

began in 2008. A bubble in the overall housing market played a key role in that downturn and communities across the nation were affected. James Island's proximity to both Folly Beach and the Downtown Charleston peninsula may have also played a role. While it may be more desirable to live near the beach and peninsula, affordable homes for the middle class are usually found farther from those areas, making rentals a more viable option for the short term as job security concerns may prevent some residents from entering into long term mortgages. The conversion of single family homes into duplexes is another issue that faces James Island. In some cases this process is not handled properly and can add to overcrowding issues.

3.6.3: Housing Element Needs

Housing Element needs include, but are not limited to the following:

- Promoting opportunities to ensure long term housing market stability;
- Promoting a diverse housing stock with access to facilities and services; and
- Ensuring a sufficient supply of safe and structurally sound homes.
- Encouraging the provision of high quality, affordable homes in keeping with the single-family residential character of the Town.

3.6.4: Housing Element Goal

Encourage high quality, affordable housing for people of all ages, incomes, and physical abilities.

3.6.5: Housing Element Strategies and Time Frames

The Town should undertake the following strategic actions in support of the Goals of this Plan. These implementation strategies will be reviewed a minimum of every five years and updated every ten years from the date of adoption of this Plan.

- H 1. Continue to enforce the Building Code to protect the general health, safety and welfare of the population.
- H 2. Remaining undeveloped residential property should be developed in a manner consistent with the Town's Single Family Residential pattern.
- H 3. The Harbor View Corridor should be evaluated for anticipated impacts of road widening on residential properties.

Chapter 3.7: Transportation Element

3.7.1: Overview and Purpose and Intent

In 2007, South Carolina State Law was amended to require that transportation be a stand-alone element in the Comprehensive Plan, separate from the Community Facilities Element, where it was previously located. Transportation is an important element because it provides strategies tying the movement of people and goods with economic development, land use, and community facilities.

The purpose and intent of the Transportation Element is to present information and strategies that respect the Town's suburban character and natural and cultural resources in the provision and use of any transportation system, consider the impacts of development on the transportation system, encourage the provision of safe, convenient, pedestrian and bicycle systems in appropriate areas, and support emergency evacuation and transportation planning policies.

3.7.2: Background and Inventory of Existing Conditions

Roads

The 120 roads owned by the Town of James Island are neighborhood streets. Other roads in the Town are owned either by Charleston County or the South Carolina Department of Transportation. Maintenance of Town roads is managed through an intergovernmental agreement with the Charleston County Public Works Department. Ben Road is scheduled to be paved in the spring of 2015. The next paving projects are scheduled for Jeffrey and Lemontree Roads. The Town will continue to advocate for the paving of roads within its corporate limits based on resident requests or government agency requests.

In 2006, Charleston County completed a Comprehensive Transportation Plan as part of the Charleston County Half Cent Transportation Sales Tax Program. The Transportation Plan includes a forecast of Charleston County road projects over the next twenty-five years, a review of funding sources and leverage options and a review of the County's mass transit system. Other funding mechanisms for Charleston County roads include: The Charleston County Transportation Committee (CTC), a group of professionals appointed by the Legislative Delegation from all legislative bodies within the County whose purpose is to distribute gas tax funding for small construction and resurfacing projects; and SC Department of Transportation, whose Commission determines the funding priorities for the federal aid program following each new federal highway bill and annual appropriations act. This includes the funding level allocated to the BCD Council of Governments through the Charleston Area Transportation Study (CHATS).

Figure 3.7.1 shows the traffic counts at traffic count stations in the James Island area in 2003 and 2013. Maybank Highway at the Stono Bridge saw the greatest traffic increase over the period, rising from 19,700 vehicles per day to 23,300 vehicles per day. The James Island Connector at Harbor View Road saw the greatest traffic decrease, dropping from 30,900 vehicles per day to 22,400 vehicles per day. Overall the largest increases in traffic

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on James Island occurred on the western edge heading toward Johns Island at Riverland Drive and Central Park (7,200 to 10,400) and Maybank Highway at the Stono Bridge (19,700 to 23,200). This information is collected by the Berkeley-Charleston-Dorchester Council of Governments which keeps traffic count data for all three counties.

Figure 3.7.1, James Island Area Traffic Counts, 2003-2013

Station	General Location	2003	2013	Change 2003-2013
233	Folly Road and Oak Island Road	13,100	10,700	-2,400
237	Folly Road and Grimball Road	14,300	14,200	-100
241	Folly Road and Fort Johnson Road	28,200	24,800	-3,400
245	Folly Road and Harbor View Road	33,600	30,700	-2,900
269	Maybank Highway at Stono Bridge	19,700	23,200	3,500
369	Riverland Drive and Central Park Road	7,200	10,400	3,200
372	Camp Road and Dills Bluff Road	5,400	4,800	-600
376	Riverland Drive and Camp Road	4,400	5,300	900
377	Dills Bluff Road and James Drive	2,700	3,100	400
384	Harbor View Road and Harborview Lane	23,800	22,400	-1,400
387	Fort Johnson Road and Grand Concourse	7,300	7,400	100
410	James Island Connector at Harbor View Road	30,900	26,500	-4,400
607	Maybank Highway and Fleming Road	2,500	2,700	200

Source: BCD Council of Governments, 2003 SC DOT, 2014.

Folly Road Improvements

Folly Road is a key five lane wide artery, connecting James Island with the West Ashley areas of Charleston to the north and to the town of Folly Beach to the south. The 7.87 mile segment of Folly Road between Center Street on Folly Beach and the Wappoo Cut Bridge truly is James Island's Main Street. However, Folly Road is facing multiple issues including inefficient traffic operations, inadequate sidewalks, limited bike lanes, and little infrastructure to support CARTA's bus system. At times of heavy rain, many storm drains prove inadequate for the storm water generated in the area. On weekends in the spring and summer beach season, daytime traffic is impacted by residents and tourists making their way to and from Folly Beach.

In addition to area comprehensive plans, local governments on James Island came together to recently create The Folly Road Corridor Overlay Zoning District (FRC-O). This Overlay fronts on the east and west sides of Folly Road from its intersection with Tatum Road south to Folly River. The FRC-O district was adopted to implement traffic safety measures, to improve the visual character of the corridor, and to create consistency between the Town of James Island, the City of Folly Beach, the City of Charleston, and unincorporated

Charleston County concerning land use and design standards. While the City of Charleston did not adopt the Overlay, the other jurisdictions along the roadway have done so, and it is the intent of all jurisdictions to work cooperatively together of Folly Road related issues.

Currently an effort is underway to perform a Complete Streets Corridor Study and Engineering Report for Folly Road. Participants in this effort include with the Berkeley/Charleston/ Dorchester Council of Governments (BCD-COG), the South Carolina Department of Transportation (SCDOT), the Charleston Area Regional Transit Authority (CARTA), the Town of James Island, the City of Charleston, the City of Folly Beach, Charleston County, and key advocacy organizations such as Charleston Moves, the Coastal Conservation League, and the Palmetto Cycling Coalition.

The vision for Folly Road includes greater vehicular capacity, friendly spaces and environments for walking and bicycling, innovative storm water management techniques, and convenient and efficient mass transit options. The plan should also address land use and devise a landscape and urban design concept for the roadway that encourages pedestrian activity and presents a pleasing face for James Island's Main Street.

Another project that is occurring along Folly Road is the Charleston County ½ Cent Sales Tax improvements to the intersection of Folly Road and Camp Road. This project involves improvements to Folly Road from approximately 1,000 feet south of Camp Road to the intersection with Eugene Gibbs Street and Rivers Point Row and improvements to Camp Road from West Madison Avenue to Oyster Point Row. Major components of the project include: widening Folly Road and Camp Road to provide additional turn lanes, realigning Eugene Gibbs Street and Rivers Point Row to include turn lanes, adding bicycle lanes and sidewalks within the project area, upgrading stoplights to include pedestrian hand/man signals for crosswalks, and improving drainage and water quality measures. Numerous grand live oak trees that line Camp Road will be protected during construction. Currently SCE&G utility pole relocations are underway, and road and drainage construction is expected to start in the fall of 2014.

The BCD-COG is working on a study of the Riverland Drive Scenic Byway. Riverland Drive was designated as a scenic byway in the South Carolina Scenic Highways Committee in 1988. A Corridor Management Plan should be completed in 2014. The Plan will address issues related to the byway such as historic and cultural preservation, roadway safety, and economic development. It will specifically outline how to preserve, protect, and enhance the byway's character and assets that define the corridor. The CMP plan will also define how the corridor should look like in 10-15 years with the goals and implementation strategies on how to get there.

Harbor View Road Improvements

Harbor View Road is an Urban Minor Arterial on James Island that connects Folly Road with Fort Johnson Road, a distance of approximately 3.7 miles. The project proposes to improve Harbor View Road between North Shore Drive and Fort Johnson Road (2.1 miles) by providing a center two-way left-turn lane between North Shore Drive and Affirmation

Boulevard, adding right turn lanes at major intersections, traffic signals at Fort Sumter Drive and Mikell Drive, a roundabout at the intersection with Fort Johnson Road, and adding pedestrian and bicycle facilities for the length of the project. The purpose of the project is to improve traffic flow and safety on Harbor View Road and to provide adequate bicycle and pedestrian facilities. Construction is scheduled to begin in the fall of 2014.

Bicycle Lanes and Sidewalks

Bicycle lanes and sidewalks are spread intermittently throughout the island. Recently the Town has undertaken an effort to connect and extend these alternative methods of transportation. Within the past five years sidewalks have been extended along Fort Johnson Road and Honeyhill Road. Currently a sidewalk is being constructed on Foxcroft Road.

Sidewalk projects scheduled for the near term include: Fort Johnson Road Phases 3 and 4 (filling gaps from Near Harborview Road to Camp Road), the Jerdone/Stiles sidewalk (connecting Fort Johnson Road sidewalk to Mikell Drive sidewalk) permitting for Camp Road (Fort Johnson Road to Dills Bluff Road), and Dills Bluff Road (Camp Road to Fort Johnson Road). Engineering work is being conducted for a sidewalk extension on Camp Road from Dills Bluff Road to Secessionville. Additionally sidewalk projects are in the conceptual phase for Quail Drive and Lighthouse Road.

Public Transportation

The Charleston Area Regional Transportation Authority (CARTA) was formed in 1997 and is responsible for public transportation in the Greater Charleston area, providing transit services to 206,745 residents in the urban areas of Berkeley, Charleston and Dorchester Counties. Between 2009 and 2013, ridership on CARTA's fixed route and demand response service increased 20% from nearly 4.1 million riders in 2009 to 4.9 million riders in 2013. Route 31 covers James Island and connects the island to South Windermere in West Ashley and Downtown Charleston through the use of six stops. CARTA has received requests for additional transit service on James Island, more frequency during the peak commute hours. There have been requests, although fewer for service on Harbor View Road and out to SC Department of Natural Resources on Fort Johnson Road.

	CARTA Express Service 1 Riders	CARTA James Island Route 31
2011	249,555	87,280
2012	231,998	95,061
2013	213,466	80,801

31 Folly Road



WEEKDAYS (All Laborable)

	1 Mary St./Meeting St.	2 Spring St./President St.	3 Folly Rd./S. Windermere	4 Wappoo Dr./Riverview Dr.	5 Folly Rd./Central Park Rd.	● Battery Island Rd./Folly Rd.
a.m.	6:15	6:23	6:28	6:39	6:49	7:01
	8:00	8:08	8:13	8:24	8:34	8:46
	9:30	9:38	9:42	9:54	10:04	10:16
	11:00	11:08	11:13	11:24	11:34	11:46
p.m.	12:30	12:38	12:43	12:54	1:04	1:16
	2:15	2:23	2:28	2:39	2:49	3:01
	3:45	3:53	3:58	4:09	4:19	4:31
	5:15	5:23	5:28	5:39	5:49	6:01
	6:45	6:53	6:58	7:09	7:19	7:31

SOUTHBOUND con rumbo al sur

SATURDAY (No Laborable)

	1 Mary St./Meeting St.	2 Spring St./President St.	3 Folly Rd./S. Windermere	4 Wappoo Dr./Riverview Dr.	5 Folly Rd./Central Park Rd.	● Battery Island Rd./Folly Rd.
a.m.	8:00	8:08	8:13	8:24	8:34	8:46
	9:30	9:38	9:43	9:54	10:04	10:16
	11:00	11:08	11:13	11:24	11:34	11:46
p.m.	12:30	12:38	12:43	12:54	1:04	1:16
	2:00	2:08	2:13	2:24	2:34	2:46
	3:30	3:38	3:43	3:54	4:04	4:16
	5:00	5:08	5:13	5:24	5:34	5:46
	6:30	6:38	6:43	6:54	7:04	7:16

SUNDAY (No Domingo)

	1 Mary St./Meeting St.	2 Spring St./President St.	3 Folly Rd./S. Windermere	4 Wappoo Dr./Riverview Dr.	5 Folly Rd./Central Park Rd.	● Battery Island Rd./Folly Rd.
a.m.	8:00	8:08	8:13	8:24	8:34	8:46
	9:30	9:38	9:43	9:54	10:04	10:16
	11:00	11:08	11:13	11:24	11:34	11:46
p.m.	12:30	12:38	12:43	12:54	1:04	1:16
	2:00	2:08	2:13	2:24	2:34	2:46
	3:30	3:38	3:43	3:54	4:04	4:16
	5:00	5:08	5:13	5:24	5:34	5:46

All general information about how to ride CARTA is available in the overall CARTA system map.

ROUTE 31

Folly Road

Effective October 17th, 2010

Meeting St. and Mary St./
Visitors Center

Senior Citizens Center

Folly Rd. and Battery
Island Dr.



843.724.7420

ridecarta.com

CARTA Express Route 1 runs during the morning and afternoon peak periods. The Express Route station is located at the James Island Walmart and delivers passengers back and forth to Downtown Charleston. Express Routes are free for College of Charleston and MUSC students and faculty. Marketing and awareness of these services could increase usage, mitigating traffic on James Island. Sidewalks are an essential building block for good transit service. All CARTA buses are equipped with bicycle racks and are equipped for riders with disabilities. Additionally, Tel-A-Ride is a specialized curb-to-curb transportation service that is available to persons with disabilities who are unable to use the local public bus service.

Town of James Island Comprehensive Plan

- T 1. Work with appropriate agencies to investigate how to improve roads within the Town.
- T 2. Consider the impacts of a changing population on the transportation system, including impacts on and from surrounding jurisdictions.
- T 3. Ensure that the provision and use of any transportation system respects the Town's suburban character and natural and cultural resources.
- T 4. Ensure that roads are constructed in a way that promotes safe vehicle passage and pedestrian use and provides sufficient drainage.
- T 6. Require traffic impact studies consistent with the Zoning and Land Development Regulations Ordinance.
- T 7. Require that adequate transportation infrastructure be in place prior to, or concurrent with, additional development.
- T 8. Coordinate transportation strategies with growth management and land use strategies.
- T 9. Monitor the status of population evacuation for emergency preparedness for natural or manmade disasters.
- T 10. Support the services provided by CARTA.
- T 11. Transit shelters should be considered depending on the size of new development as determined by the Town and in consultation with public sector transportation agencies.

Chapter 3.8: Community Facilities Element

3.8.1: Overview and Purpose and Intent

The South Carolina Local Government Comprehensive Planning Enabling Act of 1994 requires a Community Facilities Element which considers water supply, treatment, and distribution; sewage system and wastewater treatment; solid waste collection and disposal, fire protection, emergency medical services, and general government facilities; education facilities; and libraries and other cultural facilities. This element should contain a detailed documentation of the available resources and goals for future development of utilities, transportation, governmental, and educational facilities. Given this background of knowledge, the Town can properly direct growth in areas that can accommodate it and discourage growth where the infrastructure is not adequate. South Carolina State Law regarding comprehensive plans was amended in 2007 to require that transportation be a stand-alone element in the Comprehensive Plan; therefore, transportation information, needs, goals and strategies are contained in the Transportation Element. The community facilities element must be updated every five years to ensure that the Town has current information.

3.8.2: Background and Inventory of Existing Conditions

Many agencies are involved in the provision of public facilities and services. Some of these agencies are outside of the purview of the Town of James Island. While this Plan can establish general strategies for the Town to follow, the actual provision of most services and facilities is managed by outside agencies.

1. Water Supply and Wastewater

Nearly all Town residents have water service from the Charleston Water System and waste water and sanitary service from the James Island Public Service District. The District Office is located on Signal Point Road.

2. Solid Waste Management and Recycling

The James Island Public Service District provides residential collection services including twice a week curbside collection of containerized refuse and once a week pickup of yard debris, manmade and metal materials. All refuse and materials picked up are packed into packer trucks or transfer trailers for transport to the Charleston County Bees Ferry Landfill facility. The Charleston County Environmental Management Department provides biweekly curbside pickup. Additionally, there are two recycling convenience centers and drop site locations located on James Island.

Currently, the Solid Waste Department serves over 9,000 homes and businesses on James Island. The Solid Waste Department runs an operation with a fleet of 21 vehicles, which includes 6 packer trucks, 2 Knucklebooms (crane type vehicles), 4 transfer trucks with 6 trailers, 3 front end loaders, 1 dump truck and 3 pickup trucks. This department employs 31 employees.

3. Fire Protection

Fire Protection is provided by the James Island Public Service District. Presently the District has 57 employees in the Fire Department. Their facilities within the Town are located at 1622 Camp Road, which serves as the main station, and 853 Harbor View Road. There are two more District fire stations at 78 Plymouth Avenue and 1833 Folly Road. These stations house four engine companies and one ladder truck plus additional reserve and support vehicles. Other specialized capabilities of the department include hazardous materials, confined space entry, trench rescue, auto extrication and high level response. Currently the Fire Department ISO rating is 3. The James Island Public Service District works with the City of Charleston Fire Department, which has a fire station at Fort Johnson Road. This is within the boundary of the Town, but on property annexed to the City of Charleston.

4. Emergency Medical Services

Emergency Medical Services are provided to the citizens of the Town by Charleston County. The station is located outside of the boundaries of the Town, on Folly Road and Signal Point Road. James Island also has a Charleston County EMS response unit (Medic #4) located on Plymouth Road. The James Island Public Service District provides EMS services to augment the County EMS system and to provide more timely response to medical emergencies. First responder calls are answered from County-wide Consolidated Dispatch Center.

5. Law Enforcement

Law Enforcement is provided by the Charleston County Sheriff's Office. The Sheriff's Office maintains a station outside of the boundaries of the Town on Riverland Drive. The Town of James Island has an Intergovernmental Agreement with the Sheriff's Office to contract for additional deputies dedicated to policing the Town. This program is known as the Island Sheriff's Patrol. Residents also utilize the magistrate's services located in the Riverland Drive complex. An emergency 9-1-1 system is in place countywide to provide dispatch for police, fire, and Emergency Medical Services. For non-emergencies residents may call (843) 743-7200.

6. Medical Care

Charleston County has some of the best medical facilities in the Southeast, including the Medical University of South Carolina and Roper St. Francis Healthcare. Their proximity to the Town, particularly in downtown Charleston, and the recent establishment of Nason Medical Center and Roper St. Francis facilities near the Folly Road and Maybank Highway intersection, makes any additional hospitals in the Town unnecessary.

7. Town Government Facilities

Town Hall is located at 1238-B Camp Rd. It is a rented facility in a shopping complex. The Town Hall currently has four enclosed offices and nine cubicles. It has a large meeting room that seats approximately 100. It is anticipated that the Town will eventually purchase an existing facility or build a Town Hall as the Town grows and

revenues make this economically feasible. The Intergovernmental Agreement for Public Services for the Town of James Island is an agreement between the Town of James Island and Charleston County that the County will provide the following public services: Building Inspections Services, Revenue Collection, Zoning and Planning and Stormwater Management. The Town is in the process of taking on more of these services as the Town grows and becomes more established.

8. Emergency Preparedness

Emergency Preparedness is a coordinated effort between State, County and the local jurisdictions. The James Island Public Service District provides emergency and natural disaster response to the citizens of James Island, and the James Island Public Service District Fire Chief is designated as the Emergency Management Designee. During an emergency, the Mayor will participate as a member of the Emergency Council at the new Charleston County Emergency Operations Center (EOC), located on the Palmetto Commerce Parkway. While Charleston County Emergency Management coordinates the efforts of all local jurisdictions, and the Town is responsible for mitigating damage following a natural disaster, the Town has its own Emergency Preparedness Plan which is currently being updated, and budgets funds for disaster relief.

9. Public Libraries

The James Island branch of the Charleston County Library is located at 1248 Camp Road. It is open Monday through Saturday. The branch circulated more than 277,000 items in 2010. It has internet access and Wi-Fi capability.

10. Parks and Recreation Services

Recreational facilities are an asset to any residential community. Public spaces such as parks, playgrounds or other community areas are important to the health of a community. It is important to acquire land for these sites before the area is completely developed. Parks available for residents of the Town are: James Island County Park, the Dock Street Park, Sunrise Park, Stephen Washington Park, and the Ft. Johnson Park. Many of these parks are located in the corporate limits of the City of Charleston on James Island. Dock Street Park is owned and maintained by the Town of James Island. The James Island Recreation Complex includes a pool, gymnasium and ball fields located on James Island within the corporate boundaries of the City of Charleston. The complex is owned and operated by the City of Charleston, however Town residents may participate. The Town has adopted a James Island Youth Sports Program which is an intergovernmental agreement with the City of Charleston which allows Town residents to participate at the reduced City rate and the Town reimburses the City for this expense. Other public recreational facilities on James Island include the Maybank Tennis Center on Houghton Drive, Plymouth Park on Plymouth Avenue (includes public boat ramp), and the Charleston Municipal Golf Course on Maybank Highway. Furthermore, the Town is looking to purchase land for additional park space with Charleston County Greenbelt Funds designated to the Town of James Island.

11. Educational Facilities

The Town of James Island is in District 3 of the Charleston County School District. The public schools within the boundaries of the Town are: Stiles Point Elementary, Apple Charter, Fort Johnson Middle, James Island Middle, and James Island Charter High School. The area presently has two private schools, James Island Christian School, and the Nativity School.

12. Roads, Sidewalks and Drainage

Roads are named and addressed through coordination with the U.S. Postal Service, the Charleston County Zoning and Planning Department, and Charleston County 911.

The Town has an Intergovernmental Agreement with Charleston County to provide routine maintenance services up to a certain amount designated each budget year, as well as provide stormwater utility services. The primary and secondary roads in the Town are under SCDOT jurisdiction, which repairs and maintains them. Many neighborhood streets are also under SCDOT jurisdiction, however many are under the jurisdiction of the Town. Town roads are maintained by Charleston County or are private roads. Current levels of congestion suggest that improvements on many primary and secondary roads are desirable. Currently, improvements are being undertaken for Harbor View Road, for the corner of Folly Road and Camp Road, and a traffic signal has been installed at the intersection of Camp Road and Dills Bluff Road. The Town is working towards paving dirt roads that still exist in the Town at the request of the residents. Ben Road will be paved in 2014, with additional paving of Jeffrey Road and Lemontree Road to occur next. The sidewalk network includes partial sidewalks on Camp Road and Fort Johnson Road. The Town is working towards completing sidewalk connectivity along the island, and is currently working towards completing sidewalks along Foxcroft, Camp Road, Jerdone, Fort Johnson Road and Lighthouse Blvd. Sidewalks will soon be constructed on Harborview Road. Most neighborhoods do not have sidewalks.

Community Facilities Element Needs

Community Facilities Element needs include, but are not limited to, the following:

- Continuing to evaluate and plan for community facilities and service; and
- Coordinating with the various service providers in the Town.
- Continue quarterly stakeholder meetings to address island Stormwater drainage issues.

Community Facilities Element Goal

Community facilities and services will be provided in a fiscally responsible manner with adequate levels of service and will be coordinated with surrounding jurisdictions and linked to land use planning and development decisions.

Community Facilities Element Strategies and Time Frames:

The Town should undertake the following action strategies to support the Community Facilities Goal. These implementation strategies will be reviewed a minimum of every five years and updated every ten years from the date of adoption of this Plan.

- **Bicycle, Walking & Jogging Paths:**
 - Explore improving the walkability of Folly Road between Ellis Creek and the Town limits south of Camp Road.
 - Explore the potential to extend bicycle lanes as part of the Battery to the Beach initiative.

- **Parks and Recreation Services:**
 - Take advantage of Charleston County Greenbelt Funds designated to the Town of James Island and purchase property(s) for a Town park(s).
 - Coordinate any additional parks and recreation programs with the City of Charleston.
 - Continue to explore additional cost-sharing services with the City of Charleston.

- **Roads and Drainage:**
 - The remaining dirt roads are very expensive to maintain. Continue paving roads with the agreement of residents.

- **Town Government Facilities:**
 - Establish a Town Hall of sufficient size to accommodate Town needs and allow for future growth.
 - Explore development of a joint facility to be shared with the James Island Public Service District and possibly the Charleston County Sheriff's Office.

Chapter 3.9: Priority Investment Element

3.9.1: Overview and Purpose and Intent

In 2007, the South Carolina Priority Investment Act (The Act) was passed by The General Assembly to address affordable housing and transportation issues and to create a formal process for inter-jurisdictional coordination. The Act requires that two new elements be included in the Comprehensive Plan, the Transportation Element and the Priority Investment Element. The primary goal of The Act is to better coordinate the funding of necessary public facilities with available resources and adjacent jurisdictions through implementation strategies.

As discussed throughout this Plan, the Town of James Island is a suburban residential community with a commensurate level of public services. The Town itself does not provide all of the public facilities and services offered; instead, the majority of these services are provided by outside agencies. However, the Town has a long history of coordinating with adjacent jurisdictions and agencies concerning land use issues and provision of the public services available to balance adequate public facilities/services and protection of the Town's suburban residential character.

The purpose and intent of the Priority Investment Element is to prioritize the implementation actions for the Town over the next ten years through goals and strategies. The main focus of the Town's investment over the next ten years is to continue to coordinate with adjacent jurisdictions and agencies to balance adequate public facilities/services and protection of the Town's suburban residential character.

3.9.2: Background and Inventory of Existing Conditions

The elements of this Comprehensive Plan identify where and how growth in the Town of James Island should occur over the next ten years. The strategies contained in those elements are carried forward through the Priority Investment Element. The other Plan elements focus on retaining the Town's suburban residential character and protecting its natural and cultural/historic resources while providing Town residents with employment opportunities, safe, affordable housing, and adequate public facilities and services.

The Town intends to continue to maintain the public facilities and services that are in place today. Likely federal, state, and local funds available for public infrastructure and facilities during the next ten years include, but are not limited to:

- The Town's General Fund;
- The South Carolina Parks and Recreation Development Fund
- Other grant/funding programs for which the Town is eligible.

3.9.3: Priority Investment Element Needs

Priority Investment Element needs include, but are not limited to the following:

- Coordination with adjacent jurisdictions and agencies;
- Maintaining the Town's suburban residential character; and
- Providing adequate public facilities and services.

3.9.4: Priority Investment Element Goal

Adequate public facilities and services will be prioritized through coordination with adjacent and relevant jurisdictions and agencies and will not have a negative impact on the Town's suburban residential character or its natural, cultural, and historic resources.

3.9.5: Priority Investment Element Strategies and Time Frames

The following strategic actions should be undertaken by the Town in support of the purpose and intent of the Priority Investment Element of the Comprehensive Plan. These implementation strategies will be reviewed a minimum of every five years and updated every ten years from the date of adoption of this Plan.

- PI 1. Continue to coordinate with adjacent jurisdictions and agencies to balance adequate public facilities/services and protection of the Town's suburban residential character as well as its natural, cultural, and historic resources.
- PI 2. Review and update the Zoning and Land Development Regulations Ordinance to ensure these standards reflect the recommendations of the Comprehensive Plan Elements including, but not limited to suburban preservation, development quality, and resource protection.
- PI 3. Improve mobility and quality of life by constructing sidewalks and paving roads when requested by Town residents.
- PI 4. Initiate funding program for the construction of a new Town Hall.
- PI 5. Develop and implement site plan and improvements for Town parks.
- PI 6. Improve participation in the public transportation process through seeking representation on CARTA and dedicating funds for improved benches or shelters.

Resources and References

1. BCD Council of Governments, 2009
2. Historical and Architectural Survey Charleston County, South Carolina. Preservation Consultants, 1992
3. U.S. Bureau of the Census: derived from the U.S. Census Bureau; 2000 and 2010 numbers are from the respective Censuses.
4. Geo community. (1990-1995). *James Island Hydrography*. USGS.
5. National Oceanographic and Atmospheric Administration (2011?). *Characterization of the ACE Basin, South Carolina*. NOAA.
6. SCDNR. (1997). *General Soil Map of South Carolina*. Clemson, South Carolina: Clemson University.
7. Waters, K.E. (2003). *Ground-Water Levels in South Carolina*. SCDNR.
8. *Sustainable development definition requested by Ed Lohr for discussion at 2/12/15 meeting:*

More than one hundred definitions of sustainable development exist, but the most widely used one is from the World Commission on Environment and Development, presented in 1987. It states that sustainable development is “Development that meets the needs of the present without compromising the ability of future generations to meet their own needs.” Sustainable development promotes the idea that social, environmental, and economic progress are all attainable within the limits of our earth’s natural resources. Sustainable development approaches everything in the world as being connected through space, time and quality of life.

