





**Planning Commission Meeting**  
**4:30pm, Wednesday, May 10, 2023**  
**1207 Palm Boulevard, Isle of Palms, SC and**  
**broadcasted live on YouTube: <https://www.youtube.com/user/cityofisleofpalms>**

**MINUTES**

**1. Call to Order**

Present: Sue Nagelski, Sandy Stone, Ron Denton, David Cohen, Jeffrey Rubin, Marty Brown

Staff present: Director Kerr, Zoning Administrator Simms

**2. Approval of minutes**

Ms. Nagelski made a motion to approve the minutes of the April 26, 2023 regular meeting. Mr. Cohen seconded the motion. The motion passed unanimously.

**3. New Business**

**Sea Level Rise Adaptation Plan RFP Consideration**

Ryne Phillips, Aaron Aiken, and Whitner Kane gave a presentation about their proposed Sea Level Adaptation Plan for the City of Isle of Palms. They discussed why it is important to consider sea level rise and why it's important to the City (could help with bond ratings to get better interest rates for infrastructure bonds). Their three-phase approach will include data gathering (involving the public), information analysis, and plan development. They will provide the City with short-term and long-term strategies to deal with the impacts of sea level rise, propose multipurpose solutions, and identify funding sources for project implementation. Their plan will take a wholistic approach to land planning and engineering, landscape strategies, and zoning and development strategies.

When asked if the City's scope for this plan is too narrow or too broad, Mr. Phillips said all information is useful. More can be done with more money. They will use local data and projections and rely heavily on GIS data to build models regarding sea level rise impacts on the Isle of Palms.

Lucas Hernandez of Weston & Sampson and Stephen Traynum of Coastal Science & Engineering came together to present a proposal for a sea level rise adaptation plan for the City. They detailed the expertise of their team and shared municipalities they have worked with on such endeavors including DeBordieu Beach, Fripp Island, Charleston County, Kiawah Island, and Seabrook Island. Mr. Traynum and Coastal Science & Engineering has worked on the City's Beach Management Plan since 2007. Their plan will include climate scenarios, vulnerability and

risk analysis, and adaptation strategies. Public engagement will be a critical part of the entire plan. They will use a web-based public information gathering tool as part of their public engagement plan. They will look at sea level rise and the effects of storms and rainfall to give the island an exposure score. They will be tying in emergency preparedness to help anticipate which roads could flood first in a storm.

They believe the City's scope for this project is enough to produce a usable plan. The final deliverable will be strongly influenced by the level of public engagement.

Following the presentations, the Commissioners scored each presentation. The scores were very close. Director Kerr said he could engage both companies in conversations about pricing for the plan.

**MOTION:** Mr. Brown made a motion to engage the lowest bidder. Mr. Stone seconded the motion.

Discussion ensued as to whether or not picking the lowest bidder was the best option since that is not a requirement of this sort of RFP. Mr. Brown withdrew his motion and Mr. Stone withdrew his second.

**MOTION:** Mr. Brown made a motion that “if price negotiations are tighter than a \$5,000 differential disparity, then we re-evaluate. Otherwise, if they are outside of that band, we award it to the lowest responsive bidder.” Mr. Stone seconded the motion. The motion passed unanimously.

After some discussion about whether or not to go with the low bid, another motion was made.

**MOTION:** Mr. Stone made a motion that if the price disparity between the bids is less than \$5,000, the Planning Commission recommends the approval of Weston & Sampson for the Sea Level Rise Adaptation Plan. Mr. Denton seconded the motion. The motion passed unanimously.

#### 4. Old Business

##### A. Discussion of task from City Council regarding short-term rentals

Director Kerr said that RentalScape confirmed it would be helpful to add short-term rental license numbers to any advertising as another means to track rental activity and compliance.

A lengthy discussion ensued about the pros and cons of requiring a three-night minimum stay in short-term rentals. Mr. Stone suggested the three-night minimum stay as a requirement for houses but not condos such as the Sea Cabins. Mr. Brown does not believe such a change will achieve the intended results and that large parties will still happen. Mr. Cohen asked if such a change could hurt part-time renters. Ms. Nagelski suggested three-night minimum stays be a seasonal requirement. The Commissioners agreed the option needs to be considered further by City Council.

Another lengthy discussion ensued about occupancy limits. Director Kerr said that changes to occupancy limits based on new construction, major reconstruction, or letting a short-term rental license lapse will not create a large impact over the short-term rental population. Mr. Cohen noted that over several years only 15-20 homes had let their license lapse before returning to the rental market. Concerns about enforceability were discussed.

Commissioners agreed on limiting occupancy to 8 and not counting children under 12 in new homes, in homes that have experienced major reconstruction, and in homes in which there had been a license lapse. However, they will discuss the matter further at the next meeting.

**B. Comprehensive Plan review updated draft**

Director Kerr stated that all changes had been incorporated into the Comprehensive Plan draft and now new comments are highlighted. He asked Commissioners to send any new comments to him and he will bring a new draft to the June meeting.

**5. Adjournment**

The next meeting of the Planning Commission will be Wednesday, June 14, 2023 at 4:30pm.

Mr. Stone made a motion to adjourn, and Mr. Brown seconded the motion. The meeting was adjourned at approximately 6:57pm.

Respectfully submitted,

Nicole DeNeane  
City Clerk

Planning Commission STR Considerations  
June 9, 2023

1. Limit occupancy of newly constructed, substantially reconstructed homes or homes that have allowed the license to lapse for one year or more to 8 people, excluding children under the age of 2 and excluding structures that are not willfully destroyed.
2. Require minimum stay of two nights (excluding hotels) – year-round or seasonal.
3. Require STR listings to include STR license number.
4. Allow owners to rent out one bedroom in their home while the owner is on-site.
5. ~~Amend parking requirements to incentivize less vehicles and more carpooling.~~
6. ~~Require new STR applicants to be considered for a special exemption by BOZA.~~

# Amended Comprehensive Plan

for the

## City of Isle of Palms, South Carolina

Prepared by the  
Isle of Palms Planning Commission

Revised May 26, 2015

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## INTRODUCTION

In 1994 the State of South Carolina adopted the Comprehensive Planning Enabling Act. This Act revised the State's planning laws, including the process by which municipalities may develop and adopt comprehensive plans. The Isle of Palms Comprehensive Plan was prepared in accordance with the 1994 Act. During the many months of preparation, numerous workshops and public hearings were held and many experts in various fields were consulted. A list of meetings at which the plan was discussed and the topics discussed at those meetings appear in Appendix [A](#). All meetings were open to the public and public participation in the planning process was encouraged.

This Comprehensive Plan is intended to document the history of development on the Isle of Palms, identify the community's problems and needs, and articulate a vision for its future. The Plan is also intended to help guide future decision making in matters affecting the physical, social, and economic growth, development and redevelopment of the community. This plan is not a final product; it is part of a continuing planning process and should be updated and revised as new information becomes available or as new problems and needs arise.

The first plan adopted pursuant to the 1994 Act was adopted in December 1997 and then amended with the addition of time frames for implementing strategies that were contained in the plan in March of 1998. In November 2002, the Planning Commission began on what was intended to be a five year review. However, the number of changes became significant enough to warrant a ten-year update to the plan. The revisions from this review were incorporated in early 2004. The plan was reviewed by the Planning Commission in 2008, and as a part of this review, two new elements were added, Transportation and Priority Investment, as required by the 2007 South Carolina Priority Investment Act. In 2014, the Planning Commission reviewed the plan and recommended that the plan be updated to include information regarding the 2010 Census and beach erosion issues. In 2023, the Planning Commission updated the plan again to included data from the 2020 Census and matters associated with drainage, sea-level rise and efforts to expand the public sewer system.

The Plan includes nine major elements: Population, Economic, Natural Resources, Cultural Resources, Community Facilities, Housing, Land Use, Transportation and Priority Investment. Each element includes background information, and may also include a list of key issues and a set of goals and implementation strategies where appropriate. Preceding these elements is an overall vision statement and brief description of the island's location and history.

Time frames and priorities for implementing the strategies contained in this plan are included in parentheses at the end of each strategy.

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## Vision Statement

*Isle of Palms has developed into a premier barrier island residential community with a variety of housing styles, commercial uses and recreational facilities. Despite the natural cycle of beach erosion and low-lying terrain that is inherent on barrier islands and the extensive development of the island, the natural resources that make Isle of Palms such a wonderful place to live and visit remain intact and in good condition. Measures that will enhance the existing character of the island as a quality place to live, and protect the environment both on and around the island, must be taken to guide development and preserve the quality of life for generations to come.*

*January 31, 2002 (revised May 26, 2015)*

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## LOCATION AND HISTORY

### *Location and Climate*

Isle of Palms is a seven-mile-long barrier island located eight miles east of Charleston on the South Carolina coast. This long and relatively narrow island varies in width from .35 miles to 1.6 miles, and its slightly curving shoreline has an orientation of southwest to northeast.

For descriptive purposes, the end of the island nearest Charleston is referred to as the “west” end, while the opposite end of the island is referred to as the “east” end. The total area of the island is four and one-half square miles.

The island is bounded on the north by Hamlin Creek and the Intracoastal Waterway, on the east by Dewees Inlet and Dewees Island, on the south by the Atlantic Ocean, and on the west by Breach Inlet and Sullivan’s Island.

The average annual temperature is 66 Degrees F, with a low monthly average of 50 degrees in January and a high monthly average of 81 degrees in July and August. Precipitation averages 46.8 inches annually and varies from 2.1 inches in November to 6.2 inches in August.

### *History*

Originally known as Hunting Island and then between the mid-18<sup>th</sup> century and 1898 as Long Island, the Isle of Palms served for many years as a place of refuge and recreation and, during the American Revolution, as a staging area for troops. In fact, Breach Inlet at the west end of the island derives its name from an event in 1776, when Sir Henry Clinton’s British troops landed on Long Island and attempted to cross the inlet to Sullivan’s Island to attack the American fort from the rear. Clinton’s troops were intercepted by American troops, led by Colonel William Thomson, and repulsed as they attempted to “breach” the treacherous waters of the inlet, thus giving us Breach Inlet.

In 1898, the first house was constructed on the island by Nicholas Sottile. The next year, Dr. Joseph S. Lawrence changed the name of the island to

Isle of Palms and provided the first overland access by means of a trolley rail line running from Mount Pleasant across Sullivan's Island to Isle of Palms. Dr. Lawrence was a physician and business entrepreneur who wanted to create a holiday resort. A restaurant and Ferris wheel were opened for island visitors the following year, and in 1902 the Seashore Hotel was completed.

As the island's popularity continued to increase, a long, covered pavilion, which stood until the late 1930s, was constructed along the beach. However, in 1924, Isle of Palms was effectively closed when the ferry service from Charleston to Mount Pleasant was discontinued due to financial difficulties.

In 1926 a wooden bridge replaced the trolley trestle, enabling visitors to come by car. With the opening of the Grace Memorial Bridge in 1929, linking Charleston and Mount Pleasant, and the advent of other road and bridge improvements, it soon became even easier to reach the Isle of Palms by automobile. Isle of Palms, Incorporated, which was formed to capitalize on the improved accessibility of the island, inaugurated a new program of improvements on the island, including paving of roads. But the effects of the Great Depression cut short these plans, and in 1934, the Hardaway Contracting Company took control of the island. Once again, the venture failed as Hardaway's efforts did not generate a return on his investment.

In 1944 J.C. Long, a Charleston attorney, purchased the Hardaway interests and otherwise un-owned portions of the island and formed a new land development company called The Beach Company. Mr. Long immediately began to make major improvements on the island, and the first substantial development of the Isle of Palms began.

Residential development began on the western end of the island, where many of the remaining homes date back to the 1940s. Residential subdivision and construction continued through the 1950s and into the 1960s. In 1975, the City approved plans for the development of a "recreational-oriented residential community" at the eastern end of the island. This private, gated development soon became known as Wild Dunes. The current year-round population is estimated at over 4,000 people with a peak population of 20,000 people during major summer holiday weekends.

In 1953 the island was incorporated as the City of Isle of Palms by an Act of the South Carolina Legislature. The City currently has a council form of

government with a Mayor and eight City Council members, each elected to four-year terms. The City also employs a City Administrator to manage its daily affairs.

The commercial development on the island was originally centered around Ocean Boulevard between 10<sup>th</sup> and 14<sup>th</sup> Avenues, known as the “Front Beach” area. The commercial area now includes Palm Boulevard as well. Over the years, the type of commercial buildings have changed from open-air pavilions for seasonal activities to more substantial, enclosed buildings and shopping centers housing businesses which operate year-round. The Island Center on Palm Boulevard opened in 1959, followed by the Ocean Park shopping center in 1992. In the meantime, the Pavilion Shops on Ocean Boulevard opened in 1989. The Sea Cabin condominiums, used mainly for seasonal occupancy, opened in 1980 and 1981. The island has had two hotels and several multi-family developments built since the late 1990s.

The Isle of Palms has experienced many storms and hurricanes, but none as devastating as Hurricane Hugo, which hit the South Carolina coast at midnight on September 21, 1989. This category four hurricane damaged nearly every structure on the island and destroyed more than 200 structures.

In October 1993 the Isle of Palms Connector opened, providing direct access between Isle of Palms and Mount Pleasant over a fixed span bridge. The Connector, named for the late Representative Clyde Moultrie Dangerfield, improved the ability of residents to evacuate in time of emergency.

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## POPULATION

### *Characteristics*

According to the 2020 Census, the population of the City of Isle of Palms has been relatively stable over the last decade. Between 2000 and 2010 the total population dropped slightly from 4,538 to 4,133 in 2010 and grew modestly to 4,371 in 2020. During the summer beach season, the island's population rises to 12,000 people and may increase to as many as 20,000 people during peak weekends such as Memorial Day, Fourth of July and Labor Day, based on Police Department estimates.

The number of year-round residents of the Isle of Palms is not expected to change significantly in the near future. This can be attributed to: a decreasing supply of residential development sites on the island, especially sites aimed at year-round residents, and a continuing decline in the average number of persons per household.

The 2020 Census indicates a 33% increase in the number of people over the age of 65, with the number of people in every other age category either decreasing or marginally increasing.

The 2020 Census indicates that the number of housing units increased by three-percent over the 2010 Census to 4,376 units. However, the number of owner-occupied units also increased by nearly fourteen percent over the same period to 1,684 units. The Census category that includes units rented on a short-term basis and second homes increased by 26% from 1,939 units to 2,446 units.

Population- year round								
		1960	1970	1980	1990	2000	2010	2020
	Isle Of Palms[Census]	1,183	2,657	3,421	3,680	4,583	4,133	4,371
	Mount Pleasant [Census]					47,386	67,843	90,801
	Charleston-North Charleston MSA							799,636
	Charleston County		247,561	276,556	295,159	310,749	350,998	413,024
	Other Barrier Islands[Census]							
	Sullivan's Island				1,623	1,911	1,791	<a href="#">2,177,891</a>
	Folly Beach				1,398	2,116	2,617	<a href="#">2,664,078</a>
	Kiawah Island				718	1,163	1,626	<a href="#">1,772,013</a>
	Seabrook Island				948	1,250	1,714	<a href="#">1,810,050</a>

Isle of Palms Housing Units							
		1970	1980	1990	2000	2010	2020
	Total[Census]			3,063	3,881	4,274	4,376
	Occupied[Census]	821	1,305	1,482	1,942	1,828	1,906
	by Owner			1,172	1,568	1,481	1,684

	by Renter		310	374	347	<u>222</u>
	Seasonal/Vacant		2,109	1,939	2,446	2,470
	Total within Wild Dunes[as of 4/8/2012]			1,923	2,067	2,160
<b>Vacant Residential Sites</b>			<b><u>1995</u></b>	<b><u>2001</u></b>	<b><u>2010</u></b>	
	Total		975	375	215	99
	Single Family		825	206	117	

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Income (per census)

Income- median

Isle of Palms

1980- \$9,177  
1990- \$25,421  
2000- \$44,221  
2010- \$68,759  
2020- \$91,893

Mount Pleasant

1980- \$9,038  
1990- \$25,421  
2000- \$30,823  
2010- \$40,808  
2020- \$58,409

Charleston County

1980- \$6,358  
1990- \$13,068  
2000- \$21,393  
2010- \$29,738  
2020- \$43,141

Household income- median

Isle of Palms

1980- \$24,096  
1990- \$60,682  
2000- \$76,170  
2010- \$86,477  
2020- \$128,523

## *Key Issues*

- The impact of a growing seasonal population.
- The impact of a growing year-round population of retirement age (60 years and over).

## *Goals and Implementation Strategies*

### Goal 1.1: Improve services for residents.

Strategy 1.1.1 The City should continue to monitor the Emergency Medical Services serving the island (see also Goal 5.1). *(Ongoing; Fire Department, General Government and City Council)*

Strategy 1.1.2 Recreational opportunities for residents should be expanded or added, including additional safe walking or biking areas on the island (see also Strategy 5.4.3). *(2008; Recreation Department, General Government and City Council)*

### Goal 1.2: Balance the needs of island residents with seasonal visitors.

Strategy 1.2.1 Support commercial development only within the parameters set by the existing zoning regulations and consistent with the City's established character as a residential community. *(Ongoing; Building Department and City Council)*

Strategy 1.2.2 While the needs of island residents should be paramount, efforts should be made to adjust the level of City services to meet the needs of seasonal visitors as well. *(Ongoing; General Government and City Council)*

Strategy 1.2.3 The City should continuously monitor and keep records of the effect of seasonal visitors on the quality of life of the permanent residents; this

should include, but not be limited to the issues of parking, noise, trash, and general livability.  
*(Ongoing; General Government and City Council)*

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## ECONOMIC

### *Characteristics*

Isle of Palms is primarily a residential community consisting of year-round residents, second home owners, vacation rentals, long-term rentals and a commercial district. There is also a first World class residential, vacation, and recreational complex resort at the north end of the island with a similar blend of properties as well as resort amenities. . Of the approximately 2,880 acres on the island, approximately 40.6 acres or 1.4 percent of the island is zoned commercial, excluding resort amenities within the gated section of Wild Dunes. Only a small portion of the commercially zoned land remains undeveloped. The island's economic diversity and high property values provide a strong tax base and has allowed the millage rate, the factor that is multiplied by the assessed value of a property to determine the amount of property tax to be paid, to be the lowest of all municipalities within the Charleston area.

The island's ocean beach, tidal marshland, and marinas constitute the most important economic assets. They are the main reason residents, daily visitors and tourists alike are drawn to the area. Only by maintaining and improving these natural assets will the island's community continue to grow and prosper. The desirability of living near these natural resources has created relatively high property values, which in turn raises the tax base. These same resources attract tourists, which results in accommodations tax revenue. This revenue is essential in the support of services and infrastructure.

The gated community of Wild Dunes includes the major resort, conference, golf and tennis facilities, as well as single-family and multi-family dwelling units. Wild Dunes LLC owns and operates these facilities and also manages many of the short-term rental properties within Wild Dunes. Short-term rental of these units in season is reaching capacity while unoccupied units remain during the off season. The Planned Development District, "PDD" zoning district and Conservation-Recreation zoning district "CR," which applies to most of the Wild Dunes community, allows for a maximum of 297 inn rooms, which are made up by the Boardwalk Inn, The Village, and The Sweatgrass Hotel. ~~and The Village,~~

## *Key Issues*

- Assure continuous economic vitality of the island by maintaining the quality of natural resources and community facilities.
- Assure the quality of life of full-time residents is not diminished by the daily visitors or vacation rental commerce.
- Maintain and expand City services as needed.
- Determine the impact that daily visitors and tourists may have on natural resources, services and infrastructure.
- Maintain a sound tax base on the island.

## *Goals and Implementation Strategies*

Goal 2.1: Balance the needs of residents and tourists with those of the environment.

Strategy 2.1.1: Maintain policies and procedures to ensure that beaches, marshlands and marinas are protected and preserved. *(Ongoing; Building Department and City Council)*

Strategy 2.1.2: Encourage business development commensurate with the needs of the local community. *(Ongoing)*

Strategy 2.1.3: Maintain and enhance an effective monitoring system to ensure beaches, marshlands and marinas are properly maintained. *(Ongoing; General Government and City Council)*

Goal 2.2: Maintain a sound tax base.

Strategy 2.2.1: Monitor the activity of the State Legislature to ensure an equitable formulation of accommodation tax revenue for island communities. *(Ongoing; General Government and City Council)*

Strategy 2.2.2: Investigate other sources of revenue that can be generated from daily visitors and longer term tourists. *(Ongoing; General Government and City Council)*

Strategy 2.2.32: Analyze revenue streams each year to ensure an appropriate balance is maintained. *(Ongoing; General Government and City Council)*

Goal 2.3: Determine the impact of tourists (daily, short-term and long-term) on the island's revenue and cost structure.

Strategy 2.3.1: Initiate comprehensive study by an outside agency to determine economic impact of visitors on recreational facilities, City services and infrastructure. *(2008; Recreation Department, General Government and City Council)*

Goal 2.4: Minimize escalating cost structure.

Strategy 2.4.1: Personnel costs make up approximately three-quarters of the City's general fund expenditure budget. Continually scrutinize planned projects for additional long-term personnel costs that may be associated with them. *(Ongoing; General Government and City Council)*

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## NATURAL RESOURCES

### *Characteristics*

Isle of Palms, like most South Carolina barrier islands, is characterized by a beach and dune ridge system with an extensive tidal marsh along the northeastern side of the island. The island is surrounded by navigable waters and provides some opportunities for access by boat and numerous beach access points. Prior to development, the island was covered by maritime forest.

Despite erosion, flooding and susceptibility to coastal storms, the beautiful sandy beaches, marshes, creeks, ocean, clean air, trees, fish and wildlife make the Isle of Palms a very attractive place to live. Protection of these natural resources is essential to maintaining a high quality of life on the Isle of Palms.

### *Water Quality*

The quality of waters surrounding the island is inextricably connected to the quality of life on the Isle of Palms. Early in the 1990s the South Carolina Department of Health and Environmental Control (DHEC) conducted a water quality monitoring program along the Intracoastal Waterway from Charleston harbor to McClellanville. The program monitored water quality at 51 sites in the study area, three of which were located on the Isle of Palms. In addition, DHEC routinely monitors shellfish beds in the Waterway.

Results of the above testing indicate that of the 51 sites in the testing area, as many as 41 sites have not met water quality safety standards for harvesting oysters, and 26 sites have not met safety standards for swimming.

An informed City government and population are required to protect the sensitive ecosystem of the island and the impact of pollutants on its water quality. In an effort to better understand, and ultimately address, the island's

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water quality issues, the City Council voted in August 2001 to apply for grant monies to study the waters behind the island. The grant monies were offered by the Environmental Protection Agency (EPA) through DHEC under a program entitled “319 Non-point Source Pollution;” to match funds allocated by the City to pay for the cost of such a study. The study began in August 2001 and was completed in March 2004. Pollutants that adversely impact the island’s back waters are nutrients, pesticides, heavy metals and fecal coliforms.

In 2007, the City developed a program in conjunction with Charleston County to improve water quality and comply with the requirements of the Clean Water Act. This program is explained in more detail in the Community Facilities element of this Plan.

### *Beach*

The Isle of Palms shoreline generally is accreting, with sand bypassing Dewees Inlet and moving onto the northern shoreline in the form of large sand shoals. Once the shoals attach to the beach, the sediment shifts laterally along the shoreline, with the majority moving along the island’s beaches in the direction of Breach Inlet and some moving in the opposite direction onto the Dewees Inlet shoreline. Sediment that moves down the shore accumulates along the southwestern 1.5 miles of the Isle of Palms shoreline, which is accretional over the long-term. Some of the moving sediment bypasses Breach Inlet in the form of sand bars that ultimately attach to Sullivan’s Island.

As a result of the episodic nature of shoal attachment and sediment redistribution, the Isle of Palms shoreline closer to Dewees Inlet tends to exhibit unstable characteristics. This instability creates concerns that are described in more detail in the Resiliency element of this Plan.

State regulatory responsibility for protecting the beach and dune system rests with the South Carolina Office of Ocean and Coastal Resources Management (OCRM), which is a division of South Carolina Department of Health and Environmental Control (DHEC). This state agency was created in 1977 as the South Carolina Coastal Council, when the State Legislature adopted the South Carolina Coastal Zone Management Act, SC Code section 48-39-10, et. seq. The Act also established the first comprehensive set of regulations for protecting coastal resources in the eight South Carolina

coastal counties. In 1988, DHEC's jurisdiction on the beachfront was amended by passage of the South Carolina Beachfront Management Act, SC Code section 48-39-270, et. seq. which was further amended in 1990. In 1998, OCRM began a program to periodically test the quality of water along the shoreline. This testing has proven that the water at the beach is very clean, with only two swim advisories ever issued and the most recent advisory being in summer of 2002.

In addition to state regulatory authority over the beaches, the City of Isle of Palms also exercises jurisdiction over the beach on some issues. In areas where the City retains jurisdiction, it has adopted amendments to the zoning ordinance to protect areas abutting the OCRM jurisdiction. The City has marked the beach access paths with a numbering system that corresponds to the opposing street number. Also, provisions for handicapped accessible parking spaces and paths have been added at the 9<sup>th</sup> and 21<sup>st</sup> Avenue beach accesses.

The Isle of Palms Local Comprehensive Beach Management Plan was approved by the City and OCRM in April of 2023~~08~~. The Plan, which is required by state law and must be updated every ten years, reports on the state of the island's beaches and dunes and provides guidance for the City in managing these important assets.

The method of restoration, off-shore dredging, was recommended by a Long-Term Beach Management Report (not to be confused with the overall Local Comprehensive Beach Management Plan, mentioned above). This report was developed by a group of people with varying interests working with a coastal engineer to develop recommendations that reflect the consensus of the community for future beach management policies and actions. The City continues to monitor erosion on the entire shoreline and occasionally undertakes projects to address affected areas.

In 2015, the City Council approved a resolution expressing the City's opposition to seismic testing and offshore oil and gas development off the South Carolina Coast. Additionally in 2015, the City became the first community in South Carolina to ban the use of single-use plastic bags in commercial operations.

### *Wildlife and Vegetation*

Seven species of birds are listed on the federal endangered or threatened list which may be found in the area. The endangered species are the bald eagle, Bachman's warbler, wood stork and red-cockaded woodpecker. Threatened birds are the piping plover, peregrine falcon and red knot.

The loggerhead sea turtle, a threatened species, visits the island to lay eggs along the beach. South Carolina beaches have the largest number of nest sites in the "population" tracked between North Carolina and Northern Florida. In recent years the nests have numbered between 20 and 60 on the beaches of the Isle of Palms. It is thought that individual turtles may return to historical/ regional nesting sites every two to five years, accounting for the wide fluctuation in the number of nests from year to year. Enforcement of the island's lighting ordinance, which prohibits lighting directed at the beach, as well as ordinances requiring the removal of overnight beach furniture, filling in holes in the sand and properly disposing of all trash and garbage is going to help save this threatened species by protecting nests on the island.

No federally listed endangered or threatened plants are known to be located on the island. The primary tree species on the island are palmetto, live oak, loblolly pine, wax myrtle, and crepe myrtle. In 1989 the City adopted its first tree ordinance to prevent parcels from being completely cleared during development. In 2002, the ordinance was amended to include further protection for all live oak trees and other trees in excess of eight inches diameter.

After hurricane Hugo, Palm Boulevard was lined with palmetto trees through a privately organized and funded "Plant-a-Palm" program.

### *Key Issues*

- Improvement and maintenance of water quality.
- Protection of beach, dunes and marsh lands.
- Protection of wildlife and vegetation.

## Goals and Implementation Strategies

Goal 3.1: Conclude whether obtaining an improved flood insurance Community Rating System (CRS) rating is feasible.

Strategy 3.1.1: Pursue improving the CRS rating when feasible.  
*(Ongoing; Building Department)*

Goal 3.2: Improve the water quality of the ocean, waterway and creeks surrounding the island.

Strategy 3.2.1:

Monitor and/or participate in local and regional water quality studies.  
*(Ongoing; General Government)*

Strategy 3.2.2: Monitor DHEC/OCRM testing of ocean waters impacting the island. *(Ongoing; General Government and Building Department)*

Goal 3.3: Protect marshes, dunes and beaches.

Strategy 3.3.1: Create a public awareness/education program aimed at protecting the sensitive ecosystem of a barrier island, to include protection of dunes and marshes and their vegetation, as well as the importance of removing animal waste and trash from the beaches. *(; General Government and Building Department)*

Strategy 3.3.2: Support efforts to minimize the impact of erosion throughout the island including beach nourishment projects, as the need arises. *(Ongoing; General Government)*

Goal 3.4: Promote the maintenance of green spaces throughout the island.

Strategy 3.4.1: Investigate the potential for establishing, or acquiring, City owned, undeveloped green spaces.  
(; Recreation Department and Building Department)

Goal 3.5: Protect the island's wildlife and vegetation.

Strategy 3.5.1: Pursue enforcement of ordinance(s) aimed at protecting loggerhead turtle nesting activities and sites. (Ongoing; Building Department and Police Department)

Strategy 3.5.2: Support other regulations that protect wildlife and vegetation. (Ongoing; General Government and Police Department)

Goal 3.6: Improve air quality on the island.

Strategy 3.6.1: Pursue development of ordinances, education and awareness programs to improve air quality, such as smoking regulations and support of public transportation.

## RESILIENCY

Resilience is defined as the community's capacity to withstand and recover from natural disasters and long-term changes as a result of sea level rise rather than simply reacting to impacts (National Ocean Service, NOAA).

### *Existing Conditions*

The topography of the island is relatively low and flat, with average ground elevations of 7 to 10 feet above mean sea level (MSL). There are several areas as high as 17 feet above MSL along a ridge on the ocean side of the island.

The tide range, low tide to high tide, is 5.2 feet with the spring tide range increasing to 6.1 feet.

Because of low ground elevations, most of the island lies within a Special Flood Hazard Area of the National Flood Insurance Program. The most common flood zone designations on the island are AE and VE zones, which delineate the statistical threat of flooding from a "100-year storm," for which there is a one percent probability of occurring in any given year. Low elevations, coupled with storm drainage that is significantly influenced by the ebb and flow of the tides, are causes for serious accumulations of storm water, whether generated by heavy rainfall or storm surge.

During severe storm events water levels can be much higher, with the potential for reaching an elevation of 12 feet MSL and wave crests up to 18 feet MSL. In 1989 the storm surge from Hurricane Hugo covered most of the island with peak water levels ranging between 15.5 feet above MSL along the beach and 12.5 feet above MSL along the back of the island.

The City's drainage system is comprised of portions owned and maintained the South Carolina Department of Transportation (SCDOT), the City, Charleston County, and private owners. Some drainage infrastructure is 70 years old, undersized and deteriorating, but other sections are newly constructed and well-functioning.

Considering the City's vulnerability to natural hazards and the increasing severity of flooding events over the past several years, it has become readily

apparent that the City must plan and identify strategies to make the community more resilient. Specifically, the city must devise a resiliency plan to address the impacts of flooding, beach erosion, and sea level rise on public infrastructure, businesses, and the community.

### *Flooding*

To minimize the potential for property damage due to flood conditions, the City adopted a comprehensive set of regulations in 1983. The City is in compliance with the requirements of the National Flood Insurance Program (NFIP) which allows its citizens to secure federally backed flood insurance policies. Furthermore, the City participates in the Community Rating System (CRS), which is a program that rewards communities that are doing more than meeting the minimum requirements of the NFIP. The City is presently designated as a “Class 5” CRS community, which entitles its citizens to a 30% discount on flood insurance rates. The goal of the CRS is to reduce the loss of life and property in the event of a flood and to protect the natural and beneficial functions of the floodplain.

The City adopted more stringent standards than the minimum flood elevations required by the Flood Insurance Rate Maps (FIRMs) that require the lowest floor of any new structures to be elevated to at least 13 feet above mean sea level.

Since 2010, the City has completed several large-scale drainage projects between 29<sup>th</sup> and 57<sup>th</sup> Avenues to reduce the likelihood of flood damage. The City began a major project in 2022 to improve the outfalls between 30<sup>th</sup> and 41<sup>st</sup> Avenues to allow water to flow off the island quicker and to seal the tidal waters out of the system.

In 2021 the City engaged Davis and Floyd Engineering to develop a drainage masterplan to identify the areas of need and create a capital improvement program to allow the City to prioritize future drainage projects.

### *Beach Erosion*

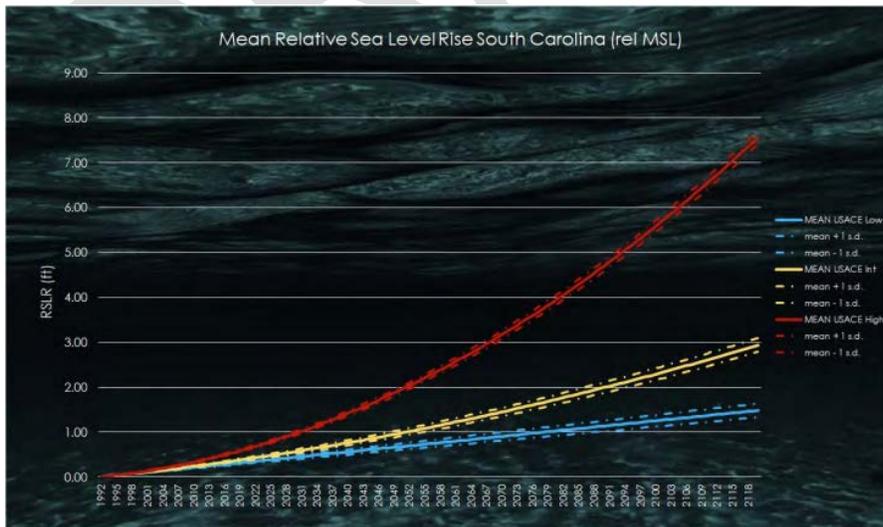
The dune system of the beach creates the first natural barrier against storm surge, flooding, and rising tides. The Isle of Palms shoreline is healthy and

generally accreting, but the shoreline has cyclical erosional episodes particularly around the unstable inlet zones on the two ends of the island.

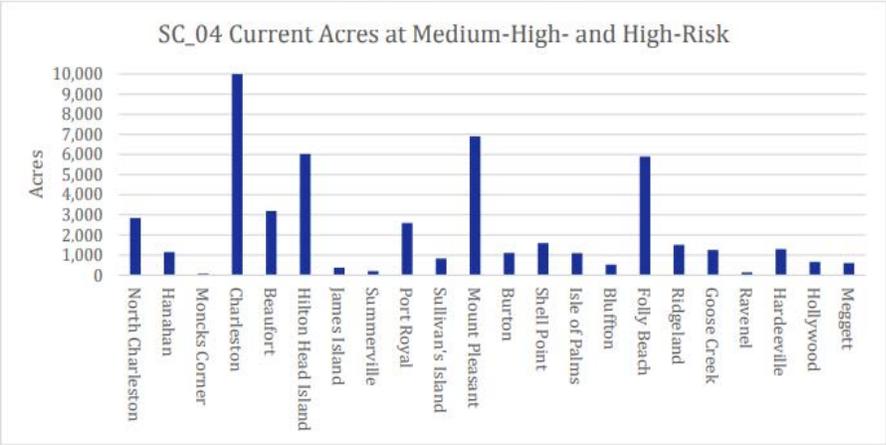
As a result of erosion on the northeastern end of the island near Dewees Inlet, a \$10M beach restoration project was undertaken in 2008 and a \$14M project was undertaken in 2018. These projects consisted of an offshore dredge pumping sand onto the shore and subsequent monitoring. The projects were funded by private and public funds. The City continues to monitor erosion on the entire shoreline and occasionally undertakes projects to address affected areas. It is expected that the City will need to facilitate a major restoration project on a 10-year cycle.

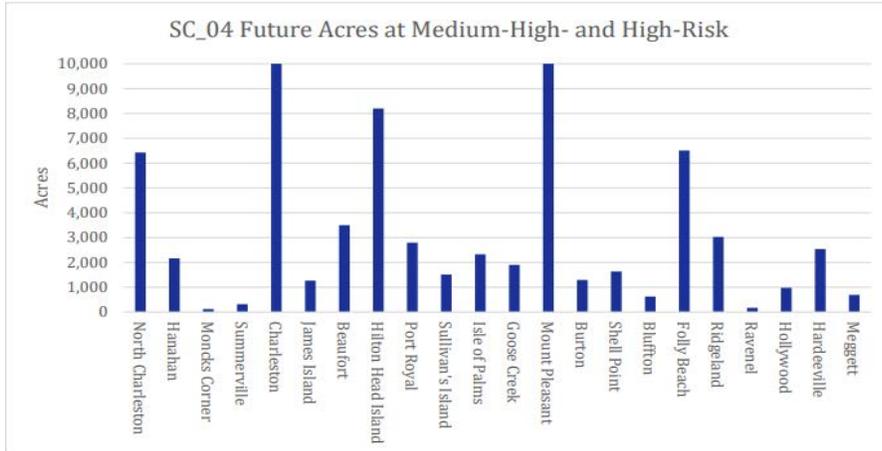
### Sea Level Rise

Sea level rise poses a significant threat to homes, private property, public infrastructure and services, natural resources, and ultimately, public safety and welfare. In Charleston, the sea level has risen 10 inches since 1950, and is now accelerating at a rate of 1 inch every 2 years. Further, based on data from three South Carolina three compliant gauges, the Army Corp of Engineers South Atlantic Coastal Study (SASC) estimated that mean relative sea level rise will increase anywhere from 1.39 to 7.47 feet by 2120.



While the extent and severity of the influence sea level rise will have on the island remains relatively under-examined, due to the low-lying nature of the island and the proximity to the ocean and marshlands, the City of Isle of Palms is extremely vulnerable to the impacts of rising seas. In particular, sea level rise will likely continue to exacerbate flooding from storm surge, high tides, and stormwater. According to the Army Corp of Engineers' SACS that identified risks and vulnerabilities of coastal areas to increased hurricane and storm damage as a result of sea level rise, the primary impact to the Isle of Palms will likely be structural and infrastructural damage. Their modeling found that over 2,000 acres of Isle of Palms' total 3,481 acres are at medium-high risk of exposure and probability of hazard occurrence, more than twice the acreage currently at medium-high risk. Many of the City's roads are low and at risk of being damaged by high tides and storm surge. Additionally, utilities are installed below ground within the roadway rights-of-way would be impacted by scouring and storm surge.





In 2022 the City requested grant funding to construct an elevated berm on the backside of the island to prevent minor storm surges from being able to inundate the neighborhoods on the inland side of Waterway Boulevard. These neighborhoods are some of the lowest on the island and most susceptible to the increased sunny day flooding associated with sea level rise.

*Key Issues*

- Maintain healthy beach and shoreline
- Encourage elevation of low existing structures
- Work with utility providers to improve resilience of infrastructure
- Seal tidal canals
- Support renourishment
- Healthy disaster recovery account
- Budget for large scale drainage improvements identified in the Davis and Floyd masterplan

## Goals and Implementation Strategies

Goal 4.1: Continue to manage and promote a healthy beach.

Strategy 4.1.1: Support beach renourishment projects

Strategy 4.1.2: Encourage private dune restoration projects

Goal 4.2: Continue efforts to seal the low areas of the back side of the island, including drainage systems, to reduce tidal intrusion into the highland of the island.

Strategy 4.2.1: Support efforts to build berms along the back side of the island to keep abnormally high tides from entering the highland areas, including elevating the multiuse path adjacent to Waterway Boulevard.

Strategy 4.2.2: Support OCRM in administering measures that protect marshes on the backside of the island.

Goal 4.3: Continue to work closely with state, federal, and local partners and coordinate resiliency efforts.

Goal 4.4 Work with utility providers to ensure infrastructure on the island is constructed to be as resilient as practical.

Goal 4.5 Ensure that the City's code of ordinances allow future construction projects to be constructed to be resilient.

Goal 4.5.1 Review and implement recommendations from the City's consultant working on a drainage masterplan, which includes a task to review and recommend improvements to the City's development standards.

## CULTURAL RESOURCES

### *Historic Sites and Buildings*

Although the Isle of Palms served a variety of purposes prior to its development as a residential/resort community, very little remains in the way of historic buildings or archeological sites. Currently, there are no sites on the island listed in the National Register of Historic Places. A marker in the first block of Charleston Boulevard tells of Lord Cornwallis and the British troops who briefly occupied the island during the American Revolution.

The Ocean Boulevard commercial district or “Front Beach” area was once the site of open-air pavilions and amusement rides, although none of these buildings remain. The existing office building at the corner of 10<sup>th</sup> Avenue and Palm Boulevard was once a hotel, and the existing house located next to City Hall was originally the station for the trolley that connected the island to Sullivan’s Island. Also the building on the northeast side of J.C. Long Boulevard near the intersection with Ocean Boulevard, which has been used recently as a gift shop, was for many years the 2<sup>nd</sup> U.S. Post Office on the island.

### *Events*

The City hosts a number of cultural events on the island. The City’s Recreation Department organizes several events each year including a Holiday Street Festival, Front Beach Fest, Music in the Park, Sand Sculpting Competition, an Easter Egg Hunt, a Halloween Carnival, a Golf Cart Parade and Doggie Day. In March of 2003, the City commemorated its 50<sup>th</sup> Anniversary by holding numerous events including a street dance, a play, a nickel carnival, a Ferris wheel on Ocean Boulevard and two historical displays.

The Isle of Palms has become a popular site for sporting events in recent years. Wild Dunes plans to continue hosting a number of amateur golf and tennis tournaments.

### *Key issues*

Awareness of the island's history

*Goals and Implementation Strategies*

Goal 4.1: Promote awareness of the history of the island

Strategy 4.1.1: Explore the possibility of establishing a commemorative exhibit online and/or in one of the City's buildings including the collection of historic photographs and documents compiled in 2003 for the City's 50<sup>th</sup> Anniversary celebration. (2008; General Government)

Strategy 4.1.2: Investigate the possibility of permanently marking sites of historical significance on the island and ensuring their preservation. (2008; General Government)

Goal 4.2: Establish a physical and digital archive to serve as repository for resident's historical documents

## COMMUNITY FACILITIES

### *Public Safety*

Isle of Palms is currently served by a police force of twenty sworn officers, eleven auxiliary staff, twenty-one patrol cars (five of which are four wheel drive SUVs for patrol supervisors) , one animal control truck, one all-terrain beach patrol truck, and one all-terrain golf cart for parking enforcement. Additionally the police department adds six part-time beach officers for the summer season for parking enforcement and beach patrol. The heavy volume of vehicular traffic, parking, and the safety of bicyclists and pedestrians are currently problems on the island. Also, as the numbers of boats and jet skis on waters around the island increase, regulatory measures may be necessary in the future to ensure that the City's waterways remain safe.

The island has two fire stations which house a total of five apparatus (two fire engines, two ladder trucks and one ladder service vehicle), four pickup trucks and four rescue boats. The Fire Department consists of thirty-five paid firefighters and ten volunteers. The City's current Insurance Service Organization classification is three.

In 2013 the City transitioned from handling emergency calls and dispatching services from within the City to the Charleston County Consolidated 9-1-1 Center (CCCD 9-1-1 Center), which is a a state-of-the-art facility located in North Charleston that handles emergency dispatch services for most of the municipalities in the Charleston area. The City continues to maintain public safety personnel to answer administrative phone lines, transferring emergency calls to the CCCD 9-1-1 Center and monitor radio transmissions

Currently there are no advance care Emergency Medical Service (EMS) vehicles stationed on the island; however, the EMS station is less than four miles away on the Isle of Palms Connector. More than 75 percent of the calls for assistance are medically and/or safety related, and the City has at least four trained first responders on duty each day. First responders are emergency medical technicians who are authorized to provide basic life support services, including the use of an automated defibrillator. In contrast to County EMS paramedics, City first responders do not transport patients or administer drugs.

In an effort to provide immediate emergency medical response to City residents and visitors, the City will need to ensure that training and funding continues to be available to the Fire Department for this purpose. Concurrently, the City must continue to work with the County EMS authorities to facilitate optimum response to medical emergencies.

An emergency preparedness plan was developed following Hurricane Hugo which requires annual review and assessment.

### *Water Sources*

The public water on the island is provided by the Isle of Palms Water and Sewer Commission, which was established as a separate entity by City Council in 1992. Previously the utility was privately owned by The Beach Company; it subsequently was purchased by the City in 1991.

The Isle of Palms has developed a two-pronged approach to meet current and future needs for providing potable water that satisfies the Environmental Protection Agency's (EPA) drinking water standards: ground source water on the island is combined with surface water from the Charleston Commissioners of Public Works (CPW), the largest water and sewer utility in the area. Although abundant on the Isle of Palms, ground source water from wells has high, naturally occurring concentrations of fluoride and minerals. To improve ground source water quality to EPA standards, a reverse osmosis water treatment facility was constructed and placed into service in 1993. However, this facility provides only a portion of the potable water needed for the community. Therefore, in 1994 the Isle of Palms Water and Sewer Commission and the adjacent Town of Sullivan's Island initiated a project to buy potable surface water from the Charleston CPW.

A water main was constructed under Charleston Harbor from Fort Johnson to Sullivan's Island, across Sullivan's Island, and under Breach Inlet to connect with the Isle of Palms Water and Sewer Commission lines. In conjunction with this project, a new water main with fire hydrants was installed across Isle of Palms to enhance fire suppression capabilities and provide a major service connection between the two water systems on Isle of Palms. Also, construction of a new ground storage tank to provide extra water storage capacity for the Wild Dunes area of the island was completed in 1997. The Water and Sewer Commission plans to continue upgrading

older, small diameter lines with new, larger diameter pipes to increase water distribution capabilities for the entire island.

To encourage conservation of water, the Water and Sewer Commission uses a conservation rate structure. The Commission uses 300 gallons per day as the average amount used per household.

### *Wastewater Treatment*

A significant portion of development on the Isle of Palms is served by septic tanks. Although all of the development in the gated section of Wild Dunes is served by a sewer treatment system, which incorporates a 7 day waste water holding pond and uses a portion of the holding pond water for spray irrigation of the golf courses, only some 40 percent of the development outside the boundaries of Wild Dunes is served by a sewer system. Over the years, septic tanks have been permitted in areas where the soils are only marginally suitable for this type of waste treatment.

The City's Planning Commission spent considerable time during 2015-2017 analyzing the feasibility and desirability of expanding the public sewer system to every property not currently served. Ultimately, the Planning Commission concluded that the City needed to plan to expand the sewer system, but that it was cost prohibitive to do the entire project at one time. Therefore, they suggested that triggers be established that would lead to a gradual expansion of the system, when interest or need prompted an expansion.

The City partnered with the Water and Sewer Commission to fund a sewer masterplan in 2018 and entered into a Memorandum of Understanding in 2020 that memorialized the shared goal of ultimately expanding the sewer system to every property.

Installation of public sewers in areas prone to flooding near the beach between 42<sup>nd</sup> and 53<sup>rd</sup> Avenues, adjacent to the Recreation Center from 26<sup>th</sup> to 29<sup>th</sup> Avenues, and other low areas of the island is supportable from a public health standpoint and should be prioritized. The Forest Trail Wastewater Treatment Plant was replaced in 2014 and was designed to be expanded, when necessary.

To improve the accuracy of water quality monitoring at the Forest Trail wastewater treatment plant, new monitoring equipment was installed in 1994 during a major rehabilitation of the plant. In 2000, a new blower building and new blowers were installed to reduce the amount of noise generated by the facility.

### *Electrical/ Telephone*

Like most jurisdictions, the City is provided with satisfactory electrical power and telephone service by professional and responsive public utility companies. As with many older communities, the majority of these distribution systems are above ground and aging. Wild Dunes has successfully undertaken a project to place all of the utility lines within their community underground. In an effort to reduce outages due to storms and to provide for a more pleasing appearance for the City, those utility providers should be encouraged to replace above ground systems with underground distribution. The City should encourage other utility providers (cable, internet, etc.) to provide a full array of options to City residents.

In 2013, SCE&G installed a second transmission line from the mainland of Mount Pleasant to the Isle of Palms to increase reliability of service in inclement weather and times of high demand. The line was installed by burrowing under the marshes and waterways on the back side of the island.

### *Stormwater Drainage*

During the spring of 1995, an engineering firm hired by the City conducted a comprehensive study of drainage problem areas and recommended how to best drain the areas in question. Cost estimates were also provided in anticipation of a bond referendum to fund these capital improvements. The areas studied included:

- 53<sup>rd</sup> Avenue
- 23<sup>rd</sup> Avenue and Waterway Boulevard
- Sparrow and Waterway Boulevard
- 41<sup>st</sup> Avenue and Hartnett Boulevard
- 3<sup>rd</sup> Avenue and Charleston Boulevard
- 56<sup>th</sup> Avenue and Palm Boulevard

The drainage improvement project was estimated to cost in the vicinity of \$7 million. On November 7, 1995 the referendum to fund this project was soundly defeated by a margin of 9 to 1. Without the authorization of funding, these major drainage improvements are not contemplated for the foreseeable future.

During 2001 Wild Dunes undertook a major drainage project to accommodate the run-off of an upcoming project. The City was able to work in conjunction with Wild Dunes and agreed to pay to upgrade the size of the drainage pipe to accommodate additional drainage from an abutting neighborhood.

In the fall of 2011, the City collaborated with Wild Dunes and completed a \$1.1M drainage project that alleviated many of the drainage problems between 53<sup>rd</sup> Avenue and 57<sup>th</sup> Avenue.

In 2018, the City completed a \$2.4M second phase of drainage improvements that provided relief to the areas between 45<sup>th</sup> Avenue and 52<sup>nd</sup> Avenue.

In 2020, the City's engineering consultant developed plans for a third phase of drainage improvements that will seal the back side of the island off from tidal inundation between 41<sup>st</sup> Avenue and 30<sup>th</sup> Avenue and improve the outfalls to allow stormwater to discharge quickly.

In addition to the routine maintenance of existing drainage facilities, which is done with the assistance of the Charleston County Public Works Department and the SC Department of Transportation (SCDOT), the City has been employing an innovative rehabilitation technique that utilizes a water jet and sewer vacuum truck to re-grade and re-sculpt ditches while simultaneously removing spoil material and vegetation. This process has been successful in shaping ditches that were previously difficult to access with heavy equipment. The City plans to continue funding for future maintenance using this same technique.

In 2007 the City developed a stormwater management program to satisfy the requirements of the federal Clean Water Act and participate in the National Pollutant Discharge Elimination System (NPDES). The program includes a series of regulations aimed at controlling stormwater runoff in an effort to reduce pollution and sedimentation. Charleston County is handling the

compliance and administration of the program through an inter-governmental agreement with the City.

### *Parks and Recreation*

In addition to the seven-mile-long public beach, Isle of Palms is served by a centrally located, 9.8-acre Recreation Center bounded by 27<sup>th</sup> and 29<sup>th</sup> Avenues, just north of Hartnett Boulevard. The site includes softball, baseball and soccer fields, tennis and basketball courts, a children's playground, a dog park and a recreation building that was constructed in 2003, housing offices, large multipurpose rooms and a gymnasium.

The Charleston County Parks and Recreation Commission (PRC) owns and operates a regional park on a nine-acre tract located between 14<sup>th</sup> Avenue and the Beachside residential community along the Atlantic Ocean. Like other PRC parks on Folly Beach and Kiawah Island, the Isle of Palms Park has 350 parking spaces with restroom, shower, changing, picnic and volleyball facilities, life guard services, children's play area and beach access for the handicapped. Limited food and beverages are available for sale and chairs and umbrellas can be rented. The Park site is buffered from the Beachside neighborhood by a landscaped berm and is accessible by car only from 14<sup>th</sup> Avenue. There is a parking fee.

Two 18-hole championship golf courses and a ~~first-class world-class~~ tennis facility, which are available to the public for a fee, are located on the island within the Wild Dunes gated community.

In 2013, the City acquired a one acre tract of land at Palm Boulevard and 18<sup>th</sup> Avenue. The property is a passive park and has been named Carmen R. Bunch Park. A portion of the funding used to purchase the land came from the Charleston County Greenbelt Program, which dictates that the land always be used as a park.

### *Public Properties*

In January 1999 as a result of a referendum, the City purchased the 5.5 acre marina site and facilities at the north end of 41<sup>st</sup> Avenue for \$4.25M. The City arranged financing for the purchase through a 20-year bond. The site is bordered by the Intracoastal Waterway and Morgan Creek, providing a premier location for marina, entertainment, and recreational activities. This

complex offers a full-service marina and overnight berthing, a convenience store, restaurant, boat storage area, a boat launching ramp and other privately operated water-sport businesses.

Prior to purchase, the City contracted for a complete inventory and facilities baseline assessment to ensure that the condition of the facilities was known. In general, the facilities include the marina proper with docks, piers, headwalls, and boat refueling equipment; the convenience store that includes restrooms, offices, and gasoline pumps; the boat launching ramp with a small utility building/restroom abreast of the ramp; and a large two-story restaurant with some built-in food service equipment. In recent years, the City has undertaken major maintenance projects on the marina site including bulkhead replacement, dredging and dock replacement and improvement.

Because of the timing and conditions of the purchase, leases to various businesses vary in length and circumstance. In general, turnover in the marina tenants is extremely rare and vacancies have been filled quickly. In fact, in 2022, the marina changed tenants and the current tenant is in the process of improving the facilities and working with the City in reconfigure the parking to be more conducive to island residents. The restaurant also changed tenants who have recently concluded a major renovation and are back open serving the public.

While lease revenue is stable, it is not sufficient to fund 100% of the marina cash needs including debt service on both the bond issued to purchase the marina and the subsequent bond issued to replace the bulkhead. The funding gap between marina revenues and expenditures has historically been filled using tourism revenues such as Municipal Accommodations Taxes, Hospitality Taxes and/or State Accommodations Taxes. ~~Once the bonds are satisfied in 2019 and 2016, respectively, the marina is expected to be financially self-sustaining.~~

~~The marina is expected to provide the desired level of marina services to the population and operate on a fiscally sound basis from year to year. Moving forth, services will continue but not without close attention to modernization, on-going maintenance, and monitoring of the site's impact on neighboring residential areas. Future capital improvements and some major maintenance costs will surface in future years. These expected costs~~

~~will be mitigated to a significant extent as the balance owed on the purchase bond decreases and is satisfied in 2019.~~

In addition to the Marina and recreation facilities, the City owns various buildings on the island. City Hall at 1207 Palm Boulevard is a two story-6,800 square foot building completed in December of 1991. At the base of the connector, a 3,500 square-foot Public Works building was finished in April of 1991, which replaced the original building that did not survive Hurricane Hugo. The City owns two vacant parcels behind the Public Works property. The City's two fire stations, #44-41<sup>st</sup> Avenue and 30 J.C. Long Boulevard, were built in 2007 and 2008 respectively, with the latter undergoing structural repairs in 2018. These stations replaced structures that were built in 1991, but had to be demolished because of extensive mold infestation. The Water and Sewer Commission's facilities at 1300 Palm Boulevard were owned by the City until 2014, when the City transferred ownership of this and other properties with a contingency clause that the property would come back to the City if it ceased to be used for the provision of public water and sewer service. The City constructed a public restroom facility at 1118 Ocean Boulevard in 1991 along with a walkway to the beach to ensure that the physically challenged have access to public restrooms and the beach. Any renovation or replacement of this facility be contemplated as the need arises.

### *Water access*

Public beach access is provided at 56 points between Breach Inlet and 53<sup>rd</sup> Avenue. Fifteen additional beach access points are provided within Wild Dunes community for residents and guests of Wild Dunes.

Public access to tidal creeks and marsh on the northwest side of the island is limited. At several locations, streets were originally platted to extend to the edge of the marsh but never constructed. The City has formally accepted The Beach Company's dedication of several of these streets to the public.

Five marinas are located on the island: two are located at Breach Inlet, and the remainder are on 41<sup>st</sup> Avenue- the Isle of Palms Marina, Wild Dunes Yacht Harbor and Dewees Island Marina. The Isle of Palms Marina has

received approval by the Board of Zoning Appeals to construct a boat storage building with a 192 dry-stack storage capacity but no action on this approval is imminent.

Two City-owned boat ramps are located on the island: a boat ramp near Breach Inlet is available for an annual fee, and a boat ramp at the Isle of Palms Marina is available for either an annual fee or a fee per launch.

### *Key issues*

- Maintenance and improvement of public safety
- Maintenance and improvement of water and sewer facilities
- Expansion of recreational opportunities for island residents
- Improvements of storm water management
- Continued operation and overall stewardship of the City marina facilities

### *Goals and Implementation Strategies*

Goal 5.1: Improve public safety.

- Strategy 5.1.1: The City should continue to work with County officials to ensure optimum EMS services on the island and maintain basic medical emergency

services through the Fire Department. *(Ongoing; Fire Department)*

Strategy 5.1.2: Develop and implement a method of distribution for the Disaster Preparedness Plan. *(Ongoing; General Government and Fire Department)*

Goal 5.2: Support the installation of sewer services where these services do not currently exist.

Strategy 5.2.1: The City should meet periodically with the Water and Sewer Commission and strive for a “team approach” to addressing waste water and water issues that will arise in future years. *(Ongoing; General Government and City Council)*

Strategy 5.2.2: In conjunction with the Water and Sewer Commission, the City should take those steps appropriate to facilitate additional sewer service on the island. *(Ongoing; General Government and City Council)*

Goal 5.3: Improve recreational opportunities for all island residents.

Strategy 5.3.1: Develop a plan to improve alternate modes of transportation on the island including bikeways and sidewalks with an emphasis on installing sidewalks and improving pedestrian safety (see also Strategy 8.1.3). *(2008; Building Department and Recreation Department)*

Strategy 5.3.2: Inventory unimproved rights-of-way extending to the creeks or marsh for possible use as passive recreational sites not unlike the street ends in the Old Village of Mount Pleasant along the Harbor. *(2008; Building Department and Recreation Department)*

Strategy 5.3.3: Consider additional improvements to the Recreation Center to offer a wider spectrum of leisure activities for pre-school children to senior adults (see also Strategy 1.1.2). *(Ongoing; Recreation Department)*

Goal 5.4: Improve the appearance of the island.

- Strategy 5.4.1: The City should continue to support tree-planting programs along streets and develop a long-term plan which prioritizes streets and identifies the types of trees to be used. *(Ongoing; General Government and Building Department)*
- Strategy 5.4.2: Consider additional ways of reducing littering on the island. *(Ongoing; Police Department and City Council)*
- Strategy 5.4.3: Consider ways of restricting the construction of structures at the ends of docks working in conjunction with the OCRM and the U.S. Corps of Engineers. *(Ongoing; Building Department, General Government and City Council)*
- Strategy 5.4.4: Encourage new or replacement electrical distributing systems to be constructed underground. *(Ongoing)*
- Strategy 5.4.5: Seek funding sources to place electrical distributing systems underground. *(Ongoing)*

Goal 5.5: The City should take initiatives to address drainage and storm water runoff on the island.

- Strategy 5.5.1: Continue to work closely with County and State agencies to properly maintain existing storm water and drainage systems. Clearly delineate the City's areas of responsibility and take appropriate action where feasible. *(Ongoing; General Government and City Council)*

~~Strategy 5.5.2: Consider funding for a comprehensive drainage study that would isolate the highest priority areas and provide engineering options and costs. *(Ongoing; General Government, Public Works and City Council)*~~

| Strategy 5.5.~~23~~: Consider funding options, including grants and NPDES fees to address drainage problems. *(Ongoing; General Government and City Council)*

| Strategy 5.5.~~34~~: The City should continue to work to remain in compliance with the National Pollution Discharge Elimination System Phase II as a small MS4 community. *(Ongoing; Building Department, General Government and City Council)*

Goal 5.6: Protect and enhance the City's investment in real property.

Strategy 5.6.1: Periodically review and update the Baseline Facilities Assessment of the Marina complex to ensure the conditions of the facilities are monitored for safety, physical condition, and utility. *(Ongoing; General Government and City Council)*

Strategy 5.6.2: Set aside funds for future year maintenance and capital improvements that will be required to protect and maximize the City's investment in all real properties. *(Ongoing; General Government and City Council)*

Strategy 5.6.3: Aggressively pursue grants or other external funding sources that will enhance the safety, environmental conditions, facilities, or other features of all real properties. *(Ongoing; General Government and City Council)*

Strategy 5.6.4: Develop plans for continuous maintenance/repair of various City buildings such as City Hall, the Public Safety building, Fire Station 2, the Recreation Center and the Public Works building. *(2008; General Government and City Council)*

Goal 5.7: Optimize financial return on all real properties.

Strategy 5.7.1: Encourage imaginative proposals using City properties that will enhance revenues to the City. *(Ongoing)*

Strategy 5.7.2: Constantly monitor compliance with existing lease terms to ensure revenues are consistent . *(Ongoing; General Government and City Council)*

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## HOUSING

### *Characteristics*

Over the years the island has attracted those seeking a permanent residence, a vacation home, an investment opportunity or a retirement home. At the present time, approximately 36% of the housing units on the island are owner-occupied, year-round residential units.

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Homes original to the island are being replaced with more expansive and updated dwellings consistent with current market trends and in compliance with current building codes. Because of many factors including the current growth and cost of materials, residents are seeing a significant increase in insurance costs.

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Many homes on the island are on a septic system. Some of these septic systems have no problems and would pass all present requirements for a new system. However, some septic systems that pre-date health regulations do not meet the current requirements. The Community Facilities element of this plan includes information on the need to expand public sewer services on the island.

### *Key issues*

- Maintain a high quality of life for the island residents.
- Balance the increasing property values with community livability

### *Goals and Implementation Strategies*

Goal 6.1: Continuously monitor the effect of development upon the quality of life of the existing permanent residents.

Strategy 6.1.1: Continue to track construction trends including: the number of houses demolished each year and the number of square feet, bedrooms and bathrooms of new houses. *(2008; Building Department)*

Strategy 6.1.2: Continually assess ordinances which limit the size and width of houses and the amount of impervious surface on the island. *(Ongoing; Building Department)*

Goal 6.2: Improve water quality associated with residential properties (see also Goal 3.2).

Strategy 6.2.1: Amend the zoning ordinance to limit the density of development allowed on property not serviced by a public wastewater system. *(2008; Building Department and City Council)*

Strategy 6.2.2: Educate the owners of septic systems in the proper maintenance and encourage owners to have their septic systems checked and serviced according to established standards. *(Ongoing; Building Department)*

Strategy 6.2.3: Monitor the amount of impervious surface on residential lots. The City defines impervious material as any material through which water cannot penetrate, including buildings, roads, and parking lots. *(Ongoing; Building Department)*

## LAND USE

### *Characteristics*

The island has a long history of being a residential bedroom community of greater Charleston while still maintaining its charm, natural beauty, and desirability as a summertime getaway destination. In addition to its residential elements, it has also been used for recreational and resort activities. ~~used for recreational and resort activities.~~ Residential construction has continued, and today it is estimated that 4,420 dwelling units are located on the island. The majority of commercial development is located in the center of the island, generally fronting on Palm and Ocean Boulevards in the vicinity of 10<sup>th</sup> and 14<sup>th</sup> Avenues. Additional commercial activities are located in Wild Dunes, at Breach Inlet and the City marina.

Commented [S2]: Refer back to the numbers you get got input in HOUSING: Characteristics

### *Planning and Zoning- Historical Perspective*

From the early development of the Isle of Palms, there have been quasi-planning/zoning attempts. Generally, these attempts designated some areas for commercial use, for apartment use and for residences. Until recent years the only controls were plat and deed restrictions. Charleston County provided planning and inspection services for the island.

The City of Isle of Palms was incorporated in 1953 and zoning was established on October 25, 1956. Among other elements, the 1956 zoning ordinance addressed non-conforming uses and provided for the lawful continuation of these uses. The 1956 version of zoning was codified along with other City ordinances in 1970. The entire zoning code was subsequently repealed and readopted in April 1975, due to questions about the legal validity of the adoption of the 1956 zoning code.

Repeal and re-adoption, or substantial amendment, occurred again in 1981, 1989 and 1992-1993. The Planning and Zoning Commission was created on December 10, 1986. The City also adopted an ordinance in 1981 creating a

Board of Adjustment, which has since been renamed the Board of Zoning Appeals.

In 1975 City Council approved a Planned Residential Development (PRD) zoning district for the eastern, then undeveloped, end of the island. Today this area includes the gated resort community of Wild Dunes and several adjacent residential areas. The PRD was the first zoning agreement of its type in the State of South Carolina. Under the PRD zoning, the eastern end of the island was developed to include a wide variety of housing types: low to high density single-family detached units, townhouses, and low-rise and high-rise condominium multi-family units. Within the gated section of Wild Dunes many of the approximately 2,067 residential units (have Wild Dunes ARC verify new number) are used as seasonal rental properties. Wild Dunes also includes offices and conference facilities and various resort amenities.

In the PRD zoning district, the use, subdivision, and development of property is governed through deed restrictions enforced by the Wild Dunes Community Association. Several residential areas outside the gated Wild Dunes community, such as 57<sup>th</sup> Avenue and certain properties on 43<sup>rd</sup> through 45<sup>th</sup> Avenues, that are also zoned PRD and also governed by the Wild Dunes Community Association. In 2016 the area between 53<sup>rd</sup> and 56<sup>th</sup> was rezoned from PRD to SR3 and P-3, to account for the expiration of deed restrictions in this area and provide land use controls.

In 2000 the name of the zoning district for planned developments changed from Planned Residential District (PRD) to Planned Development District (PDD). The new designation more accurately describes the land use activities.

By 2022, the City created a Conservation- Recreation District (CR). The goal of this new district focuses on the future protection of current recreational land, preserve vital resources, scenic easements, and lessen any potential hazards to loss of property, life and public safety from flooding. This CR district now overlays parcels located in the northern most part of the island vulnerable to the effects of erosion and flooding.

### *Land Use Activity – Overview*

Detached residential dwelling units represent the principal land use on the island. Medium and low-density dwellings are the most predominate form of housing. In 2023, 36% are owner-occupied with the remaining 64% being either second homes or rental units. While there are properties scattered throughout the island that contain two or three residential units, the major multiple unit complexes are located within either the “Front Beach” area or Wild Dunes.

Commercial development is limited in terms of the total island acreage. Less than 2% of the island is zoned commercial, excluding the resort amenities within the gated section of Wild Dunes. Commercial uses are primarily oriented to providing for the immediate needs of the local population and the resort/seasonal activities. Only a small portion of commercially zoned land remains undeveloped. Major shopping facilities are located off the island.

Public uses include those normally associated with a small community. City Hall houses the City Council, administration and the Building Department.

The Fire Department, Police Department, Recreation Department, and the Public Works Department are located in separate facilities. The Isle of Palms Water and Sewer Commission (separate from City Government) maintains an office building, a sewage treatment plant and various water storage/distribution facilities.

Municipal recreational uses include a City Recreation Center, a City Marina, a beachfront County Park, and two boat landings. Within the Wild Dunes complex are golf, tennis, and swimming facilities with publicly controlled access to the latter two amenities. Additionally, a private marina is located at Breach Inlet. The island is surrounded by water access opportunities inclusive of the ocean, beach and back creeks. Part of the island borders directly on the Intracoastal Waterway.

The island does not have any presence of industrial, agricultural, and mining activities. Due to a limited transportation system, the high demand for residential property, increasing land values, and the risks inherent on a barrier island, it is unlikely that these uses will occur in the future.

### *Plan Concept*

In accord with the Vision Statement, the primary planning concept is that of “enhance the existing character of the island as a quality place to live and protect the environment both on and around the island” The existing development pattern, both in terms of the land use types and the geographic allocation of these uses, is viewed as being the desired future pattern. The objective of the plan is to preserve the existing land use relationships.

In order to preserve the island character, it is important to identify some of the underlying considerations:

1. The Comprehensive Plan is a statement defining a desired future. Zoning and other municipal regulations provide the implementation tools that allow the Plan to be achieved. The color-coded map in Appendix A is the Land Use Plan and the color-coded map in Appendix B is the current Zoning District Map. Both can be amended through procedures prescribed by law. The maps must always remain compatible and not in conflict.
2. The primary land use activity has been and should continue to be low and medium density residential uses.
3. The scale and density of new development and the expansion of existing development should not disrupt the neighborhood "family" atmosphere of the island.
4. The design of structures and the placement of these structures should maintain a sense of open space and utilize vegetation to soften the effects of impervious surfaces.
5. Dwelling units are rented to guests visiting the island and, within reason, this is an accepted practice. Each dwelling has a maximum occupancy level that is intended to limit activity to a level that is not disruptive to the neighborhood.
6. Commercial uses provide important services to the community. Some characteristics associated with commercial activity, such as traffic, parking, noise and light, can cause conflict with adjoining residential uses. Potential conflicts can be minimized through the use of good site design and buffers where appropriate. Parking for commercial uses should be accommodated on-site or in designated areas in close proximity to the business. On-street parking in areas not designated for parking is not a satisfactory solution.

7. The core of the City is generally defined as being the intersection of the IOP Connector and Palm Boulevard encompassing the major commercial, governmental and “Front Beach” areas. The most significant visual impression of the island occurs when one enters on the IOP Connector. It is important that the appearance of this core area continues to convey both civic image and commercial viability. Efforts to coordinate the continuity of design of both structures and the streetscape are deemed important to promote island identity.
8. It is recognized that the beach and other recreational opportunities on the island are of exceptional quality and draw many non-residents during peak periods. The City is responsible for their basic care and protection during their visit. As such, it is necessary to ensure that the public safety and other basic services are maintained commensurate with the increased demands.
9. Portions of the island are served by septic tank disposal systems. In some instances, these systems operate marginally and at certain times may be dysfunctional. It is important that these areas be identified and action taken to educate the owners about properly maintaining the septic systems or to provide public sewer. Areas with poor drainage should be considered as the first priority for the installation of public sewer.
10. The protection of the natural resources both on and around the island is of critical importance especially with respect to water quality. The preservation and enhancement of this asset requires increased sensitivity to the amount and nature of runoff that moves from the island into the water.
11. Periodic natural disasters occasionally occur. Local government will be faced with immediate demands for recovery and reconstruction. The Land Use Plan provides the guide for reconstruction. While temporary regulatory procedures may be required, the Plan and the underlying zoning codes should not be compromised during the reconstruction period.
12. The island fronts to the Atlantic Ocean, backs to the estuaries, and is subject to the forces of wind and wave. Much of the island is in flood zones established by the

federal government. The availability of flood insurance is directly tied to compliance with federally required building standards. It is important that strict compliance be maintained.

### *Key Issues*

- Protection of the Public Health, Safety and Welfare.
- Ensure compatibility between the Comprehensive Plan and the regulatory ordinances.
- Appearance of the commercial and “Front Beach” areas.
- Ensure the adequacy of the infrastructure to support continued development, expanded uses and demands created by seasonal peaks.
- Preservation and protection of natural resources.

### *Goals and Implementation Strategies*

Goal 7.1: Improve zoning regulations to protect the established character of the island.

Strategy 7.1.1: Make appropriate amendments to the zoning ordinance which reflect the goals and strategies of the Comprehensive Plan. *(2008; Building Department and City Council)*

Goal 7.2: Protect residential areas from adverse impacts of commercial development.

Strategy 7.2.1: Develop plans and policies which use public improvements to prevent or mitigate adverse impacts of commercial development upon residential properties. *(2008; Building Department and City Council)*

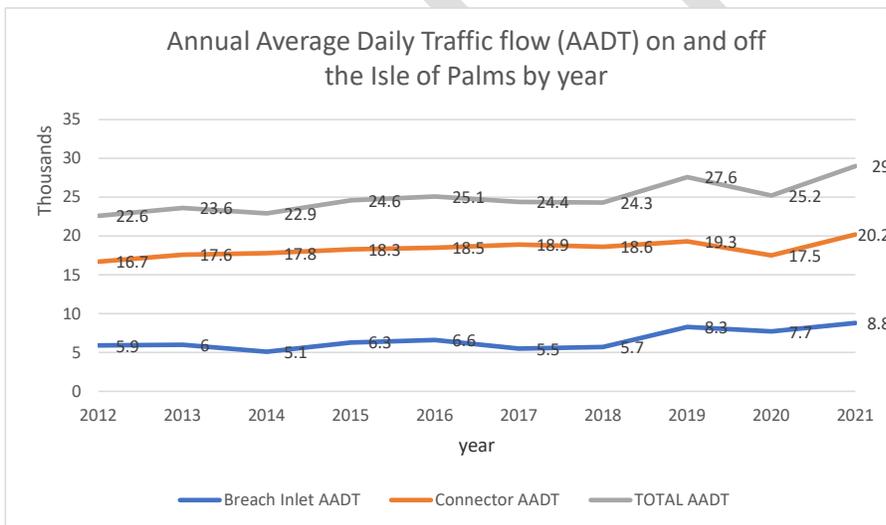
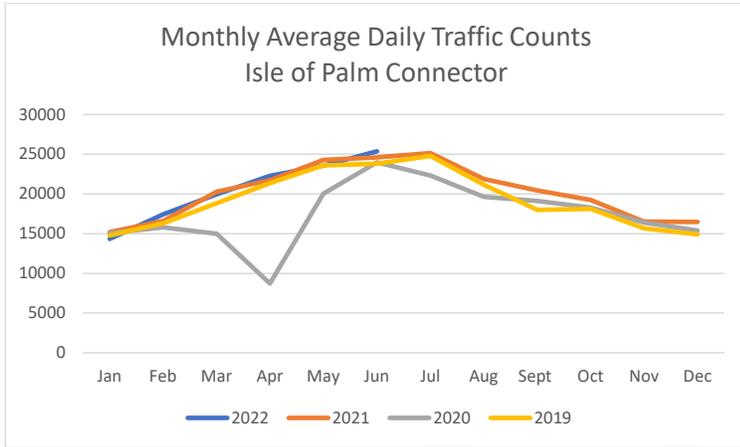
Goal 7.4: Ensure the adequacy of the infrastructure to support continued development and expanded uses.

Strategy 7.4.1: Evaluate and continue to improve the drainage system to alleviate the problems in those areas that drain poorly. *(Ongoing; Building Department and Public Works Department)*

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## TRANSPORTATION

The Isle of Palms is accessible by two routes. First, SC 703 connects the island to Sullivan’s Island by way of the Breach Inlet bridge as well as Sullivan’s Island to Mount Pleasant by way of the Ben Sawyer Intracoastal Waterway bridge. Second the Clyde M. Dangerfield Highway SC 517 (Isle of Palms Connector) provides a fixed span, direct connection to Mount Pleasant. The illustration below is based on the traffic counts coming on and off the island on the Connector from the years of 2019 to 2022. As expected, the traffic increases dramatically in the summer months as a result of seasonal visitors (additional traffic counts are available in Appendix C-1).



The total length of roads on the island is estimated to be 35 miles. Most roads outside Wild Dunes are under the jurisdiction of the SCDOT. The total miles of state roads on the island is estimated to be 21.75 miles. A few roads or sections of roads have been accepted by the City. Some roads, however, have never been formally accepted by any government jurisdiction. Roads within the Wild Dunes gates total 12 miles and are privately owned and maintained.

Maintenance for roads within the State system is provided through an agreement between Charleston County and the SCDOT. The City is responsible for Ocean Boulevard between 10<sup>th</sup> and 14<sup>th</sup> Avenues, 18<sup>th</sup> Avenue, part of Hartnett Boulevard, most of Forest Trail, the cul-de-sac on Pavilion Boulevard, and 27<sup>th</sup>, 28<sup>th</sup>, and 29<sup>th</sup> Avenues between Hartnett and Waterway Boulevards.

Currently, bikeways and sidewalks are provided in only a few areas outside Wild Dunes. These existing bikeway/sidewalk facilities are not interconnected and some are in need of repair. There is a recognized need to fund bikeways and sidewalks to facilitate non-vehicular traffic on the island to reduce vehicular/pedestrian/bike conflicts. Various projects have recently been undertaken in the Charleston area including the Battery-to-Beach bike route that connects the Isle of Palms to downtown Charleston and ultimately Folly Beach.

In the summer months, traffic on the island increases significantly and causes congestion. Rainstorms on a weekend afternoon can cause hours of gridlock and raises concerns about response time for Emergency Medical Services and other essential public safety needs. While this is a longstanding issue for the community, the problem has become more acute with the increased population of the Charleston area. The problems are predictable, measurable, and should be able to be lessened with proper adjustments to the roadways.

In June of 2015, the SCDOT approved a beach parking management plan that the City developed through a collaborative effort between the City Council, the Isle of Palms community, traffic engineers, City staff, and SCDOT. The goal of the plan was to strike a balance between the concerns of residents and the needs of beach visitors. Modifications to the island's parking facilities were made pursuant to the plan including the creation of beach parking areas close to the beach and resident only parking areas in the remaining areas of the island.

The City and SCDOT agreed in 2022 to initiate studies of the Isle of Palms Connector bridge and the Connector's corridor to identify alternatives, including lane configurations, that would allow traffic to flow more efficiently and provide safer facilities for cyclist and pedestrians.

In 2022 the Planning Commission held a series of meetings with a traffic consultant for the purpose of studying traffic related issues and identifying key projects or programs that could improve traffic flow on the island. The final presentation of that effort is included in Appendix D of this plan and several Goals and Implementation Strategies below were identified during these meetings.

#### *Key Issues*

- Improvements in transportation facilities.
- Planning for a parking system that would balance the needs of visitors and residents.

#### *Goals and Implementation Strategies*

Goal 8.1: Improve traffic flow and reduce congestion on the roadways of the island.

Strategy 8.1.1: Include funding in the 2023-2024 budget to initiate a comprehensive traffic study for the island to improve traffic flow and reduce congestion. This study should be done in close collaboration with the SCDOT staff to ensure the solutions that are developed can be implemented within their network. *(2023; Public Safety)*

Strategy 8.1.2: Evaluate the lane configuration of the Isle of Palms Connector to identify more efficient and safer alternatives (See consideration 1 in Appendix D). *(Ongoing; Public Safety)*

Strategy 8.1.3: Evaluate the intersection of the Isle of Palms Connector and Palm Boulevard to determine an alternative design

and/or phasing could increase operational efficiency (See consideration 2 in Appendix D). *(2023; Public Safety)*

Strategy 8.1.4: Evaluate the Charleston County Park and municipal parking lots traffic routing, payment, and ticketing to identify more efficient methods for ingress and egress (See consideration 3 in Appendix D). *(2023; Public Safety)*

Strategy 8.1.5: Evaluate providing real-time beach parking space availability data to the public to improve efficiency for ingress and egress for beach visitors (See consideration 6 in Appendix D). *(2023?; Public Safety)*

Strategy 8.1.6: Continually assess stop sign locations on the island to determine proper and legal placement. *(Ongoing; Public Works)*

Strategy 8.1.7: Ensure an adequate number of speed limit signs on all streets to encourage compliance and improve safety. *(Ongoing; General Government and Police Department)*

Strategy 8.1.8: Develop a plan to improve alternate modes of transportation on the island including bikeways, golf carts and low speed vehicle facilities and sidewalks while improving pedestrian safety. *(2008; Building Department and Recreation Department)*

Goal 8.2: Discourage non-resident parking and traffic in residential neighborhoods.

Strategy 8.2.1: Encourage appropriate measures including signs, traffic restrictions and parking restrictions. *(Ongoing; Police Department and City Council)*

Goal 8.3: Improve accuracy of data collection related to traffic patterns.

Strategy 8.3.1: Encourage appropriate measures to collect accurate traffic counts including the installation of new hardware at the key points of ingress and egress of the island. *(Ongoing; Police Department and City Council)*

## PRIORITY INVESTMENT

As required by the Priority Investment Act of 2007, an analysis of upcoming projects and likely federal, state and local funds available for these projects was conducted. Projects can include roads, parks, government facilities, pathways, drainage and stormwater infrastructure improvements, or beach renourishment.

### *Overview*

In creating this element of the Comprehensive Plan, the Planning Commission began by assembling a list of all capital improvement projects listed or referenced throughout all elements of this plan.

The Commission also reviewed the current practice of developing the 10-Year Capital Improvement Plan (Ten-Year CIP) and identified that Plan as the key document to tie to this element.

The current process for creating the Ten-Year CIP involves the City staff and Committees of Council reviewing initiatives and prioritizing expenditures based on need, anticipated funds, staff to manage projects, funding sources, project seasonality, and organizational prioritization. The Ten-Year CIP is reviewed and modified on an annual bases and approved as

part of the fiscal planning cycle. This process is well-established and has been successful for the City.

In the goals and strategies section of this plan, there are suggestions on how this process might be improved by having the Planning Commission review the status of projects identified in this element and compared against the draft Ten-Year CIP to ensure the two are aligned.

### *Funding*

A summary of the traditional revenue sources are shown in the chart below. Most of the revenue for the City comes from property taxes (25%), building permits and business/ rental licenses (22%) and accommodations taxes (19%).

In addition to these three major sources of funding, the following are other common revenue sources for the City:

Beach Preservation Fee....

Bond Proceeds....

Hospitality Tax....

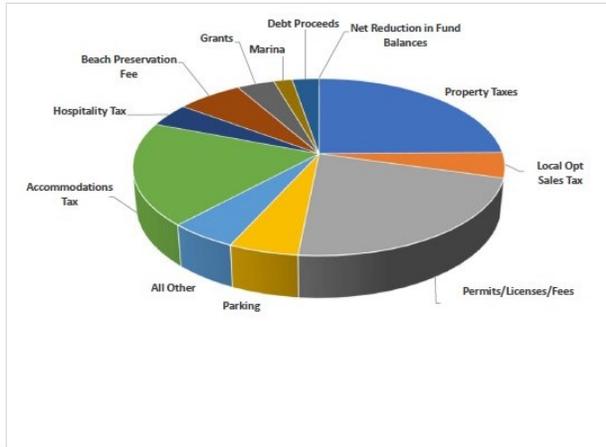
Fund Balance....

Local Option Sales Tax....

Parking Fees....

Marina....

Debt Proceeds....



FY 2022 Revenue Summary - All Funds		
Property Taxes	4,806,000	25%
Local Opt Sales Tax	895,000	5%
Permits/Licenses/Fees	4,307,000	22%
Parking	1,019,250	5%
All Other	992,484	5%
Accommodations Tax	3,672,663	19%
Hospitality Tax	835,800	4%
Beach Preservation Fee	1,274,663	7%
Grants	726,000	4%
Marina	360,081	2%
Debt Proceeds	525,000	3%
Net Reduction in Fund Balances	-	0%
<b>Total Revenues + Use of Fund Bal</b>	<b>19,413,940</b>	<b>100%</b>

Outside of these common revenue sources, the City will need to look at less traditional funding sources to accomplish the goals established in this plan. It is expected more grants funds could become available than have traditionally been and the City should position itself to take advantage of those funds. Specific funds that could be targeted include:

**U.S. Department of Commerce, Economic Development Administration (EDA)**- In April of 2018, a notice of funding opportunity was issued by EDA for Disaster Supplemental Funds related to the many disasters that occurred in recent years. This funding is for **\$587M** in grants to assist communities in TX, LA, FL, GA, SC, PR, & VI. These funds are available until they are all spent. Regionally, the Atlanta office, which serves SC, was allocated **\$147,362,000** of the \$587M.

**Federal Emergency Management Agency (FEMA), Pre-Disaster Mitigation Program (FEMA PDM)**- On August 21, 2018, FEMA released the Notice of Funding Opportunity for the 2018 Pre-Disaster Mitigation Program (PDM). This funding is a national competition, so any project submitted must successfully compete against other projects submitted from

all over the United States. (Note: The City of Isle of Palms and the Isle of Palms Water and Sewer Commission successfully received funding under this program several years after Hurricane Hugo.) The funding is for \$150M in grants spread among all 50 states and territories. PDM grants are awarded on a competitive basis and without reference to state allocations, quotas, or other formula-based allocation of funds.

**FEMA- Building Resilient Infrastructure and Communities (BRIC)**  
Building Resilient Infrastructure and Communities (BRIC) will support states, local communities, tribes and territories as they undertake hazard mitigation projects, reducing the risks they face from disasters and natural hazards. BRIC is a new FEMA pre-disaster hazard mitigation program that replaces the existing Pre-Disaster Mitigation (PDM) program.

**Department of Housing and Urban Development (HUD) Urban Entitlement, Funding Grant Administered by Charleston County-** In approximately December or early January each year, Charleston County publicly notices the availability of funds under this program. These are funds appropriated by Congress and then allocated to the States and administered by Charleston County.

**South Carolina Rural Infrastructure Authority (RIA)-** The South Carolina Rural Infrastructure Authority operates both grant and loan programs which may be used for water, wastewater and drainage. Grants are for basic infrastructure or Economic Development Infrastructure and information disseminated for FY18 showed \$25,000,000 in funds available.

Place holder for other grants- County road grants are missing here including the Charleston Area Transportation Study (CHATS) and Transportation Sales Tax (TST)

*Priority Investment list and potential funding sources*

**Install new and repair existing stormwater infrastructure**

Because the island is relatively low in elevation and prone to drainage problems, the City will need to identify the most problematic drainage areas and find solutions to move stormwater to the appropriate outfalls. In the Public Facilities element of this plan, several drainage projects are

identified. In addition to these projects, many other areas drain poorly, which should be addressed by future drainage projects.

Synopsis of issue and potential funding source- to be added.

**Install sewer lines to every property not currently served**

Installation of public sewers in areas served by septic systems and having marginal soils should be considered a priority for future projects. Specifically, septic tank systems in the areas near the beach between 42<sup>nd</sup> 53<sup>rd</sup> Avenues, adjacent to the Recreation Center from 26<sup>th</sup> to 29<sup>th</sup> Avenues and in low areas of the Forest Trail subdivision are affected by flooding and seasonal high water and would benefit from public sewer service.

Synopsis of issue and potential funding source- to be added.

**Renourish beach**

Synopsis of issue and potential funding source- to be added.

**Underground electrical lines**

Synopsis of issue and potential funding source- to be added.

Because many of the projects included in this element are roadway and drainage improvements, they could be funded by the Charleston County RoadWise program. Other infrastructure projects will probably need to be funded in a traditional manner because the Isle of Palms does not qualify as low-income, making grant money unlikely.

A large portion of the City’s electrical distribution service, which is provided by South Carolina Electric and Gas, is provided through lines running above ground. It would be desirable from a maintenance and appearance standpoint to have all of the lines transferred to an underground distribution system.

Providing a safe and efficient system for cyclists, pedestrians, golf carts and low speed vehicles to circulate the island will reduce roadway congestion and parking problems and should be a priority.

### *Key Issues*

- Improve transportation and drainage facilities
- Improve public health by extending the public sewer system to areas service by septic systems in marginal soils

### *Goals and Implementation Strategies*

Goal 9.1: Improve drainage in those areas that drain poorly.

Strategy 9.1.1: Identify problem areas and appropriate funding sources.

Goal 9.2: Improve traffic flow and reduce congestion on the roadways of the island.

Strategy 9.2.1: Expand the system of bike lanes and walking paths.

Goal 9.3: Improve public health by extending the public sewer system to areas service by septic systems in marginal soils.

Strategy 9.3.1: Identify problem areas and appropriate funding sources.

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APPENDIX A:  
Summary of Meetings

*1998 Update*

- 8/2/93 Discussed idea of updating the island's Comprehensive Plan.
- 9/20/93 Discussed outline of plan and types of information needed.
- 11/22/93 Discussed land use, transportation, parking, recreation, and public safety issues.
- 12/8/93 Discussed land use and other issues and made recommendations.

- 7/13/94 Revisited the issue of updating the island's Comprehensive Plan with the Commission which included four new members.
- 9/28/94 Work session to discuss each of the seven elements of a comprehensive plan as listed in the new state enabling legislation.
- 10/26/94 Work session including presentations by Police Department and Water and Sewer Commission.
- 12/1/94 Work session including presentation by IOP Public Works Department, Chief Building Official and City Administrator.
- 12/14/94 Work session by County Public Works Department on road and drainage maintenance.
- 2/2/95 Work session including presentation by Charleston County Parks and Recreation Commission on proposed park.
- 5/24/95 Work session including presentations by the Recreation Department and Councilmember Allen, and the Charleston Area Convention and Visitors Bureau.
- 6/28/95 Work session with Earl Hewlette of Destination Wild Dunes, Janice Ashley and Lori Bennett, the incoming and outgoing presidents of the Commerce Association, respectively, and John Darby, Vice President of the Beach Company.
- 7/26/95 Work session with Debra Hernandez of the Office of Ocean and Coastal Resource Management and Ed Haselden, Chief Building Official and Zoning Administrator for the Isle of Palms.
- 8/23/95 Work session with Robert Clark of the SC Department of Transportation and Police Chief Tommy Buckannon.
- 9/27/95 Work session to discuss the Wild Dunes PRD and other aspects of the current Zoning Ordinance.

- 10/25/95 Work session with attorney Roy Bates to get a legal overview of the “planned residential district” type of zoning and the island’s PRD zoning district in particular.
- 11/26/95 Work session to continue discussions of the PRD district and other aspects of the Zoning Ordinance and land use map.
- 1/31/96 Work session to review the January 28, 1996 draft of the Comprehensive Plan.
- 2/28/96 Work session to review the February 24, 1996 draft of the Comprehensive Plan.
- 3/13/96 Review of the March 4, 1996 draft of the Comprehensive Plan following the regular meeting.
- 3/27/96 Review of March 21, 1996 draft of the Comprehensive Plan and future land use map referenced in Strategy 1.4 of the Land Use section. The Commission agreed to give final review to the revisions to this draft and the recommended future land use map at their April 10, 1996 regular meeting.
- 4/10/96 Review of the April 2, 1996 draft and future land use map changes. The Commission agreed to refer this draft and future land use map to City Council with request for a joint meeting of the City Council and Commission at which the Commission would present the plan to Council.
- 7/10/96 Public hearing on April 19, 1996 draft of plan before the Planning Commission.
- 7/30/96 The Planning Commission reviewed all comments received in writing and at the July 10, public hearing and agreed upon all changes to the April 19, 1996 draft.
- 8/14/96 The Planning Commission reviewed the final copy of the Comprehensive Plan and referred it to the City Council for adoption.

- 9/11/96 The Planning Commission agreed upon revisions to the plan concerning changes to the PRD zoning district.
- 12/11/97 The Planning Commission agreed upon revisions to the plan concerning the sewerage of the island.
- 2/20/97 The Planning Commission agreed upon revisions to water quality section and the goals and implementation strategies concerning water quality.
- 3/3/97 A special meeting of City Council and the Planning Commission was held to introduce the Council to the Plan and explain the process of preparing and adopting the plan.
- 3/20/97 A special meeting of City Council and the Planning Commission was held to begin a page-by-page review of the plan.
- 5/14/97 A special meeting of City Council and the Planning Commission was held to continue the review of the plan.
- 6/11/97 The Planning Commission reviewed revision suggested during the Commission's work session with City Council and adopted a resolution recommending the Comprehensive Plan and Future Land Use Plan to City Council for adoption.
- 10/28/97 Public hearing on the June 11, 1997 draft of plan before City Council.
- 12/ /97 City Council adopts the June 11, 1997 Comprehensive Plan and Future Land Use Plan with the exception of implementation time frames which are to be recommended to the Council by the Planning Commission for their adoption.
- 3/11/98 The Planning Commission reviewed the proposed time frames for implementing strategies contained in the plan and approved a resolution recommending the Comprehensive Plan and Future Land Use Plan, as revised by the addition of implementation time frames, to City Council for final adoption.

### *2004 Update*

- 6/13/01 The Planning Commission discussed the 1994 Planning Legislation's requirement to review the plan every five years and agreed to begin the review.
- 7/18/01 The Planning Commission discussed the confusion of the Wild Dunes PDD; as well as the need for new statistics for review (Census, SCDOT traffic counts and County Assessor's Office data).
- 9/12/01 Commission member Dick Cronin reported on findings of the PDD issues.
- 11/14/01 The Commission reviewed and discussed the statistics relating to the Population Element.
- 1/23/02 The Commission held a workshop with the BCD Council of Government to discuss their possible involvement in the review or drafting of the plan.
- 2/13/02 The Commission held a workshop with the Director of the Recreation Department, Norma Jean Page, to discuss the Cultural Resources Element. They also reviewed a draft of the Community Facilities Element.
- 3/13/02 The Commission reviewed public safety issues and the Community Facilities and Cultural Resources Elements of the plan.
- 4/10/02 The Commission discussed statistics relating to the Housing Element and general trends noticed in the housing market.
- 5/8/02 The Commission discussed amendments to the Housing and Natural Resources Elements of the plan.
- 11/11/02 The Commission discussed amendments to the Land Use Element of the plan.

- 1/8/03 The Commission discussed amendments to the Land Use Element of the plan.
- 2/12/03 The Commission held a brainstorming session on the Economic Element of the plan.
- 3/12/03 The Commission held a work session with Fire Chief Ann Graham to discuss EMS needs on the island and related public safety issues.
- 4/16/03 The Commission agreed to send the draft plan to the Council of Governments for their review and asked for a legal opinion on whether or not the amount of re-drafting constituted a review of the plan or an update.
- 7/9/03 The Commission discussed the revisions to the plan suggested by the Council of Governments.
- 10/15/03 The Commission held a workshop with City Council to explain the changes that the Commission was recommending and gather feedback from Council members.
- 11/19/03 The Commission reviewed comments, written and oral, made by City Council members during and after the workshop.
- 1/14/04 The Commission reviewed the draft changes to the plan with particular attention given to the repetition of issues.
- 2/11/04 The Commission reviewed the draft plan and agreed to advertise a public hearing for the plan in April 2004.
- 3/10/04 The Commission reviewed the revised Land Use Map prepared by Charleston County Planning Department.
- 4/14/04 The Commission reviewed the final draft of the plan and passed a resolution to recommend the adoption of the plan by City Council.

*2008 Review*

- 4/9/08 The Planning Commission discussed the 1994 Planning Legislation's requirement to review the plan every five years and agreed to begin the review.
- 5/14/08 The Planning Commission went through each element and agreed that the plan should be reviewed and did not need to have a full update. 8/13/08 The Planning Commission met and discussed the newly required Priority Investment Element.
- 9/10/08 The Planning Commission met and reviewed the plan in its entirety and discussed the newly required Priority Investment Element.
- 10/8/08 The Planning Commission met and agreed to add the development of a parking management plan as a strategy in the Community Facilities Element.
- 11/12/08 The Planning Commission met discussed EMS response and how to improve the description of this in the Plan.
- 1/21/09 The Planning Commission recommended the amended document be adopted by City Council.
- 8/12/09 The Planning Commission recommended that the title of the document be changed to the "Amended Comprehensive Plan".
- 2015 Update*
- 3/20/13 The Planning Commission discussed the fact that a new census had been completed since the last review of the plan. The census showed that the population had decreased slightly and the number of housing units had increased slightly. The Commission reviewed the Vision Statement and the Population Element of the Plan.
- 4/10/13 The Planning Commission reviewed and edited the Population and Economic Elements.
- 5/8/13 The Natural Resources Element was discussed. Information regarding erosion and loggerhead turtles was added.

- 6/12/13 The Planning Commission discussed the Cultural Resources Element of the plan and agreed that the Plan should better describe the events and services offered by the City's Recreation Department.
- 7/10/13 The Community Facilities Element was discussed and the Commission agreed to elaborate on the electrical distribution system and the additional transmission line that is being added and highlight efforts to place lines underground.
- 8/14/13 The Planning Commission discussed the Housing Element of the Plan. Particular attention was paid to the effects of the Biggert-Waters Act.
- 9/11/13 The Land Use Element of the Plan was discussed. It was noted that the Plan had excessive information about the areas that are controlled by Wild Dunes, but outside of the gate and edits were suggested. The Commission also agreed to eliminate strategies dealing developing a GIS system as Charleston County was providing this service.
- 10/9/13 The Planning Commission discussed the Transportation Element of the Plan and agreed to expand the strategies involving alternate modes of transportation to include golf carts and low speed electric vehicle. Particular attention was paid to the traffic count graphs included in the plan.
- 11/13/13 The Transportation Element and the Priority Investment Elements of the Plan were discussed. It became apparent that the traffic counts being collected were inaccurate and therefore the data included in the plan should be deleted as it would be outdated and not useful.
- 4/30/15 A joint workshop was held with the Planning Commission and the City Council to discuss the proposed amendments to the Plan.

**DRAFT**

**APPENDIX B:  
List of Sources**

Clemson Study, May 1987

1989 & 1993 Isle of Palms Comprehensive Plan

U.S. Census

1990 Housing Atlas, Berkeley- Charleston- Dorchester Council of Governments

Metropolitan Charleston 1990-2015, Planning for Change, BCD Council of Governments, Spring 1995

Stormwater management System, Isle of Palms Flood Plain Management Study, U.S. Soil Conservation Service, June 1990

Isle of Palms Local Comprehensive Beach Management Plan, 1993

OCRM non-point source pollution study, 1994

Charleston Convention and Visitors Bureau

Wild Dunes Community Association Residential Status Report

Comprehensive Planning Guide for Local Governments, Municipal Association of South Carolina, August 2001