railroad tracks)
- Remount Road - Freight & vehicle
- How to get across Braswell St to Meeting St
- Take S-line out of service
- Reynolds Ave as a business incubator
- Reynolds Ave - bring back vitality
- Express bus (Along S. Rhett Ave from S. Park Pl to Rivers Ave and continuing down Rivers Ave) (Look at the map)
- Connect both sides of I-26 (Stark Ln & Dorchester Rd) Look at the map.
- Also connect Park Circle to job centers via bike path (federal enclave)
- Reynolds Ave & Chircora (circled in green)
- Cleanup along railroad tracks
- Connect Stromboli Ave & N Hobson Ave areas
- Potential ferry service up & down river (river to the east of the Neck)
- Blue lines: King St - South to Mt. Pleasant St - Needs bike accom/ sidewalk - Meeting St & Spruill Ave
- Unsure of purpose/use of local port access rd (Stromboli Ave)
- Public transportation needs to be user friendly for residents & need incentives
- Rail yard (around Hillcrest Dr & Meeting St rd)
- Transit connection (along I-26)
- Need more access to Ashley (Highway 7 - south of Baker Hospital Blvd)
- Isolation by RR & bridge (area between Duran Ave & W Jimtown Dr)
- Rivers Ave - barriers: unfriendly to pedestrians, streetscape lacking in portions, consider underground utilities/ street lighting improvements
- Neighborhoods impacts of rail line (area between I-526 & I-26)
- Do not cut off access to Riverfront Park w/ rails
- Neck area needs sidewalks. 9. Need more lighting & bike routes along King St Ext.
- Bike Path needed (Park Circle - Dyess Ave & S Hobson Ave)
- Sidewalks/bike routes (along Dorchester Rd)
- Bike routes along King St Ext to King & Beaufain Streets to connect roadways for college students, residents
- Safety concerns - bikers, walkers along King St Ext.
- Bikes/trails needed from Noisette - Park Circle
- Pedestrian safety (along RR tracks and just west of Van Smith ave (Look at the map)
- Pedestrian crossing needed (Highway 7 & Mott Ave)
- Pedestrian trail (from Joppa Ave to the water in a SE orientation)
- Pedestrian bridges across crosstown (large area to the south is circled)
- Pedestrian accessibility with ramp removal (area between Hampton Ave & Groveland Ave)
- More connectivity to Riverfront Park from Park Circle (bike path)
- Sidewalks needed (Along Dorchester Rd. from I-526 to I-26)
- Stromboli Ave - Improvement pedestrian oriented
- Walkable to Iris St to Jacksonville St.
- Safety (along Dorchester Rd)
- Lighting needed at Amtrak station and nearby area
- E-W connectivity across RR & I-26
- E-W connectivity (north of peace st & by proposed roadways)
- E-W connectivity (Baker Hospital Blvd - Barnaby Ln)
- E-W connection to Ashley river from school adjacent to Mott Ave
- Better signage for attractions (Hanley Park)
- Better sidewalks & bike lanes (Spruitt Ave & Meeting Street Rd)
• Sidewalks (area of Bonds Ave to Madden Dr)
• Opportunities in the median for transit/bike/ped (along Rivers Ave)
• Better signs near I-26 & I-526 to bring people in
• Boat ramp needs better sign! (located SE of Virginia Ave & I-526)
• Rail lines poses significant barriers (roads, pedestrians, etc.)
• Could use old rail lines for trolleys & commuter trains
• Need better street lighting throughout
• Need bus system to transport elderly
• Where appropriate: Skybridges?
• More presence of patrol/safety to control traffic (more signage prohibiting truck traffic)
• (Policy) Need to fill in “pockets” of unincorporated areas - better service provision
• Dash line expansion (see map)
• Need bike lanes & sidewalks (On Highway 7 & Highway 78 (King St) Look at the map)
• Connectivity between neighborhoods across Stromboli (i.e. Jacksonville Rd to Hampton Ave)
• Bike/ped access to Waterfront Park (rails - trails)
• River - bike, building/urban farm, street scaping/beautification
• Like to see access to river for recreational purpose via Shipyard Creek
• Community access to Ashley River
• Access to water (Rivers Ave east to the water) (look at the map)
• Barriers to Waterfront Park access (RR tracks & Ohear Ave)
• Marina/boat ramp needed (end of tidewater Rd.)
• Difficult vehicular access to Marina
• Move porous border between base and neighborhood
• How to improve transition area? Between Chas & N. Chas?
• Buffer area needed (around Harmon St. & Herbert St)
• Phase I (along Rivers Ave & Highway 7)
• Power lines ugly (from Crosby Ave - Madden Dr)
• Area from Rivers Ave - Kephart St has green dash marks around it (Look at the map)
• Green space lacking in this area (Carlton St - Highway 7)
• Officer housing area (National Register) (area around pine rd)
• Focus on neighborhood commercial to serve surrounding residential (area from Gaynor Ave - Mixson Ave)
• Possible live/work (area around McDowell Ave & Montague Ave)
• Liberty Hill important to maintain neighborhood character
• Items identified on the map include: Saunders Clyde (School was circled), Sued Simons (school was circled), Mary rod Elem
• Keep existing residential integrity
• Address isolated neighborhoods
• Continued development of the Naval base to the community’s benefit
• Job training opportunities connected to actual job opportunities in the neighborhood
• Economic & business incubators (Reynolds Ave, Stromboli corridor, Shipwatch Square)
• Isolation of Bridgeview
• Isolation of Silver Hill
• Isolation of Rosemont
• Neighborhoods isolated because of interstate/rail, difficult to access, potential env. impact of rail.
• Magnolia
• Four Mile (isolation of neighborhood?)
• Charleston promise area - schools & community dev (area west of Ashley River)
• Chicora Tank Farm Park
• Stay residential but revitalize (area from Shipyard Creek rd - Iris St.)
• Uncertainty associated with future of Naval hospital
• Uncertainty of future use of school site (Spruill Ave & Old Pine Cir)
• Business revitalization (corner of Rivers Ave/RR Tracks/Polar Dr)
• Park opportunity (area between S Rhett Ave - Everglades Dr./River)
• Existing greenbelt property (president property) (along Meeting Street Rd)
• Use green space & parks to reconnect Union Heights, Five Mile, & Chicorn Neighborhoods
• Create public green space on the water for community (area between E Montague Ave & Kinzer St).
• The park off of Spruill Ave & slightly north of Shipyard Creek Rd needs to be developed
• Continued redevelopment of Navy base - to the community’s benefit
• Business incubators - Stromboli-Industrial, Shipwatch Sq - retail/commercial, Reynolds - retail.
• Noise conflict wall (from west of Delaware Ave - I-526)
• Employee (On Norwood St)
Public Participation Draft

- Macalloy Superfund
- Affordable housing, MU, recreation (Large circled area. Look at the map) - opportunity. Marina?
- Incentives/policies for wise development (transportation & industry that don’t negatively impact residents)
- Areas in need of cleanup - throughout the Navy yard
- Crosswalks needed (green space located at S Park Pl where E Montague Ave ends)
- Shipwatch Square: Like to see grocery store & shopping center
- The following were identified: Charter School, Military Magnet School, Chicora Elementary, *Aussie Green Community Center, Accabee Community Center Mary Ford Elementary, a Community Park (corner of Mount Pleasant St & King St), Meeting Street Academy (corner of Cypress St & King St), James Summers Elementary & Charleston Materd Science
- Multi-use development (see LAMC’s rev. plan)
- Better/Additional facilities for youth - between Romney/King & Romney/Morrison Drive
- Lack of public meeting space/community space. Start of Calhoun Street
- Add community grocery store in park circle
- Federal enclave (area north of Pirate St & east of S Hobson Ave)
- Cleanup brownsfields areas. Environmental justice
- Maryford Elementary
- Health issues - community center health issues from bad air quality
- Silver Hill & Rosemont areas need sidewalks and safe bike routes for commuters
- Develop area for affordable housing, grocery store, parks (Area between Herbert St - Prosper St)
- Food Lion on Grove Street
- North Central has over 40 abandoned buildings in the area
- “Vivaar M” written on the map (By Ashley River text).
- Mt. & King Vinlautere Park.
- Jenkins Orphanage is a historic landmark
- Spruill Ave is a key connector
- All seven LAMC neighborhoods
- Restore shoreline/wetlands to protect from floods
- Connect to the river (Bonds Ave & Azalea Trail Dr.)
- Rhodia
- Shipyard Creek Rd - connect residents to future jobs!
- Connect Job Area to Noisette
- Stromboli Ave (circled)
- Job Area (area from 6th St - Slarrow St)
- Shipyard Sq - Future node
- Grocery store (on Gabe St)
- Rivers Ave needs more economic vitality

WORKSHOP EXERCISE 2

Exercise 2: Mapping Places, Pathways, and Barriers in the Neck Area

As a group, DISCUSS the following questions and MARK UP WITH MAP with your ideas. You may also fill in the spaces below with your responses.

1. PLACES (using GREEN dots and/or markers):
   a. Where are opportunities for transforming existing places or creating new ones? Use STAR-shaped stickers to note existing places with historical value.
   b. Will this be a place that attracts people from the region or will it be a local place?

2. PATHWAYS (using BLUE dots and/or markers):
   a. How would you connect people and places within the study area and to other parts of the region (downtown Charleston, Mount Pleasant, Summerville, Wando, etc.)?
   b. What would provide better access and overcome barriers?
   c. Are there specific streets or areas that should get special attention to make them easier to travel by foot, bike, or transit?

3. BARRIERS/PROBLEMS (using RED dots/markers):
   a. What are physical or policy barriers to transformation and change?
   c. Where are specific safety concerns, and what are they?

Please summarize the 3-5 main points discussed by your group and elect one member of present them at the end of the session.
WORKSHOP EXERCISE 2 SUMMARY

**Figure B.2 Table Exercise**

**Figure B.3 Table Exercise**

**Figure B.4 Table Exercise**

**Figure B.5 Table Exercise**
**FLIPCHART COMMENTS**

- Concern about number of trucks
- Efficient bus service
- I-26 barrier, physically & psychologically
- Transportation commuters - more bus shelters
- Public transportation needs to serve residents, not just tourists
- Need to get vehicles off street so the area is healthier
- Need more bus frequency to shelters, benches
- Car pool, commuter buses and long term commuter rail
- Bike paths
- Railroad - cleanup at dead end streets
- Need connectivity to help safety
- More transportation options
  1. Commuter trains, trolleys, DASH line, ferry
- Improving access to special places
  1. Signs
- Downtown transportation
- Bike route safety issue along King Street Ext to overpass
- Connectiveness
  1. East / West
  2. North / South
  3. Big neighborhood
  4. Preservation of family and community
- Sidewalks stop at Rosemont area. Not well lit
- Safer pedestrian areas
  1. Lighting, crosswalks
- Pedestrian trails on water
- Environmental health
- Brownfield cleanup
- Identify superfund sites
- Health
  1. Environmental Brownfields
  2. Healthcare facilities
  3. Open space
  4. Green space

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- Use green space
  1. More parks
  2. Mt. Pleasant Street at King Street
  3. Park floods & is safety issue
- Flooding issues concerns
- Create Small Business Service Center Public access to water and open space
- Bring Industry that employs existing residents
- Need to bring jobs to area
- Connect business centers
- Central Job Training Center
- Youth Employment Training Bldg
  1. Naval base
  2. Or in the Accabees area
- Community Outreach Center
- For the homeless
- Ex-offenders in Neck Area
- Importance of education as a foundation to economic freedom
- How do we capitalize on new businesses directly or indirectly in area?
- Economy & Vitality
  1. Bring in appropriate industry supported by all skill levels
  2. Tying education to jobs
- More events across area
- Complete streets
- Engage school district
- (6) Low achieving schools
- Enough community centers not enough space
- Get Rosemont involved
- Need for healthcare facilities
- Need tech infrastructure
• Prosperity does not mean pushing existing people out
• Would like to have seen overlays of info to understand needs
• Neck Area have good potential for affordable housing
• Safety issues - abandoned houses
• Old Skating Ring - develop it into Community Center or another Skating Ring
• James Simmion – School traffic issues
• Chas. Catholic – Sometime safety issues
• Areas with Issues
  1. near Silver Hill
  2. Maryford Elementary
  3. Accabee
• The homeless
• Cornerstone is changing access to and preparation for college – High School and before
• Need supermarket

PLANNING CHARRETTE

The results of the five-day community planning charrette are as follows:

MARK YOUR CALENDAR!

PARTNERSHIP FOR PROSPERITY - NECK AREA MASTER PLAN
COMMUNITY DESIGN CHARRETTE
SEPTEMBER 26 - 30, 2011
Help us define the future of key locations in the Neck Area of North Charleston and Charleston and capture their stories through pictures, words, and design.

STERETT HALL
1530 7th Street and Hobson Avenue, North Charleston, SC 29405
(located on the former Charleston Navy Base)
Easily accessible by CARTA Routes 10 and 101

CHARRETTE AGENDA

PARTNERSHIP FOR PROSPERITY – NECK AREA MASTER PLAN
COMMUNITY DESIGN CHARRETTE
September 26-30, 2011

All sessions will be at Sterett Hall, 1530 7th Street and Hobson Avenue North Charleston. Snacks will be provided each day...

DETAILED WORKING AGENDA – SEPTEMBER 26 - 30

MONDAY, SEPTEMBER 26, 2011

8:30AM–12:30PM  Team Travel + Lunch
1:00PM-5:00PM  (CONCURRENT)  Site Tour + Studio Setup


Objectives:
5:00-6:00PM  Kick-off Meeting Preparation
Objectives:

6:00PM-8:00PM  (CONCURRENT)  Kick-off Meeting + Presentation
Objectives:

6:00  Kick-off Meeting
6:30  Presentation

8:00PM-9:00PM  (CONCURRENT)  Team Debriefing + Dinner
Objectives:

Transit  Task A: Define Transit Needs
Questions to Answer:
•  Where are people travelling in the area?
•  Where are the primary flows?
•  What are circulation needs?
•  What are regional travel needs?
Info Needed:
•  O/D matrix and map
•  CARTA current ridership by route
•  Relevant model outputs from 2035 LRTP
Timeframe:
•  Start work prior to charrette; confirm findings via Monday meeting
Product:
•  Fact sheet illustrating key needs (within Neck and to/from Neck)

TUESDAY, SEPTEMBER 27, 2011

8:00AM-9:00PM  Team Debriefing
M, Brett, Claire, Julie, Leon, John

Objectives:

**Transit**

**Task B: Define Range of Infrastructure Options**

Questions to Answer:

- What transit technologies are practical in the designated Multimodal Corridor? (specifically look at I-26, rail corridor, Rivers Ave.)
- How to access the North Charleston Intermodal Center? (e.g. Dorchester Rd. / Montague Ave / utility corridors, etc)
- Info Needed:
  - Cross-sections of various facilities in the Multimodal Corridor and connecting to Intermodal Center
  - ADT / traffic issues / V-C ratios / etc.
  - Previous studies (HOV/HOT lanes on I-26, commuter rail feasibility studies, etc)
  - Photo inventory of alignments to identify major issue areas

Timeframe:

- Start prior to charrette; confirm and discuss opportunities on Tuesday
- Product:
  - Summary / fact sheet(s) discussing infrastructure / technology opportunities including major design challenges

**Task C: Examine Transit Access to Catalyst Areas on Multimodal Corridor**

Questions to Answer:

- Based on range of transit infrastructure options, what are desirable ways to access the four specific catalyst areas on the Multimodal Corridor? What type of transit access is desired?
- Info Needed:
- Initial findings from Task B
- Discussion with team in larger context of catalyst areas

Timeframe:

- Begin discussion on Tuesday

Product:

- Transit infrastructure concepts incorporated into design schemes for catalyst areas

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**WEDNESDAY, SEPTEMBER 28, 2011**

8:00AM–9:00PM **Team Debriefing**


Objectives:

Pre-Charrette Deliverables:

9:00M-12:00PM

**(CONCURRENT) Work Session + Stakeholder Feedback**


Objectives:

Stakeholder Feedback:

9:00 – freight users (none have responded)
9:00-12:00 – Hernan Pena (have let him know other CoC staff are coming at 10:00 if he wants to coordinate or not)
9:00-12:00 – Joe Bryant
10:00 – City of Charleston Staff – Tim Keane, Christopher Morgan, Jonathan Oakman, Jane Baker, Philip Overcash
11:00 – Bill Stanfield and Tony Joyner

12:00-1:00PM **Lunch (Delivered)**

1:00PM-4:00PM **Work Session**


Objectives:

4:00PM-5:00PM **Setup Workshop**


Location:

Objectives:

5:00PM-8:00PM

**(CONCURRENT) Public Pin-up + Presentation**


Objectives:

Public Pin-Up – Coleman Thompson (Hunter Transportation) will stop by
5-8PM Public Pin-up
7:30PM Presentation
8:00PM-9:00PM Dinner

Transit
Task D: Establish Conceptual Alignments

Questions to Answer:
• How would transit infrastructure fit in the specific corridors (I-26 / rail corridor / Rivers Ave. / access to North Charleston Intermodal Center)? (At this point, still planning-level “lines on a map” but they include indication of critical design challenges)
• Range of alignments to consider based on results of Tasks B & C
• Info Needed:
• Based on info gathered as part of Tasks B & C; likely will need additional field confirmation

Timeframe:
• Wednesday

Product:
• Alignments (drawn on Google Earth); identification of key design issues

THURSDAY, SEPTEMBER 29, 2011

8:00AM–9:00PM Team Debriefing
Objectives:

9:00M-1:00PM (CONCURRENT) Work Session + Stakeholder Feedback + Drop in
Objectives:
Stakeholder Feedback:
9:30 – Wannetta Mallette and LAMC Representatives
10:00 – Robert Clement III, and Stuart Coleman
10:30 – Joe Church, Huger Properties, 599 Meeting
Christine Wilkinson and Elliott Summey?? (Wednesday or Thursday – trying to steer to Thursday when Brett is there)
PM Drop-In – Michelle Mapp, Lowcountry Housing Trust

1:00-2:00PM Lunch (Delivered)

2:00PM-6:00PM Work Session
Location:
Objectives:

6:00PM-7:00PM Dinner (Delivered)

7:00PM-9:00PM (CONCURRENT) Team Pin-up + Work Session
Objectives:

FRIDAY, SEPTEMBER 30, 2011

8:00AM–9:00PM Team Debriefing
Objectives:
9:00M-12:00PM Work Session
Objectives:

**Charrette Sketches**

*Figure B.13 Charrette Sketch, North of Mount Pleasant*

*Figure B.14 Charrette Sketch, Stromboli Ave*

*Figure B.15 Charrette Sketch, Shipwatch Square*
Figure B.16 Charrette Sketch, Olde North Charleston

Figure B.17 Charrette Sketch, Mall Drive Area

Figure B.18 Charrette Plan, South of Mount Pleasant

Figure B.19 Charrette Plan, North of Mount Pleasant
Figure B.20 Charrette Plan, Shipwatch Square

Figure B.21 Charrette Plan, Mall Drive Area

Figure B.22 Charrette Plan, Convention Center Station
Figure B.30 Rivers Avenue at Shipwatch Square, Existing

Figure B.31 Rivers Avenue at Shipwatch Square, Future
Public Participation

Partnership for Prosperity

Neighborhood Update

Thursday, December 8, 2011
6:00 – 7:00 PM
Burke High School Media Center
244 President Street, Charleston, SC

Balancing neighborhood needs with business and industry needs between US 17/Crosstown and the airport in North Charleston is the top priority for the Berkeley-Charleston-Dorchester Council of Government’s Partnership for Prosperity: Master Planning for the Neck Area.

Over the past year, we’ve held numerous meetings with neighborhoods, community members, businesses, and others. We have developed a working vision and have examined how the area’s housing, recreation, and business opportunities could work with future roadways, bikeways, walkways, and transitways.

Thanks to the input we have received, we are starting to develop realistic strategies to spur economic opportunity, promote environmental stewardship, and enhance quality of life for people and businesses, but we need your continued involvement.

If you have been following our progress and want to know about the next steps or you are simply interested in learning more about this plan, join project manager Whit Blanton on Thursday, December 8th.

We hope to see you there!

www.neckprosperity.org

Figure B.36 Neighborhood Update Flyer

Post Charrette Framework Maps

Figure B.37 Economic Framework
Figure B.38 Master Plan Framework

Figure B.39 Green Network
**Figure B.40 Bicycle & Pedestrian Network**

**Figure B.41 Circulation Network**
Figure B.42 Transit Network

POST CHARRETT CATALYST AREA PLANS

Figure B.43 South of Mount Pleasant Post Charrette Plan

Figure B.44 North of Mount Pleasant Post Charrette Plan
Open House

**Figure B.49 Convention Center Post Charrette Plan**

**Figure B.50 Open House Flyer**

**Figure B.51 Circulation Framework**
PARTNERSHIP FOR PROSPERITY
Design Concepts

INSTRUCTIONS: The colored dots you have been given should be placed below to indicate the projects you believe are most important to the Neck area. If you believe a project is not important for the future of the Neck area, you may indicate that as well on this board. The projects listed below correspond to the keyed map elements indicated on the adjacent board.

NORTH OF MOUNT PLEASANT AND SOUTH OF MOUNT PLEASANT:

Develop a Creative Corridor along Meeting Street

Allocate Bed/Short

Allocate Import/Export

Don’t List

Create a New Gateway Entrance into Charleston along Morrison Bridge

Allocate Bed/Short

Allocate Import/Export

Don’t List

Ridevelop Outdated Shopping Centers along King Street

Allocate Bed/Short

Allocate Import/Export

Don’t List

Ridevelop the Mt Pleasant Street-Meeting Street Intersection

Allocate Bed/Short

Allocate Import/Export

Don’t List

Develop Vacant Parcels to Complete the Street Pile of Key Roadways in the Area

Allocate Bed/Short

Allocate Import/Export

Don’t List

Buffer Industrial Uses from Other Development in the Area

Allocate Bed/Short

Allocate Import/Export

Don’t List

Establish a Shared Use Path Under the Elevated Sections of Interstate 95

Allocate Bed/Short

Allocate Import/Export

Don’t List

Figure B.59 Design Concept Ranking, North & South of Mount Pleasant

Figure B.61 Catalyst Area Design Phasing - North of Mount Pleasant

Figure B.58 Design Concept Areas, North & South of Mount Pleasant

Figure B.60 Catalyst Area Design Phasing - South of Mount Pleasant
Figure B.62 Design Concept Areas, Shipwatch Square & Stromboli Avenue

Figure B.63 Design Concept Ranking, Shipwatch Square & Stromboli Avenue

Figure B.64 Catalyst Area Design Phasing - Stromboli Avenue

Figure B.65 Catalyst Area Design Phasing - Shipwatch Square
Figure B.66 Design Concept Areas, Convention Center & Mall Drive Area

Figure B.68 Catalyst Area Design Phasing - Convention Center

Figure B.67 Design Concept Ranking, Convention Center & Mall Drive Area

Figure B.69 Catalyst Area Design Phasing - Mall Drive Area
## Partnership for Prosperity

**Design Concepts**

**Instructions**: The colored dots you have been given should be placed below to indicate the projects you believe are most important in the Neck area. If you believe a project is not important for the future of the Neck area, you may indicate that as well on this board. The projects listed below correspond to the keyed map elements indicated on the adjacent board.

### Amtrak Station and Olde North Charleston

<table>
<thead>
<tr>
<th>Key</th>
<th>Adaptive Use of the Historic Amtrak Station Building</th>
</tr>
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<tbody>
<tr>
<td>A</td>
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<td>Bike &amp; Pedestrian</td>
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<table>
<thead>
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<table>
<thead>
<tr>
<th>Key</th>
<th>Create Enhanced Pedestrian Connections to Adjacent Neighborhoods</th>
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<table>
<thead>
<tr>
<th>Key</th>
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<tbody>
<tr>
<td>D</td>
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</tr>
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<table>
<thead>
<tr>
<th>Key</th>
<th>Develop Vacant Parcels in the Olde North Charleston/Downtown Area To Complete the Street Fase</th>
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<table>
<thead>
<tr>
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<th>Reinforce Existing Uses in Olde North Charleston/Downtown Through Infill Development</th>
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<table>
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<th>Key</th>
<th>Separate Freight and Local Traffic on Virginia Avenue</th>
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<td>Park and Garden</td>
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<td>Bike &amp; Pedestrian</td>
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**Figure B.70 Design Concept Areas, Amtrak Station & Olde North Charleston**

**Figure B.71 Design Concept Ranking, Amtrak Station & Olde North Charleston**

**Figure B.72 Catalyst Area Design Phasing - Amtrak Station**

**Figure B.73 Catalyst Area Design Phasing - Olde North Charleston**
**Meeting / Mount Pleasant**
Intersection Phasing

**McMillan / Rivers**
Intersection Phasing

**Figure B.74 Intersection Phasing, Meeting Street & Mount Pleasant Street**

**Figure B.75 Intersection Phasing, McMillan Avenue & Rivers Avenue**
**Partnership for Prosperity: A Master Plan for the Neck Area of Charleston and North Charleston**

**Open House Voting Exercises: March 1, 2012 - Summary**

### Network Systems Concepts

<table>
<thead>
<tr>
<th>Concept</th>
<th>Most Important</th>
<th>Important</th>
<th>Less Important</th>
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<th>Total Dots</th>
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<td>Create a bicycle and pedestrian safe and connected network</td>
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<td>Provide a layered network of transit systems to serve different travel markets and foster economic opportunity</td>
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<tr>
<td>Provide balanced between rail and freight truck operations and local traffic</td>
<td>3</td>
<td>5</td>
<td>2</td>
<td>0</td>
<td>10</td>
</tr>
<tr>
<td>Develop anchors for community livability and economic vitality</td>
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<td>1</td>
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<tr>
<td>Provide design solutions that help mitigate the environmental effects of industrial uses on neighborhoods</td>
<td>5</td>
<td>1</td>
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<td>Provide opportunities for a connected network of parks and open spaces</td>
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</table>

**Fly Chart Comments**

1. Improve parallel street connectivity within the Neck area.
2. Create a bicycle and pedestrian safe and connected network.
3. Provide a layered network of transit systems to serve different travel markets and foster economic opportunity.
4. Provide balanced between rail and freight truck operations and local traffic.
5. Develop anchors for community livability and economic vitality.
6. Provide design solutions that help mitigate the environmental effects of industrial uses on neighborhoods.
7. Provide opportunities for a connected network of parks and open spaces.

### Shipwatch Square and Strombolli Corridor

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<td>Mantaline Shipwatch Square as a community focal point</td>
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<td>0</td>
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<td>Establish grocery and drug store catalyst sites in Shipwatch Square</td>
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<td>Provide variety of transit options in the area</td>
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<td>Define neighborhood parks and gathering spaces in the Shipwatch Square area</td>
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<td>2</td>
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<tr>
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<td>Create enhanced pedestrian connections from Strombolli to neighborhoods</td>
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<td>Establish new recreation opportunities and outdoor event spaces in the Strombolli area</td>
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**Fly Chart Comments**

1. Mantaline Shipwatch Square as a community focal point.
2. Establish grocery and drug store catalyst sites in Shipwatch Square.
3. Provide variety of transit options in the area.
4. Define neighborhood parks and gathering spaces in the Shipwatch Square area.
5. Develop Strombolli as a community core with neighborhood oriented uses.
6. Create enhanced pedestrian connections from Strombolli to neighborhoods.
7. Establish new recreation opportunities and outdoor event spaces in the Strombolli area.

### Intermodal/Convention Center and Mall Drive Area

<table>
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<td>Relocate Montague Avenue to a new connector route</td>
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<td>3</td>
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<td>6</td>
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<tr>
<td>Provide multiple transportation options to a variety of destinations</td>
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<td>1</td>
<td>0</td>
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<tr>
<td>Redesign the Rivers/Montague Avenue Intersection</td>
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<td>4</td>
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<td>0</td>
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<tr>
<td>Establish mixed use activity centers as a catalyst for new developments</td>
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<td>3</td>
<td>0</td>
<td>12</td>
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<tr>
<td>Establish appropriate scale and transition for new development</td>
<td>4</td>
<td>0</td>
<td>0</td>
<td>0</td>
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<tr>
<td>Improve new development and structured parking lots to replace the current surface parking lot</td>
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<td>6</td>
<td>4</td>
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<td>13</td>
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**Fly Chart Comments**

1. Create a new multimodal street corridor north of Montague Avenue.
2. Relocate Montague Avenue to a new connector route.
3. Provide multiple transportation options to a variety of destinations.
4. Redesign the Rivers/Montague Avenue Intersection.
5. Establish mixed use activity centers as a catalyst for new developments.
6. Establish appropriate scale and transition for new development.
7. Improve new development and structured parking lots to replace the current surface parking lot.

### North of Mount Pleasant and South of Mount Pleasant

<table>
<thead>
<tr>
<th>Concept</th>
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<th>Important</th>
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<td>Create a new gateway entrance into Charleston along Marion Avenue Area</td>
<td>6</td>
<td>3</td>
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<tr>
<td>Redevelop outdated shopping centers along King Street</td>
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<td>1</td>
<td>0</td>
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<tr>
<td>Redevelop the Mount Pleasant Area/Master Street Intersection</td>
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<td>Redevelop vacant parcels to complete the street edge of key roadways in the area</td>
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<td>0</td>
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<tr>
<td>Establish a shared use path under the elevated sections of I-26</td>
<td>6</td>
<td>4</td>
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**Fly Chart Comments**

1. Develop a creative corridor along Meeting Street.
2. Create a new gateway entrance into Charleston along Marion Avenue Area.
3. Redevelop outdated shopping centers along King Street.
4. Redevelop the Mount Pleasant Area/Master Street Intersection.
5. Redevelop vacant parcels to complete the street edge of key roadways in the area.
6. Establish a shared use path under the elevated sections of I-26.

### Amtrek Station and Ode North Charleston

<table>
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<th>Concept</th>
<th>Most Important</th>
<th>Important</th>
<th>Less Important</th>
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<td>Adaptive reuse of the historic Amtrek station building</td>
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<td>Establish community spaces adjacent to the Amtrek station building</td>
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<td>3</td>
<td>0</td>
<td>1</td>
<td>6</td>
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<tr>
<td>Create enhanced pedestrian connections to adjacent neighborhoods</td>
<td>9</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>11</td>
</tr>
<tr>
<td>Provide community access to the Cooper River</td>
<td>0</td>
<td>1</td>
<td>1</td>
<td>0</td>
<td>2</td>
</tr>
<tr>
<td>Develop vacant parcels in the Ode North Charleston downtown area to complete the streetscape</td>
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<td>8</td>
<td>1</td>
<td>0</td>
<td>9</td>
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<tr>
<td>Reconnect existing uses in Ode North Charleston downtown through rail development</td>
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<td>3</td>
<td>0</td>
<td>0</td>
<td>3</td>
</tr>
<tr>
<td>Separate freight and local traffic on Virginia Avenue</td>
<td>8</td>
<td>1</td>
<td>2</td>
<td>0</td>
<td>11</td>
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</tbody>
</table>

**Fly Chart Comments**

1. Adaptive reuse of the historic Amtrek station building.
2. Establish community spaces adjacent to the Amtrek station building.
3. Create enhanced pedestrian connections to adjacent neighborhoods.
4. Provide community access to the Cooper River.
5. Develop vacant parcels in the Ode North Charleston downtown area to complete the streetscape.
6. Reconnect existing uses in Ode North Charleston downtown through rail development.
7. Separate freight and local traffic on Virginia Avenue.

Figure B.76 Catalyst Area Design Phasing - Open House Voting Exercise
APPENDIX C
Open Space Facilities
Open Space

General

Open space contributes to the health and quality of life for residents, promotes community sociability, provides a variety of recreational and educational activities for all ages, and helps preserve and enhance the natural environment.

Passive-based open space emphasizes enjoyment of a natural resource or activity and not competition or participation. Facilities may include picnic tables, benches, observation areas, gardens, historic or cultural sites.

Active-based recreation uses promote participation and rely on the presence of facilities that enable certain activities to function. User-oriented activities may include baseball, football, soccer, basketball, and tennis. Resource-based activities include hiking trails and water-related pursuits.

A variety of open spaces exist within the Neck area (see Figure 4.7). These areas fall into several broad categories that have been described below. In order to fully understand how these open spaces function within the Neck area for planning purposes, facilities must not only be looked at individually, but how they connect and contribute to the system as a whole. A complete inventory of Open Space Facilities can be found in Appendix C.

Parks

Parks are the basic unit of the open space system and serve as the recreational and social focus of the community. Parks should accommodate a wide variety of age and user groups, with a focus on both informal active and passive uses. The following parks are located within the project area:

- Allan Park (passive, approx. 0.5 acres): walkways, benches, lawn area, and fountain.
- Brittlebank Park (passive, approx. 15.5 acres): walkways, benches, picnic tables, playground, lawn areas, water access, and piers.
- Crosstown Park (passive, approx. 0.3 acres): benches and lawn area.
- Cool Blow Park (active, approx. 2.0 acres): one multi-purpose sports field with backstop, playground, and one basketball full court.
- Ferndale Park (passive, approx. 0.5 acres): lawn area with no facilities.
- Ferrara Drive Pocket Park North (passive, approx. 1.3 acres): lawn area with no facilities.
- Ferrara Drive Pocket Park South (passive, approx. 1.5 acres): benches and lawn area.
- Hampton Park (active/passive, approx. 55 acres): walkways, benches, picnic tables, garden, gazebo, pond, dog run, lawn areas, two baseball diamonds, and one basketball full court.
- Harmon Field Park (active, approx. 13.0 acres): benches, lawn areas, playground, swimming pool, two multi-purpose sports fields, two baseball
Open Space Facilities

Athletic Fields

Fields are areas prepared for the play of organized sports and games and include both grassed ground (such as baseball, softball, and football fields) and hard court areas (such as basketball, tennis courts, tracks, and hockey rinks). The following athletic fields are located within the project area:

- Brentwood Field: one baseball diamond.
- Danny Jones Complex: one baseball diamond, four tennis courts, swimming pool, roller hockey rink, track, and football/soccer field.
- Exchange Club Field: one baseball diamond.
- Mary Ford Field: one baseball diamond.
- Joseph P. Riley, Jr. Park: one baseball diamond (Charleston Riverdogs professional baseball franchise)
- Rosemont Field: one multi-purpose sports field with backstop.
- Stoney Field: track and football/soccer field.

Playgrounds

Playgrounds are designed to provide both active and passive uses, usually with distinct play areas and equipment for preschool (ages 2-5) and/or school age children (ages 5-12) and informal recreation for all ages. They are often located adjacent to an elementary school. The following playgrounds are located within the project area:

- North Park Village Playground
- Vivian Anderson Moultrie Playground
- Freddie Whaley/Rosemont Playground

Shared Use Paths / Trails

For purposes of this inventory, trails (more accurately known as shared use paths) for recreational use include only off-road multi-use trails. On-street facilities are included in the bicycle/pedestrian network. There is only one trail located within the project area:

- A paved trail is located beneath the raised portion of I-26 from Huger Street to Mount Pleasant Street (approx. 0.9 miles); it contains both paved and unpaved sections.

Community Centers

Community Centers are indoor meeting places used by members of the community for cultural, educational, social, or recreational (such as swimming pools, gyms, and weight training facilities) purposes. The following community centers are located within the project area:

- Accabbee CC
- Armory
- Felix Davis CC
- Felix Pinckney CC
- Ferndale CC
• Freddie Whaley CC  
• Gethsemani CC  
• Gussie Greene CC  
• Jeanene Batten CC  
• Minor Crosby CC  
• Murray Hill CC  
• Russelldale CC  
• St. Julian Devine CC  
• Sterett Hall  
• Whipper Barony CC

**Special Use Facilities**
The Special Use classification covers a broad range of recreation facilities oriented towards a single-purpose use. The following special use facilities are located within the project area:

• Adams Tennis Center (six courts)  
• Cooper River Marina

**Natural Spaces**
Natural open space areas consist of landscape set aside for the purpose of preservation or conservation of natural resources, natural features, buffering, or scenic/aesthetic value. The following natural areas are located within the project area:

• Magnolia Cemetery  
• Noisette Preserve  
• Riverview Memorial Park  
• Woodahl Park

**Schools**
Schools also provide a variety of open spaces for recreational purposes and are usually available for community use during non-school hours. The following schools in the Neck area provide recreational spaces:

• Academic Magnet HS
1. Executive Summary

The resurfacing of Spruill Avenue between McMillan Avenue and Meeting Street offers an opportunity to enhance livability along the Spruill Avenue corridor in North Charleston by better accommodating bicycle and pedestrian travel along this corridor. To that end, this white paper, developed as part of the Berkeley-Charleston-Dorchester Council of Governments (BCDCOG)-sponsored Partnership for Prosperity – A Master Plan for the Neck Area of Charleston and North Charleston, recommends a road conversion that would incorporate buffered bicycle lanes within a three-lane typical section as part of the current resurfacing project. This action will improve traffic safety, improve bicycle connectivity and quality of service, and increase livability while retaining acceptable levels of service for motor vehicles. The conversion will not significantly affect implementation costs or timeframes and will help achieve the objectives the ongoing Neck Area Master Plan efforts. The road conversion is consistent with the objectives of the 2008 North Charleston Comprehensive Plan.

2. Road Conversion Purpose and Need

Through the Neck Area Master Plan (Master Plan), the BCDCOG and the Cities of North Charleston and Charleston seek transportation and land use solutions that improve sustainability, livability, and economic opportunity. The Master Plan identifies the need for a high-quality, visible bicycle and pedestrian spine route that connects North Charleston and Charleston. The Spruill Avenue corridor is a logical corridor for facilitating longer-distance bike accommodations based on its general alignment (relatively straight and flat), adjacent land uses (low levels of conflicting activities such as parking and driveway maneuvers), and high levels of connectivity to nearby emerging redevelopment nodes, such as the Navy Yard at Noisette and Shipwatch Square. The corridor also ties in directly with the Liberty Hill and Park Circle neighborhoods, and the Olde North Charleston main street along East Montague Avenue, helping to strengthen these commercial retail and civic destinations.

Over the long-term, this major bicycle route is envisioned as consisting of a shared use path (using abandoned railroad right-of-way parallel to Spruill Avenue, where available) complemented by signature on-road facilities and an enhanced pedestrian environment that would provide for increased comfort and safer travel along the corridor. This concept is also supported by the City of North Charleston Comprehensive Plan and the Lowcountry Alliance for Model Communities (LAMC) Area Revitalization Plan, which include a proposed bicycle & pedestrian trail along Spruill Avenue, and in the draft 2035 CHATS Long-Range Transportation Plan, which includes policies, recommendations and funding for Complete Streets programs and projects. While a shared use path along the length of the corridor is a long-term goal, it is unlikely that an off-road facility will be possible along the entire corridor. In addition, providing a range of options for bicyclists and other roadway users through a modified roadway design will increase bicycle mobility and connectivity, lower travel speeds, and increase safety, all of which contribute to overall livability along the corridor and in the Neck area.

The Neck plan is pursuing a roadway conversion for the entire length of Spruill Avenue from Meeting Street to Montague Avenue. However, due to the immediate implementation opportunity provided by the current resurfacing project, this white paper focuses on the section of Spruill Avenue between McMillan Avenue and Meeting Street. This section of Spruill Avenue is a five-lane roadway within a 50’ wide typical section that provides capacity for auto volumes higher than will be expected over the next 25 years. The reconfiguration of the roadway cross-section to provide buffered bicycle lanes as described below would improve valuable bicycle connectivity in the corridor and, with a thoughtful design, would likely attract more riders from neighborhoods along the corridor.

3. Corridor Context

Spruill Avenue is a SCDOT-maintained state highway (Route S-10-32) that runs generally parallel to and east of Interstate 26 and US Route 52 in the neck of Charleston.
Spruill Avenue is classified as a minor arterial north of McMillan Avenue and south of Burton Lane. Between McMillan Avenue and Burton Lane, it is classified as a principal arterial. Spruill Avenue is not a designated hurricane evacuation route; US Route 52/78, which runs parallel to the west of Spruill Avenue, is a major emergency evacuation route. The former Charleston Naval Shipyard is located between Spruill Avenue and US Route 52/78 near McMillan Avenue.

Spruill Avenue is not part of the National Highway System, or a state highway truck or bikeway networks. During 2010, the SCDOT reports an average annual daily traffic (AADT) of 9,600 vehicles on Spruill Avenue just south of the intersection with Cosgrove Avenue. Further south, the 2010 AADT is 11,200 vehicles on Spruill Avenue just south of Stromboli Avenue. The posted speed ranges from 35 to 40 mph. With two 10-foot wide travel lanes in each direction and one 10-foot wide center turn lane, traffic conditions are generally free-flow and vehicles travel at speeds significantly higher than the posted speed. There is no on-street parking available.

North of North Carolina Avenue, a narrow sidewalk is provided on the western side of Spruill Avenue, offset a few feet with a grassy buffer. Between North Carolina Avenue and Burton Lane, sidewalks are provided along both sides of Spruill Avenue without any buffer space. Sidewalks are provided along both sides of Spruill Avenue with a narrow grassy buffer between Burton Lane and Beech Avenue. South of Beech Avenue, only the western side of Spruill Avenue has sidewalks.

Fixed route bus service is provided along Spruill Avenue. CARTA Route 101 runs along the northern portion of Spruill Avenue between Montague Avenue and Reynolds Avenue (south of McMillan Avenue). CARTA Route 11 runs along the southern portion of Spruill Avenue from Dorchester Road to the south.

Development activity directly along Spruill Avenue is very limited. Generally land uses are vacant or abandoned former industrial plots of land. In some areas Spruill Avenue runs on the edges of single-family neighborhoods. This corridor has potential to redevelop, as there are several areas with vacant or underutilized properties. A few single family homes on corner lots have little side setback from Spruill Avenue. Setbacks for commercial buildings range from as little as five feet from the sidewalk, like the Tri-County Plaza of Charleston at 2931 Spruill Avenue at the intersection of Norwood Street, to 80 feet or more to accommodate off-street parking in front of buildings.

Two areas identified in the Neck Area Master Plan for future economic growth in the Neck area, Shipwatch Square and the Navy Yard at Noisette, are located several hundred yards to the west and to the east of Spruill Avenue, respectively. Although long-term potential exists for redevelopment along the Spruill Avenue corridor, including at the Reynolds and Stromboli neighborhood commercial...
centers, and at the several underutilized industrial properties, significant change is unlikely in the near term. The resurfacing project on Spruill Avenue provides an immediate opportunity to put in place a significant link in the bicycle connectivity network for the Neck area. There are few good north-south corridors in the Neck area that can safely accommodate bicyclists in a comfortable on-road setting due to high traffic volumes, heavy truck traffic, higher speeds and lack of continuity. For a variety of reasons, Spruill Avenue provides the best context for such a north-south Complete Street corridor to emerge that would effectively link both cities and connect neighborhoods along the corridor to commercial, employment and civic destinations. This resurfacing project provides an opportunity that the community cannot afford to lose, as one of the most common ways of implementing complete streets projects is through routine maintenance and resurfacing projects such as this one.

4. Alternatives Considered
The current repaving plan is designed to retain the existing five-lane typical section as well as two alternatives that would implement bicycle lanes in the corridor. The City of North Charleston has requested that SCDOT consider providing 5-foot bicycle lanes on each side of Spruill Avenue by maintaining the existing four 10-foot travel lanes and eliminating the existing two-way left turn lane. This study also examined a three-lane alternative with an 11-foot travel lane in each direction, a 14-foot two-way left turn lane (TWLTL), and buffered bike lanes (5-foot lanes and 2-foot striped buffers). Figure 2 shows the typical section for each alternative. In this report, the City of North Charleston's four-lane section is identified as a “proposed section” and the three-lane section is identified as the “recommended section”.

Appendix E
Goods Movement Data
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Commercial Vehicle Size and Weight Enforcement

At a federal level Congress and FHWA have defined primary networks from a policy standpoint for encouraging interstate commerce and heavy truck travel. The National Network of Highways includes: (1) the Interstate Highway System and (2) other highways designated by states in response to the Surface Transportation Assistance Act (STAA) of 1982 as being capable of safely handling larger commercial motor vehicles. Off the National Network, states, counties and municipalities have the authority to set load limits on roadways under their jurisdiction. Most often, state authorities establish the governing gross weight limits, axle load limits and vehicle dimension standards that apply to local jurisdictions. Local authorities typically “post” or adopt route specific regulations to protect critical or deteriorating infrastructure.

The demand for urban goods and services requires the use of large commercial vehicles to move goods, even in congested urban areas. Further, the drive to increase the efficiency of goods movement sometimes results in trucks being loaded beyond legal limits. The primary purpose for adopting and enforcing truck size and weight regulations include:

- Pavement protection;
- Bridge protection; and
- Safety.

Truck Weight and Pavement Damage

Pavement damage is determined primarily by axle loads – or more precisely, by the weight on the “footprint” of the vehicle’s tire contact with the pavement. For this reason, in addition to axle load regulations, many states also have weight per inch of tire width limits. There are no federal regulations governing weight per inch of tire width, but “super single” tires becoming a popular replacement for dual tires, more than half of the states have adopted tire weight laws. The tradition means of enforcing truck weight laws has been through the use of static roadside bed scales, or mobile enforcement using wheel scales. For many urban areas the space required to pull-over and weight trucks prohibits efficient enforcement. However, studies have shown that the cost of overweight trucks can significantly out weight the cost of greater enforcement resources. And, data in urban areas suggest that many single unit trucks such as refuse and construction trucks (e.g. cement mixers, gravel trucks, etc.) are often significant violators.

Truck Weight and Bridge Damage

Bridge damage is primarily impacted by the total weight of the vehicle – i.e. the total suspended weight upon the bridge structure. However, the bridge deck or pavement surface on the bridge is also affected by axle weight. Most bridge regulations in the U.S. are based on the federal bridge formula which establishes the maximum weight for bridges based on weight, number of axles and the length between the front and rear axles of the vehicle. On short bridges long vehicles will likely not transfer the total weight of the vehicle to the bridge at one time, while shorter vehicles transfer more weight to individual bridge members. Given the types of trucks that typically operate in urban environments, overweight, short trucks can cause premature bridge deterioration.

Bridges are affected by the weight of trucks in two ways: fatigue and overstress. Fatigue refers to repeated loads on a bridge that cause it to flex, much like repeatedly bending a piece of wire back and forth. Overstress refers to the possibility of severe damage and possible collapse caused by a single extreme loading event.

One of the most frequent causes of bridge damage in urban areas results from commercial vehicles striking bridges and overpasses. An investigation by New York DOT and the City of New York found that in 2008 there were 98 incidents of commercial vehicles striking bridges in New York City alone. Bridge strikes can result in death or injury, infrastructure damage, road closures and other operational disruptions (e.g. strikes to rail bridges can close rail lines). NYCDOT is addressing bridge strike problems through enforcement of truck routes, detailed GIS mapping of low clearance bridges, education and outreach, reflective signing of low bridges, and the use of technology to monitor those bridges most prone to strikes.

Truck size and weight regulations were conceived originally as a means of maintaining the integrity of quality roadways. However, truck weight and dimension also affects vehicle handling characteristics such as stability and control. Operating a truck beyond limitations established in law can severely degrade stopping ability, put excess wear on vehicle components such as brakes, tires and suspensions systems. Overloads also degrade the ability of a heavy truck to
accelerate into traffic or through intersections or railroad crossings, or maintain vehicle stability in high-speed, tight curves.

**COMMERCIAL VEHICLE EMISSION REGULATIONS**

Since passage of the Clean Air Act in 1963, U.S. federal emissions standards for light, medium and heavy duty trucks have become increasingly stricter. In the past decade new diesel engine standards, as well as, EPA standards for low sulfur diesel fuels have continued to cut emissions despite the growth in commercial vehicle miles of travel. While stricter federal regulations on trucks serve to lower emissions on new vehicles, these improvements often filter more slowly to urban truck operations and trucks engaged in relatively short-haul drayage from container ports. Due to the short-haul nature of urban and drayage truck operations, these fleets turn over more slowly. It is not uncommon for once long-haul over-the-road trucks to be semi-retired into the service of urban and drayage truck operations before being retired for good.

To lower emissions in urban areas an increasing number of state and local jurisdictions are imposing restrictions on trucks such as idling regulations and engine compliance rules. The American Transportation Research Institute (ATRI) has assembled a compendium of truck idling relations that cites 22 states and more than 50 city and county jurisdictions that impose engine idling restrictions. Currently South Carolina state law prohibits trucks from idling more than 10 minutes in any one hour period. (SCCL §56-35-40)

In addition to idling regulations, an increasing number of jurisdictions are providing financial incentives to trucking companies to adopt clean technology trucks. For instance, many of the nation’s largest container ports offer grants and low interest loans to help owners replace equipment manufactured prior to 2004, when the first new diesel engine technologies were mandated by EPA.

Once the infrastructure design guidance is established and operational policies adopted, it is important to take the necessary steps to sell the improved routes to the users and local communities. This section outlines several strategies that can be used to market the truck routes in the Neck area.
Appendix F
Design Guidelines
1.0 INTRODUCTION

Background: The purpose of this document is to bring together a comprehensive set of design guidelines and standards for new development in the Charleston Neck area in order to ensure compatibility with the urban design and built character of the surrounding community.

1.1 PURPOSE AND INTENT

1.2 RELATIONSHIP OF GUIDELINES TO MASTER PLAN

1.3 DESIGN EXCELLENCE IN THE NECK

1.1 Purpose and Intent

This document is intended as an accompaniment to the Partnership for Prosperity Master Plan in order to provide additional guidance on the design of public and private improvements in the Neck Study Area. These guidelines are primarily intended for new development and redevelopment that is anticipated to occur in the Neck area in the coming years. They are intended to preserve the economic investments made in the area by ensuring that all future improvements will maintain a consistent design character and high quality of design and construction. The overall intent is to ensure that residents and businesses that have made investments based on the quality and character of the built environment have a reasonable assurance that those investments are supported through a consistent design character for the Neck into the long term future. The use of agreed-upon standards for new development should, in the long run, benefit everyone, ensuring that the Neck will maintain a consistently high quality design character that can be a source of pride and a basis for continued long term investment.

1.2 Relationship of Guidelines to Master Plan

The Partnership for Prosperity Master Plan provides a basic long term framework for the planning and development of the Neck. In addition to laying out a plan for land use, transportation, and environmental sustainability, the plan also presents a compelling vision for the Neck area’s future in terms of design character. However, the design vision established in the Master Plan is necessarily broad, as it relates to multiple Catalyst Areas, as well as to existing neighborhoods and businesses in the whole study area. As developers, investors, companies, institutions, and other stakeholders begin to participate in the area’s revitalization; they will be looking for additional guidance in designing and executing projects that will advance the vision.

1.3 Design Excellence in the Neck

The design principles described in these Design Guidelines provide a more detailed framework for specific design details and overall development quality, as well as transportation system improvements, land use and urban design principles.

These Guidelines are organized into three basic categories of design elements:

- Site Planning
- Building Design
- Streets and Public Spaces
Design Guidelines

Vision Principles
- Connectedness
- Community Vitality
- Economic Freedom
- Environmental Health

Plan Principles
(Defined in the Urban Framework portion of the Vision Plan)
- Establish Catalyst Areas as Centers of Activity
- Promote Connectivity
- Create a Sense of Place that Strengthen Communities
- Promote and Facilitate Social Interaction
- Emphasize Transportation Options
- Provide a Diversity of Land Uses
- Ensure Neighborhood Compatibility
- Create Pedestrian-Friendly Design

Guidelines Organization
- Site
- Building
- Public
2.1 SITE PLANNING

Background: Successful site planning balances automobile and pedestrian accessibility and creates an environment that is welcoming to all users. A key factor is the organization of buildings and parking relative to adjacent streets. Frequently, buildings are set too far back from the road, leaving a large, open expanse of parking visible to visitors from the roadway, and a wide, often uninviting, expanse of asphalt to be crossed by pedestrians. A more desirable alternative reverses this placement, drawing the building to the street edge and moving parking to the rear, in turn providing a more intimate pedestrian-friendly frontage along the roadway. In this way, buildings frame the street, enhancing and enlivening the pedestrian environment with store fronts and entrances along the sidewalk.

2.1.1 BLOCK CONFIGURATION

2.1.2 BUILDING LOCATION, ORIENTATION, AND USE

2.1.3 SITE ENTRY AND ACCESS

2.1.4 PARKING LOCATION AND GENERAL DESIGN

2.1.5 TRANSITIONS

2.1.6 LANDSCAPING AND HARDSCAPING

2.1.7 LIGHTING

2.1.8 SIGNAGE
2.1.1 Block Configuration

A well-designed block network promotes pedestrian activity and encourages walking in place of driving for local trips by making connections between destinations accessible and convenient. Compact blocks facilitate an interconnected street network and provide the framework for mixed-use development and a greater diversity of building types within close proximity. Increased street connectivity also disperses traffic flows, subsequently helping to transform the street into a comfortable space for pedestrians. Interconnected transportation networks can provide advantages such as enhanced vehicular and pedestrian access, reduced traffic congestion, and enable emergency vehicles to respond in a more timely manner.

Many communities have adopted maximum block length standards or street connectivity standards to facilitate vehicular and pedestrian circulation. Block length standards should encourage pedestrian-oriented blocks between 200 and 600’ in length. A typical pedestrian trip length is about 1/4 mile or approximately 5 minutes. Therefore, block lengths a distance of 1/8 of a mile or shorter are encouraged to promote pedestrian activity and access to a variety of destinations within a typical walk.

Design Objectives:
• Disperse traffic by providing multiple routes
• Provide opportunities for shorter trips
• Reduce congestion on major thoroughfares

The illustration above shows a typical auto-oriented site plan. The illustration below shows how it could be reorganized to accommodate pedestrian-oriented block sizes.
2.1.2 Building Location, Orientation, & Use

**BUILDING LOCATION & ORIENTATION**

Proper building location and orientation can reduce walking distances from the sidewalk and make streets more useful for pedestrians, transit users, and bicyclists. Building entries should border main streets and public thoroughfares to foster a vibrant, walkable environment.

**Design Objectives:**

- Provide convenient pedestrian access between public sidewalks, on-site parking, and buildings.
- Provide a more continuous street wall that encourages pedestrian activity and reinforces a sense of place.
- Orient entrances to the sidewalk to enliven the pedestrian realm.

**USE**

Creating a pedestrian-friendly environment typically includes providing a careful balance of land uses, jobs, housing, restaurants and shopping within a compact area. To be successful, mixed use development must utilize both a vertical (multiple floors) and horizontal (adjacent buildings) mixture of uses; include an interconnected street network that enhances mobility for pedestrians and cyclists, and allows users to park once and walk between several uses; and provide a balance between activities that occur between the daytime, evening, and weekend hours, fostering a busier, safer, and more exciting environment 24 hours a day.

Regulations can require mixed use development for individual parcels or promote single land uses that provide land use diversity within a ¼-mile range of a parcel. They can prohibit developments, such as drive-through businesses, that discourage pedestrian activity. In all cases, a specific definition of mixed use is needed that establishes a threshold by which the mix of uses is measured.

**Design Objectives**

- Offer a variety of land uses in a compact, walkable area to promote walking, biking and transit.
- Create opportunities for local trips.
- Allow a greater variety of uses to occupy a given space.
- Provide pedestrian-supportive uses on the ground floor and other uses in the stories above.
2.1.3 Site Entry and Access

Accessing businesses from the primary roadway via individual driveways is typical of auto-oriented streetscapes. The sidewalk is interrupted by driveways, increasing the possibility of conflicts between transportation modes. The primary roadway traffic is also interrupted by turning vehicles. Consolidating driveways will lessen these interruptions and help encourage pedestrian activity.

Access management should be used to minimize unnecessary driveway connections and to encourage shared and cross-access between adjacent parcels. Access management that supports pedestrian activity, while accommodating vehicles, often makes use of a single alleyway, side, or rear entrance to a common parking lot, usually internal to a block or behind a set of buildings. Shared driveway access strategies can also help reduce pedestrian and bicyclist conflicts with automobiles and help maintain traffic flow.

Design Objectives:

- Reduce the potential for pedestrian and vehicular conflicts
- Provide better through traffic flow
- Improve vehicular/pedestrian/bicycle safety by reducing entrances onto major roads

Discouraged: Typical auto-oriented street with multiple driveways interrupting the sidewalk and flow of traffic

Encouraged: On-street parking and rear or shared lots help create an uninterrupted sidewalk and reduce modal conflicts

Discouraged: parking in the front of the building creates a greater distance between the sidewalk and the building entrance, discouraging pedestrian activity.

Additionally, multiple entrances to parking disrupt the flow of pedestrian traffic

Encouraged: Shared parking in the rear limits the number of access points and reduces potential conflicts between travel modes.
2.1.4 Parking Location & General Design

Parking can be a major factor limiting the walkability of a place. Providing an overabundance of free parking encourages driving and, if located in front of buildings, may serve as a barrier between pedestrians and their destinations.

Generally off-street parking should be located behind or beside buildings. Building facades that open directly onto the sidewalk without parking in front are more inviting to pedestrians.

Parking Types:

Structured Parking
Structured parking or parking garages are most appropriate in high-density areas. Garages reduce the total amount of paved area and can fit well into an urban environment, maintaining scale and facade articulation. Garages should be located within block interiors wrapped by perimeter liner buildings or as stand alone structures that can easily integrate first floor retail. The proportion, rhythm and massing of a garage should reflect that of surrounding buildings.

Surface Parking
Parking should be located to the rear of the building wherever possible. Any off-street parking adjacent to the public right-of-way should be screened with landscaping or fencing in such a way that it does not create a barrier to adjacent sites or blocks. (For more information on screening, see section 2.1.6.6 “Screening, Fencing, Walls, and Railings.”) Long aisles of parking bays should be broken up with landscaped islands. Pedestrian access should be designed around the perimeter of on-site parking and between parking aisles.

On-street parking
On-street parking occurs within the right-of-way and is an important factor contributing to streetscape activity and business vitality. On-street parking is discussed in further detail in section 2.3.1.3 Roadway Zone.”

Design Objectives:
• Parking should not impede pedestrian access to building entryways
• On-street parking and well-integrated structured parking can contribute to an active pedestrian streetscape
• Shared parking lots and access should be encouraged
2.1.5 Transitions

**Scale Transitions**

Compatible scale should be considered in terms of lot size, building dimensions, building placement, and orientation. Where practicable, similar sized lots or buildings should face each other across local streets, but not to the detriment of achieving an appropriate mix of uses at the edges of catalyst areas or neighborhoods. Transitions of development scale are best accomplished across rear lot lines, alleys, open space or collector and arterial streets. New development should relate to other existing or proposed development on adjoining properties to maximize useful interconnections and shared efficiencies.

**View Transitions**

Important views and vistas, both natural and man-made, should be used as opportunities to create edges or to align public spaces and corridors to enhance the quality of the public realm experience.

**Buffering and Screening for Transitions**

Where incompatible scale or activities cannot be mitigated through adequate transition, buffering and screening should be required. Buffering and screening strategies should consider building and parking placement, building orientation, walls, fences, and landscaping.

**Design Objectives:**

- Provide for compatible transitions of design to adjacent neighborhoods
- Ensure that building scale, massing and design are compatible with surrounding areas.
2.1.6 Landscaping & Hardscaping

Design Objectives

• Complement and soften buildings and hardscape elements.
• Visually frame buildings and define entrances.
• Differentiate neighborhood identities and buffer parking and service areas.
• Improve site environmental conditions, reduce urban heat island effects and improve site permeability.

2.1.6.1 General Landscape Guidelines

Landscape Plans
Developments should incorporate landscape plans that indicate the location, size and placement of plant materials, as well as irrigation when appropriate. Plans should include a hierarchy of plantings in terms of size and types of plant material to mark the transition between the horizontal ground plane at the sidewalk or parking area and the vertical facades of buildings.

Sustainability
Landscape plans should endeavor to utilize sustainable principles of design that use less water than traditional designs. Strategies to reduce water consumption include specification of low-water need plant materials, mulches or ground covers that limit evaporation, use of drip irrigation or other systems that more effectively deliver water to plants, use of reclaimed water, and rainwater harvesting.

Diversity
A diverse selection of plants, including species that are already existing in the area, should be used. Mixing different sizes and types of plantings helps create a more resilient and disease-resistant plant community. Plant materials should be selected that are appropriate for the urban environment and specific micro-environment (shade, wind, space limitations, etc.). Plant materials that are drought tolerant, suited to the climate and/or native to the region are encouraged. No invasive species should be planted.

Street Trees
Tree species which naturally produce large surface roots that may damage pavements and trees with dense canopies that block building entrances and store fronts should be avoided. Also, trees that can litter the pavement with excessive fruit, branches and large leaves should be avoided. Tree species that have thorns are generally not recommended in pedestrian areas.
Street Trees, continued
To minimize conflicts of lower tree limbs with pedestrian and roadway areas, bottom tree branches should have at least 7 feet clearance for pedestrian walkways, 8 feet clearance for bicycle traffic, and as much as 14 feet clearance to avoid interference with buses.

Street trees should be planted in a uniform pattern and spaced equally to create a relatively continuous canopy upon maturity. Street trees should be planted at an average spacing of 40 feet on center (the approximate length of two on-street parking spaces). Exact spacing should be modified on a block-by-block basis and trees can be clustered to minimize obstruction of views and building entrances and to avoid conflicts with utilities and street furnishings.

Trees in paved areas should be provided with deep root barriers, automatic irrigation, and expandable metal tree grates. Tree grates should be regularly maintained and expansion rings should be removed as the tree trunk grows.

Landscape Arrangement
Landscaping should be arranged and maintained in a way that does not block signs or street lights. Sight lines and clear zones should be maintained at all intersections. Landscaping and hardscaping elements should be coordinated with adjacent streetscape elements to provide a unified and consistent look.

Where there is on-street parking, tree locations should be coordinated with parking stalls to minimize conflicts with vehicle doors.
Grass species with low water needs should be utilized in low pedestrian traffic areas.

Street plantings should be selected and maintained so that branches do not hide signs or block street lights.
2.1.6.2 Plant Materials

Plant materials should be selected that are appropriate for the regional climate, reflective of historic patterns and elements, and provide seasonal interest.

All plant materials should be free of any defects, of normal health, height, leaf density and spread appropriate to the species as published in the latest edition of American Standards for Nursery Stock.

Plant materials with similar water and light needs should be grouped together.

Street trees should be deciduous and have a minimum 2 ½” caliper. Coniferous trees should not be used as street trees.

2.1.6.3 Plaza Landscaping

All plazas should be landscaped with a combination of plants and hardscape materials to provide shade and area for amenities such as fountains and art that create focal points for users.

Plazas should be made comfortable by using architectural and landscape elements to create a sense of place, enclosure and security. Plazas should be oriented to take advantage of views and sunlight. Plazas should visually and physically connect to the adjacent streetscape.
2.1.6.4 Parking Area Landscaping

**General**
Parking area landscaping should enhance the aesthetic appearance of surface parking lots, screen them from view from public roads, and provide safe and attractive pathways through parking lots for pedestrian traffic.

Large surface parking areas should be broken up into smaller increments or pods with interior landscaping (e.g. landscaped islands or medians) or with pedestrian connections. Landscaping within a parking lot should be evenly distributed.

**Location of Plantings**
A perimeter planting strip and/or a garden wall should be provided between the parking area perimeter boundary and an abutting public street.

Berms should not be used as a method of parking lot screening along walkable streets.

Landscaping and trees should be located to achieve maximum shading of parked vehicles.

Accent trees and landscaping may be provided on both sides of all parking structure entrance/exit drives as a wayfinding measure.

2.1.6.5 Hardscape

Decorative paving should be used to identify special areas of the streetscape such as intersections, pedestrian building entrances, crosswalks, and plazas and help differentiate functional zones on a sidewalk or street.

Special pavement surfaces used in private realm areas should be coordinated with pavement surfaces in adjacent public realm areas where they are both visible from the public right-of-way.

Special pavement surfaces should be appropriate for heavy urban traffic and meet the requirements set forth within the Americans with Disabilities Act (ADA).

The use of permeable pavement systems is encouraged.
2.1.6.6 Screening, Fencing, Walls, and Railings

The design and materials for walls and fences should be coordinated with the design and materials of nearby and adjacent buildings in terms of color, quality, scale, and detail. They should not necessarily be identical, but should be high quality, decorative rather than utilitarian, and be substantial in appearance commensurate with the urban environment.

Walls and fences exceeding that are located adjoining a public street should provide variety and articulation at intervals not exceeding 100 feet through the following methods: changes in plane horizontally on the ground plan; expression of structure, such as a post, column or pilaster; variation of material; and/or variation of form, such as from solid to open. The design of walls and fences should avoid long, unarticulated areas facing sidewalks.

2.1.6.7 Service Area Buffering

Service and utility areas should be concealed from the public right-of-way by employing means such as enclosing walls, fences, screening and/or landscaping of sufficient height, structure and density for year round cover to provide an opaque screen from the public view.
2.1.7 Exterior Lighting

Design Objectives:

- Provide a cohesive appearance to the Neck and complement the historic character of adjacent areas.
- Enhance safety and encourage safe pedestrian and vehicular access and activity at night.
- Promote easier wayfinding and orientation in neighborhoods and activity areas in the Neck at night.

2.1.7.1 General Lighting Guidelines

Exterior lighting for pedestrian areas should be provided at all points of decision such as intersections, crossings, steps, and arrival points. It should illuminate pedestrian pathways, drives, buildings, service areas, signage, landscaping and other areas where appropriate.

Building, site and parking lot lighting fixtures should be coordinated and compatible with the architecture of adjacent buildings, landscape, and streetscape. Simpler fixture styles are recommended to be compatible with different architectural styles.

The placement of lighting fixtures should be coordinated with the landscaping plans to avoid conflicts in layout.

All lighting should be aimed, located, designed, fitted and maintained so as not to present a hazard to drivers or pedestrians by impairing their ability to safely traverse and so as not to create a nuisance through light trespass.

Lighting can enliven a nighttime space providing aesthetic appeal and community identity, and enhancing the sense of safety for pedestrians.

Exterior lighting should be provided at intersections to enhance the safety of pedestrian crossings at night.
2.1.7.2 Site and Building Lighting

Street Lighting
Street lights are used for overall illumination of roadways and sidewalks and should enhance security of the street while minimizing negative impacts on private properties. Placement of fixtures should provide a coordinated and organized appearance that contributes to the overall continuity of areas.

Generally, all street lights should be located so as to provide safe clearance for pedestrians and adjacent vehicles. The setback for each pole from the curb edge should be consistent to create visual alignment. Poles should be intentionally placed in relation to on-street parking spaces to prevent conflicts with vehicle doors. Street lights should be spaced consistently based on the width of the street and the length of the given block. Mature tree canopies should be considered when spacing street lights, which should be centered between trees whenever feasible. Spacing should strive to achieve a consistent look.

Building Lighting
Building lighting design should highlight primary building entrances, light specific usable exterior spaces such as balconies or terraces, complement adjacent streetscapes, and accentuate adjacent plazas and open spaces. Building lighting should be integrated into the architecture through concealment or through materials, detailing, form, and spacing that complements the building.

Building lighting fixtures, whether exposed or concealed, shall not have power sources, conduit runs, junction boxes, or other unfinished elements exposed to view. Architectural accent lighting should be limited to indirect lighting only.

Building Sign Lighting
Illuminated signs should be oriented to the public right-of-way and should avoid facing residential uses and publicly accessible open spaces or plazas whenever practical. They should have tops to prevent light from escaping upward.

Pulsating, flashing, running or rotating lights are generally not compatible with pedestrian-friendly areas and activity center. Power sources, conduit runs, junction boxes, or other unfinished elements should be concealed to minimize their visual impact.
2.1.7.3 **Open Space Lighting**

Open space lighting should create a comfortable and safe nighttime ambience in publicly accessible open spaces and plaza areas and provide continuity of light levels with adjacent streetscapes. It should provide the lowest levels necessary to achieve safety and efficient wayfinding. Appropriate elements of plazas such as gazebos, art, and fountains should be highlighted to aid in orientation, provide visual interest and become an inviting presence at night.

Pedestrian lighting may be used in plazas to illuminate primary walking pathways or accented paved areas. Illumination sources that are low to the ground such as bollards and walkway lights are encouraged.

High power and general illumination of entire plazas and open spaces from remotely mounted fixtures is discouraged.

2.1.7.4 **Parking Area and Drive Lighting**

Parking areas should include adequate lighting levels to create a safe and secure environment. Fixtures should be installed at illumination levels to provide safety for vehicles and pedestrians, while minimizing glare or spillage onto adjacent properties. The entrances and exits to parking areas should be well lit.

Poles should be placed to provide a unified, organized appearance throughout the parking area and provide reasonably even and uniform light distribution without hot spots or dark spots.

2.1.7.5 **Accent Lighting**

Accent lighting of buildings, building entries, landscaping, plazas and other special features is encouraged.

Accent lighting should highlight appropriate design elements. It should be ground mounted or mounted on buildings and light levels should be low or background in appearance. Flood lighting is prohibited.

Landscape lighting should be subtle and should be carefully shielded to avoid view of the source. Uplighting of landscaping should be limited to a select few elements and should be designed to avoid sky glow.
2.1.8 Signage

The character of a community, neighborhood, or district can be reflected in the design of signage. For example, dispersed strip commercial uses are primarily accessed by car while compact mixed-use areas are easily transversed on foot.

Signs that are sensitive to nearby neighborhoods, respect the scale and proportion of buildings, and contribute to the ambiance of a place can help secure and maintain a healthy economic climate.

Design Objectives:

• The scale and design of signs should be based on the intended viewer and their speed of travel
• The design and placement of signs should be coordinated throughout a district; materials and colors should complement the character of existing buildings and their architectural elements.
• Avoid signs that compete for attention and thus lead to visual clutter.
• Signs coordinated and maintained across a district can contribute to a healthy economic climate.

2.1.8.1 District or Area Signage

District signage includes a variety of wayfinding or identification signage used to highlight important streets, districts, and precincts within a city.

Public signage can serve to announce arrival into a particular part of the city, district or special destination. This is particularly significant at intersections which can serve as gateways to a district or transitions between districts. Signs and their text should be scaled for legibility by both pedestrian & automobile traffic. Bracket type banners on pedestrian light poles and other district and wayfinding signs should be coordinated in both design and placement to present a unified identity for the district and its corridors.
2.1.8.2 Site and Building Signage

Wall-Mounted Signs

Wall-mounted signs are most often placed at the ground floor level of buildings to be viewed both by pedestrians and slower moving vehicles. Because viewer movement is expected to be slower for wall mounted signs, signs may incorporate multiple colors and text types. Types of wall-mounted signs include: awnings, hung signs, storefront window signs, and signs fixed parallel or perpendicular to building facades.

For multiple businesses sharing one lot, the design of wall-mounted signs should be legible from across the parking lot and sometimes from the street. All signs should be aligned across the retail center and should be proportional in scale to the building facade.

Free-standing Signs

Free standing signs includes monument and pole signs. Pole signs range in style from highway scaled commercial signs to Main Street Style signs. Free standing signs are most often used to attract motorists and are often placed along the street in the amenity area or at commercial entrances.

When a primary entrance to a commercial use is through a parking lot, it is often necessary to place signs along the roadway to attract motorists. Shared monument or pole style signs that advertise all of the retail and commercial uses that the parking lot serves are often used. It is recommended that a consistent text size, color, and font be used for all businesses on the shared sign. Tall masts and multiple individual signs are discouraged.

Other design considerations for free-standing signs include the following:

• Sign height should not exceed that of the building
• Monument style bases should match or complement the primary building material it represents.
• Monument style bases can be well-integrated with the site by adding appropriate landscaping around the base.

Discouraged: Inconsistent form, fonts and colors. Scaled larger than the building and has incompatible building materials.
2.1.8.3 **Signage Materials and Design**

Based on the speed of the viewer, sign materials and design may vary from simple to more complex. Signs oriented towards higher speed vehicles should use simple colors and text so that they can be easily understood from a distance.

Pedestrian-oriented signs, or those viewed at slower speeds, may incorporate multiple colors, sign shapes, varying and smaller fonts, as well as images and other design elements. Sign materials and design should be proportional and compatible with the building architecture.

Signs with movable text or electronic messaging signs, signs with inflatable or movable parts, tall mast signage, overscaled awning signage, cabinets, and blinking signs are discouraged.

**Discouraged:** Arterial signs lack any sense of place and contribute to visual clutter

**Encouraged:** Street trees draw the driver’s eyes below the canopy line and help to establish a unified character

**Encouraged:** Signs scaled and placed for visibility by slow-moving vehicles and pedestrians
2.2 BUILDING DESIGN

Background: Buildings collectively help to establish the local character and distinct identity of a place. Main Streets often contain some of the oldest and most cherished buildings. While building design is an expression of the tastes and desires of the property owner, a general compatibility and harmony of building designs within a neighborhood or district can also greatly contribute to aesthetic appeal, quality of life, and economic value of the area. In general, a localized and context-sensitive approach to building design is recommended for the Neck and a suburban, "anywhere USA" type of design that ignores its surrounding context is discouraged.

2.2.1 BUILD-TO-LINES AND SETBACKS

2.2.2 BUILDING MASS, FORM AND SCALE

2.2.3 BUILDING ARTICULATION AND COMPOSITION

2.2.4 BUILDING CHARACTER AND MATERIALS

2.2.5 BUILDING ENTRIES
2.2.1 Build-to-Lines and Setbacks

Building setbacks may be regulated to reinforce a desired street character. Minimal front setbacks are recommended to encourage pedestrian activity along the sidewalk. Building entries that border main streets and public thoroughfares foster vibrant, walkable streetscapes and allow for clear pedestrian access and circulation.

Wider setbacks may be used where necessary for outdoor dining, on-street marketplaces, courtyards, or plazas. In mixed-use or high-density residential areas, minimal side setbacks and/or use of party walls is helps reinforce pedestrian activity. In less intense areas, larger setbacks may be suitable, especially when residential uses are on the first floor. In all cases, it is recommended that buildings front on public roads and that parking areas be located behind the buildings.

Design Objectives:
• Provide direct, convenient access between the public sidewalk, parking lots, and buildings.
• Minimize distance pedestrians must travel to access buildings.
2.2.2 Building Mass, Form and Scale

**Mass** - Massing describes the physical form and shape of a building or group of buildings. Massing should be compatible with surrounding buildings to create a streetscape that maintains a consistent scale while allowing unique articulation between buildings.

Building location and frontage should generally match that of adjacent structures to create a unified streetscape. However, breaking the established pattern of spacing and rhythm of a streetwall may be used to emphasize a circulation pathway, or a transition to a different use.

Facades over 50' long, measured horizontally, should incorporate elements to help break down the mass of the facade wall. These elements include: recesses and projections of the wall plane, entryways or storefront windows, changes in texture, material, or color, and arcades and balconies.

**Form** - The ground floor may be defined by architectural features such as arcades and awnings that help to enclose the pedestrian space and provide a comfortable sense of scale, or landscape materials such as street trees and foundation planting. Retail spaces should have a ground-floor entryway fronting the public thoroughfare and visible to pedestrians, and transparent storefront windows that integrate the interior space with street activity.

**Scale** - Variations in height, horizontal divisions, window treatments, and facade materials should be used to create facade articulation and break up the perceived mass of a building and to relate it to the scale of a pedestrian.

Design Objectives:
- Design buildings with a form and scale that enhance the pedestrian experience.
- Provide a consistent streetwall and building setback with breaks occurring to draw attention to certain building or streetscape elements.
2.2.3 Building Articulation and Composition

Building facades are the interface between the public street and the building interior. The placement and size of the facade elements is critical to the way a building is perceived - its scale and character. In general, the larger the expanse of blank wall on a building, the larger the structure appears to be to the pedestrian on the street, thus limiting the desirability to walk along these blocks.

At the scale of an entire block, building widths, recesses, and storefronts should generally be uniformly spaced and scaled to create visual unity in the streetwall. At the scale of a building facade, rhythm should be established through the repetition of elements such as windows, columns, recesses and projections, color, materials, etc.

Building facades may be vertically articulated to identify a base, body, and a top. Upper stories may be slightly set back from the ground floor and treated with different materials and colors to reinforce the contrast with the base of the building. A single, unarticulated building mass should be avoided. The middle portion of a building should have evenly spaced bays of windows, reflecting either a residential or office use. The top of a building may be defined by roof form, eaves, and cornices.

Facade transparency encourages pedestrians to look in, which creates a visually interesting walk and helps maintain business vitality.

Discouraged: large, unarticulated expanses of building are uninteresting and uninviting to pedestrian traffic.

Varying heights, building materials, colors, window sizes and shapes, and entryways are effective ways to distinguish between buildings and/or ground level businesses. However, appropriate care should be taken to respect the character and design of adjacent buildings and maintain a harmonious streetscape.
2.2.4 Building Character and Materials

All primary buildings should be constructed or clad with materials that are durable, economically maintained, and of a quality that will retain their appearance over time. Variations in materials and colors are important for creating a vibrant and interesting streetscape.

Building Materials
Acceptable building materials generally should include clapboard siding, precast concrete, stone, brick, or stucco. All sides of a building, visible from the public street, should have consistency in architectural detail and character.

Colors
Colors should be skillfully used to complement building architecture and contribute to the facade articulation along the streetscape. Entryways, openings, roof trim and other architectural details should be highlighted with a change in texture and color. Colors should be compatible with other buildings in the area. Color and texture for architectural finishes should be selected to provide visual unity.
2.2.5 Building Entries

**ENTRANCES:**

Building entries that border main streets and public thoroughfares help to create vibrant, walkable streetscapes and provide clear pedestrian access and circulation.

The primary building entrance should be oriented toward the principal pedestrian accessway, typically the public sidewalk or an interior sidewalk where the majority of pedestrian traffic is expected to be coming from within the site. Additional entrances may be permitted that are oriented towards on-site parking.

**AWNINGS:**

Awnings contribute to the overall image of a streetscape by highlighting significant features, providing visual continuity, and helping to provide protection from sunlight or inclement weather. Varying awning height and color, material, and design helps to break up the repetition of architectural elements.

Awnings, if provided, should project a minimum of 36” from the building. They should not extend across multiple storefronts, but should instead be broken into segments that reflect the door or window openings below them. Awnings should be compatible with the building and surrounding building materials.

**Design Objectives:**

- Retail and commercial spaces should have a ground-floor entry fronting the public thoroughfare and visible to pedestrians.
- Entrances should incorporate transparent glass that integrate the interior space with exterior street activity.
- Entryway recesses, ground paving materials, door colors, lighting, signage and awnings should enhance the distinction between adjacent storefronts and create visual interest along the streetscape.

Awnings should not be used as signs, however, simple lettering may be compatible.

Entry oriented towards the sidewalk with large glass windows invites consumer activity.

Awnings enhance the storefront and distinguishes the business.

A variety of awning colors and shapes enlivens the sidewalk.

Discouraged: large, unarticulated expanses of building are uninteresting and uninviting to pedestrian traffic.
2.2.6 Building Accessories

Porches, stoops, balconies, and arcades provide a transitional space between the public and the private realm and between indoor and outdoor space.

Porches and Stoops:
Porches and stoops are typically covered structures extending outward or recessed into the building structure. Porches and stoops help to break down the mass of a building to a pedestrian scale, accentuate the point of entry, and provide shelter from rain and snow.

Balconies:
Balconies may be useful in creating a covered space along a sidewalk or residential entryway. Balconies should not protrude into the right of way and when located next to a public sidewalk, should provide sufficient vertical and horizontal clearance for pedestrian movement. Materials, colors, roof lines and other architectural elements should be compatible with the architecture of the building and design intent of the district.

Arcades:
Arcades are permanent roof-covered walkways that span the length of a building or group of buildings. Arcades provide shade and protection from weather elements while often contributing to the interest and vitality of a streetscape. Evenly spaced columns or openings create rhythm and articulation on the street.
2.3 Streets & Public Spaces

Background: Streets and public spaces provide a key foundation for establishing an overall design character in a district. These elements help to establish the character of a community and provide the framework for activity by the various transportation modes.

2.3.1 Streets

2.3.2 Open Space

2.3.2 Civic Space
2.3.1 Streets

Successful street design provides an efficient and interconnected network for pedestrians, bicycles, and vehicles. Street function and appearance balanced with the design of the built environment, creates a pleasant and safe experience for travelers, residents, and business owners. An interconnected street network disperses vehicle traffic, allowing for narrower streets and a more comfortable pedestrian environment. In general, the design of public streets can help to define and enhance the overall design character of a district within a city and are a critical component of the general design recommendations for the Neck area.

For the purpose of these guidelines, streets are divided into three main context zones, and each context zone is further divided into “corridor Elements” such as sidewalks, travel lanes and parking areas that are the building blocks of a street cross section.

1. The Building Context Zone:
The Building Context Zone is the space directly adjacent to buildings, usually located within the building setback.

2. The Roadway Edge Zone:
The Roadway Edge Zone includes the space between the edge of the curb that is adjacent to the travelway and the Building Context zone. The Sidewalk Through and Amenity corridor elements containing the pedestrian walkway, signage, street trees, utility poles, and other features are located within the Roadway Edge Zone.

3. The Roadway Zone:
The Roadway Zone describes the paved travelway between the inside edges of curbs. Autos, buses, and bikes move within the Roadway Zone, and on-street parking may be present in this zone as well.
2.3.1.1 BUILDING CONTEXT ZONE:

The Building Context Zone is the space directly adjacent to buildings, usually located within the building setback. This area affects how buildings ‘interact’ with pedestrians, bicyclists, and motorists. When this zone is small, pedestrians interact with the buildings more easily. Buildings that are closer to the sidewalk are easier to enter. Windows close to the sidewalk invite pedestrians to look in. This zone can include space for street activities like café tables, sidewalk sales, and other extensions of building activity. These activities should be kept within the Building Context Zone and should not encroach upon the space for Sidewalk Through Element in the Roadway Edge Zone.

All of the corridor elements in the Building Context Zone are usually outside of the roadway right-of-way. The building owner would generally be responsible for maintenance for these elements.
2.3.1.2 Roadway Edge Zone:

The Roadway Edge Zone includes the space between the edge of the curb (travel way) and the Building Context zone. This space is essential for encouraging pedestrian activity, reinforcing community character, and promoting safety and security. Within the Roadway Edge Zone, is the Amenity Element and the Sidewalk Through Elements. The Amenity Element provides a spatial buffer between vehicles and pedestrians, includes trees for shade and softening the urban environment, pedestrian-scaled lighting for security and aesthetics, signs and banner poles, and benches, drinking fountains, newspaper boxes, or other pedestrian-oriented amenities. The Sidewalk Through Element is a pedestrian walking zone that should remain obstacle-free to facilitate movement. Additional landscape amenities such as planters within the public realm might be encouraged within appropriate areas to increase the level of visual interest.

Amenity Element:

Lighting.

Lighting is an important element for guiding pedestrians along intended walkways and highlighting destination points. In pedestrian oriented areas, lighting should be scaled to the pedestrian (not the automobile,) and oriented towards the sidewalk and the roadway.

Scale, intensity, and fixture design vary between areas of different densities and uses. Ornamental light posts and fixtures help to create an attractive streetscape and should be consistent with the architectural character of the immediate area. In addition to aesthetics and scale, lighting is an important element of public safety. Well lit streets and alleys help to promote a secure environment and encourage night time activity. Using light shields will help keep light focused downward and support “dark sky” standards. For more information on lighting, please refer to section 2.1.7 “Lighting.”

Public Signs:

Public signage includes a variety of district identification signage and highlight important streets, districts, and precincts. These signs may be located within the amenity zone where banner signs, for example, may be attached to light poles. For more information on public signs, please refer to section 2.1.8.1 “District or Area Signage.”
Street Furniture:
Benches and public seating allow pedestrians to rest and congregate and can help to enliven or activate a public streetscape.

To create a cohesive urban environment, seating should be integrated with other urban design elements, such as planters or low walls. Street furniture that is consistent with the district theme and scale provides adequate space for 2-3 strangers to sit comfortably. Shade enhances the user’s comfort and arm rests will discourage sleeping on benches.

Bicycle Parking:
Bicycle amenities are critical to support bicycle activity. Bicycle parking - racks or lockers - should be considered at certain destinations, such as commercial, employment, and transit centers. Bicycle racks should be placed in plain sight near the entrance to the building or facility they are intended to serve, and should be securely anchored. As a general rule bike racks should be located at least as close to an entrance as the nearest parking space.
Street Trees/Landscaping:
Landscape design aesthetically complements and enhances the character of buildings, roads, and the pedestrian streetscape. Different landscape strategies depend on building scale, density, thoroughfare type, and land use.

Street trees help to integrate the roadway with the surrounding area and ease the transition between center and edge conditions. Street trees buffer the sidewalk from the roadway and break down the scale of the street. They provide shade, aesthetically enhance the streetscape, and can be used to highlight important gateways or districts.

*For more details on landscaping, please refer to Section 2.1.6: “Landscaping and Hardscaping.”*
SIDEWALK THROUGH ELEMENT:

The Sidewalk Through Element is the space where pedestrians walk. It is one of a variety of design elements that together contribute to an active and vibrant streetscape. Promoting a walkable environment requires safe, accessible, and connected sidewalks that unite the pedestrian with a desired destination or activity.

The sidewalk through zone should be free of obstacles allowing for unobstructed pedestrian movement. Generally, through sidewalks should be included on both sides of the street at a minimum width of 5’ in residential areas and 6’ in mixed use areas. Amenity and Building Frontage zones are not essential to pedestrian movement, but are strongly encouraged to promote an pedestrian activity.

Through Sidewalks should maintain a minimum, obstacle-free zone of 5’ in width.

Furniture and signs placed in the Sidewalk Through Element impede pedestrian movement

Clearly delineated and obstacle-free through zone in a residential area with a landscaped buffer and landscaped setbacks on either side are encouraged.
2.3.1.3 Roadway Zone:

The Roadway Zone can be defined as the space between the edges of the curb (or edges of asphalt pavement). It includes the vehicle travel lanes, bus only lanes, bike lanes, on-street parking spaces, medians, and gutter pans.

Medians

Medians are raised barriers in the center portion of the street or roadway that can serve as a landing place for pedestrians, accommodate left-turn lanes, manage access, and provide an attractive space for landscaping or streetscaping treatment. Raised medians are most useful on high-volume or high-speed roads, and they should be designed to provide tactile cues for pedestrians with visual impairments. These cues indicate the border between the pedestrian refuge area and the motorized vehicle roadway.

Medians installed to serve as pedestrian refuges should ideally be 8’ in width, with 6’ being the recommended minimum. Median widths greater than 18’ are used to accommodate left turn lanes as well as pedestrian refuge.

Design Objectives:

- Manage motor vehicle traffic and provide comfortable left-hand turning pockets with fewer or narrower lanes
- Provide a refuge for pedestrians crossing the street
- Provide space for street trees, signage and other landscaping improvements

Raised medians help to establish the character of the roadway, provide refuge for pedestrians, and preserve roadway capacity through access management. Images Source: PBIC Library, Dan Burden
Travel Lane

Most newer streets are designed with lanes that are 12' wide with a significant buffer area between the edge of pavement and adjacent buildings, encouraging high-speed traffic and discouraging cycling and pedestrian activity. This is an appropriate width along high speed regional arterials in rural and suburban areas, although widths may be reduced to 10-11' in urban contexts with slower travel speeds. On many local streets, 10-11' lanes are adequate, narrowing the street and providing additional right-of-way for on-street parking, cycling lanes, or wider sidewalks.

Design Objectives:
• Balance the needs of pedestrians, bicyclists, and drivers
• Reduce crossing times, which can help optimize signal timing
• Balance vehicle speed with function and context
• Improve social interaction and neighborhood feel along streets

Bike

Localities can choose from an extensive array of bicycle facilities and treatments to implement. Typical facilities for bicyclists can range from an on-street bicycle lane, shared lane markings, and wide outside curb lanes or shoulders to an off-road shared use path that may or may not run parallel to a roadway. Bicycle connections should include safe, direct routes between residential areas and popular destinations such as schools, parks, and business districts. Accessible bicycle facilities and bicycle parking areas are needed to make bicycling an appealing transportation alternative. Bicycle facilities and crossings should be clearly marked to ensure the safety of bicyclists.

Striping, signing, and special pavement markings designate areas to be exclusively used by bicyclists and should be designed according to the AASHTO National Standards. As a general rule, on-street bike lanes should be a minimum of 4' in width or 5' in width when on-street parking is present. If there is no opportunity to include dedicated bike lanes, a wider outside shared lane may be used. In lower speed, lower volume conditions, a simple shared-lane marking can be used to alert drivers to share the travel lane with bicyclists. Multi-use trails that allow for bicycle access should be a minimum of 12' in width.

All reconstruction or restriping projects should consider the best means of accommodating bicyclists.

Design Objectives:
• Create travel facilities for bicyclists within or along the corridor
• Maximize bicyclist safety in the design and placement of bicycle facilities
Parking (on-street)
On-street parking occurs within the right-of-way, contributing to the street environment, and helping to buffer the sidewalk from vehicular traffic. Evenly spaced along the street edge, on-street parking helps to maintain the visual consistency and appeal of downtown areas. On-street parking should be set back from intersections to maintain clear vehicle sight lines. It can act as a visual cue that tells motorists they are in a more urbanized, lower-speed area. Local businesses benefit from on-street parking to attract customers and promote a vibrant street corridor.

Design Objectives:
• Enhance safety of all roadway users, particularly pedestrians, by providing a buffer between pedestrian and vehicular traffic
• Reduce on-site parking requirements to encourage compact development, active streetscapes and good urban form

Crosswalks
Ensuring that people can cross streets safely and conveniently to access destinations is essential to creating an effective transportation network. Crosswalks provide higher visibility to pedestrians at logical crossing points.

Basic crosswalks consist of reflective white striping. Crosswalks with higher visibility, traffic calming measures (raised crosswalks), or those that are more aesthetically pleasing (colored concrete or brick crossings) are more appropriate in commercial areas or locations with high pedestrian volumes. Care should be used so that the surface does not impede wheelchair access or provide a hazard for the visually impaired or elderly. Crosswalk lighting should be provided at least to the level of general street illumination, although higher luminance should be used at key pedestrian crossings. Countdown pedestrian signals also facilitate pedestrian movement at intersections with heavy traffic volumes or signalized mid-block crossings.

Design Objectives:
• Provide higher visibility and greater safety to pedestrians crossing the street
• Facilitate pedestrian circulation by providing seamless connections between destinations
2.3.2 Open Space

Carefully planned open space is necessary for the richness of mixed-use centers and the vitality of the public realm. Open space is a broad classification for public spaces, ranging from community recreational areas to civic squares. The scale, enclosure, and density of surrounding conditions determine the appropriate type of open space, such as formal/informal, active/passive, or open-contained. Formal civic spaces should be located in the center area, serving the area of highest intensity. Recreational facilities, greenways, and neighborhood parks should be strategically placed to serve the mixed-use communities surrounding the core.

Many qualities contribute to the appeal of open spaces. Environmental and natural features should be integrated into open space planning. Wetlands, critical slopes, drainage swales, and vegetation should be conserved as open public space wherever possible. In urban settings, water retention systems can be rethought and formalized as landscape elements that punctuate design.

Canals, ponds, fountains, and other attractive civic spaces in the center, promote gathering, interaction, and comfort. Moveable seating, tables, and multi-functional elements, such as planters that are at seat height, allow people to congregate and personally define spaces. Shade trees, greens, and cooling fountains help create a comfortable setting.

Types of Open Spaces:

Plaza

The most formal public space, a plaza, is generally less than half the size of a block and often located at the intersection of important thoroughfares. It is devoted to civic uses and commercial activity and surrounded by buildings on all sides. Its landscape is composed primarily of durable pavement and formally planted trees. Features such as fountains, statues, and other vertical elements help mark the civic prominence of the plaza. These architectural features are most successful when planned in accordance with a strong visual axis, allowing the plaza to be read from a distance.

Urban Park

An urban park occupies at least a full downtown block. Its landscape consists of lawns, paved walks, and shade trees. Formal fountains and statues are also often incorporated. Landscape elements can help to organize the park into a series of smaller spaces that offer diverse qualities and uses. Urban parks may be surrounded by civic buildings and residential uses. In certain instances, civic buildings can accompany the park on a shared block. Urban parks may establish Farmers’ Markets as a potential use to promote economic development activity in the area. Urban parks provide an excellent terminus for greenways and bicycle routes originating outside the core. In most cases, it is appropriate to frame the
Pocket Park
A pocket park is a small park that often occupies an undeveloped space between buildings. Typically no longer than 100’ of frontage, pocket parks provide vegetation, shade, and open space within densely built areas. Due to their small scale, pocket parks predominantly serve immediately adjacent buildings. These small, informal breaks in the dense urban fabric provide alternatives to more prominent civic spaces such as urban parks and plazas.

Neighborhood Park
A neighborhood park is an open public space serving a residential area. The space may be used for civic gatherings and recreation. Neighborhood parks provide a safe open area free from moving traffic for children and neighborhood residents. Neighborhood parks may be bound by residences or small-scale institutional or civic buildings to form a common green. These parks are intended to serve the local area, unlike recreational parks, which serve a larger residential population.

Recreational Park
Recreational parks are open public space, ranging from three to ten acres, reserved for civic gatherings and recreation. Often, recreational parks are designed around existing natural features. Its landscape consists primarily of grassy areas, paved or unpaved walks, and shade trees. Formal playing fields may be established to serve community needs. The park should be surrounded by a mix of residential, commercial, and civic buildings. Recreational parks may also serve nearby institutions. Parking needs and other necessary facilities must also be considered.

Passive Open Space
Passive open space provides scenic views and may accommodate greenway trails and walking paths. Golf courses may also be incorporated into passive open space. Recreational uses such as playing fields or courts are not typically included however. Passive open space may be retained to serve individual neighborhoods or the overall community.

Design Objectives:
• Conservation of natural features can provide areas for passive recreation, while preserving the environmental functions of wildlife habitat and stormwater management.
• Spatially defined areas or other types of common areas can provide similar environmental functions, as well as areas for more active recreation.
• Neighborhood parks, tot lots and playgrounds provide opportunities for active recreation within residential areas.
2.3.2 Civic Space

Civic spaces are an extension of the community. Civic places such as schools, open spaces, and public institutions (post offices, courthouses, federal office buildings, etc...) should be celebrated as opportunities for public interaction. Public art, statues, flag poles, temporary installations, banners and plazas are a few of the elements used to highlight important civic places or historic buildings.

Accessibility and safety

Civic spaces should be accessible to a variety of users. Streets, bikeways, walkways and transit stops should be connected to all civic places and ideally, to other transit networks. The edges of civic spaces should be defined by streets and building frontages and appropriate lighting should be incorporated within and around all civic spaces for evening visibility. Accessibility and lighting highlight the importance of civic spaces which together contribute to the unique identity of a place.

Design Objectives:

- Highlight civic spaces as unique elements of social and cultural identity within a community.
- Locate civic spaces for maximum visibility and accessibility and provide multi-modal connections to the site.
- Display local public art and sculpture within these spaces to recognize historically significant elements and build community pride.
2.4 IMPLEMENTATION

These Design Guidelines provide a framework to ensure that the implementation of projects for the Master Plan—whether they deal with the preservation of existing neighborhoods, or the development of new ones—will be of a consistently high design quality and character.

2.4.1.1 Background

The strategies listed below are intended to encourage and facilitate the creation of high quality private development and investment in the Neck through the strategic use of these Design Guidelines with the private sector.

Outreach to Current Developers and Lenders.

Sharing these Guidelines with the development community as well as potential lenders can provide benefits in two ways. First, the Guidelines help create policy transparency by clearly laying out the expectations of local officials for the overall development character and quality that is desired for projects in the Neck. This helps developers and their lenders know what will be expected of them as they go into projects, and allows them to plan for these expectations ahead of time. Secondly, the Guidelines can help investors in a project to understand that there is a local commitment to quality building for the area so that future development can protect prior investments made in the area by ensuring a consistently high quality design character.

Educating Potential Future Developers:

The type of transit-friendly, mixed-use development shown in the Master Plan is still fairly new in many regions, and developers may be unfamiliar with these design concepts. It will likely be necessary to promote these concepts with local developers and lenders to educate them on the opportunities they represent and the differences with traditional suburban development practices. The illustrations and narrative in the Guidelines may be useful in telling the story of this new type of development opportunity.
Providing a Basis for Enhanced Development Incentives:
New projects in the catalyst areas may need assistance through incentives to be feasible, such as density/intensity bonuses, expedited plan review and approval, or reduced development fees. If these kinds of incentives are considered, it will be of paramount importance to ensure that projects benefitting from these incentives will clearly align with the Master Plan objectives. These Guidelines can be instrumental in ensuring this alignment. For example, developers may voluntarily agree to adhere to the Guidelines in exchange for specified development incentives. By using the Guidelines as the basis for granting incentives, there can be a common agreement between developer and locality on the expectations for future development quality.

Reducing Barriers to Development:
Existing zoning may contain requirements that unintentionally present barriers to the development of new housing, particularly higher density multifamily units that may not have been commonly seen before. Common examples include excessive minimum parking requirements that increase construction costs considerably, excessive setbacks, height requirements or restrictions on accessory uses that apply incompatible suburban-style development standards to an urban area. The Guidelines can be used to identify key design principles and then serve as a basis for doing a comprehensive audit of current development codes and standards that create unintentional barriers to development. By clearly describing the underlying design principles that are aligned with the overall Neck Master Plan, the Guidelines can help ensure that these principles are maintained as ordinances are changed to make them more development-friendly.

2.4.1.3 Public Sector Implementation
The strategies listed below include some of the ways that the public sector – whether at City, State or regional levels – can incorporate the design intent of these Guidelines into public projects, codes and policies.

Aiding with General Development Review:
The Design Guidelines may be used by City staff as an aid in reviewing development projects and for ensuring compatibility with the Master Plan. Should a conflict arise between local ordinances and codes and these Guidelines, local codes and ordinances will have the ultimate authority. However, many development projects involve some degree of negotiation with local authorities over their design character and design details. These Guidelines can be shared with developers or applicants at the pre-application stage so that the design intent of the localities in the Neck is clearly expressed up front.

Enhancing Local Ordinances and Codes:
As local codes and ordinances are modified and updated over time, they can begin to incorporate many of the design standards in these Guidelines. For example, separate codes such as landscape ordinances or parking codes can be developed that incorporate the principles contained in these Guidelines to support a higher quality built environment in the Neck. In addition, sections of existing codes that touch most on design issues, such as tree preservation, signage, lighting, or screening standards can be modified to incorporate elements from these Design Guidelines, including the explanatory graphics that can make these ordinance sections more user friendly.

Incorporating design issues and explanatory graphics into existing zoning codes will ensure that the public realm of redevelopment and new development will be of a high standard, easily understood, and leave no room for short-cuts.
Aiding with Development Review in the Catalyst Areas:

In addition to overall development review throughout the Neck, these Guidelines can be used to develop overlay districts in the Catalyst Areas to establish an additional level of development review that incorporates these Guidelines. This may include incorporating additional design standards into PUD or mixed use zoning designations aimed at fostering TOD development, as well as form-based codes, and additional illustration and clarity about what is expected of developers, providing them greater certainty when initiating projects.

Providing a Basis for New Form Based Codes

In order to implement the vision of the Master Plan for the Neck, it may be advantageous to consider comprehensive Form Based Codes for areas of the Neck Area Master Plan. The Neck Area Master Plan has completed and addressed many of the steps involved in the creation of a form-based code, such as the development of Catalyst Area master plans that could serve as the basis for Regulating Plans. The Guidelines can provide further detail to future Form Based Code design standards for specific elements.

Providing Guidance for New Transportation Projects:

New areas of development should strive to accommodate the multi-modal forms of transportation planned for in the Neck Area Master Plan including bicycles, pedestrians, automobiles and various forms of mass transit.

Key recommendations in the Master Plan deal with multimodal and walkability improvements in key districts. As new transportation projects are proposed, they can incorporate the design principles in these Guidelines as a framework to ensure that multimodal and bike/ped-friendly accommodations are being included in new projects. In particular, the section of these Guidelines dealing with “Streets and the Public Realm” gives guidance on how to design new or retrofitted roadway cross sections so that all travel modes are accommodated. With the Neck Master Plan oriented around walkable, transit-oriented catalyst areas, it will be important to make sure that areas designated for commercial development are conducive to non automobile modes of travel. The design standards in these Guidelines call for a comprehensive set of design approaches, including narrower streets, wider sidewalks, bike lanes, streetscaping, wayfinding signage, street lighting, and similar improvements that are part of a “complete streets” design approach.

Supporting Public/Private Improvement Projects:

The Guidelines can be used to support public/private initiatives in the Neck by providing a unifying framework for the quality and design character of improvements in those projects. For example, the Guidelines can support LAMC’s Model Blocks program, which develops owner-occupied single-family homes on vacant and under utilized lots, by informing the overall site planning, building design and siting of improvements to ensure a harmonious design character of separate projects in a neighborhood.
Appendix D
Spruill Avenue: Road Conversion White Paper
1. Executive Summary

The resurfacing of Spruill Avenue between McMillan Avenue and Meeting Street offers an opportunity to enhance livability along the Spruill Avenue corridor in North Charleston by better accommodating bicycle and pedestrian travel along this corridor. To that end, this white paper, developed as part of the Berkeley-Charleston-Dorchester Council of Governments (BCDCOG)-sponsored Partnership for Prosperity – A Master Plan for the Neck Area of Charleston and North Charleston, recommends a road conversion that would incorporate buffered bicycle lanes within a three-lane typical section as part of the current resurfacing project. This action will improve traffic safety, improve bicycle connectivity and quality of service, and increase livability while retaining acceptable levels of service for motor vehicles. The conversion will not significantly affect implementation costs or timeframes and will help achieve the objectives the ongoing Neck Area Master Plan efforts. The road conversion is consistent with the objectives of the 2008 North Charleston Comprehensive Plan.

2. Road Conversion Purpose and Need

Through the Neck Area Master Plan (Master Plan), the BCDCOG and the Cities of North Charleston and Charleston seek transportation and land use solutions that improve sustainability, livability, and economic opportunity. The Master Plan identifies the need for a high-quality, visible bicycle and pedestrian spine route that connects North Charleston and Charleston. The Spruill Avenue corridor is a logical corridor for facilitating longer-distance bike accommodations based on its general alignment (relatively straight and flat), adjacent land uses (low levels of conflicting activities such as parking and driveway maneuvers), and high levels of connectivity to nearby emerging redevelopment nodes, such as the Navy Yard at Noisette and Shipwatch Square. The corridor also ties in directly with the Liberty Hill and Park Circle neighborhoods, and the Olde North Charleston main street along East Montague Avenue, helping to strengthen these commercial retail and civic destinations.

Over the long-term, this major bicycle route is envisioned as consisting of a shared use path (using abandoned railroad right-of-way parallel to Spruill Avenue, where available) complemented by signature on-road facilities and an enhanced pedestrian environment that would provide for increased comfort and safer travel along the corridor. This concept is also supported by the City of North Charleston Comprehensive Plan and the Lowcountry Alliance for Model Communities (LAMC) Area Revitalization Plan, which include a proposed bicycle & pedestrian trail along Spruill Avenue, and in the draft 2035 CHATS Long-Range Transportation Plan, which includes policies, recommendations and funding for Complete Streets programs and projects. While a shared use path along the length of the corridor is a long-term goal, it is unlikely that an off-road facility will be possible along entire corridor. In addition, providing a range of options for bicyclists and other roadway users through a modified roadway design will increase bicycle mobility and connectivity, lower travel speeds, and increase safety, all of which contribute to overall livability along the corridor and in the Neck area.

The Neck plan is pursuing a roadway conversion for the entire length of Spruill Avenue from Meeting Street to Montague Avenue. However, due to the immediate implementation opportunity provided by the current resurfacing project, this white paper focuses on the section of Spruill Avenue between McMillan Avenue and Meeting Street. This section of Spruill Avenue is a five-lane roadway within a 50’ wide typical section that provides capacity for auto volumes higher than will be expected over the next 25 years. The reconfiguration of the roadway cross-section to provide buffered bicycle lanes as described below would improve valuable bicycle connectivity in the corridor and, with a thoughtful design, would likely attract more riders from neighborhoods along the corridor.

3. Corridor Context

Spruill Avenue is a SCDOT-maintained state highway (Route S-10-32) that runs generally parallel to and east of Interstate 26 and US Route 52 in the neck of...
Spruill Avenue is classified as a minor arterial north of McMillan Avenue and south of Burton Lane. Between McMillan Avenue and Burton Lane, it is classified as a principal arterial. Spruill Avenue is not a designated hurricane evacuation route; US Route 52/78, which runs parallel to the west of Spruill Avenue, is a major emergency evacuation route. The former Charleston Naval Shipyard is located between Spruill Avenue and US Route 52/78 near McMillan Avenue.

Spruill Avenue is not part of the National Highway System, or a state highway truck or bikeway networks. During 2010, the SCDOT reports an average annual daily traffic (AADT) of 9,600 vehicles on Spruill Avenue just south of the intersection with Cosgrove Avenue. Further south, the 2010 AADT is 11,200 vehicles on Spruill Avenue just south of Stromboli Avenue. The posted speed ranges from 35 to 40 mph. With two 10-foot wide travel lanes in each direction and one 10-foot wide center turn lane, traffic conditions are generally free-flow and vehicles travel at speeds significantly higher than the posted speed. There is no on-street parking available.

North of North Carolina Avenue, a narrow sidewalk is provided on the western side of Spruill Avenue, offset a few feet with a grassy buffer. Between North Carolina Avenue and Burton Lane, sidewalks are provided along both sides of Spruill Avenue without any buffer space. Sidewalks are provided along both sides of Spruill Avenue with a narrow grassy buffer between Burton Lane and Beech Avenue. South of Beech Avenue, only the western side of Spruill Avenue has sidewalks.

Fixed route bus service is provided along Spruill Avenue. CARTA Route 101 runs along the northern portion of Spruill Avenue between Montague Avenue and Reynolds Avenue (south of McMillan Avenue). CARTA Route 11 runs along the southern portion of Spruill Avenue from Dorchester Road to the south.

Development activity directly along Spruill Avenue is very limited. Generally land uses are vacant or abandoned former industrial plots of land. In some areas Spruill Avenue runs on the edges of single-family neighborhoods. This corridor has potential to redevelop, as there are several areas with vacant or underutilized properties. A few single family homes on corner lots have little side setback from Spruill Avenue. Setbacks for commercial buildings range from as little as five feet from the sidewalk, like the Tri-County Plaza of Charleston at 2931 Spruill Avenue at the intersection of Norwood Street, to 80 feet or more to accommodate off-street parking in front of buildings.

Two areas identified in the Neck Area Master Plan for future economic growth in the Neck area, Shipwatch Square and the Navy Yard at Noisette, are located several hundred yards to the west and to the east of Spruill Avenue, respectively. Although long-term potential exists for redevelopment along the Spruill Avenue corridor, including at the Reynolds and Stromboli neighborhood commercial
centers, and at the several underutilized industrial properties, significant change is unlikely in the near term. The resurfacing project on Spruill Avenue provides an immediate opportunity to put in place a significant link in the bicycle connectivity network for the Neck area. There are few good north-south corridors in the Neck area that can safely accommodate bicyclists in a comfortable on-road setting due to high traffic volumes, heavy truck traffic, higher speeds and lack of continuity. For a variety of reasons, Spruill Avenue provides the best context for such a north-south Complete Street corridor to emerge that would effectively link both cities and connect neighborhoods along the corridor to commercial, employment and civic destinations. This resurfacing project provides an opportunity that the community cannot afford to lose, as one of the most common ways of implementing complete streets projects is through routine maintenance and resurfacing projects such as this one.

4. Alternatives Considered

The current repaving plan is designed to retain the existing five-lane typical section as well as two alternatives that would implement bicycle lanes in the corridor. The City of North Charleston has requested that SCDOT consider providing 5-foot bicycle lanes on each side of Spruill Avenue by maintaining the existing four 10-foot travel lanes and eliminating the existing two-way left turn lane. This study also examined a three-lane alternative with an 11-foot travel lane in each direction, a 14-foot two-way left turn lane (TWLTL), and buffered bike lanes (5-foot lanes and 2-foot striped buffers). Figure 2 shows the typical section for each alternative. In this report, the City of North Charleston’s four-lane section is identified as a “proposed section” and the three-lane section is identified as the “recommended section”.

Draft

Spruill Avenue

A Master Plan for the Neck Area of Charleston and North Charleston
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Appendix E
Goods Movement Data
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COMMERCIAL VEHICLE SIZE AND WEIGHT ENFORCEMENT

At a federal level Congress and FHWA have defined primary networks from a policy standpoint for encouraging interstate commerce and heavy truck travel. The National Network of Highways includes: (1) the Interstate Highway System and (2) other highways designated by states in response to the Surface Transportation Assistance Act (STAA) of 1982 as being capable of safely handling larger commercial motor vehicles. Off the National Network, states, counties, and municipalities have the authority to set load limits on roadways under their jurisdiction. Most often, state authorities establish the governing gross weight limits, axle load limits, and vehicle dimension standards that apply to local jurisdictions. Local authorities typically “post” or adopt route specific regulations to protect critical or deteriorating infrastructure.

The demand for urban goods and services requires the use of large commercial vehicles to move goods, even in congested urban areas. Further, the drive to increase the efficiency of goods movement sometimes results in trucks being loaded beyond legal limits. The primary purpose for adopting and enforcing truck size and weight regulations include:

- Pavement protection;
- Bridge protection; and
- Safety.

TRUCK WEIGHT AND PAVEMENT DAMAGE

Pavement damage is determined primarily by axle loads—or more precisely, by the weight on the “footprint” of the vehicle’s tire contact with the pavement. For this reason, in addition to axle load regulations, many states also have weight per inch of tire width limits. There are no federal regulations governing weight per inch of tire width, but “super single” tires becoming a popular replacement for dual tires, more than half of the states have adopted tire weight laws. The tradition means of enforcing truck weight laws has been through the use of static roadside bed scales, or mobile enforcement using wheel scales. For many urban areas the space required to pull-over and weight trucks prohibits efficient enforcement. However, studies have shown that the cost of overweight trucks can significantly out weight the cost of greater enforcement resources. And, data in urban areas suggest that many single unit trucks such as refuse and construction trucks (e.g. cement mixers, gravel trucks, etc.) are often significant violators.

TRUCK WEIGHT AND BRIDGE DAMAGE

Bridge damage is primarily impacted by the total weight of the vehicle — i.e. the total suspended weight upon the bridge structure. However, the bridge deck or pavement surface on the bridge is also affected by axle weight. Most bridge regulations in the U.S. are based on the federal bridge formula which establishes the maximum weight for bridges based on weight, number of axles and the length between the front and rear axles of the vehicle. On short bridges long vehicles will likely not transfer the total weight of the vehicle to the bridge at one time, while shorter vehicles transfer more weight to individual bridge members. Given the types of trucks that typically operate in urban environments, overweight, short trucks can cause premature bridge deterioration.

Bridges are affected by the weight of trucks in two ways: fatigue and overstress. Fatigue refers to repeated loads on a bridge that cause it to flex, much like repeatedly bending a piece of wire back and forth. Overstress refers to the possibility of severe damage and possible collapse caused by a single extreme loading event.

One of the most frequent causes of bridge damage in urban areas results from commercial vehicles striking bridges and overpasses. An investigation by New York DOT and the City of New York found that in 2008 there were 98 incidents of commercial vehicles striking bridges in New York City alone. Bridge strikes can result in death or injury, infrastructure damage, road closures and other operational disruptions (e.g. strikes to rail bridges can close rail lines). NYCDOT is addressing bridge strike problems through enforcement of truck routes, detailed GIS mapping of low clearance bridges, education and outreach, reflective signing of low bridges, and the use of technology to monitor those bridges most prone to strikes.

Truck size and weight regulations were conceived originally as a means of maintaining the integrity of quality roadways. However, truck weight and dimension also affects vehicle handling characteristics such as stability and control. Operating a truck beyond limitations established in law can severely degrade stopping ability, put excess wear on vehicle components such as brakes, tires and suspensions systems. Overloads also degrade the ability of a heavy truck to
accelerate into traffic or through intersections or railroad crossings, or maintain vehicle stability in high-speed, tight curves.

**Commercial Vehicle Emission Regulations**

Since passage of the Clean Air Act in 1963, U.S. federal emissions standards for light, medium and heavy duty trucks have become increasingly stricter. In the past decade new diesel engine standards, as well as, EPA standards for low sulfur diesel fuels have continued to cut emissions despite the growth in commercial vehicle miles of travel. While stricter federal regulations on trucks serve to lower emissions on new vehicles, these improvements often filter more slowly to urban truck operations and trucks engaged in relatively short-haul drayage from container ports. Due to the short-haul nature of urban and drayage truck operations, these fleets turn over more slowly. It is not uncommon for once long-haul over-the-road trucks to be semi-retired into the service of urban and drayage truck operations before being retired for good.

To lower emissions in urban areas an increasing number of state and local jurisdictions are imposing restrictions on trucks such as idling regulations and engine compliance rules. The American Transportation Research Institute (ATRI) has assembled a compendium of truck idling relations that cites 22 states and more than 50 city and county jurisdictions that impose engine idling restrictions. Currently South Carolina state law prohibits trucks from idling more than 10 minutes in any one hour period. (SCCL §56-35-40)

In addition to idling regulations, an increasing number of jurisdictions are providing financial incentives to trucking companies to adopt clean technology trucks. For instance, many of the nation’s largest container ports offer grants and low interest loans to help owners replace equipment manufactured prior to 2004, when the first new diesel engine technologies were mandated by EPA.

Once the infrastructure design guidance is established and operational policies adopted, it is important to take the necessary steps to sell the improved routes to the users and local communities. This section outlines several strategies that can be used to market the truck routes in the Neck area.

**Marketing Truck Routes and Selling Compliance**

Three overarching strategies are presented to market the improved truck routes and sell compliance to drivers in the Neck area, local communities, and local and regional authorities. These strategies include:

- Marketing to commercial drivers – positive route guidance;
- Enhanced route enforcement; and
- Freight quality partnerships – a grass roots approach to win-win solutions.
Appendix C
Open Space Facilities
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Open Space

**General**

Open space contributes to the health and quality of life for residents, promotes community sociability, provides a variety of recreational and educational activities for all ages, and helps preserve and enhance the natural environment.

Passive-based open space emphasizes enjoyment of a natural resource or activity and not competition or participation. Facilities may include picnic tables, benches, observation areas, gardens, historic or cultural sites.

Active-based recreation uses promote participation and rely on the presence of facilities that enable certain activities to function. User-oriented activities may include baseball, football, soccer, basketball, and tennis. Resource-based activities include hiking trails and water-related pursuits.

A variety of open spaces exist within the Neck area (see Figure 4.7). These areas fall into several broad categories that have been described below. In order to fully understand how these open spaces function within the Neck area for planning purposes, facilities must not only be looked at individually, but how they connect and contribute to the system as a whole. A complete inventory of Open Space Facilities can be found in Appendix C.

**Parks**

Parks are the basic unit of the open space system and serve as the recreational and social focus of the community. Parks should accommodate a wide variety of age and user groups, with a focus on both informal active and passive uses. The following parks are located within the project area:

- Allan Park (passive, approx. 0.5 acres): walkways, benches, lawn area, and fountain.
- Brittlebank Park (passive, approx. 15.5 acres): walkways, benches, picnic tables, playground, lawn areas, water access, and piers.
- Crosstown Park (passive, approx. 0.3 acres): benches and lawn area.
- Cool Blow Park (active, approx. 2.0 acres): one multi-purpose sports field with backstop, playground, and one basketball full court.
- Ferndale Park (passive, approx. 0.5 acres): lawn area with no facilities.
- Ferrara Drive Pocket Park North (passive, approx. 1.3 acres): lawn area with no facilities.
- Ferrara Drive Pocket Park South (passive, approx. 1.5 acres): benches and lawn area.
- Hampton Park (active/passive, approx. 55 acres): walkways, benches, picnic tables, garden, gazebo, pond, dog run, lawn areas, two baseball diamonds, and one basketball full court.
- Harmon Field Park (active, approx. 13.0 acres): benches, lawn areas, playground, swimming pool, two multi-purpose sports fields, two baseball...
Open Space Facilities

Diamonds, two basketball full courts, and field house.

- Hendricks Park (passive, approx. 5.5 acres): benches, walkways, lawn areas, shelter, pier, and boat ramp.
- Jones Park (active, approx. 3.5 acres): benches, playground, one multipurpose sports field, two tennis courts, one basketball full court, and one basketball half court.
- Martins Park (active, approx. 3.5 acres): benches, lawn areas, playground, swimming pool, one baseball diamond, one basketball full court, two basketball half courts, and field house.
- Mitchell Park (active, approx. 1.7 acres): benches, lawn areas, playground, one basketball full court, and multi-purpose sports field with backstop.
- Morris Park (active, approx. 1.5 acres): benches, lawn areas, playground, and four tennis courts.
- Palmetto Gardens Park (passive, approx. 2.5 acres): benches, lawn areas, and playground.
- Park Circle (active, approx. 30 acres): benches, lawn areas, gazebo, playground, two baseball diamonds, and disc golf course.
- Park South (active, approx. 8.0 acres): lawn areas, one multi-purpose sports field, and one basketball full court.
- Quarterman Park (passive, approx. 5.0 acres): benches, walkways, picnic tables, and pond.
- Riverfront Park (passive, approx. 13.0 acres): benches, lawn areas, walkways, bandshell, water access, pier, boardwalk, playground, and dog park.
- Romney Street Mini Park (active, approx. 0.5 acres): lawn area and one basketball half court.
- Shoreview Park (passive, approx. 2.5 acres): benches, walkways, water access, and pier.

Athletic Fields

Fields are areas prepared for the play of organized sports and games and include both grassed ground (such as baseball, softball, and football fields) and hard court areas (such as basketball, tennis courts, tracks, and hockey rinks). The following athletic fields are located within the project area:

- Brentwood Field: one baseball diamond.
- Danny Jones Complex: one baseball diamond, four tennis courts, swimming pool, roller hockey rink, track, and football/soccer field.
- Exchange Club Field: one baseball diamond.
- Mary Ford Field: one baseball diamond.
- Joseph P. Riley, Jr. Park: one baseball diamond (Charleston Riverdogs professional baseball franchise)
- Rosemont Field: one multi-purpose sports field with backstop.
- Stoney Field: track and football/soccer field.

Playgrounds

Playgrounds are designed to provide both active and passive uses, usually with distinct play areas and equipment for preschool (ages 2-5) and/or school age children (ages 5-12) and informal recreation for all ages. They are often located adjacent to an elementary school. The following playgrounds are located within the project area:

- North Park Village Playground
- Vivian Anderson Moultrie Playground
- Freddie Whaley/Rosemont Playground

Shared Use Paths / Trails

For purposes of this inventory, trails (more accurately known as shared use paths) for recreational use include only off-road multi-use trails. On-street facilities are included in the bicycle/pedestrian network. There is only one trail located within the project area:

- A paved trail is located beneath the raised portion of I-26 from Huger Street to Mount Pleasant Street (approx. 0.9 miles); it contains both paved and unpaved sections.

Community Centers

Community Centers are indoor meeting places used by members of the community for cultural, educational, social, or recreational (such as swimming pools, gyms, and weight training facilities) purposes. The following community centers are located within the project area:

- Accabee CC
- Armory
- Felix Davis CC
- Felix Pinckney CC
- Ferndale CC
Special Use Facilities

The Special Use classification covers a broad range of recreation facilities oriented towards a single-purpose use. The following special use facilities are located within the project area:

- Adams Tennis Center (six courts)
- Cooper River Marina

Natural Spaces

Natural open space areas consist of landscape set aside for the purpose of preservation or conservation of natural resources, natural features, buffering, or scenic/aesthetic value. The following natural areas are located within the project area:

- Magnolia Cemetery
- Noisette Preserve
- Riverview Memorial Park
- Woodahl Park

Schools

Schools also provide a variety of open spaces for recreational purposes and are usually available for community use during non-school hours. The following schools in the Neck area provide recreational spaces:

- Academic Magnet HS

Although there are a variety of routes to get from one open space area to another along the street network, as discussed in the bicycle/pedestrian system section of this chapter, there are gaps in the network that prevent clear and safe mobility options for users.
Appendix B
Public Participation
Public Participation

Focus Groups & Stakeholder Interviews

A series of individual stakeholder interviews and focus group discussions with various organizations and interests in the Neck area were held to establish the foundation for the visioning study. The summary of these interviews and discussions are as follows:

Introduction

Along with data collection and review of existing plans and policies, the foundation for the Neck Area Master Plan is being established through a series of individual stakeholder interviews and focus group discussions with various groups and interests in the study area. The focus group meetings and individual interviews were designed to obtain the perspectives and observations from a diverse array of interests that have a defined role in shaping the future of the Neck Area. The meetings helped to set the stage for a broader community dialogue through the master plan process about growth and development needs, challenges and opportunities facing the Neck Area over the longer term.

The purpose of the focus group discussions was to identify community values and opportunities from the perspectives of different interests within the study area. Two focus groups have been held – one focusing on economic development and another on freight users. The following groups participated in the meetings:

- Freight Users: Neal Brothers, Superior Transportation, Hunter Transportation, Charleston Motor Carriers

The discussions provided an opportunity to generate ideas and feedback on opportunities for change in the Neck area as well as challenges to be addressed. Each meeting involved from four to 12 people and lasted between one and two hours, entailing a freeflow discussion facilitated by the consultant using a discussion guide. The meetings were not formally recorded, but a written summary of each discussion was prepared.

The stakeholder interviews entailed more informal conversations with steering committee members, key agencies, organizations, and property owners within the study, including a number of elected officials. These one-on-one conversations offered an opportunity to hear their perspectives on issues and opportunities in the Neck area, and they have been used for overall context of the focus group discussions. Stakeholder interviews were conducted with the following: Steering Committee members (Charleston County, City of North Charleston Mayor’s Office and Planning Department, City of Charleston Traffic & Transportation, and South Carolina State Ports Authority); several elected officials each from the City of Charleston, City of North Charleston and Charleston County; Lowcountry Alliance for Model Communities (LAMC); City of Charleston staff (Planning Department, Neighborhood Services); Coastal Conservation League; Charleston County Economic Development; Metanoia; South Carolina Public Railways; and Kinder-Morgan.

This document provides a summary of the key themes, values, and issues and opportunities that will likely influence the planning process and development of the initial vision for the Neck Area. It is not meant as an inclusive documentation of all comments, ideas and suggestions; but rather serves to highlight areas of general consensus and where further community dialogue is needed.

Community Values

The Neck area (from the Crosstown/US 17) to the I-526/Airport/Boeing area is a diverse area with distinct neighborhoods, commercial districts, industrial areas, and community facilities, such as schools, parks, recreation centers, and libraries. The study area creates the intersection of the Cities of Charleston and North Charleston and serves as the center of the region for freight movement and business activity, and as a regional retail destination. With the closing of the Charleston Navy Yard and planned development of a new container port on a portion of the Navy Yard site, the Neck area can strengthen its position as a focal point for economic development and expansion of the region’s economic diversity. Plans for the Neck area would be disingenuous, however, if they did not consider the existing plans for the area as well as the unique qualities and needs of the people who live and work in the area, both now and in the future. The power of the community comes from the people who make up that community – those who feel a sense of belonging and commitment to caring for the place they live and/or work. Throughout the focus group meetings and stakeholder interviews, several themes have consistently arisen as hopes and values for the future of the Neck area. While not stated in exactly the same words by all, the following themes/values have been identified to guide the planning process as we move forward to the Community Forum and develop the draft vision for the future.

- Economic Freedom
- Community Vitality
- Connectedness
- Environmental Health
Challenges

The key challenges or issues facing the Neck area reflect major changes in the recent past in land uses, employment, and industry in the area and the differing goals that the cities of Charleston and North Charleston may have for the future of the area. The issue of rail service into and through the Neck area to access the Port of Charleston and other major freight users looms large and a level of uncertainty exists. However, it is clear from the number of planning efforts, including the LAMC Revitalization Plan, the Tri-County Our Region Our Plan process, and various commuter and light rail studies, that the Neck area is poised to be the center of the region’s growth when the current economic difficulties lessen. As such, the jurisdictions and agencies with responsibility for various aspects of the community, including the two cities, Charleston County, South Carolina Department of Transportation, and others, will benefit greatly from a clearly-defined vision for the future, detailed plans and strategies for moving forward to build on existing plans and create the future they articulate.

The following challenges were identified as consistent themes during the meetings and interviews:

Rail access to the area. The competing plans for rail access to the Port and through the Neck area and old Navy Yard leave a great deal of uncertainty about the future rail network and needs in the study area. Resolution on the rail issue will provide a more solid starting point for development of the land use portion of the Master Plan and evaluation of future scenarios. There is general consensus that the rail line that runs up with Park Circle (along Spruill) would be removed/taken out of service). Freight movement by rail is expected to increase.

Planning fatigue. Because a number of neighborhoods have recently developed plans for the future of their neighborhoods and surrounding areas, they may be less likely to get involved in this master planning process. For that reason, separate outreach is being undertaken and may be warranted later in the project to ensure their involvement and buy-in to the plan.

Stalled development plans. There are a number of planned developments in the area that have generally stalled because of the economy. These developments include Noisette, Magnolia and The Promenade, and they may provide an opportunity to reconsider development patterns that are desirable for the Neck area.

Freight movement/access. Both interstate and local corridors are needed for truck freight movement. Access to I-526 and I-26 is important, but those roads cannot handle all truck traffic. The Stromboli corridor is under consideration for a local access connector.

Opportunities

Neighborhoods. The neighborhood councils in Charleston and North Charleston are strong and active, taking pride in their communities and involved in decision-making processes that affect them. Several of the neighborhoods, such as the LAMC neighborhoods, have undertaken a great deal of planning already for their future and are implementing these plans. The neighborhoods in the study area generally want to be involved and will be interested in the plan. Sensitive infill development can provide needed services and employment opportunities while retaining the character of the surrounding communities and/or creating a new district. Grassroots outreach is the key to getting residents involved.

Unified plan. Several stakeholders mentioned the important of a unified plan for the Neck area that incorporates existing plans as appropriate and provides implementation strategies that the two cities and Charleston County can support and promote in their policies, decisions, programs, etc., and balance competing interests.

Multimodal transportation

- While CARTA provides fixed route transit serving the Peninsula and Tri-County Link provides regional transit service, there has been discussion of light rail or commuter rail service (or some form of premium transit) for the future. Elected officials from both cities are very interested in commuter rail, and the Coastal Conservation League has proposed a light rail line serving key activity areas.
- In addition to public transportation, much can be done to improve conditions for bicycling and walking in the area, where a large number of people already bike or walk for transportation.
- The roadway network in the Neck area is under capacity at this time, due to changes in traffic patterns and volumes. Some local government staff felt that the current excess capacity was needed for future growth (both residential and commercial/industrial) in the area, while others indicated that not all the capacity was needed, even for future infill/redevelopment, and there might be an opportunity to modify some of the corridors to serve as more “complete streets.” Meeting Street and King Street are two parallel corridors that could be evaluated for modification.

Poor housing stock. There is a lack of quality affordable housing in the study area. There is a great deal of substandard housing in the area, and the City of North Charleston has a program underway to demolish unusable buildings (not just residential) and rebuild as possible.

Permit and development approval processes. Freight users have had difficulty permitting the office locations and identifying safe and appropriate routes within the City of North Charleston, due to development, permit, and site plan regulations.
• Intermodal center. A site has been identified for a CARTA/Amtrak/Greyhound intermodal passenger transportation center.

Land use/mixed use development. As mentioned above, several developments planned for the area have been abandoned or delayed, and the Master Plan should identify the appropriate land uses and development patterns for these areas as well. The City of Charleston is interested in increased residential development in the area, as is the City of North Charleston, though its focus may be more on preserving/strengthening existing neighborhoods and bringing in economic development and jobs. Reynolds Avenue provides a potential corridor for mixed use/commercial development.

Environmental justice. The neighborhoods in the study area care about air quality, especially issues that arise with industrial development. These neighborhoods have mobilized in the past to speak out against development that they felt would negatively affect the quality of the air they breathe. Other issues relating to environmental justice involve keeping communities intact and not allowing them to be divided by transportation facilities such as the Port Access Road.

Green industry. With a large amount of vacant and underutilized industrial areas, the Neck area is a prime location for future green industry and light industrial uses. In fact, the Clemson University wind turbine facility provides an opportunity to bring in a cluster of complementary green businesses. Key industries being targeted by economic development professionals for this area include manufacturing, company headquarters, research & development, and distribution facilities.

Food and services. The Neck area is generally considered a “food desert,” where there are lower-income neighborhoods without access to a grocery store. An agricultural center is opening up on Morrison Drive to provide an opportunity for residents to purchase fresh produce from local farmers. In addition, a number of sites are being considered or are under development as retail centers with grocery stores.

Topic Areas Needing Further Dialogue/Resolution
The following issues were discussed at length, with differing opinions and perspectives expressed during the process. These issues will need continuing dialogue and focus during the remaining phases of the planning.

• Appropriate locations for mixed use, residential, development and commercial centers. Especially important will be identification of areas where higher densities are desired.
• Involvement of and buy-in from neighborhood residents in the planning process. Over the life of the project, many targeted meetings may need to be held with neighborhood councils and other organizations involved in the study area to ensure that we receive their input.

• Rail access. While the Master Plan process cannot influence the ultimate solution on the rail access issue, the plan will certainly be impacted by the results. The land use patterns and transportation network will differ based on what rail lines remain, what new lines are added, and/or changing travel patterns on existing lines.

Stakeholder Interview/Focus Group Summary – May 9, 2011

PUBLIC MEETINGS & EVENTS
COMMUNITY FORUM

Three public meetings and a five-day community planning charrette were held during the visioning process to give the public opportunities to provide input. The results of the Community Forum are as follows:

DO YOU LIVE OR WORK IN THE NECK AREA?
HELP US CREATE A UNIFIED PLAN!

COMMUNITY FORUM
May 19, 2011
5:30 – 8:00 PM
(Presentation at 6:00 PM)
Military Magnet Academy Cafeteria
2950 Caner Avenue, North Charleston, SC

The future of the neighborhoods between US 17/Crosstown in Charleston and the new Boeing plant in North Charleston is critical for the entire region.

We need your help! Let the May 19 community meeting for Partnership for Prosperity: A Master Plan connecting the neighborhoods of Charleston and North Charleston Questions? Contact Jeff Burns, 843.529.0400 or jeff@bedcog.org

www.neckprosperity.org

Figure B.1 Community Forum Flyer
WORKSHOP EXERCISE 1

Exercise 1: Identifying the Community Values for the Neck Area

We have reviewed plans and met with individuals and agencies. We have begun the conversation about the future of the Neck area for this master plan, but the conversation needs to continue. Values lead to vision; vision leads to agreement; agreement leads to action. The values listed below came from our conversations, but we need your input and affirmation that they describe what the Neck area will be in the future. Please review the VALUES listed in the table below, and add your own words to answer this question:

What would the Neck area be like if the following values were achieved?

<table>
<thead>
<tr>
<th>Economic Freedom</th>
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<tbody>
<tr>
<td>Examples: diverse housing opportunities, wide range of jobs and job-training, transportation choices, proximity to community services and shopping</td>
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<table>
<thead>
<tr>
<th>Community Vitality</th>
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<tbody>
<tr>
<td>Examples: arts, entertainment choices, gathering places, diversity, destinations, historic and cultural identity</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Connectedness</th>
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<tbody>
<tr>
<td>Examples: belonging, accessibility, safety, eyes on the street, portals, sidewalks, mobility</td>
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<table>
<thead>
<tr>
<th>Environmental Health</th>
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<tbody>
<tr>
<td>Examples: sustainability, preservation, clean air and water, open space, recreation</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Other values that are important to you?</th>
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</thead>
</table>
The following sections highlight the information that was collected from completed surveys at the May 19th community forum workshop. These surveys asked respondents to envision what the Neck area would be like if certain values were achieved.

**Economic Freedom:**
- Available day care
- Create a desirable location to raise children
- Affordable, safe housing opportunities
- Maintain an even distribution of services/mix of uses and housing types/levels
- Greater need for home ownership
- Reduce crime
- A community that is college-bound and college-linked (resources)
- Improved education achievement/options
- Inclusion of more college preparation institutions in the community
- Transportation choices both within and throughout the neighborhood
- Express bus options that service the Park Circle area to the downtown and other attractions
- Bike/ped improvements needed to connect Park Circle to jobs
- More choices needed for biking that connect to local attractors, such as Riverfront Park
- Bus stops in close proximity to schools
- Healthy food options
- Options for community freedom and sustainability practices
- Diversity of residents
- Focus on small business incubators
- Walkable business districts
- Maintenance and improvement/strengthening of existing neighborhoods
- Amenities needed to enhance existing neighborhoods and to maintain character
- Diverse options for retail/services

**Community Vitality:**
- Diverse selection of job opportunities
- Equal access to economic development
- Encourage infill development
- Enhance retail development
- Emphasis on bringing tourism to the area
- Redevelop Navy yard
- Industry and transportation options that don’t negatively impact neighborhoods
- Desire for a live/work/play environment
- Greater options for business owners
- Job training that is focused on the youth of the area
- More locations for job training centers
- Creation of green sector jobs
- Connect ex-felons to job opportunities
- Need to identify culturally significant resources
- Historic/cultural preservation
- Improve the character of the area
- Involve neighborhood HOA’s for cultural events
- Walkable retail/arts/entertainment options
- Walkable, complete streets that are well integrated with the community
- Mixed use neighborhoods
- More retail choices and better public schools
- Improve/upgrade community centers
- Creation of multi-purpose/function schools (i.e. Chicora Elementary)
- Cultural/community center needed for community events (i.e. art exhibit, shows)
- Accessible transportation options (i.e. frequent bus stops/shelters)
- Economic vitality of the residents is needed
- Desire to become a destination place for tourism
- Rebranding of the North Charleston area
- Increase more areas for outdoor gathering opportunities (i.e. community centers, farmers markets, parks)
- Focus on activities/amenities for children (i.e. new playgrounds in parks)
- Create context sensitive nodes
Public Participation

- Create an environment for political forums and community policing
- Involve young people
- Increase the opportunity for social/recreational outlet to reduce youth crime/drop-out rate
- Healthy neighborhoods
- Environmentally friendly

Connectedness:
- Infrastructure that is networked with the community
- Desire for more east/west corridors
- Bicycle/pedestrian connections and amenities needed throughout the community
- Well defined, transportation signage (i.e. way finding)
- Increase ridership by incorporating Wi-Fi on the public transit system
- Connection to rails desired
- Desire for full-time crossing guards on major roadways to improve safety
- Need for a connection of residential to retail
- Need to connect isolated neighborhoods (i.e. Rosemont)
- High achieving, neighborhood schools
- Use of existing schools for community uses
- Support services for senior citizens
- Connect youth with the community
- Cleanup waterways (i.e. Noisette Creek)
- Removal of unused, external industrial components (i.e. pipes)
- Bring job opportunities to lower income neighborhoods

Environmental Health:
- Need for access to fresh agricultural products
- Walkable public transit
- Clean-up of certain areas within the community (i.e. superfund site)
- Remove/demolish abandoned/condemned houses
- Redevelopment of Brownfield sites
- Trash/litter pick-up initiatives (i.e. recycling)
- Reduction in air pollution by using sound transportation options
- Environmental conservation
- More green space needed in neighborhoods

- Develop existing nature preserves
- Increase landscaping to improve air quality and aesthetics
- Create sustainability goals for the area
- Educational opportunities for children about environmental awareness

Other Values:
- Need for family friendly neighborhoods
- Interaction with community residents is key
- Improve property values

The following comments were collected from flipcharts at the May 19th community forum workshop. These flipcharts were used in conjunction with maps that were provided of the area. Multi-colored dots were assigned on the maps to address areas of interest/concern. The first section of this summary addresses the comments recorded from the maps. The next illustrates the comments from the flipcharts.

Map Comments:

Places:
- Academic/Magnet School of Arts, Oak Terrace, North Charleston Creative Arts Elementary School
- Accabee
- Accabee Community Center
- Accessible library, grocery, convenience, post office
- Area at the end of Everglades Dr
- Area of Rutledge Ave & Kyle Pl.
- Charleston County Public Services Building
- Chicora Elementary/Community Center (needs community space)
- Community Center at old paper company on King Street or reopen skating ring.
- Community Center (area off of Hottinger Ave)
- Community Fishing crabbing areas(southwest of the shipyard)
- Community gathering (area (South of Orvid St & Rivers Ave)
- Connection restored environment (Area around Wood St)
- Danny Jones Recreation Center
- Dorchester Rd & Whaler
- Downtown Old North Charleston (local, regional)
- Ferndale - Focus on revitalization, esp. commercial. Focus on Rivers Ave
A M A S T E R P L A N  f o r  t h e  n e c k  A R E A  o f  c h A R L E S T O N  A N D  n o r t h  c h A R L E S T O N
P U B L I C  P A R T I C I P A T I O N

frontage (Housing) infill opportunity (Rivers Ave & west of Norwood St)
•  Food (Milford St & Meeting Street Rd)
•  Gestman’s Community Center
•  Greenbuilt Project
•  Housing with neighborhood commercial (area at intersection of I-26 & Baker Hospital Blvd)
•  Incinerator cleanup and development? potential green space? (Near Boxwood Ave & Spruill Ave)
•  Industry (near the port)
•  Intermodal Center (area between I-526/ highway 642/ RR tracks)
•  Jenkins Orphanage is a historic landmark
•  Joppa Ave & Irving Ave area
•  LAMC working on job training center
•  Library (Intersection of E Montague Ave & McDowen Ave) Proposed Maritime institute - local/regional benefit (area around Stromboli Ave)
•  Marina (off of Juneau Ave)
•  Military Magnet School
•  New mixed use area town mains (area south of Jacksonville St, between Spruill Ave & Meeting Street Rd and just north of Hampton Ave)
•  North Charleston City Hall
•  N. Eniston Ave - Develop community park for children. Area floods and needs to be rain proof at King St & Mt Pleasant St.
•  Old North Charleston (Look at Map)
•  Park Circle
•  Reconnecting (North of Hagood Ave)
•  Recreation & Affordable Housing (area within Orvid St/Chicora Av/Clements Ave & rivers Ave)
•  Rehab of old bldg (7th St)
•  Reuse of Amtrak station after the Multimodal center opens
•  Riverfront Park
•  Shipwatch Square
•  Stromboli Corridor
•  Truxton Ave & Avenue B Area
•  Union Heights
•  Waterfront Park (local, region)
•  Waylyn Community Center

Pathways:
•  Area of Veneer Ave & Doyle Ave
•  Area of Dewey Street & North Tracy Street
•  Park & Ride (area slightly NW of I-526 & International Blvd)
•  Park & Ride Ash. Phos. (area slightly east of Trailwood Dr & Dorchester Rd)
•  Sidewalks needed (Hugo) (Area from Arbutus Ave - Joppa Ave)

Barriers/Problems:
•  Abandon dilap houses hazard in area (intersection of Spruill Ave & Delaware Ave)
•  Accabbee area air quality control issues (Azalea Dr & Harvey Ave)
•  Air pollution due to increase traffic on interstate
•  Area of Rutledge Ave & Spruitt Ave
•  Area on the northwest corner of Spruill Ave & Stromboli Ave has shipping containers stacked high in the community (a concern). *There’s also a health concern due to rat infestation
•  Boat ramp needed (south of shipyard on the tip of peninsula)
•  Challenge for connecting to water (E Montague Ave near the water)
•  Community water access needed (south of shipyard )
•  Compatibility of industrial uses w/ neighborhoods (area of Accabbee Rd/ Mott Ave/ Highway 7)
•  Compatibility of industrial uses adjacent to residential zoning (area east of Shipyard Creek Road along the proposed road)
•  Crime corridor along railroad tracks (parallel to I-26)
•  Debonair Site Brownfield (community wants to use this site to expand community center)
•  Information (area SW of Highway 7 & I-26).
•  Industrial in residential area/blight (area around Comstock Ave)
•  Intersection of Dorchester Rd. & Meeting Street Rd
•  Lack of youth activities in the peninsula
•  Need accessibility (located directly on the Ashley River & west of Kingsworth Ave)
•  Noise/Light pollution from Port Access Road to the community
•  No safe bike routes (King St Ext)
•  Schools (On I-26 & Dorchester Road)
•  Tracks near neighborhoods need buffering (Spruill Ave & Delaware Ave Area)
•  Uncertainty associated with rail yard
Historically Significant/Important Cultural Sites:
- Chicora Elementary
- Downtown Old North Charleston
- Florida Ave & Deland Street
- Hampton Park
- Intersection of Clements Ave & Rivers Area
- Intersection of Greenleaf St & Spruill Ave
- Jenkins Orphanage
- Joe Riley Stadium
- Kephart Street (by the port)
- Liberty Hill
- Magnolia Cemetery
- Maryford Elementary
- Union Heights Community Center
- Area just west of the intersection of Shobson Ave & North Port Drive
- Community center at old paper company or reopen
- Directly south of Braswell Street

General Comments:
- General comment - role of mass transit & development looking into the future
- Mass transit issue (corner of Lenox Street & Railroad tracks)
- Remount Road - Freight & vehicle
- How to get across Braswell St to Meeting St
- Take S-line out of service
- Reynolds Ave as a business incubator
- Reynolds Ave - bring back vitality
- Express bus (Along S. Rhett Ave from S. Park Pl to Rivers Ave and continuing down Rivers Ave) (Look at the map)
- Connect both sides of I-26 (Stark Ln & Dorchester Rd) Look at the map.
- Also connect Park Circle to job centers via bike path (federal enclave)
- Reynolds Ave & Chircora (circled in green)
- Cleanup along railroad tracks
- Connect Stromboli Ave & N Hobson Ave areas
- Potential ferry service up & down river (river to the east of the Neck)
- Blue lines: King St - South to Mt. Pleasant St - Needs bike accom/ sidewalk - Meeting St & Spruill Ave
- Unsure of purpose/use of local port access rd (Stromboli Ave)
- Public transportation needs to be user friendly for residents & need incentives
- Rail yard (around Hillcrest Dr & Meeting St rd)
- Transit connection (along I-26)
- Need more access to Ashley (Highway 7 - south of Baker Hospital Blvd)
- Isolation by RR & bridge (area between Duran Ave & W Jimtown Dr)
- Rivers Ave - barriers: unfriendly to pedestrians, streetscape lacking in portions, consider underground utilities/ street lighting improvements
- Neighborhoods impacts of rail line (area between I-526 & I-26)
- Do not cut off access to Riverfront Park w/ rails
- Neck area needs sidewalks. 9. Need more lighting & bike routes along King St Ext.
- Bike Path needed (Park Circle - Dyess Ave & S Hobson Ave)
- Sidewalks/bike routes (along Dorchester Rd)
- Bike routes along King St Ext to King & Beaufain Streets to connect roadways for college students, residents
- Safety concerns - bikers, walkers along King St Ext.
- Bikes/trails needed from Noisette - Park Circle
- Pedestrian safety (along RR tracks and just west of Van Smith ave (Look at the map)
- Pedestrian crossing needed (Highway 7 & Mott Ave)
- Pedestrian trail (from Joppa Ave to the water in a SE orientation)
- Pedestrian bridges across crosstown (large area to the south is circled)
- Pedestrian accessibility with ramp removal (area between Hampton Ave & Groveland Ave)
- More connectivity to Riverfront Park from Park Circle (bike path)
- Sidewalks needed (Along Dorchester Rd. from I-526 to I-26)
- Stromboli Ave - Improvement pedestrian oriented
- Walkable to Iris St to Jacksonville St.
- Safety (along Dorchester Rd)
- Lighting needed at Amtrak station and nearby area
- E-W connectivity across RR & I-26
- E-W connectivity (north of peace st & by proposed roadways)
- E-W connectivity (Baker Hospital Blvd - Barnaby Ln)
- E-W connection to Ashley river from school adjacent to Mott Ave
- Better signage for attractions (Hanley Park)
- Better sidewalks & bike lanes (Spruitt Ave & Meeting Street Rd)
A Master Plan for the Neck Area of Charleston and North Charleston

Public Participation

- Sidewalks (area of Bonds Ave to Madden Dr)
- Opportunities in the median for transit/bike/ped (along Rivers Ave)
- Better signs near I-26 & I-526 to bring people in
- Boat ramp needs better sign! (located SE of Virginia Ave & I-526)
- Rail lines poses significant barriers (roads, pedestrians, etc.)
- Could use old rail lines for trolleys & commuter trains
- Need better street lighting throughout
- Need bus system to transport elderly
- Where appropriate: Skybridges?
- More presence of patrol/safety to control traffic (more signage prohibiting truck traffic)
- (Policy) Need to fill in “pockets” of unincorporated areas - better service provision
- Dash line expansion (see map)
- Need bike lanes & sidewalks (On Highway 7 & Highway 78 (King St) Look at the map)
- Connectivity between neighborhoods across Stromboli (i.e. Jacksonville Rd to Hampton Ave)
- Bike/ped access to Waterfront Park (rails - trails)
- River - bike, building/ urban farm, street scaping/beautification
- Like to see access to river for recreational purpose via Shipyard Creek
- Community access to Ashley River
- Access to water (Rivers Ave east to the water) (look at the map)
- Barriers to Waterfront Park access (RR tracks & Ohear Ave)
- Marina/boat ramp needed (end of tidewater Rd.)
- Difficult vehicular access to Marina
- Move porous border between base and neighborhood
- How to improve transition area? Between Chas & N. Chas?
- Buffer area needed (around Harmon St. & Herbert St)
- Phase I (along Rivers Ave & Highway 7)
- Power lines ugly (from Crosby Ave - Madden Dr)
- Area from Rivers Ave - Kephart St has green dash marks around it (Look at the map)
- Green space lacking in this area (Carlton St - Highway 7)
- Officer housing area (National Register) (area around pine rd)
- Focus on neighborhood commercial to serve surrounding residential (area from Gaynor Ave - Mixson Ave)
- Possible live/work (area around McDowell Ave & Montague Ave)
- Liberty Hill important to maintain neighborhood character
- Items identified on the map include: Saunders Clyde (School was circled), Saued Simons (school was circled), Mary rod Elem
- Keep existing residential integrity
- Address isolated neighborhoods
- Continued development of the Naval base to the community’s benefit
- Job training opportunities connected to actual job opportunities in the neighborhood
- Economic & business incubators (Reynolds Ave, Stromboli corridor, Shipwatch Square)
- Isolation of Bridgeview
- Isolation of Silver Hill
- Isolation of Rosemont
- Neighborhoods isolated because of interstate/rail, difficult to access, potential env. impact of rail.
- Magnolia
- Four Mile (isolation of neighborhood?)
- Charleston promise area - schools & community dev (area west of Ashley River)
- Chicora Tank Farm Park
- Stay residential but revitalize (area from Shipyard Creek rd - Iris St.)
- Uncertainty associated with future of Naval hospital
- Uncertainty of future use of school site (Spruill Ave & Old Pine Cir)
- Business revitalization (corner of Rivers Ave/RR Tracks/Polar Dr)
- Park opportunity (area between S Rhett Ave - Everglades Dr./River)
- Existing greenbelt property (president property) (along Meeting Street Rd)
- Use green space & parks to reconnect Union Heights, Five Mile, & Chicorn Neighborhoods
- Create public green space on the water for community (area between E Montague Ave & Kinzer St).
- The park off of Spruill Ave & slightly north of Shipyard Creek Rd needs to be developed
- Continued redevelopment of Navy base - to the community’s benefit
- Business incubators - Stromboli- Industrial, Shipwatch Sq - retail/commercial, Reynolds - retail.
- Noise conflict wall (from west of Delaware Ave - I-526)
- Employee (On Norwood St)
• Macalloy Superfund
• Affordable housing, MU, recreation (Large circled area. Look at the map) - opportunity. Marina?
• Incentives/policies for wise development (transportation & industry that don’t negatively impact residents)
• Areas in need of cleanup - throughout the Navy yard
• Crosswalks needed (green space located at S Park Pl where E Montague Ave ends)
• Shipwatch Square: Like to see grocery store & shopping center
• The following were identified: Charter School, Military Magnet School, Chicora Elementary, *Aussie Green Community Center, Accabee Community Center Mary Ford Elementary, a Community Park (corner of Mount Pleasant St & King St), Meeting Street Academy (corner of Cypress St & King St), James Summers Elementary & Charleston Materd Science
• Multi-use development (see LAMC’s rev. plan)
• Better/Additional facilities for youth - between Romney/King & Romney/Morrison Drive
• Lack of public meeting space/community space. Start of Calhoun Street
• Add community grocery store in park circle
• Federal enclave (area north of Pirate St & east of S Hobson Ave)
• Cleanup brownfields areas. Environmental justice
• Maryford Elementary
• Health issues - community center health issues from bad air quality
• Silver Hill & Rosemont areas need sidewalks and safe bike routes for commuters
• Develop area for affordable housing, grocery store, parks (Area between Herbert St - Prosper St)
• Food Lion on Grove Street
• North Central has over 40 abandoned buildings in the area
• “Vivaar M" written on the map (By Ashley River text).
• Mt. & King Vinlautere Park.
• Jenkins Orphanage is a historic landmark
• Spruill Ave is a key connector
• All seven LAMC neighborhoods
• Restore shoreline/wetlands to protect from floods
• Connect to the river (Bonds Ave & Azalea Trail Dr.)
• Rhodia
• Shipyard Creek Rd - connect residents to future jobs!
• Connect Job Area to Noisette
• Stromboli Ave (circled)
• Job Area (area from 6th St - Slarrow St)
• Shipyard Sq - Future node
• Grocery store (on Gabe St)
• Rivers Ave needs more economic vitality

**WORKSHOP EXERCISE 2**

**Exercise 2: Mapping Places, Pathways, and Barriers in the Neck Area**

As a group, DISCUSS the following questions and MARK UP WITH MAP with your ideas. You may also fill in the spaces below with your responses.

1. **PLACES** (using GREEN dots and/or markers):
   a. Where are opportunities for transforming existing places or creating new ones? Use STAR-shaped stickers to note existing places with historical value.
   b. Will this be a place that attracts people from the region or will it be a local place?

2. **PATHWAYS** (using BLUE dots and/or markers):
   a. How would you connect people and places within the study area and to other parts of the region (downtown Charleston, Mount Pleasant, Summerville, Wando, etc.)?
   b. What would provide better access and overcome barriers?
   c. Are there specific streets or areas that should get special attention to make them easier to travel by foot, bike, or transit?

3. **BARRIERS/PROBLEMS** (using RED dots/markers):
   a. What are physical or policy barriers to transformation and change?
   c. Where are specific safety concerns, and what are they?

Please summarize the 3-5 main points discussed by your group and elect one member of present them at the end of the session.
WORKSHOP EXERCISE 2 SUMMARY

Figure B.2 Table Exercise

Figure B.3 Table Exercise

Figure B.4 Table Exercise

Figure B.5 Table Exercise
FLIPCHART COMMENTS

- Concern about number of trucks
- Efficient bus service
- I-26 barrier, physically & psychologically
- Transportation commuters - more bus shelters
- Public transportation needs to serve residents, not just tourists
- Need to get vehicles off street so the area is healthier
- Need more bus frequency to shelters, benches
- Car pool, commuter buses and long term commuter rail
- Bike paths
- Railroad - cleanup at dead end streets
- Need connectivity to help safety
- More transportation options
  1. Commuter trains, trolleys, DASH line, ferry
- Improving access to special places
  1. signs
- Downtown transportation
- Bike route safety issue along King Street Ext to overpass
- Connectiveness
  1. East / West
  2. North / South
  3. Big neighborhood
  4. Preservation of family and community
- Sidewalks stop at Rosemont area. Not well lit
- Safer pedestrian areas
  1. Lighting, crosswalks
- Pedestrian trails on water
- Environmental health
- Brownfield cleanup
- Identify superfund sites
- Health
  1. Environmental Brownfields
  2. Healthcare facilities
  3. Open space
  4. Green space
- Grocery store
- Rail/trucks
- Brownsfields Area
  1. Cleanup
  2. Air pollution
  3. Water issue
- Use green space
  1. More parks
  2. Mt. Pleasant Street at King Street
  3. Park floods & is safety issue
- Flooding issues concerns
- Create Small Business Service Center Public access to water and open space
- Bring Industry that employs existing residents
- Need to bring jobs to area
- Connect business centers
- Central Job Training Center
- Youth Employment Training Bldg
  1. Naval base
  2. Or in the Accabee area
- Community Outreach Center
- For the homeless
- Ex-offenders in Neck Area
- Importance of education as a foundation to economic freedom
- How do we capitalize on new businesses directly or indirectly in area?
- Economy & Vitality
  1. Bring in appropriate industry supported by all skill levels
  2. Tying education to jobs
- More events across area
- Complete streets
- Engage school district
- (6) Low achieving schools
- Enough community centers not enough space
- Get Rosemont involved
- Need for healthcare facilities
- Need tech infrastructure
• Prosperity does not mean pushing existing people out
• Would like to have seen overlays of info to understand needs
• Neck Area have good potential for affordable housing
• Safety issues - abandoned houses
• Old Skating Ring - develop it into Community Center or another Skating Ring
• James Simmion – School traffic issues
• Chas. Catholic – Sometime safety issues
• Areas with Issues
  1. near Silver Hill
  2. Maryford Elementary
  3. Accabee
• The homeless
• Cornerstone is changing access to and preparation for college – High School and before
• Need supermarket

Planning Charrette

The results of the five-day community planning charrette are as follows:

PARTNERSHIP FOR PROSPERITY – NECK AREA MASTER PLAN
COMMUNITY DESIGN CHARRETTE
September 26-30, 2011

All sessions will be at Sterett Hall, 1530 7th Street and Hobson Avenue North Charleston. Snacks will be provided each day…

DETAILED WORKING AGENDA – SEPTEMBER 26 - 30

MONDAY, SEPTEMBER 26, 2011

8:30AM–12:30PM Team Travel + Lunch
1:00PM-5:00PM (CONCURRENT) Site Tour + Studio Setup


Objectives:
5:00-6:00PM Kick-off Meeting Preparation
Objectives:

6:00PM-8:00PM (CONCURRENT) Kick-off Meeting + Presentation
Objectives:

6:00 Kick-off Meeting
6:30 Presentation

8:00PM-9:00PM (CONCURRENT) Team Debriefing + Dinner
Objectives:

8:00AM–9:00PM Team Debriefing
Objectives:

9:00M-12:00PM (CONCURRENT) Work Session + Stakeholder Feedback
Location:
Objectives:

9:00-10:30 – Jeff McWhorter
11:00 – Doug Frate, SCDOT, Mark Nesbit, District Traffic Engineer, Ray Tolson, Director of the Office of Railroads,
11:00 – Richelle Tolton, DHEC Lowcountry Regional Community Liaison, & Randy Cook, DHEC Air Planning

12:00PM-1:00PM Lunch (Delivered)

1:00-6:00PM (CONCURRENT) Stakeholder Feedback + Work Session + Feedback
Objectives:

Stakeholder Feedback:
1:00-2:00 – Jamee Haley, Lowcountry Local First, Kate Nevin, Creative Corridor, and Kate’s husband Lindsay.
1:00-2:00 – Ray Anderson
1:00 – Jeff Baxter and Geoffrey Reid (Noisette)
3:00 – David Ginn, CRDA, with Steve Warner

6:00PM-7:00PM Dinner (Delivered)

7:00PM-8:30PM (CONCURRENT) Team Pin-up
Objectives:

TUESDAY, SEPTEMBER 27, 2011

8:00AM–9:00PM Team Debriefing

Task A: Define Transit Needs
Questions to Answer:
• Where are people travelling in the area?
• Where are the primary flows?
• What are circulation needs?
• What are regional travel needs?
Info Needed:
• O/D matrix and map
• CARTA current ridership by route
• Relevant model outputs from 2035 LRTP
Timeframe:
• Start work prior to charrette; confirm findings via Monday meeting
Product:
• Fact sheet illustrating key needs (within Neck and to/from Neck)
M, Brett, Claire, Julie, Leon, John

Objectives:

**Transit**

**Task B: Define Range of Infrastructure Options**

Questions to Answer:

- What transit technologies are practical in the designated Multimodal Corridor? (specifically look at I-26, rail corridor, Rivers Ave.)
- How to access the North Charleston Intermodal Center? (e.g. Dorchester Rd. / Montague Ave / utility corridors, etc)
- Info Needed:
  - Cross-sections of various facilities in the Multimodal Corridor and connecting to Intermodal Center
  - ADT / traffic issues / V-C ratios / etc.
  - Previous studies (HOV/HOT lanes on I-26, commuter rail feasibility studies, etc)
  - Photo inventory of alignments to identify major issue areas

Timeframe:

- Start prior to charrette; confirm and discuss opportunities on Tuesday
- Product:
  - Summary / fact sheet(s) discussing infrastructure / technology opportunities including major design challenges

**Task C: Examine Transit Access to Catalyst Areas on Multimodal Corridor**

Questions to Answer:

- Based on range of transit infrastructure options, what are desirable ways to access the four specific catalyst areas on the Multimodal Corridor? What type of transit access is desired?
- Info Needed:
- Initial findings from Task B
- Discussion with team in larger context of catalyst areas

Timeframe:

- Begin discussion on Tuesday

Product:

- Transit infrastructure concepts incorporated into design schemes for catalyst areas

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**WEDNESDAY, SEPTEMBER 28, 2011**

**8:00AM–9:00PM**

**Team Debriefing**


Objectives:

**Pre-Charrette Deliverables:**

**9:00M-12:00PM**

*(CONCURRENT) Work Session + Stakeholder Feedback*


Objectives:

**Stakeholder Feedback:**

- 9:00 – freight users (none have responded)
- 9:00-12:00 – Hernan Pena (have let him know other CoC staff are coming at 10:00 if he wants to coordinate or not)
- 9:00-12:00 – Joe Bryant
- 10:00 – City of Charleston Staff – Tim Keane, Christopher Morgan, Jonathan Oakman, Jane Baker, Philip Overcash
- 11:00 – Bill Stanfield and Tony Joyner

**12:00-1:00PM**

**Lunch (Delivered)**

**1:00PM-4:00PM**

**Work Session**


Objectives:

- 4:00PM-5:00PM **Setup Workshop**
- 5:00PM-8:00PM **(CONCURRENT) Public Pin-up + Presentation**


Objectives:

Public Pin-Up – Coleman Thompson (Hunter Transportation) will stop by
5-8PM  Public Pin-up
7:30PM  Presentation
8:00PM-9:00PM  Dinner

Transit  Task D: Establish Conceptual Alignments

Questions to Answer:
• How would transit infrastructure fit in the specific corridors (I-26 / rail corridor / Rivers Ave. / access to North Charleston Intermodal Center)? (At this point, still planning-level “lines on a map” but they include indication of critical design challenges)
• Range of alignments to consider based on results of Tasks B & C
• Info Needed:
• Based on info gathered as part of Tasks B & C; likely will need additional field confirmation

Timeframe:
• Wednesday

Product:
• Alignments (drawn on Google Earth); identification of key design issues

THURSDAY, SEPTEMBER 29, 2011

8:00AM–9:00PM  Team Debriefing
Objectives:

9:00M-1:00PM  Work Session + Stakeholder Feedback +Drop in
(CONCURRENT)  Team Pin-up + Work Session
Objectives:
Stakeholder Feedback:
9:30 – Wannetta Mallette and LAMC Representatives
10:00 – Robert Clement III, and Stuart Coleman
10:30 – Joe Church, Huger Properties, 599 Meeting
Christine Wilkinson and Elliott Summey?? (Wednesday or Thursday – trying to steer to Thursday when Brett is there)
PM Drop-In – Michelle Mapp, Lowcountry Housing Trust

1:00-2:00PM  Lunch (Delivered)

2:00PM-6:00PM  Work Session
Location:
Objectives:
Objectives:

6:00PM-7:00PM  Dinner (Delivered)

7:00PM-9:00PM  Team Pin-up + Work Session
Objectives:

FRIDAY, SEPTEMBER 30, 2011

8:00AM–9:00PM  Team Debriefing
Objectives:

Transit  Task E: Refine Alignments / Stop Locations / Interaction with Catalyst Sites

• Refine initial concepts based on feedback received, additional input from Wednesday pin-up, and emerging concepts for catalyst sites
• Timeframe:
• Begins Thursday / Ends Friday
Product:
• Alignments (drawn on Google Earth); identification of key design issues; identification of key stop locations
9:00M-12:00PM  Work Session


Objectives:

**Charrette Sketches**

![Charrette Sketch, North of Mount Pleasant](image1)

![Charrette Sketch, Stromboli Ave](image2)

![Charrette Sketch, Shipwatch Square](image3)
**Charrette Drawings**

**Figure B.16 Charrette Sketch, Olde North Charleston**

**Figure B.17 Charrette Sketch, Mall Drive Area**

**Figure B.18 Charrette Plan, South of Mount Pleasant**

**Figure B.19 Charrette Plan, North of Mount Pleasant**
Public Participation Draft

Figure B.20 Charrette Plan, Shipwatch Square

Figure B.21 Charrette Plan, Mall Drive Area

Figure B.22 Charrette Plan, Convention Center Station
Figure B.27 Montague Avenue Road Diet

Figure B.28 Spruill Avenue Road Diet

Figure B.29 Rivers Avenue
Figure B.30 Rivers Avenue at Shipwatch Square, Existing

Figure B.31 Rivers Avenue at Shipwatch Square, Future
Figure B.32 Spruill Avenue, Existing

Figure B.33 Spruill Avenue, Future
Figure B.34 Stromboli Avenue, Existing

Figure B.35 Stromboli Avenue, Future
Partnership for Prosperity
Neighborhood Update

Thursday, December 8, 2011
6:00 – 7:00 PM
Burke High School Media Center
244 President Street, Charleston, SC

Balancing neighborhood needs with business and industry needs between US 17/Crosstown in Charleston and the airport in North Charleston is the top priority for the Berkeley-Charleston-Dorchester Council of Government’s Partnership for Prosperity: Master Planning for the Neck Area.

Over the past year, we’ve held numerous meetings with neighborhoods, community members, businesses, and others. We have developed a working vision and have examined how the area’s housing, recreation, and business opportunities could work with future roadways, bikeways, walkways, and transitways.

Thanks to the input we have received, we are starting to develop realistic strategies to spur economic opportunity, promote environmental stewardship, and enhance quality of life for people and businesses, but we need your continued involvement.

If you have been following our progress and want to know about the next steps or you are simply interested in learning more about this plan, join project manager Will Blanton on Thursday, December 8th.

We hope to see you there!

www.neckprosperity.org

Figure B.36 Neighborhood Update Flyer

Post Charrette Framework Maps

Figure B.37 Economic Framework
Figure B.42 Transit Network

Figure B.43 South of Mount Pleasant Post Charrette Plan

Figure B.44 North of Mount Pleasant Post Charrette Plan


**Figure B.49 Convention Center Post Charrette Plan**

**Figure B.50 Open House Flyer**

**Figure B.51 Circulation Framework**
Figure B.52 Transit Network, Short Term

Figure B.53 Transit Network, Long Term
**Figure B.54 Thoroughfare Network**

**Figure B.55 Catalyst Areas**
**Figure B.58 Design Concept Areas, North & South of Mount Pleasant**

**Figure B.59 Design Concept Ranking, North & South of Mount Pleasant**

**Figure B.60 Catalyst Area Design Phasing - South of Mount Pleasant**

**Figure B.61 Catalyst Area Design Phasing - North of Mount Pleasant**
Figure B.62 Design Concept Areas, Shipwatch Square & Stromboli Avenue

Figure B.63 Design Concept Ranking, Shipwatch Square & Stromboli Avenue

Figure B.64 Catalyst Area Design Phasing - Stromboli Avenue

Figure B.65 Catalyst Area Design Phasing - Shipwatch Square
Figure B.66 Design Concept Areas, Convention Center & Mall Drive Area

Figure B.67 Design Concept Ranking, Convention Center & Mall Drive Area

Figure B.68 Catalyst Area Design Phasing - Convention Center

Figure B.69 Catalyst Area Design Phasing - Mall Drive Area
Public Participation

### Partnership for Prosperity Design Concepts

**Instructions:** The colored dots you have been given should be placed below to indicate the projects you believe are most important in the Neck area. If you believe a project is not important for the future of the Neck area, you may indicate that as well on this board. The projects listed below correspond to the keyed map elements indicated on the adjacent board.

#### Amtrak Station and Olde North Charleston

<table>
<thead>
<tr>
<th>Key</th>
<th>Amtrak Station and Olde North Charleston</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Adaptive Use of the Historic Amtrak Station Building</td>
</tr>
<tr>
<td>B</td>
<td>Establish Community Spaces Adjacent to the Amtrak Station Building</td>
</tr>
<tr>
<td>C</td>
<td>Create Enhanced Pedestrian Connections to Adjacent Neighborhoods</td>
</tr>
<tr>
<td>D</td>
<td>Provide Community Access to the Cooper River</td>
</tr>
<tr>
<td>E</td>
<td>Develop Vacant Parcels in the Olde North Charleston/Downtown Area to Complete the Street Face</td>
</tr>
<tr>
<td>F</td>
<td>Reinforce Existing Uses in Olde North Charleston/Downtown Through Infill Development</td>
</tr>
<tr>
<td>G</td>
<td>Separate Freight and Local Traffic on Virginia Avenue</td>
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**Figure B.71 Design Concept Ranking, Amtrak Station & Olde North Charleston**

**Figure B.72 Catalyst Area Design Phasing - Amtrak Station**

**Figure B.73 Catalyst Area Design Phasing - Olde North Charleston**
**Figure B.74 Intersection Phasing, Meeting Street & Mount Pleasant Street**

**Figure B.75 Intersection Phasing, McMillan Avenue & Rivers Avenue**
Partnership for Prosperity: A Master Plan for the Neck Area of Charleston and North Charleston
Open House Voting Exercises: March 1, 2012 - Summary

<table>
<thead>
<tr>
<th>Concept</th>
<th>Most Important</th>
<th>Important</th>
<th>Less Important</th>
<th>Don’t Like</th>
<th>Total Dots</th>
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<td>Improve parallel street connectivity within the Neck area</td>
<td>1</td>
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<td>Create new multimodal corridor north of Montague Avenue</td>
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<td>Provide multiple transportation options to a variety of destinations</td>
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<td>Establish mixed use activity centers as a catalyst for new development</td>
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<td>Establish appropriate scale and transition for new development</td>
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<td>4</td>
<td>3</td>
<td>13</td>
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**Shipwatch Square and Stromboil Corridor**

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<th>Concept</th>
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<th>Don’t Like</th>
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<td>Add a new gateway connection into Charleston</td>
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<td>Provide proper access to the Cooper River</td>
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<tr>
<td>Establish public interface along Virginia Avenue</td>
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</table>

**North of Mount Pleasant and South of Mount Pleasant**

<table>
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<tr>
<th>Concept</th>
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<th>Less Important</th>
<th>Don’t Like</th>
<th>Total Dots</th>
</tr>
</thead>
<tbody>
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<td>Establish community spaces adjacent to the Amtrak station building</td>
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</tr>
<tr>
<td>Provide public access to the Cooper River</td>
<td>2</td>
<td>3</td>
<td>1</td>
<td>0</td>
<td>6</td>
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<tr>
<td>Enhance pedestrian connections to adjacent neighborhoods</td>
<td>9</td>
<td>2</td>
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<td>11</td>
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<tr>
<td>Establish mixed use activity centers as a catalyst for new development</td>
<td>10</td>
<td>1</td>
<td>1</td>
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<td>Establish mixed use activity centers as a catalyst for new development</td>
<td>0</td>
<td>1</td>
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<tr>
<td>Improve pedestrian connections to adjacent neighborhoods</td>
<td>9</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>11</td>
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</tbody>
</table>

**FiCal Chart Comments**

1. 1. Shipwatch Square - an opportunity for local businesses. Look at opportunities for office space (currently Rivers Avenue is lacking in quality office). Ensure it is affordable.
2. Use I-26 as a premium transit corridor with hubs that provide connections to the Rivers Avenue corridor. Make Rivers Avenue a multi-use boulevard with shopping and community use.
3. Promote the Mount Pleasant Mitigation Plan for Stromboil plans - rail line extension and sort connector road.
4. Establish new recreation opportunities and outdoor event spaces in the Stromboil area.

**FiCal Chart Comments**

1. Improve the connection between neighborhoods to south of Old North Charleston downtown and Montague Avenue.
2. Enhance public interface on Virginia Avenue.
3. Improve pedestrian connections to adjacent neighborhoods.
4. Establish mixed use activity centers as a catalyst for new development.
5. Establish mixed use activity centers as a catalyst for new development.
6. Provide new swimming classes to take advantage of connections to the water. This would provide the opportunity for lessons that too many children from the area do not have.
7. Provide new night time activity centers.

---

**Figure B.76 Catalyst Area Design Phasing - Open House Voting Exercise**

1. Strengthen pedestrian connections to existing parks and create new pedestrian connections where possible.
2. Provide new swimming classes to take advantage of connections to the water. This provides an opportunity for lessons that too many children from the area do not have.
3. Improve pedestrian connections to adjacent neighborhoods.
4. Provide new night time activity centers.
Summary of Public Input

Potential Areas for Revitalization & Redevelopment Identified

- Buildings and crime along railroad tracks
- Opportunities; improve transition between Charleston and North Charleston
- Stromboli corridor mixed use redevelopment; business and economic incubator; proposed maritime institute; use green space and parks to reconnect neighborhoods and create walkable pedestrian orientation access
- Economic redevelopment of naval base; make more porous/accessible to community; uncertainty of rail yard
- Bring back vitality to Reynolds Avenue corridor; create business and economic incubators
- Redevelopment of Shipwatch Square; create business and economic incubators; need local uses such as grocery store, shopping center, Noisette project
- Reuse of naval hospital site
- Intermodal Center
- Focus on neighborhood commercial to serve surrounding frontage

Areas of Opportunity (O) & Concern (C) Identified

1. Hampton Park (O)
2. Develop new community center at the old paper company site (O)
3. Better facilities for youths between Romney/King and Romney/Morrison (C)
4. Need new community meeting space south of Calhoun Street (C)
5. Develop community park for children, area floods and needs rain-proofing (C)
6. Create water access for community along Shipyard Creek; fishing and crabbing areas (O)
7. Existing marina; potential ferry service along river (O)
8. Restore shoreline/wetlands to protect from floods (C)
9. Magnolia development (O)
10. Create park and trail opportunities along water (O)
11. Union Heights, Windsor, and Howard Heights neighborhoods (O/C)
12. Create water access for community (O)
13. Restore shoreline/wetlands to protect from floods (C)
14. Air pollution due to increased traffic on interstate (C)
15. Create park in undeveloped green space (O)
16. Clemson Wind Turbine facility (O)
17. Need to create green spaces for community (O)
18. Chicora and Cherokee neighborhoods (O/C)
19. Accabee neighborhood (O/C)
20. Create water access for community (O)
21. Jenkins Orphanage – historic landmark (O)
22. Restore shoreline/wetlands to protect from floods (C)
23. Create public green space area along water for community (O)
24. Restore shoreline/wetlands to protect from floods (C)
25. Old North Charleston downtown; needs better signs near 26 and 526 to bring people in (O/C)
26. Park Circle, possible grocery store here (O)
27. Danny Jones Recreation Complex - Armory (O)
28. Liberty Hill neighborhood; important to maintain character (O/C)
29. Oak Terrace neighborhood and North Charleston Creative Arts School (O/C)
30. North Charleston City Hall (O)
31. Magnolia cemetery (O)
32. Boeing Aircraft Assembly/Charleston International Airport and Air Force Base (O)
33. Rivers Avenue - unfriendly to pedestrians, streetscape lacking, consider underground utilities and lighting improvements (C)
34. Rail lines pose significant barriers (roads, pedestrians, etc...) (C)
35. More lighting needed along King Street Ext. (C)
36. Bigger parking lot for Comfort Suites (C)
37. Bigger parking lot for Comfort Suites (C)
38. Create parking lot at edge of Comfort Suites property (C)
39. Create parking lot at edge of Comfort Suites property (C)
40. Create parking lot at edge of Comfort Suites property (C)

NOTES: This map is a summary of the input received from participants at the May 19, 2011 Community Forum held in the Charleston Neck study area. The forum was in response to exercises that asked participants to envision issues, opportunities and concerns for the long term planning for the Charleston Neck study area.
Transit Network
Short Term
Spruill Road @ Reynolds Ave: Proposed typical section; rail on east side of road will be converted to multi-use trail.

Spruill Road @ Norwood St: Proposed typical section; sidewalk widened and brought to street to accommodate existing businesses that front Spruill Ave.

Spruill Road @ Hampton Ave: Proposed typical section; conversion from existing four-lane roadway with continuous turn lane to two-lane roadway with continuous turn lane and buffered bike lanes and sidewalks on each side.

Spruill Road Buffered Bike Lane: Makes movement easier for bicyclists and vehicles. It is a more comfortable riding environment for bicyclists who do not prefer to ride adjacent to traffic.

Spruill Road Enhancements: This major bicyclist route is envisioned as consisting of a shared use path complemented by signature on-road facilities and an enhanced pedestrian environment that would provide increased comfort and safer travel along the corridor.

Spruill Road @ Baxter St: Addition of enhanced pedestrian crossing. This intersection will link a passive park space with the active recreational facilities proposed for the Chicora tank farm site and the Military Magnet School.

Spruill Road @ Stromboli Ave: Addition of enhanced pedestrian crossing. This is a key mixed use intersection that links the Stromboli Corridor community uses to the trail accessing the Cooper River marina site.

Spruill Road @ Meeting St: Addition of enhanced bike and pedestrian spine. This route will provide a safe connection for bicyclists and pedestrians to cross Meeting St.

Spruill Road @ Rivers Ave: Addition of enhanced bike treatment. The intersection will be reconfigured to provide a safe crossing for bicyclists and pedestrians to cross Rivers Ave.

Spruill Road @ Cosgrove Ave: Addition of enhanced bike and pedestrian spine. This route will provide a safe connection for bicyclists and pedestrians to cross Cosgrove Ave.

Spruill Road Roundabout: A proposed roundabout will be constructed at the intersection to improve safety and connectivity for bicyclists and pedestrians.

Bicycle & Pedestrian
North - South Spine

LEGEND
- Parks/Open Space
- Natural Areas/Wetlands
- Proposed Parks
- Existing Bike Lane
- Existing Shared Use Path
- East Coast Greenway
- Proposed Bike Lane
- Proposed Shared Use Path
- Proposed Shared Lane Marking
- Proposed Bike Treatment
- Proposed Bike and Pedestrian Spine
- Proposed Bike Lane along Spine
- Proposed Shared Use Path along Spine
- Proposed Shared Lane Marking along Spine
- Proposed Bike and Pedestrian Crossing along Spine

Spruill Road Enhancements:
- This major bicyclist route is envisioned as consisting of a shared use path complemented by signature on-road facilities and an enhanced pedestrian environment that would provide increased comfort and safer travel along the corridor.

Spruill Road @ Baxter St: Addition of enhanced pedestrian crossings. This intersection will link a passive park space with the active recreational facilities proposed for the Chicora tank farm site and the Military Magnet School.

Spruill Road @ Stromboli Ave: Addition of enhanced pedestrian crossing. This is a key mixed use intersection that links the Stromboli Corridor community uses to the trail accessing the Cooper River marina site.

Spruill Road @ Meeting St: Addition of enhanced bike and pedestrian spine. This route will provide a safe connection for bicyclists and pedestrians to cross Meeting St.

Spruill Road @ Rivers Ave: Addition of enhanced bike treatment. The intersection will be reconfigured to provide a safe crossing for bicyclists and pedestrians to cross Rivers Ave.

Spruill Road @ Cosgrove Ave: Addition of enhanced bike and pedestrian spine. This route will provide a safe connection for bicyclists and pedestrians to cross Cosgrove Ave.

Spruill Road Roundabout: A proposed roundabout will be constructed at the intersection to improve safety and connectivity for bicyclists and pedestrians.
KEY IDEAS

A. Develop a Creative Corridor along Meeting Street
B. Create a New Gateway Entrance into Charleston Along Morrison Drive
C. Redevelopment Outdated Shopping Centers along King Street
D. Redesign Mt. Pleasant Street/Meeting Street Intersection
E. Develop Vacant Parcels to Complete Street Face in the Area
F. Buffer Industrial Uses from Other Development in the Area
G. Establish a Shared Use Path under Elevated Sections of I-26
KEY IDEAS
A. Revitalize Shipwatch Square as a Community Focal Point
B. Establish Grocery and Drug Store Catalyst Sites in Shipwatch Square
C. Provide a Variety of Transit Options in the Area
D. Define Neighborhood Parks and Gathering Spaces in the Area
E. Develop a Community Core with Neighborhood Oriented Uses
F. Create Enhanced Pedestrian Connections from Stromboli to Neighborhoods
G. Establish New Recreation Opportunities and Outdoor Event Spaces in the Area
KEY IDEAS
A. Adaptive Use the Historic Amtrak Station Building
B. Establish Community Spaces Adjacent to Amtrak Station Building
C. Create Enhanced Pedestrian Connections to Adjacent Neighborhoods
D. Provide Community Access to the Cooper River
E. Develop Vacant Parcels in the Area to Complete Street Face
F. Reinforce Existing Uses in Olde North Charleston Downtown through Infill Development
G. Separate Freight and Local Traffic on Virginia Avenue
KEY IDEAS

A. Create New Multimodal Street Corridor
B. Realign Montague Avenue as a New Connector Route
C. Provide Multiple Transportation Options
D. Redesign Rivers Avenue/Montague Avenue Intersection
E. Establish Mixed Use Activity Centers
F. Establish Appropriate Scale and Transition for New Development
G. Phase In New Development and Structured Parking Decks to Replace Surface Parking Lots
South of Mount Pleasant
Long Term Plan

LEGEND
- Retail
- Mixed Use
- Office
- Civic
- Live/Work
- Apartments
- Townhouses
- Parking Structures
- Existing Buildings
- Parks
- BRT/LRT Stop
North of Mount Pleasant
Short Term Plan
North of Mount Pleasant
Intermediate Term Plan
Stromboli
Short Term Plan

LEGEND
- Mixed Use
- Civic
- Live/Work
- Townhouses
- Single Family Residential
- Existing Buildings
- Parks

Stromboli Ave
Sprout Ave
Stromboli
Long Term Plan

Legend:
- Mixed Use
- Civic
- Live/Work
- Townhouses
- Single Family Residential
- Existing Buildings
- Parks
- BRT / LRT Stop
SHIPWATCH SQUARE
SHORT TERM PLAN

LEGEND
• Retail
• Mixed Use
• Townhouses
• Garages
• Existing Buildings
• Parks

Shipwatch Square
0' 200' 400' 800'
E

233
Olde North Charleston
Intermediate Term Plan

Legend:
- Retail
- Mixed Use
- Apartments
- Townhouses
- Parking Structure
- Existing Buildings
- Parks
- BRT / LRT Stop

Map of Olde North Charleston with various land use types and symbols.
LEGEND
- Proposed Transit Station
- Proposed Bus Route
- Proposed Shuttle Route
- Proposed BCDCOG Transportation Improvement Program Project
- Other Proposed New or Improved Roads
- 1/4 Mile Walk Radius

Gateway Connectivity
Long Term

New Bridge to be built across I-26

New Bridge to be built across 526

250 Feet

Gateway
Connectivity
Long Term
Recommended Road Improvements

LEGEND
- Through Route
- Regional Arterial Stem
- Local Connection to freight intensive activity center
- Local Connection to non-freight activity center
- Proposed RBCOG Transportation Improvements Program
Dorchester Road Corridor Recommended Road Improvements

- Interchange improvements; ramp curves
- Transit pull-outs
- Turning radius & signal timing
- Transit pull-outs
- Interchange replacement
- Signal timing for turning signal
- Crossings for school
- Intersection improvements
- Intersection realignment, signage

Continuous (unarrowed):
- Pavement conditions & restriping for trucks & bikes / pedestrians
- Restriping for trucks, transit & bikes
- Curves, pavement conditions
- Pavement conditions, striping to 12 ft. lanes

Legend:
- Through Route
- Regional Arterial Stem
- Local Connection to freight intensive activity center
- Local Connection to non-freight activity center
- Proposed BeCOG Transportation Improvements Program
- Point Improvement Recommended
- Continuous Improvement Recommended
Cosgrove Avenue Corridor Recommended Road Improvements

Legend:
- Through Route
- Regional Arterial Stem
- Local Connection to freight-intensive activity center
- Local Connection to non-freight activity center
- Proposed BCDCOG Transportation Improvements Program
- Point Improvement Recommended
- Continuous Improvement Recommended

Key Points:
- Intersection turning radius
- Intersection turning radius & signal timing
- Interchange replacement

Recommended Road Improvements:

1. Azalea Dr
2. Spruill Ave
3. McMillan Ave
4. Cosgrove Ave

Map Boundary:
0 600 1,200 2,400 Feet

Scale:
256
IMPROVEMENT KEY
Point Improvement
Bridge replacement at Noisette Creek
Continuous Improvement
Improve connections to Navy Yard

Virginia Avenue Corridor Recommended Road Improvements

Legend:
- Through Route
- Regional Arterial Stem
- Local Connection to freight intensive activity center
- Local Connection to non-freight activity center
- Proposed BCDCOG Transportation Improvements Program
- Continuous Improvement Recommended

Improvement: Bridge replacement at Noisette Creek
Improve connections to Navy Yard

Scale:
- 1 foot

Virginia Avenue Corridor
Regional Arterial Stem
Local Connection to freight intensive activity center
Local Connection to non-freight activity center
Proposed BCDCOG Transportation Improvements Program
Continuous Improvement Recommended
**Recommendations for Road Improvements**

- **Continuous Improvement**
  1. Improve curves, pavement condition
  2. Intersection redesign, signal timing
  3. Provide alternative connection to Rivers & Meeting St
  4. Redesign intersection
  5. Improve I-26 ramps
  6. Redesign for freight turns

- **Point Improvement**
  1. Improve curves, pavement condition
  2. Intersection redesign, signal timing
  3. Provide alternative connection to Rivers & Meeting St
  4. Redesign intersection
  5. Improve I-26 ramps
  6. Redesign for freight turns

**Legend**
- Through Route
- Regional Arterial Stem
- Local Connection to freight-intensive activity center
- Local Connection to non-freight activity center
- Proposed BCDCOG Transportation Improvements Program

**US 52 / 78 Corridor**

**Recommended Road Improvements**
Intersection at International Blvd
Replace yield sign with stop sign
Construct roundabout at Lackawana
Improve pavement condition
Reduce travel lane widths & stripe for bike lanes and on-street parking

Montague Avenue Corridor
Recommended Road Improvements
Placeholder for Final Vision Map